

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



Please Reply to: Simone Birch
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Scrutineering & Off Road Committee Meeting

16th March 2019 starting at 13:00

**THE IBIS HOTEL, DIRFT EAST, PARKLANDS, CRICK,
RUGBY, NN6 7EX**

AGENDA

1. Open the meeting.
2. Apologies for absence.
3. Acceptance of minutes the previous meeting.
4. Ongoing Topics.
5. Rule change Proposals
6. Class Q Information
7. Enquiries received since the last meeting.
8. Any other business this meeting.
9. Date and location of next meeting.
10. Close the meeting.

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Minutes of the Scrutineering & Off Road Committee meeting of 17th November 2018

Distribution:-

Via club secretaries who forward them accordingly to their club members, Scrutineering & Off Road Committee members, Log Book Scrutineers, Club Representatives, Council members and other interested parties.

Note: Recipients of these minutes need to ensure that these matters are discussed at club committee meetings and also to publicise any concluded issues in their club newsletters. In the majority of cases, the minutes are sent by post and e-mail to the secretaries of all competitive clubs, S&ORC, Log Book Scrutineers, club delegates and members attending the meetings.

There were 22 attendees and 11 clubs were represented with apologies from a further 4 clubs. There are 27 competitive clubs within the ALRC. Present were 5 members of the S&ORC plus a further 15 log book scrutineer.

The accuracy of these minutes will be confirmed by their acceptance at the next meeting.

Those present -

NAME	CLUB
Simone Birch (CM)	ALRC
Mark Whaley (S L CM)	ALRC
Graham Pink (L)	North Eastern RO
Ian Whaley (G)	North Eastern RO
Dennis Wright (S L CM)	Peak & Dukeries LRC
Richard Smith (L CM)	Midland ROC
Richard Banks (L)	Midland ROC
Steve Kirby (S L R CM)	Hants & Berks LRO
Dave Canham (SLRCS)	Southern ROC
Charles Darby (G)	Southern ROC
Debby Darby (G)	Southern ROC

NAME	CLUB
Mark Baitup (R)	Southern ROC
Adrian Neaves (CM)	Staffs & Shrops LRC
Matthew Fulwood (R)	Chiltern Vale LRC
Stuart Newton (G)	Chiltern Vale LRC
Julian Carter (G)	Chiltern Vale LRC
Paul Barton (R CM)	Surrey Hills LRC
Fraser Parish (S L)	Cornwall & Devon LRC
Murray Wiltshire (CM)	Wye & Welsh LRC
Ray Godwin (L)	Wye & Welsh LRC
Andrew Neaves (CM)	ALRC
Alex Cowsill (L)	Cumbria ROC

S = Scrutineering Committee member. R = Club Representative. L = Log-book Scrutineer.
CS = Chief Scrutineer (of the named club) G = Guest CM = Council member.

Apologies for absence received from:

NAME	CLUB
Andrew Flanders (L CM)	Anglian LRC
Tony Lockwood (S L)	Peak & Dukeries LRC
Mark Pycraft (R)	Essex LRC
Pete Lugg (S L)	Somerset & Wilts LRC
Andrew Sinclair (L)	Leics & Rutland LRC

NAME	CLUB
Tony Sinclair (S L)	Leics & Rutland LRC
Andy Dennis (L)	Staffs & Shrops LRC
Mykul Jones (L)	Wye & Welsh LRC
Tim Linney (S CM)	Chiltern Vale LRC
David Jeffrey (S L)	Cornwall & Devon LRC

Note that the elected scrutineers committee members and log book scrutineers, marked (S or L) above, represent the ALRC as a whole; the club name is included for information only. Matters that are concluded will be marked CLOSED.

Any enquiries should be copied to Simone Birch, at the above address, so that they can be entered into the minutes of the meeting with the correct wording.

1. Open the Meeting.

The meeting was opened at 1.15 by Mark Whaley.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (7th July 2018)

There were no comments received on these minutes. The minutes were proposed by Dennis Wright, seconded by Matthew Fulwood and agreed unanimously. Signed by Mark Whaley.

4. Review of ongoing Topics.

a. Motorsport UK Off-Road Scrutineers. (23 March 2013)

The Motorsport UK have still to respond on this matter so will need to wait until something is received from them to progress this.

ONGOING.

b. CCVT Trial Tyres – Duncan Findlay, Somerset & Wilts LRC.

I was wondering if I could find out a definitive answer about ccv Trial tyres. I have read the rules and regulations and it stipulates that tyres must be road legal (as in not dumper/agricultural/open block). They can however be re-cut, as ccv trucks are not required to be road legal vehicles. Does the term “re-cut” mean re-grooved (as in deepening the current voids when the tyre begins to wear down) or can we go further and remove some of the existing tread blocks. I ask as I run Malatesta Kaimans (Simex Jungle Trekker copies) and have seen guys who compete in other 4x4 mud events with blocks removed to help prevent the tyre clogging up with mud. I’m keen to have a go but would like an answer from the ALRC before I create a set of tyres that are neither competition standard or road legal. Any advice would be greatly appreciated.

Discussion at meeting.

Motorsport UK Regulation under Permitted Tyres, List 5, Tyres for Cross Country Events.

10. It is prohibited to re-groove tyres in this list. (Competitive Safari, Hill Rallies and Point to Point).

This list applies to times events only.

ALRC Regulation B.8.2

Tyres may be changed to any type other than tractor or implement tyres, “maxi-cross” type tyres or those fitted with studs or chains. (Tractor and implement tyres have a “V”-shaped tread of separate blocks of rubber like the ones fitted to the driving wheels of tractors and dumper trucks.)

In the guidelines for Scrutineering under Tyres it does state that re-cutting of treads is allowed in all events except RTVT where road legal must be used (Page 111 ALRC Handbook).

This question was also raised in the S&ORC meeting held on the 9th July 2016 where it was agreed that there was not a problem at events as it was allowable to re-cut tyres for use in CCVT events.

If Motorsport UK change the tyre listing information then we will need better information in the ALRC Handbook.

Motorsport UK have delayed the change on the tyres lists until 2020 but until this has been confirmed there is no reason to change our current rulings.

CLOSED

5. Rule Change Proposals

The following rule change proposals has been received from Chiltern Vale LRC, proposed by Matthew Fulwood and seconded by Tim Linney.

a. Event Specific Regulations

The proposed changes are for RTV Modified class only, no other event type.

Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations

E.2.5. For Modified RTV class, up to 35” maximum inflated diameter tyres may be used.

Rational: The rules already permit 37” tyres (B.8.1) for competition use. And with the advent of Q class and the modern trend to run larger tyres (common sizes 33.10.50, 35.10.50, 285/75, 305/70, 315/75, 33.12.50) we should allow these sizes as part of the regular rule set, but limit them to modified class only. Larger tyres may mean worse turning circle and trials performance, but these are not reasons to want to turn people away.

Dave Canham did not think they should be allowed as it encouraged members to move away from standard class vehicles. It was replied that it was too late to not allow modified vehicles and this rule was only going to apply to modified vehicles in RTVT's.

There have been several vehicles entered under the Class Q regulation with larger tyres being the main reason. 10 vehicles out of 76 have been listed to date. We did say that if there were an obvious numbers of vehicles entered under the Q class regulation that we would look to perhaps included a regulation to allow them to enter using an ALRC class. This appears to fit the criteria of this. The intention of Q class was really to encourage the new members to comply with the current rules.

Fraser Parish said it was not about becoming more extreme but really about allowing more members to join clubs and enter events which can only be a good thing.

There is no guarantee that Q class will continue in the future – it has already been extended for a further two years until the end of 2020. The ALRC can only work on the information on Q class received from the clubs.

It was confirmed that any size tyre can be fitted to vehicles in matched pairs and that these would pass an MOT.

It was agreed by the 5 S&ORC members present by For – 4, Against – 1 that this rule should go to the ALRC clubs for voting on.

Dennis Wright stated that although it was voted For by members of the S&ORC, this did not mean that they were necessarily in favour of the rule but did support it going to the clubs for voting on. This was agreed by all.

This will be discussed by the ALRC Council at a meeting to be held today and if agreed, the proposal and voting forms will be sent to the member clubs for return at the ALRC AGM.

b. Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations

E.2.6. For Modified RTV class, if the stated tyre width (stamped on the tyre sidewall) is equal or greater than 285(mm) or 11.50(inches) then deep dish rims with greater than a 4"/102mm offset but not exceeding 6.3"/160mm offset (between the outer flat of the nave plate and the external face of the bead area) are permitted.

Rational: This rule goes hand in hand with the E.2.5. Rule proposal above. Bigger tyres will often be mounted to a 10" wide rim. It is practically impossible to buy a 10" wide Land Rover rim that has a 4" or less offset as per current B.7.1 rule.

Research from Matthew Fulwood:

The most common 15x10 or 16x10 rims appears to be with a -32 offset. This is also the biggest offset I've seen. -32 translates to 6.3" as a front dish on the rim. This has resulted in the addition of the following wording to the proposal above - "but not exceeding 6.3"/160mm offset".

Richard Banks said that when he first started attending events he read the ALRC Handbook and it appeared then that members were changing the offset to affect the steering of the vehicle. This does not appear to apply to this discussion which appears to be which wheels you can safely fit certain tyres to. Do some of these rules need clarification as a safety issue?

Graham Pink agreed that with larger tyres you would need to have the correct rims for them to fit.

It may be that the issue of wheel spacers together with increased off-set rims may need to be addressed in the future but was not needed today.

It was agreed that the two proposals E.2.5 and E.2.6 should be linked and voted on as one by the member clubs. It was agreed by the 5 S&ORC members present by For – 4, Against – 1 that this rule should go to the ALRC clubs for voting on.

This will be discussed by the ALRC Council at a meeting to be held today and if agreed, the proposal and voting forms will be sent to the member clubs for return at the ALRC AGM.

c. General Vehicle Regulations

The proposed changes are for Modified class only.

Section C - Modified Class Vehicle Regulations

C.8.3. 100" wheelbase with Defender or Series bodywork is permitted. All other minimum dimensions as per a Series 1, please refer to the Vehicle Sizes Chart. The silhouette as viewed from the side must still resemble the shape of a Land Rover.

~~Bobtailed rear bodywork is not permitted.~~ This wording removed after discussion

Addition to Production Vehicle Sizes Chart

Vehicle Sizes Chart entry for 100" Defender/Series:

↓	W/B	Engine capacity, Standard	Door height	Top of front wing to bottom of front bumper	Centre line of front axle to front of front bumper	Length including bumper(s) (Excluding spare wheel.)	Width over-all	Width at bulk-head	Height of back body. 5
100" Defender/ Series	100" 8' 4"	n/a	19" 1'7"	20½" 1'11½"	22" 1'10"	152" 12' 8"	60½" 5' 0½"	60½" 5' 0½"	16½" 1'4½"

Rational: With the relative abundance and affordable prices of Discovery 1, 2's and classic Range Rovers. They make ideal candidates for a trials vehicle base. However the large bodywork can make them less suitable for many of the events we run. There are also legal implications and grey areas with changing a vehicle's wheelbase and body, as per making a traditional 80" or 88" coiler. Converting a 100" chassis to use Defender/Series bodywork would likely be deemed a body type change with the DVLA, and may not require additional IVA/SVA to keep them road legal. As well as offering a reduced cost way of making a more competitive trials vehicle.

In addition, Land Rover did actually produce a 100" model for the French and Swiss Army's in the late 1970's. Production run was low, but it was still a manufactured vehicle by Land Rover, (Rule A.3.).

Note from ALRC Council - The 100" vehicles referred to were just prototypes.

Dennis Wright pointed out that there were already vehicles above 100" competing – 101", 107", 109", 110".

Mark said that there was the potential benefit now that there were many Bowler 100" type trialers that were sitting in sheds - no longer competitive in the more exotic off road motorsport events that may be used if this rule was accepted.

Adrian Neaves said that as the DVSA were now trying to restrict the cutting of chassis's to change vehicles could this be an issue? Matthew Fulwood said that he had contacted the DVSA and was told that by adding a 90" body onto a Discovery 1 with a new rear cross member and outriggers that they would deem this as a body change.

Fraser Parish queried whether this was really a modification or was it a new build?

Answer - The argument is that we have already allowed 80" and 88" coilers but these are not always road legal but a 100" may be made to be.

It was agreed by the 5 S&ORC members present by For – 4, Against – 1 that this rule should go to the ALRC clubs for voting on.

This will be discussed by the ALRC Council at a meeting to be held today and if agreed, the proposal and voting forms will be sent to the member clubs for return at the ALRC AGM.

d. Engine List

Dave Canham queried if the engine list was to be further discussed. The engine list had been agreed at the last meeting to accompany the rule change already ratified by the ALRC Council for implementation on 1st January 2019. A letter has been sent to clubs detailing the full regulation together with the process for how an engine can get on the list.

CLOSED

6. Class Q Information

Very little information being received from clubs – all seem to be more of the same vehicle / modifications being entered. Clubs do seem to be reluctant to send in information or maybe they are not receiving entries.

The clubs that are sending in information are stressing that the entries are making a difference to the financial viability of their events and they are becoming a valuable part of the club. That said, the owners are unlikely to change their vehicles to become fully ALRC compliant due to the cost this will entail.

Richard Banks said that the Q class vehicles he had seen were some of the better maintained ones.

7. Enquiries received since previous meeting.

a. Motorsport UK Cross Country Committee Regulation Changes

60.5.1 The engine must not produce visible smoke or exhaust emissions during the event; however reasonable emissions, such as the occasional "puff" are tolerated. Any official of the event is empowered to judge this.

If the competitor is unable to affect a solution during the event they shall be disqualified from the competition.

Reason – Visible smoke and excessive exhaust emissions pose a serious health hazard to marshals and spectators and on trials sections in particular the close proximity of competitor's vehicles to marshals is at the very least unpleasant and is leading to a shortage of volunteers.

A letter was to be sent to the MOTORSPORT UK by Simone after consultation with Mark and Paul in support of this regulation but pointing out that we did have reservations about the word "puff". We have not received any further guidance on this.

Since then there have been comments raised by Dave Canham asking what constitutes a "puff" with associated photos.

Definition in the Oxford English Dictionary – A short, explosive burst of breath or wind.



1



2



3



4



5



6



7

IMG1 - looks like a puff to me; this vehicle has passed an MOT the week of 12th November 2018.
 IMG2 - but this is after the vehicle above had driven the section, and if you look carefully there is a marshal stood in the middle of it on top of the bank;
 IMG3 - the driver is of the opinion that this is a puff.
 IMG4 - the remains of the claimed puff;
 IMG5 - taken after a vehicle that was not obviously a smoker had completed a section;
 IMG 6 & 7 - puffs?
 (IMG2 & 5 were both taken into the sun so any emissions will be emphasised. However, the counter argument to this is that the sun was just showing up what was there...). The vehicles are not all the same.

Graham Pink said that on MOT's that vehicles were allowed a "puff" of smoke on start up or initial acceleration as the turbo boost pressure had not built-up but fuelling had increased, resulting in unburnt fuel in exhaust. If it is constant smoking this would be different.

MOT testing is done under controlled conditions which are not similar at events where vehicles are often cold when put under load. A MOT is conducted on a stationary vehicle on a ramp so cannot be compared and is irrelevant to this issue.

Alex Cowsill said that some vehicles had older engines which were not made to meet the latest emissions.

It was felt that the application of Regulation 60.5.1 will be down to individual's interpretation.

It is not thought to be something that can be checked at scrutineering but is more likely to be something viewed whilst competitors are completing.

At the Midland ROC time trial there was a vehicle that was excessively smoking.

Andy Dennis has also sent a photo of what looks like a stationary vehicle.



It was taken on a bright sunny day with temps in the mid-teens, so would be worse on a cold day.

Car is dual fuel so can run at 3.5% emissions without cats. Although this car is fitted with cats, as is the Freelander which also has its EGR fitted.

He is of the opinion that this vehicle would be excluded under this ruling.

It will be down to clubs to regulate as best they can. The difference between smoke caused by condensation when a vehicle is cold and emissions from an engine that is not set

up correctly. All officials and marshals can be named as judges of fact and this decision cannot be overturned.

It must be remembered that this ruling has been bought in to protect marshals and spectators from the excessive emissions which could be detrimental to their health and if a marshal would not be happy to stand in the smoke then the vehicle is probably in breach of this regulation. We should support the Motorsport UK in this.

We also need to be mindful that pictures do appear in the public domain and can be misinterpreted or used by those who are not supportive of our sport.

If a vehicle is constantly smoking they should be excluded at that time and not wait until the end of the event. If it is altered to stop smoking, they may continue. It is down to the drivers to comply with this rule and it will be obvious to others if a vehicle is excessively smoking i.e. "puffing".

(If a competitor does not agree they cannot make a protest – as this needs to be against another competitor. They would need to make an appeal which is covered under Motorsport UK Regulation C6.1.1.: *Any Entrant or Driver shall have the Right of Appeal to the Stewards of the Meeting against any penalty or decision given by the Clerk of the Course or another Official of the Meeting except that there shall be no Right of Appeal against the report of a Judge of Fact, with the exception of reports from Eligibility Judges of Fact which may be appealed under C.5.1.3 and/or C.7.2.*

6.1.3. *It should be noted, that Technical Eligibility Appeals are not heard by the Stewards of the Meeting but are referred directly for consideration by the National Court. (See special procedure 7.2.)*

The cost of making an appeal would be £475 and would need to be done within 30 minutes of being informed of the decision. Most competitors would be unaware of this).

Dave Canham asked if the ALRC would be making a regulation on this. Reply – no, the Motorsport UK one is thought to be sufficient.

Any ALRC rule change proposals to be considered for 2019/20 need to be submitted by 1st June 2019.

CLOSED

b. Permitted Engines List – Dave Marsh, Cumbria ROC & Yorkshire LROC.

I've followed the discussion on the 'permitted engines list' for a short time now and have made comment on the subject in posts surrounding it on the ALRC Facebook page in recent months.

My query surrounds the BMW M52 petrol engine - as fitted to South African 2.8i Defenders- and the logic surrounding the current refusal to allow them for ALRC competition, particularly as the start of the discussion which has resulted in the Permitted Engines List was the acknowledgement that Rover V8's are no longer the cheap and available power sources they used to be, and investigating other suitable options was a sensible way forward.

I can't seem to find anyone in my local club (CROC) or YLROC of which I am a member to discuss it with, so as they would be able to bring it to the committee hence my now writing to yourself.

As travelling to attend future meetings to raise my argument isn't practical, are you the best point of contact to discuss the matter?

From what I can glean looking through the proposals and minutes from previous meetings, the permitted engines list (the list) seems to be the result of a realisation that the supply of decent Rover V8's at sensible money has all but dried up.

From observation, you're looking at £400-500 for an engine, and even a 'good runner' can be a bit of a gamble unless you happen to know where it came from to start.

Anyways, the proposed list contains engines that have all been used in more modern Land Rover vehicles, along with the more traditional 'Rover Group up until 2001' options.

The list does however continue with the previous caveat of 'European Market Only'.

Whilst I am not aware of the reasoning behind the original implementation of this rule, I am of the opinion it now prevents use of an available engine that would be an ideal option over a Rover V8.

Of the engines covered by this rule the BMW M52B28 used in South Africa assembled Defenders is the only one which is likely to be considered as an option for a competition motor.

There is some irony behind the fact that it doesn't qualify as a permitted engine, when as a cheap, powerful, and widely available engine which has a Rover part number, it is a near perfect alternative to a Rover V8.

I speak with some authority on the engine, having installed one in place of a V8 in my own 110 Station Wagon nearly 2 years ago.

The conversion itself cost £600 all in (£300 after I sold the old engine) which included purchase of the engine, adapter plate, clutch, and ECU modifications, whilst wiring is no more complicated than Lucas 14CUX efi.

Asides water, exhaust and power steering pipework the only 'custom' part is the adapter plate which keeps parts supply simple as everything else is either standard BMW or V8 parts.

Further argument for allowing the M52 as a permitted engine can be found looking through the rest of 'the list'.

BMW M62 V8's are permitted, and can be made to run on their factory ECU with relative ease, but a complete engine often costs in excess of £1000, without adapters or any other work required to fit.

Jaguar AJV8's (and the related V6 engines) are also relatively expensive, and require an after-market management system costing upwards of £500 (previously over £1200) to get them running without a Range Rover or a Jaguar wrapped round them.

Similarly the TDV6 and TDV8 engines also require some form of aftermarket management system to get them running outside the donor car.

Another daft example would be the Goodman's V64V, known for powering the Metro 6R4.

Technically permissible as it was used in a Rover Group product, and has a Rover part number, but would cost you £15k upwards for a properly built example...

Even 200/300 Tdi's are starting to get more expensive if you're looking to buy one.

I don't wish to sound like I'm knocking the options I've noted above, but more working to highlight the suitability of the M52 as a permitted engine, particularly for someone setting out to build themselves an affordable competition motor.

I'm aware the days of knocking a semi competitive CCV motor together for a few hundred quid are long gone, but an affordable power unit that will allow a decent amount of power, and a reasonable turn of speed without spending huge amounts of money (and was also a factory option) is a good start.

To my mind, it makes sense.

I will happily admit that I have interest in building an ALRC legal motor with an M52 in it, which perhaps adds a little bias to my argument but I would like to think it comes across as reasoned as I see it. Happy to field any further questions should the above not cover anything that may come up.

This topic has been discussed several years ago with the decision being made that any engine used must have been fitted in a Land Rover and be limited to the European countries only. After 2001 the engine must stay in the vehicle it was manufactured in.

We have now added an addition to the rule, together with an engine list, to which exceptions can be made. The introduction of new engines to that list must follow the guidelines already laid down that appeared in the March 2018 meeting minutes:-

The process for how an engine gets on the list has been agreed to be the following:

At meeting 1 the engine is announced with details to support the inclusion on the list. This then appears in the minutes of that meeting and at the following 2nd meeting any further comments can be discussed and a vote taken at the 3rd meeting to confirm acceptance or not.

This would be a rolling program completed within a year for each engine but the list could effectively be updated after every meeting should the need arise, depending on when an engine has been proposed – initially this could be done at any S&ORC meeting.

It was also said that the proposers of new engines did need to attend the meeting to answer any questions and put their arguments in person.

Whilst this engine had never been fitted in the European market there is nothing to say that a member cannot propose that, that be changed but to do this they do need to be present to give their reasoning. **CLOSED**

c. 2" lift in a Freelander – Sue Coe, Blackpool & Fylde Land Rover Club
Is a Freelander with a 2" lift able to compete in a Tyro with this modification?

Answer – if the lift is achieved by lengthened springs then this would be acceptable as the vehicle could still be classed as a standard, mass produced vehicle.
CLOSED

d. Recovery "D" ring – Richard Banks, Midland ROC



I would like to open a discussion point at the SROC meeting. The attached image shows recovery points that have been common on Defender and Series vehicles for years. At a recent event one of my Club members complained that some Scrutineers are stating that this type of recovery point is unacceptable.

In short I want to ask what are we doing as an Association or at Club level that makes this long standing type of equipment unacceptable. I would like to open this discussion so that we can learn to encourage people to join our events. Not frighten them away. I do not feel that this type of recovery ring is unacceptable as long as it is fixed and used correctly.

It was said that these D rings were originally fitted on vehicles to make them air-portable and they were used for lifting, not towing.

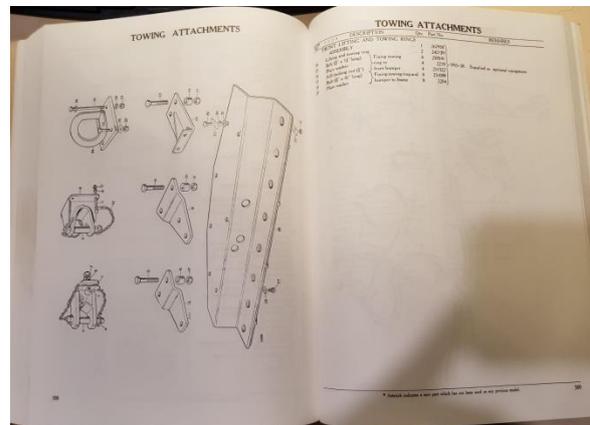
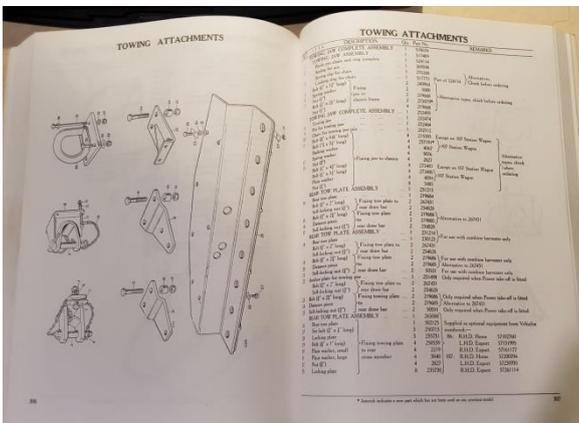
Dennis Wright said they were fitted to 107" Land Rovers from new so that the winch could be returned back to them.

Richard Banks said that we were talking about RTVT vehicles and he had never seen a problem arise from the use of them.

These are probably safer to be fitted on a bumper than a tow ball fitted to the front of the bumper. This can be an insurance issue for some. They are secured by 4 bolts each and Charles Darby said there was more metal there than ever there was on a single tow ball.

As a towing ring they would be acceptable. More information is needed so that a rule changes can be formulated if necessary.

Post meeting:



Richard Banks, Murray Wiltshire, Dennis Wright and Charles Darby all contacted Simone after the meeting about the "D" rings issue.

Above are the relevant pages from a Series 1 parts book listing a towing attachment. The part number is 242139, description "a front towing eye" and this item and associated fixings are listed as optional equipment between 1955-58.

ONGOING

e. Competition Licence – Dennis Wright, Peak & Dukeries LRC

I have been asked to raise the issue of the need for a Competition Licence required to take part in a Team Recovery event when it might be only one event a year they can use it, the speeds involved and distance travelled do not warrant the need for this.

Answer – this is not an issue we can address as it is a Motorsport UK regulation. The question needs to be asked of them.

CLOSED

8. Any other business.

a. Soft rope shackles – Stuart Newton, Chiltern Vale LRC

Are the soft rope shackles permissible to use. Stuart Newton showed one to the meeting. They are not listed in the regulations but are load rated. Are they safer than metal shackles? As some newer vehicles do not have a rear recovery point, instead they have a screw-in eye the soft rope shackle would be easier to attach to these vehicles. We do not have regulations concerning tow ropes, only recovery points. There is guidance issued in the "Trials, and how to run them" section of the ALRC Handbook. It states there, *that the preferred rope is of a 1"/25mm diameter and 15ft/4.5metres long (or longer) with loops spliced into both ends. Wire ropes and chains are not permitted. Shackles should have a pin size of at least 3/4"/19mm.*

The rules do not insist that you carry a rope but it is mentioned in the scrutineering check form, so you'll need one. The Team Recovery is the only event to have a tow rope regulation which states that quick release mechanisms for towropes are not allowed.

It was said that when using metal shackles, they cannot be used to join two ropes but only used metal to metal i.e. directly onto a towing point

As there are no regulations defining tow ropes it is down to the individuals what they use.

CLOSED

b. Seat Belt Mounts – Adrian Neaves, Staffs & Shrops LRC

There is to be an amendment in the ALRC Handbook on page 138 to the drawing 10.1 changing the bolt size for the seat belt anchorage to 12mm (from 10mm) to bring it in line with the Motorsport UK Yearbook.

Adrian went on to ask it is was permissible for a log book scrutineer to remove a log book from a competitor?

Answer – Yes, as the log book remains the property of the ALRC.



This photo was shown by Richard Banks at the SORC meeting to explain what Adrian Neaves had added to his vehicle.

In the image eye bolts are used to anchor seat belt straps.

The bolts are welded in place. The competitor states that the fixings are threaded into inserts in the cage tubes. This cannot be verified because the fixings are welded in place.

This fixing was failed as it does not meet the regulations and the act of welding the eye bolts will invalidate any strength stamping applied by the manufacturer.

In the ALRC Roll Cage Regulations the following is stated:

10.2. *Seat belts may be fixed to the roll cage but the fixing method should not cause any weaknesses. An "eye" tapped into the bar or just welded on is insufficient, use a load spreading method.*

CLOSED

9. Date and location of next meeting.

Next Meeting – 16th March 2019

The location will be at the Ibis Hotel, Dirft East, Parklands, Crick, Rugby, NN6 7EX

Free tea and coffee is available, there is ample parking at the front and rear of the hotel and food is available to purchase at lunch time. Your own food is allowed to be eaten in the meeting rooms only and not in the public areas of the hotel.

10. Close the meeting.

Meeting closed at 15.50.