

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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Scrutineering & Off Road Committee Meeting

12th November 2016 starting at 13:00.

**THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARKS, CV35 0BJ**

AGENDA

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

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Minutes of the of Scrutineering & Off Road Committee meeting of 9th July 2016

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 18 attendees and 9 clubs were represented with apologies from a further 5 clubs. There are 27 competitive clubs within the ALRC. Present were 4 members of the S&ORC plus a further 5 log book scrutineers.

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

Those present - Taken from the NFU attendance list.

NAME	CLUB
Simone Birch (CM)	ALRC
Mark Whaley (S L CM)	North Eastern RO
Graham Pink (L)	North Eastern RO
Paul Walton (G)	North Eastern RO
Andy Scarr (R)	North Eastern RO
Dennis Wright (S L CM)	Peak & Dukeries LRC
Richard Banks (L CS)	Midland ROC
Andy Dennis (L)	Breckland LRC
Steve Kirby (S L R CM)	Hants & Berks LRO

NAME	CLUB
Terry Buss (L)	Southern ROC
Debbie Darby (CM)	Southern ROC
Charles Darby (G)	Southern ROC
Mark Baitup (G)	Southern ROC
Jon Aldridge (G)	Southern ROC
Malcolm Wilson (S L)	Lincs LRC
Mykul Jones (L)	Wye & Welsh LRC
Rhiannon Jones (G)	Wye & Welsh LRC
Paul Barton (CM)	Dunsfold SSS

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 (LCM)	Anglian LRC
Simon Saunt (S L)	Peak & Dukeries LRC
Tony Lockwood (S L)	Peak & Dukeries LRC
Allan Roberts (L)	Breckland LRC
Richard Smith (L)	Midland ROC
David Jeffries (S L)	Cornwall& Devon LRC
Fraser Parish (S L)	Cornwall& Devon LRC
Pete Garlick (L)	Cornwall& Devon LRC

NAME	CLUB
Adam Godwin (L)	Wye & Welsh LRC
Ray Godwin (L)	Wye & Welsh LRC
Mark Neale (L)	Essex LRC
Tony Sinclair (S L)	Leics & Rutland LRC
Andrew Sinclair (L)	Leics & Rutland LRC
Tim Linney (S CM)	Chiltern Vale LRC
Dave Canham (SLRCS)	Southern ROC

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 13:03 p.m.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (19th March 2016)

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

4. Review of ongoing Topics.

a. MSA Off-Road Scrutineers. (23 March 2013)

Simone Birch has written to the MSA on the 14th April 2016 and we are waiting to hear back from the MSA. Andrew Flanders has said that this is being discussed by the MSA and he is planning to talk to Alan Page, a trainer with the MSA to see if some training could be arranged. We are not the only organisation asking for this as the AWDC are also experiencing problems in getting scrutineers for their events.

ONGOING.

c. Roll Cage Damage

There is now some school of thought that the tag should remain with the vehicle for identification purposes and the log book written on only. This would help to keep a full history of the vehicle. This would identify the vehicles that can have historic approved roll cages due to the age of the vehicle, e.g. vehicles can compete in a comp safari with a pair of parallel rear bracing bars when new builds must be diagonal to corner of the rear hoop. If the tags are removed and the history and identity is lost then these would need changing as well. This does need clarifying in the process.

It was suggested by Guy Cashmore that vehicles could be given two tags – one for identification that would always remain on the vehicle and one to show compliance and able to compete, this would be the one to remove in the case of damage.

This was discussed at the Council meeting on the 11th June 2016 and agreed to be a good idea.

Yellow tags have been bought and issued to log book scrutineers present today. New return forms have also been printed and these must be filled in and returned to Dennis Wright so that he can update the register of log booked vehicles held.

The number of the Yellow tag should be added to the log book on the back page.

The following is the criteria for use of the Yellow tags and it will be in members best interest to have them fitted as soon as possible so that it is easier for them to keep the history of their vehicles intact.

On re-tests both tag numbers should be checked.

YELLOW TAGS INFORMATION

Tags are AS WELL AS not instead of Red / Blue Tags.

Tag does NOT signify retest or other Qualification.

It is in the drivers interest to present their motor for the New Tag as it preserves its history as the Red / Blue will always remain with the vehicle once a Yellow tag is fitted.

Motors involved in damage to the roll cage will have the Red/Blue tag removed IF - NEW YELLOW tag Not Present.

Retests at five year intervals are still required -

New tags are F.O.C. initially, replacements after removal due to cage damage incur Fee.

Damage to roll cage will involve the removal of the YELLOW tag and the Log Book written upon.

Number of new tag MUST be recorded on Log Book and Returns Sheet at time of fitting by Log Book Scrutineer.

Any removed tags are to be returned to Log Book Secretary along with Log Book after damage to cage.

This information is to be sent to all clubs by letter after this meeting as the minutes will not appear until mid-August due the work and holiday commitments.

CLOSED

d. Dave Canham, Southern ROC – Is it allowed to cut axles and re-weld them to change the caster angles?

Some are cutting them at the end and putting different half shafts in to achieve this. Is this allowed? Currently undecided.

B.6.3. states "*Axle casings may have strengthened material welded to them.*"

C.5.1. *Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment.*

There are vehicles being used that do seem to not comply with these rules. The current rules do seem to focus on suspension and not the axles. There is nothing to say that it is allowed cut and rotate flanges to alter the caster angle or mix front and rear axles.

Over the years both front and rear axles have been re-welded for a variety of reasons and there are so many vehicles that have already been modified in this way is it right to now outlaw it. A rule change proposal is needed if all these vehicles are to be made to be compliant.

Matthew Fulwood asked the question – Is a precedent being set to show that if enough vehicles are changed so that it becomes the norm then this can force a rule to be written to cover it?

Suspension mountings can already be changed. Caster correction is being done by cutting the ends off, turning them round and re-welding them back on.

Alex Cowsill said there could be question asked about the quality of the welding. It was said at the meeting that this could apply to any welding on the vehicle.

The stock of beam axles is dwindling so mixing them may be the only option open to members.

General Regulation A.2. already specifies that the axles must be Land Rover.

There was a vote taking at the meeting to show in principle the meeting was in support of a rule change proposal to allow this to take place – this would only be allowed on modified vehicles and not allowed for standard vehicles.

SEE RULE CHANGE PROPOSALS

e. Tyre Listings in MSA Yearbook, Dennis Wright, Peak & Dukeries LRC.

It has been noted in the tyre listing in the MSA Yearbook that there are asterisks against many of the tyres listed for cross country events. This is covered by the regulation L.2.5. Tyres marked with an asterisk in Lists may be removed from the lists with effect from 31 December 2016. See Official bulletins for details. Additional tyres may be added to the lists at any time (see Official bulletins for details). This is not a new rule.

Tony Lockwood confirmed that he had asked the MSA the question if the tyres could be used if they were removed from the listings. This would not be allowed. Most listed with an asterisk are the aggressive tyres used by many ALRC members – Diamonds, Sats etc. This list is used for timed events only and does not apply to trials. If we raise this with the MSA we may be able to get some of the asterisks removed.

It was confirmed by Charles Darby after the meeting that this was a regulation that was always present in the MSA Yearbook.

It does appear that tyres are added to the list as opposed to being removed.

CLOSED

f. ALRC National Rally 2017, Andy Dennis, Breckland LRC.

Will the SR's let non licensed drivers enter the RTVT and CCVT as this is currently being promoted by the MSA?

This was something that was discussed this morning at some length and this question was indeed raised at the recent ALRC Council meeting, especially with reference to allowing unlicensed drivers at the ALRC National Rally trials. There is currently very little take up for unlicensed drivers in the TYRO at a National Rally with only 4 entered this year.

There are no plans to add this to the National Rally SR's so unlicensed drivers will not be allowed at the 2017 National Rally RTVT / CCVT but we did say that it was down to individual clubs how they wanted to run their own events.

This was seen as something that is better controlled by club committees within their own clubs making the decision as to when an unlicensed driver has achieved the standard to progress. This decision also needs to be influenced by the severity of the ground available for an event.

One problem with interclubs is seen to be the policing of unlicensed drivers and proving that they have indeed completed 4 Tyros and then 4 further cross country trials in a road legal vehicle if they want to drive a modified vehicle.

Also the severity of some of these trials is often more than a club event, aimed to catch out the best drivers from clubs and although we are aware that sometimes you do get new licensed competitors taking part who have not actually driven in club events, this is not the norm.

Mykul Jones made comments very similar to Peter Gladman from the morning meeting, in that Wye & Welsh LRC had been asked to allow unlicensed drivers to take part in the Baskerville event. Another committee meeting is planned to discuss this but in general the terrain is thought to be too severe to allow this. Both Peter and Mykul are not in favour of allowing it.

At interclub events it is not always practicable to change to the licensed driver to drive off section as this can slow proceedings down and it is also not easy to police.

The proof for the policing of this MSA regulation is what is now needed to be put into place and this is down to the individual member clubs to work out what will work best.

CLOSED

5. Rule Change Proposals

At the last meeting there were two Rule Change Proposals put forward by the meeting and the decision today needs to be made if they are acceptable and should proceed to the ALRC Council for consideration for sending to the member clubs for voting.

a. At the last meeting the following Rule Change Proposal was proposed by Mark Whaley and seconded by Andy Dennis.

L.1.1 Class 12. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

L.1.3 Class 12. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

If this rule change proposal goes forward to the clubs for voting on this would be done at the ALRC EGM on the 12th November 2016 with the intention of implementation on the 1st January 2017 for a trial two year period. This is to allow the rule to be published in the next ALRC Handbook due out in January 2017.

A decision will then be made based on information received from the clubs. The intention of this rule is to increase the genuine membership of clubs and thus give increased entries at events.

Clubs should not be issuing any Additional Supplementary Regulations that go against any in the ALRC Handbook so by adding this regulation it would remove the need to do so.

It may also remove the need for clubs to set up a second member club to allow their members to circumnavigate the ALRC rules.

At the meeting it was thought better to call this Class Q so that it is easily identified as a separate class and not accepted as a permanent class.

The ruling has been worded so that the all the MSA Regulations must still be adhered to but not necessarily all the standard and modified vehicle ALRC regulations.

It must be remembered that the roll cage regulations in the MSA book are to ALRC and AWDC specification. Because the MSA do not have a separate class for CCVT and RTVT but only refer to trials it is an ALRC requirement that a roll cage is required for CCVT's. This is listed under Section F, G, H and I and will not be relaxed.

This is seen as a rule primarily for RTVT drivers to come into motorsport within our clubs. CCVT / comp safari vehicles will still need to have log book but if the vehicle does not comply with all ALRC current regulations then the class would need to be written as Q.

This rule is not to try and dilute our membership ALRC specification vehicles but hopefully encourage a class Q owner to next move onto a fully ALRC compliant vehicle.

It is being bought in to enable clubs to afford to pay for land based on entries at events and membership subscriptions so that they are not always having to use their reserve money which will obviously run out at some time.

NERO at the last event had 6 entries with 1 Q class. This was a road legal CCVT vehicle entered in an RTVT as a way of producing photographs to promote the event. There have been enquiries but no new membership or entries as yet.

Clubs have been asked to give feedback from their club members and committees but there has been no official information received by Simone. It was discussed at the last Leics & Rutland LRC committee meeting where it was agreed to support the proposal.

Not all clubs may support this Rule Change Proposal; some have already set up sister clubs to run alongside their existing ALRC one which allows non-ALRC vehicles and there has been some cost in setting up these other clubs which were voted for be their membership.

ALRC SUPPLEMENTARY COMPETITION REGULATIONS

Part 3 Competition Regulations

Section L. Vehicle Classes

L.1.1 Trials

Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

L.1.3 Competitive Safari

Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

The above proposal was made and it was supported unanimously by the members of the S&ORC present so it will now go to the ALRC Council today for ratification to send out to the clubs for voting on at the ALRC EGM to be held on the 12th November 2016.

b. At the last meeting following Rule Change Proposal was proposed by Andy Dennis and seconded by Matthew Fulwood.

Section C - Modified Class Vehicle Regulations

C.5. Suspension & Axles

C.5.7. Axle casings can be modified.

Andy Dennis asked if this meant that axles could now be narrowed as we have allowed axles to become wider. This measurement is not noted when checking vehicles.

This rule has been brought in to cover changes to the caster angles. The question was then asked as to the strength of welding done with there being no way of testing it.

Dennis Wright pointed out that the competitor signs at signing on to say he is presenting his vehicle in a fit state to take part in the competition. He said it is also difficult to pre-judge how a member will interpret a rule.

The rule is not to allow building new axles but to only allow modifications to existing axle casings.

There were no changes to this proposal made and it was supported unanimously by the members of the S&ORC present so it will now go to the ALRC Council on 8th October 2016 for ratification to send out to the clubs for voting on at the ALRC AGM to be held on the 18th March 2017.

c. Modified Class Vehicle Regulations - Engines , Andy Dennis, Breckland LRC.

Current regulation reads:

A.2. Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications should be limited to European countries only and the engine must stay in the vehicle model it was manufactured in. (Implemented 16th October 2010)

C.3. ENGINES.

C.3.1. Any Land Rover or Rover car engines (and others with Rover part numbers) up to a Max of 4600cc may be used complete with their ancillaries subject to A2.

C.3.2. Carburettors may be changed, air intake system and manifolds may be altered to any specification.

C.3.3. Engine location and orientation is free on condition that the forward facing part of any engine block (the main cast structure and not ancillary equipment / bolted-on parts) shall be forward of the midpoint of the wheelbase of the vehicle.

C.3.4. Forced induction petrol engines are not permitted.

As technology moves on the following rule change could be considered.

C.3.1 Capacity increase to 5000cc.

C.3.4 Either remove this, or reword to allow Standard Forced Induction Land Rover Engines.

It is the A.2.reference that stops some current engines being allowed to be used.

Up to 2001 engines from the Rover company can be transplanted into different models.

Land Rover by whoever owned does not have any dates on it but it is stated that the engine must stay in the vehicle model it was manufactured in.

This was done originally by the ALRC to promote standard vehicles and has not really progressed since 1996.

It was thought that there should be a rolling time period for the year that engines were allowed to be used up to.

This would perhaps work better if there was a cut-off date to allow movement of engines into other models e.g. 2010.

This was discussed at the last ALRC Council meeting where the following comments were made.

A bigger engine has been available since the P38 was produced but it was decided that the bigger engines should stop in the models they were originally produced for. Perhaps this could be covered by the Class 12 (Q).

This proposal does need more working on. It was decided to leave this for further discussion at the next S&ORC meeting so that it can be submitted in the correct manner.

The proposed Q Class would allow for increases in engine size and changes should it be voted FOR but this may only be a temporary rule for two years depending on the entry / membership outcome.

This rule has been proposed to increase revenue for clubs and it may not end up with encouraging those entering to change their vehicles to current ALRC specification.

In the future there may be the need to include trophies for a Q class but this is not planned at the moment.

Should there be a freeze on rule changes for two years whilst the Q Class is being run to see the true effect?

After this period information will be looked at see how it has affected entries and also why the vehicles that have been entered in the Q class and what the modifications have been – changed engines etc.

Would this then penalise the members that have stuck with the ALRC rules?

It was said that members are becoming reluctant to break up P38 Range Rovers as they increase in value so these engines are not becoming readily available.

The competitive members that for the last twenty years have supposedly been working to the regulations have been cherry picking every new piece that can be worked in to be fitted i.e. viscous coupling transfer boxes, x-

brakes, radius arms, axles, caster angles. All this has been done through the back door although these changes are not seen at all club events.

A rule change proposal to allow modern engines and forced induction was to be formulated officially by Andy Dennis. This rule change proposal was not submitted for the 1st June cut-off although the wording is as discussed at the March S&ORC meeting and appears in those minutes.

The principle of the proposal is to allow the installation of post 2001 Land Rover engines into earlier vehicles and those within the modified classes, e.g. Range Rover L322 V8 engine into an ALRC class 9 vehicle or a TDV8 into a Class 8 trials vehicle. There are some concerns that the braking systems on vehicles would also need to be upgraded if more powerful engines are fitted, in particular forced induction petrol V8 engines.

The following wording has been proposed by Andy Dennis, seconded by Graham Pink

C.3.1 Max capacity changed to 8500cc to allow 5000cc forced induction, using the multiplication factor of 1.7.

This would need to also allow forced induction engines to be permitted.

The regulation *C.3.4. Forced induction petrol engines are not permitted* would then need to be removed if this rule change proposal was voted FOR.

This would be required to allow production forced induction petrol engines to be installed, this is again to allow later production V8 engines to be installed, however without changes to Regulation A2 they cannot be transplanted into other vehicles. Reference was made to the 2litre 16v Turbo engine manufactured for the Rover 800 series and installed in Italian Police specification vehicles during the 90's, this would be eligible for use if this proposal were accepted.

It was agreed unanimously by the S&ORC members present that this rule should go forward to the member clubs for voting on and will now go to the ALRC Council on 8th October 2016 for ratification to send out to the clubs for voting on at the ALRC AGM to be held on the 18th March 2017 but on further discussion it was decided that it should go through the proper process and be submitted as a Rule Change Proposal in 2017 (before the 1st June 2017 for voting on at the 2018 ALRC AGM).

Should the A2 rule also be changed to read Jaguar Land Rover as well as just Land Rover? This could be seen as an update clarification and will be discussed by the ALRC Council but this would still not allow vehicles to have engines fitted into models other than they were manufactured in.

Part existing A2 regulation:

Vehicle specifications should be limited to European countries only and the engine must stay in the vehicle model it was manufactured in. (Implemented 16th October 2010)

Does a rolling cut-off date need to be added to this part of the regulation?

The following was proposed by Dennis Wright, seconded by Steve Kirby and agreed unanimously by the S&ORC members present

Vehicle specifications should be limited to European countries only and the engine must stay in the vehicle model it was manufactured in post 2001.

This was implemented in 2010 but should there be rolling years added. It was never meant to be a full stop but this would be a policy change. This is to be further discussed at the next S&ORC meeting and would require a rule change to be submitted in 2017 for voting on in 2018.

ONGOING

NOTE:

The only Rule Change Proposal that is being considered out of the normal time frame is the one to allow the Class Q.

6. ALRC Competitive Events Consultation

As this has now been previously discussed and decided not to proceed with it will be removed from future agendas.

CLOSED

7. Enquiries received since previous meeting:-

a. ALRC Roll cage material CDS and EN 10255 (BS1387) dual use. Ian Sargeant, Essex LRC (27th April 2016)
Email sent to Dennis Wright and Andrew Flanders:

I am ELRC member but cannot reach the Essex scrutineer and so I have called you both from work desperately seeking advice.

I have a full ALRC spec cage to green book spec being fabricated by a local race car builder (who's does mostly MSA/drag race stuff and can't make the call for ALRC) and don't have enough 12 swg CDS. Lead-time is approx. 3 weeks from IMS so my build is clogging up workshop space.

I need to quickly check with you if mixing a main and front hoop made by Tube bender from 2" 12 swg CDS spec as below with rear stays and roof bars made from a certified Corus EN 10255 48.4 mm OD 3.2mm wall 10swg is acceptable to conform to ALRC CCV logbook?

I/we the Ford ELRC sub group have read the green book today at lunchtime several times over checked with other club members as we cannot see it's not excluded, but I do need to get this 100% right as an expensive miss interpretation it would be.

If either of you could possible confirm ASAP that using both CDS and blue band conforms to green book it would be much appreciated

MATERIAL USED – Cold Drawn Seamless Steel – Specification - EN 10305-1 (Previously BS6323 Part 4, CFS3 BK, BS980 CDS2) MSA Blue Book and FIA Approved Material – Made in Britain

DIAMETER – 2" Tube / 50.8mm

WALL THICKNESS – 12 SWG/ 2.64mm

Reply sent by Andrew Flanders (29th April 2016)

If you use 3.2 mm wall thickness tube on all sections & hoops it will be fine.

You can't rush building a roll cage or you may be in for an expensive mistake.

You should have involvement from your club Scrutineer from the planning stage onwards, as he will probably be one of the two scrutineers required to pass ALRC logbooking.

Also all our clubs scrutineers & officials are volunteers and may not be available to help you at all times, especially when at work.

When you phoned me you left no message, so I assumed the call was yet another cold call /telesales.

CLOSED

b. Heavy Duty Steering Bars, Roger Pardy, Dorset LRC (29th March 2016).

Email received by Simone.

I hope that you can clarify something for me or pass me on to someone who can.

A few weeks ago myself & another club member attended a Somerset & Wilts LRC RTVT.

At Scrutineering, the other member was told that heavy duty steering bars are no longer accepted & that it was discussed at the last Scrutineering committee meeting.

So my question is, did we miss the rule change vote on b.6.2? Or have the committee suddenly got the power to change rules as they see fit?

My secretary is a bit slow passing things on so he might be sat on some minutes, but in the meantime, have you got a copy you can attach?

Reply sent by Simone:-

There has been no change to B.6.2.

I have attached the meeting minutes from November for you and am in the process of sorting out the latest ones from the meeting on the 19th March.

If you have any questions then please get in touch.

CLOSED

8. Any other business.

a. Recovery Points - Terry Buss, Southern ROC

There does not say anywhere in the regulations that there is a need to have spreader plates on recovery points but these are mentioned in the Scrutineering Guide. Do we need them? Are they required at the front and the rear?

At the National Rally event there were a number of vehicles that were running using various recovery points that did not appear to be particularly strong. What is considered adequate could be debated by competitors at scrutineering. There has been an issue of a tow ball coming off a vehicle when recovering a vehicle and damaging a roll cage. Luckily no-one was hurt in the incident.

The wording under the existing regulation on Recovery Points is:

Section B – Standard Class Vehicle Regulations

B.19 RECOVERY POINTS

B.19.1. Adequate front and rear recovery attachments must be provided for recovery purposes in all events.

Bumpers, tie-down rings, lifting rings or Range Rover / Discovery "tow fittings" are not adequate. Factory specification (or better) trailer hitches are acceptable. If a tow-ball is fitted, welding alone is insufficient - high tensile nuts and bolts must be used for attachment. If the recovery point is attached to a bumper, the bumper must be attached to the chassis with high tensile nuts and bolts. A clevis and pin fitting or pair of Land Rover chassis-shackles (not spring shackles) are recommended.

Factory specification recovery points, when installed and used as vehicle handbook, to the following generations of vehicle are deemed suitable for recovery up to and including RTV Trials:

- *Range Rover P38A and subsequent generations*
- *Discovery 3 and subsequent generations*
- *Freelander, all generations*

Towing balls, jaws and pintles used for recovery must be rated as a minimum to the capacity of the vehicle being recovered. E.g. a 3.5Te towing ball fitted to a Freelander is compliant: a 2.25Te combined ball and jaw hitch fitted to a Defender is not compliant. (Clarification 4th July 2015).

Paul Barton pointed out that in the MSA Yearbook under K, Competitors Safety there was the following definition of a spreader plate, whilst it applies to roll cages it would apply to all

1.1.10. Reinforcement Plate. Metal plate fixed to the bodyshell or chassis structure under a rollbar mounting foot to spread load into the structure.

It was proposed by Terry Buss, seconded by Mark Whaley and agreed unanimously that the following Rule Change Proposal be added to B.19.1 and go forward to the ALRC Council for immediate ratification on safety grounds.

All recovery points must have a minimum of a 3mm thick, mild steel spreader plate behind it's mounting point, regardless of its type or location.

b. Tyres - Terry Buss, Southern ROC

There are mutterings that in the Dark Ages there was a rule called the Pencil Rule that applied to tyres – if a pencil could be placed across a tyre then the tyre was not acceptable.

There has never been such a written down rule with a number!

The following appears in the ALRC Handbook

L.6. WHEELS & TYRES

L.6.1. Tyres which are deemed to be over-aggressive by the event organisers will be prohibited.

Charles Darby asked whether it would be a good idea to just use the MSA listings for tyre acceptability at all events? This is always an option for clubs to add. It is perceived that not all tyres being used are in the listing and this could also then cause a problem.

There are some tyres that are the same design as those listed but are not specifically named in the listings.

CLOSED

9. Date and location of next meeting.

Next Meeting – 12th November 2016

The location will be The Oaks Farmhouse, NFU Mutual HQ in Tiddington, near Stratford-upon-Avon. Please enter from the Knights Lane entrance, taking the first right when entering Knights Lane, Tiddington.

2017 meetings have been booked to take place at the British Motor Museum, Gaydon, CV35 0BJ.

Council - February 4th, June 10th, October 7th.

AGM / EGM / S&ORC March 18th, July 8th, November 18th.

10. Close the meeting. Meeting closed at 15.20 pm.