Scrutineer's Bulletin # 1 June 24

Welcome to the first Scrutineer's Bulletin. We hope this will be regular item to make everyone aware of changes to Regulations and to keep you aware of technical issues across the Land Rover world.

Logbooks – The logbook system is a huge element of many areas of the ALRC, especially safety & eligibility, and so results are all based on the process working correctly, from initial inspection through to renewals at 5 yearly intervals. At the 2024 National Rally all logbooks were kept from the events to check that correct information and tag numbers were recorded, and unfortunately there was several that weren't. Many had the incorrect owner's name, others had incorrect tag numbers or wrong classes for the events. It's difficult for a scrutineer at the Nationals – the vehicles should be correct for the year's prestigious event, but it's too contentious to be refusing vehicles when they have been competing at club level all year. Thankfully we had a booking & results system that was easy to change classes on the day 😊 Please check the details at every event and if they're not correct make a comment on the back and advise the competitor to send to the Logbook Secretary for updating. The digital logbook process isn't too far from being rolled out and will make things much easier for those that chose to use it – we'll keep you up to date on this as progress is made.

Fire extinguishers – Lots of extinguishers at Whaddon were either out of date or not fixed properly. If thero vehicle requires an extinguisher by either MSUK or ALRC regulations, then Section K.3.2 says all extinguishers must be serviced every 2 years (or sooner) and must be secured with anti-torpedo tabs held by 2 (minimum) quick release metal straps. If there is no service label then the scrutineer has to use the date the cylinder was manufactured, which is often several months before it was filled and so the extinguisher serviceable life is shortened. It appears some manufacturers aren't fitting the label to the unit, instead leaving it loose in the packaging. It's worth checking all new units to make sure the stickers are all in place for the future.

Wheel arches- MSUK Yearbook regulation says: 5.2.6. With the exception of racing cars or cars of A to D be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must: (a) be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above. When viewed from the rear, the tyre must not be visible above any point 50mm or more above the axle centre line (b) extend forward ahead of the axle line (c) extend downward behind the wheel. We saw lots of vehicles at Whaddon that had wheels sticking out past the wheel arch, and each competitor was told about the issue. This needs to be monitored at each event, as not having wide enough wheel arches is clearly an advantage when traveling through a tight gate.

Smoking – When competitors come to scrutineering, please make sure they don't smoke – it's not very pleasant having a puff of second hand tobacco blown in your direction while trying to do your job!!

Scrutineers – "Scrutineers are responsible for checking the mechanical state of vehicles both in regard to compliance with all Regulations and in the interests of safety" Whilst a pivotal part of the organisation, as scrutineers we are part of a team lead by the Clerk of the Course, and only the clerk has the power to exclude a competitor. When talking to a competitor we can only enforce MSUK, ALRC and event REGULATIONS – nothing else. There have been lots of discussions over the year's that somehow make it to "mythical rule stage" but we need to remember that ultimately if you can't put a rule number to your decision, then treat it as advising the competitor. When the ALRC Yearbook happens, we will try and get rid of the anomalies form different areas, and it will mean a large set of rule changes to make things, such as tow points, easier to police and avoid rushed discussions close to an event. Whilst we will always have safety at the front of our minds before the event, it's also a good time to look at basic eligibility items. At the last two Nationals there have been issues over cars entered in a standard class when shock mounts are clearly modified. Remember, all the regulations we work under are written in the "if it doesn't say you can, then you can't" format.

Meetings – It would be great to see more Log Book Scrutineers and Club delegates joining in with Scrutineering and Off Road Committee meetings, and part of the commitment to being an LBS is to attend one per year. Now that only one meeting per year is face to face, joining in with the other Zoom meetings is really straightforward and only takes 2-3 hours out of your day. The benefits of attending are two sided – it means your Club gets an input into the way our sport is governed, and your Club gets the latest information straight back to the front line. The next meeting is 29th June, so look out for the invite. If you think there is any easier or better way of communicating with us please let Simone know.

Content – If you have any items, even better with pictures, that you'd like to go into the next bulletin please forward to Chairman@alrc.co.uk.