

ASSOCIATION OF LAND ROVER CLUBS

Honorary President: Charles Darby



Please Reply to: Simone Birch
1A Duncan Avenue
Huncote
Leics
LE9 3AN

E-mail: secretary@alrc.co.uk
07786 443474

Scrutineering & Off Road Committee Meeting

15th March 2025 starting at 13:00
To be held in person / Zoom meeting at
Mercure Daventry Court Hotel, Sedgemoor Way, Daventry, NN11 0SG

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 Scrutineering & Off Road Committee meeting 16th November 2024

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

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.

The elected Scrutineering & Off Road committee members and log book scrutineers, marked (S or L), represent the ALRC as a whole; the club name is included for information only.

Any enquiries should be directed to chairman@alrc.co.uk and copied to Simone Birch at the above address, so that they can be entered into the minutes of the meeting with the correct wording.

CLUB	PRESENT
ALRC	Simone Birch (CM)
ANG LRC	Andrew Flanders (L CM)
BLRC	Kevin Peake (S CM)
C&CROC	Simon Day (L)
C&DLRC	Phil Heys (S L),
CVLRC	Stuart Newton (CM)
ELRC	Mark Pycraft
LRLRC	Don Randall (R), Steve Limb
P&DLRC	Dennis Wright (S L CM)
SROC	Dave Canham (S L CS), Terry Buss (L), Debby Darby (CM), Charles Darby
SLROC	Neil Scott (CM, R)
S&SLRC	Adrian Neaves (S L CM)
WWLRC	Ray Godwin (L)
	APOLOGIES
C&DLRC	Mark Tedstone (S L), Fraser Parish (L)
MROC	Richard Smith (L)
NWLRC	David Mitchell (R)

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

There were 17 attendees, and 12 clubs were represented with apologies from a further 2 clubs. There are 25 competitive clubs within the ALRC. Present were 6 members of the S&ORC (including Kevin Peake as Chair) and 4 other log book scrutineers. Apologies received from a further 3 log book scrutineers.

1. **Open the Meeting.** The meeting was opened by Kevin Peake as stand in Chair.
2. **Apologies for absence.**
Apologies for absence were recorded. See table above.
3. **Review the minutes of the previous meeting**
Kevin asked whether everybody had read the previous minutes and whether there were any amendments required. There were no amendments requested. The minutes from the 29th June 2024 were proposed by Dennis Wright and seconded by Dave Canham and agreed unanimously. Signed by Simone Birch.
4. **Review of ongoing Topics.**
 - a) **Hydraulic Handbrakes** – whether hydraulic handbrakes are permitted that are part of the footbrake line. There is nothing in the MSUK regulations to require them to be separated. In a standard class, the vehicle should retain systems as designed. Modified vehicles would not need to comply as current regulations state that any braking system can be used, except fiddle brakes so vehicles already being used with combined braking systems in modified classes are within the current regulations. A change to this going forward would require a rule change.
 - b) **Q Class Clarifications** – Dave Canham had agreed to look at the Green Book and note updates that are required to bring it in line. This remains ongoing.

5. **Rule Change Proposals.**

- a) The Council meeting on 4th June 2024 ratified the rule change below:
New Regulation wording:
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. McPherson strut may be replaced with coil-over unit on independent suspension vehicles using standard wishbones.

Relating to this issue, a question was raised about how this would affect regulation 'C.8.1 The chassis may be constructed from one or more original Land Rover chassis or one(s) of Land Rover design maintaining a chassis rail separation of Land Rover Ltd design specification. The profile and rectangular cross section above and between the axles must remain as the original. All welding on the chassis must be of a high standard.' This needs to be clarified to further explain whether this separation is the dimension of the donor vehicle or that it should match the dimensions of the original chassis design of the body above in the final build. It is not intended that C.8.1. should prevent the use of a D3 chassis under an 88" Series style build.

This will be addressed during the process of the production of the next Green Book and any clarification will be ratified by the Council prior to publication. ACTION: Green book to be brought into line during the proof read for the next issue.

- b) **Seat Belts in Team Recovery** – received 05.07.2024.
Proposer: Steve Limb, Leicestershire & Rutland LRC
Seconder: Dennis Wright, Peak & Dukeries LRC

Discussed at the S&ORC Meeting on 29th June 2024 and circulated by email to ALRC Council and SORC on 12th July 2024 with notice that it would be discussed at this meeting and then, if agreed, proceed through the new Rule Change process as outlined in Appendix 1 of the ALRC EGM meeting minutes of the 29th June 2024.

Current text:

Section I – Point to Point & Team Recovery – Specific Technical Regulations

"1.5. SEAT & SEAT-BELTS

1.5.1 In Point to Points a minimum of a 3 point fixing safety belt with two shoulder straps and one abdominal strap to be worn by all occupants whilst the vehicle is in motion. DELETED

1.5.1 A minimum of a three point harness is required by all occupants. (A three point is defined as comprising of two merged shoulder and one lap strap with three anchorage points on the chassis / body shell or roll over bar of the vehicle on either In Point to Points a minimum of a 3 point fixing safety belt with two shoulder straps and one abdominal strap to be worn by all occupants whilst the vehicle is in motion. (Implemented 8th February 2024).

1.5.32. All occupants must be properly seated."

Proposed text:

I.5. SEAT & SEAT-BELTS

I.5.1 In Point to Points a minimum of a 4 point fixing safety belt with two shoulder straps and one abdominal strap to be worn by all occupants whilst the vehicle is in motion.

I.5.2 In Team Recovery, a minimum of a lap strap (as design intended) to be worn whilst the vehicle is in motion.

I.5.3 All occupants must be properly seated whilst the vehicle is in motion.

Explanation and comment:

Reinstate and amend the previous I.5.1 (currently deleted) because there is no intention to change point-to-point apart from updating the clause to refer to minimum four-point belt (as in Timed Trial clause H.2.1 and consistent with the requirement for Competitive Safari).

Allow lap strap only in TR, due to the impracticality and risk of misuse/poor adjustment of "full harness" belts in that discipline. Note that MSUK regulations do not require any seat belts at all in TR but the proposers feel that there should be lap straps used, as they have been for most of the history of ALRC TR events up to February 2024.

Clarify in I.5.3 that being seated applies only when the vehicle is moving, to allow for drivers to get out of the vehicle to manage ropes etc.

Concern was expressed concern that this makes the regulation for lap belts a lower requirement than those for CCV. However, it was reminded that MSUK do not require a belt at all.

There have been no known claims resulting from Team Recovery events.

This regulation will need to remind people that only lap straps designed specifically to be a lap strap can be used, so that the harness is used as design intended. ACTION: Addition to wording required.

VOTE: Taken from SORC committee members. For: 3 Against: 3., Abstain: 0. Chair's casting vote is in favour. Will be posted on website and circulated to all clubs for 70 day consultation process. If there are no objections, it will go to the next Council meeting and if agreed there, then proceed to voting on by the competitive clubs.

c) Roll cage spreader plates

Proposed by Dave Canham, SROC, seconded by Adrian Neaves, S&S

To be discussed at the S&ORC meeting and if agreed, to ask for a clarification to be voted on by the ALRC Council before the next publication of the ALRC Handbook.

Rationale

Our current Roll Cage Regulations require the use of 6mm within the Roll Over Protection System. Roll Cage Regulation 1.1.2. cede the ROPS systems for Competitive Safaris, Timed Trials, Team Recoveries and Point to Points to the Motorsport UK version of the ROPS's which are based on the ALRC regulations. However, the MSUK version for Competitive Safaris etc. requires 3mm spreader plates rather than 6mm and it is proposed to bring the ALRC spreader plates into line with MSUK. This reduction in plate thickness will in all likelihood give a stronger overall structure as there will be better penetration of the weld between a 3mm plate and the at best 2mm chassis it is being attached to.

Proposal

Any reference to 6mm spreader plates in the ALRC Roll Cage Regulations are to be amended to 3mm. This includes, but not exclusively, the following regulations/ drawings:- 3.6., 5.3.3., 5.3.8., 5.3.9., 5.3.10., 7.3., 7.4., 7.6.3., 7.6.4., 7.7.1., 8.2.6., 8.2.10., 8.2.12., 8.2.16., 8.3.1., 8.3.2., 8.5.1., 8.6.1., 8.6.6., 8.7.2., 8.7.3., 8.7.10., 8.7.12., 9.1.2., 9.2.3., 9.2.4., 9.2.5., 12.1.2., 12.1.3., 12.1.6.

Additionally Practical Metric Size for Roll Bar Base Plates shown in 3.6. should be shown as 3mm.

This is not intended to require existing vehicles to make changes. The references would be a minimum of 3mm.

There are some anomalies in the existing ALRC and the MSUK regulations. The tables in the book refer to 6mm, 3mm and 3.2mm plates and the drawings refer to 6mm plates. This process will align all references to become 3mm.

It is agreed that the drawings for outrigger brackets needs to stay at 6mm.

VOTE from SORC Committee only. For: 6, Against:0, Abstain:0. Will be circulated to the ALRC Council for ratification so it can be included in the next publication of the ALRC Handbook.

d) Top Harness Mounts

Proposed by Dave Canham, SROC, seconded by Adrian Neaves S&S

To be discussed at the S&ORC meeting and if agreed, to ask for a clarification to be voted on by the ALRC Council before the next publication of the ALRC Handbook.

Rationale

The top harness mount shown in 10.1 of the ALRC Roll-Cage Regulations are not easy to make and thought to be overengineered. The thickest clip that attaches to this plate via an eye bolt that has been found on a 3-point harness is “only” 4.2mm. (3-point = the shoulder straps merge to one strap behind the seat to a single fixing point.) Scaffold clamps are normally more than 5mm thick and are correctly formed to fit around the roll bar tube. The main part of the load will therefore be taken on the structure of the clamp, any weld will merely be keeping it orientated.

Proposal

The “Plate Thickness” given in Drawing 10.1 of the ALRC Roll-Cage Regulations is to be changed from 6mm to 5mm.

The meeting discussed the proposal and it was agreed to update it to ensure that good engineering procedures are followed to ensure that sufficient material is retained around the hole.

Updated Proposal

The “Plate Thickness” given in Drawing 10.1 of the ALRC Roll-Cage Regulations is to be changed from 6mm to 5mm. Any holes drilled in the plate for the anchor points must have the minimum of the hole diameter to the outside edge of the plate. The overall length of the plate must be a minimum of 90mm.

Proposed by Dave Canham, SROC, seconded by Adrian Neaves, S&SLRC.

VOTE: Taken from SORC committee members. For: Unanimous. Will be circulated to the ALRC Council for ratification so it can be included in the next publication of the ALRC Handbook.

e) ALRC – CHANGING THE RULES

Voting on by the clubs currently states that the majority of the total number of competitive clubs must vote at a general meeting for a motion to be carried. This creates difficulty where clubs do not attend, or submit a vote prior to the meeting and does not reflect the way that decisions are usually reached, including the UK electoral system. This is to be changed to the majority of total votes received (either before or at the meeting) which may not be all of the number of clubs in the ALRC but would be a true representation of those that actually attended any meetings and responded to communications sent out. The Council unanimously agreed this addition to the new process for changing the rules.

f) Q Class for Competitive Safari

At the ALRC Council meeting held on the 10th October 2024 it was agreed that Q Class would be extended to Comp Safari events as a trial period until 31.12.25. Entry numbers should be submitted to Simone after an event has been run if Q Class vehicles have been entered in the event.

The issue was raised of Q class vehicles being able to impact ALRC eligible vehicles competitive outcome. It was agreed that this could be mitigated by having a running order to keep them all together should the organising club wish to do that. Club SRs could state that Q class vehicles are not included in a specific event if that were deemed necessary. Scrutineering can be managed as all vehicles are inspected by an MSUK Scrutineer with reference to the NCRs. Guidance can be offered to clubs about how to run their events in a way that suits them if necessary.

The 2025 National Rally is allowing Q Class entries into the competitive safari and if this proves popular it could become a permanent change.

This resulted in a discussion about 100” Tomcat and Tornado vehicles. It was understood that these don’t comply with existing 100” vehicle dimensions for inclusion in ALRC events currently due to the overall length listed in the table. Introducing Q class will enable the gathering of data to gauge demand and allow a period of discussion to ensure that any future rule change is appropriate and encompasses all intended vehicle builds.

Aside from the introduction of Q Class, it was advised that the overall length of these 100” vehicles had already been updated to 148” minimum.

(After this meeting it was queried when this had been updated. Simone said that this was done at the S&ORC meeting held on 1st July 2023 and circulated to all clubs in an official letter dated 12th July 2023).

Given the above, there should be routes for more vehicles to enter events and data collected for Q class entrants to inform and rule change in the future.

6. **Enquiries received since previous meeting.**

None.

7. **Any other business.**

- a) **Online Log Booking Process.** This process has been delayed as Ralph's time to focus on National Bookings and the Web Hosting jobs. This needed to be prioritised to get the bookings open. The next project will be the digital log booking process.
- b) **Seat Styles.** Do we still allow short back seats as well as bucket style seats now that full harnesses have been mandated? There is no regulation to prohibit short back seats but the onus is on the competitor to ensure that the harness is being worn appropriately. SR's could be added by clubs regarding seats if they felt this was appropriate.
- c) **Chassis and Welding.** Can chassis be seam welded or do they need to be folded. There are flat plated, welded replacement chassis on the market as 'replacement' chassis (Richards). As long as the profile and rectangular cross section is correct, either method is acceptable.

8. **Date of next meeting.**

15th March 2025. AGM / SORC meeting. Venue is Mercure Daventry Court Hotel, Sedgemoor Way, Daventry NN11 0SG. This is planned to be a hybrid meeting to enable us to reach member clubs who are unable to attend in person.

General and SORC meetings for remainder of the year – 5th July and 15th November

9. **Close of Meeting.** The meeting closed at 14:30