

ASSOCIATION OF LAND ROVER CLUBS

President: Charles Darby



Please Reply to: Simone Birch
1A Duncan Avenue
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E-mail: secretary@alrc.co.uk
07786 443474

Scrutineering & Off Road Committee Meeting

Tuesday 7th October 2025
starting at 20:00
To be held by Zoom meeting

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 5th July 2025

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)
C&DLRC	Phil Heys (S L),
CVLRC	Stuart Newton (S CM), Matthew Fullwood (S L)
LRLRC	Don Randall (L R),
P&DLRC	Gordon Renshaw (S L), Dennis Wright (S L CM),
SROC	Dave Canham (S L CS), Debby Darby (CM), Charles Darby, Terry Buss (L)
WWLRC	Ray Godwin (L),
	APOLOGIES
ANG LRC	Andrew Flanders (L CM)
BLRC	Kevin Peake (S CM), Mark Pycraft (R)
MROC	Richard Smith (L)
NWLRC	David Mitchell (R)
WWLRC	Adam Godwin (L)

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

There were 12 attendees, and 6 clubs were represented with apologies from a further 4 clubs. There are 25 competitive clubs within the ALRC. Present were 6 members of the S&ORC and 3 other log book scrutineers. Apologies received from a further 3 log book scrutineers.

1. **Open the Meeting.** The meeting was opened by Matthew Fullwood as Chair. He thanked everybody for attending.
2. **Apologies for absence.**
Apologies for absence were recorded. See table above.
3. **Review the minutes of the previous meeting**
Minutes from 15th March and 3rd June 2025 need reviewing.
15th March – no amendments requested. Proposed by Phil Heys and seconded by Stuart Newton and agreed unanimously.
3rd June – this was a short notice meeting held to discuss a particular issue.
Donald Randall asked about the definition of radius arms as it was stated that cranked arms put you in Q Class. He queried whether this was intended to say rear tie bars.
Matthew clarified that all arms which function in a radius arc are all called radius arms (trailing arms, tie bars, radius arms, hockey sticks). On the rear, unless they are P38 they must be straight however they are referred to.
It was clarified that no change to the minutes of the meeting on 3rd June are required. The accuracy of the minutes was proposed by Gordon Renshaw and seconded by Dave Canham and agreed unanimously.
Both sets of minutes were signed by Simone Birch.
4. **Review of ongoing Topics.**
 - a) **Q Class Clarifications** – Existing definition of Q Class class. Nobody had any suggestions about how to improve the existing definition in the Green Book and no suggestions have been submitted. There has been some discussion on the definition of 'drive train'. Charles Darby explained that his understanding of Kevin's view is for a rear engine car with the reversed axles and it is all Land Rover/JLR running gear, that is acceptable, but if it has a non-LR reverse drive gearbox to enable the axles in the normal configuration that is not acceptable. Are ATB diffs permitted – no conclusion. Dave Canham asked whether diffs are permitted if they come from a third-party manufacturer such as Ashcroft? It was agreed that if the part has a Land Rover cross reference part number and it is a like for like replacement and is permitted. The reverse drive gearbox has no cross-reference part number. Dennis Wright reported that he has only seen one vehicle with axles turned 180 degrees which was many years ago.
 - b) **Charles had people at the National Rally complaining to him that Q was permitted to run.** He explained that if a vehicle did not meet the eligibility criteria but can be included in Q then they can still participate and may then come into line. If they are turned away and not permitted to participate then they are less likely to come back. Some people had expressed the view that we would see a proliferation of vehicles built specifically to run in Q class for a competitive advantage. This has not turned out to be the case and Charles invited them all to attend this meeting and put their views forward but none of them are present and no correspondence has been received, which is frustrating.
 - c) **Drivetrain.** Gordon R proposed (Dave Canham seconded) that if people are finding it difficult to agree a definition of 'drivetrain' perhaps we should expand by adding in brackets after the reference (prop-shafts, axles, gearbox and transfer box).
SORC vote was unanimous to put this forward to the Council. ACTION: To go to the Council to ratify.
 - d) **WhatsApp.** Simone pointed out that not everyone has sight of the WhatsApp groups. There are two, one for SORC members only and another for SORC members and log book scrutineers as well. This is causing some issues inequity and inconsistency for people accessing the information and discussion. Currently there is no formal way of bringing information from these discussions into the meetings for recording.
ACTION: Matt will work on how to action this.
 - e) **Inconsistencies at ALRC National Rally.** Gordon Renshaw expressed a view that errors were made in eligibility decisions at the National, specifically relating to a Class 8 car which in his view should have been in Q Class.
Gordon R asked how the rear cross members with holes, whether drilled or pressed, will be dealt with. This will be dealt with by the regulation stating that it must be of equal strength. Where the holes are deemed to result in a weakness in comparison with the standard fitment, the vehicle will be Q class. Dennis stated that in scrutineering at the National Rally, he told an entrant that his entry would be moved to Q based on the build of the rear crossmember. The entrant had been assured prior to the event that it was acceptable, and he asked the Eligibility Scrutineer to attend. Temporary alterations were made to the vehicle, and he was permitted to run in class 8. Both Dennis and Dave Canham disagree with the decision as in their view the vehicle failed for several reasons, the tank was not covered, there was no body capping and the crossmember was not to regulation. The driver was named in the meeting. Gordon Renshaw also agreed that the vehicle should have been in Q Class and stated his disagreement with the decision of the Eligibility Scrutineer at the event.

In the same vein, Dave C asked whether front bumpers with cut-outs are permitted in ALRC classes. It is agreed that cut outs would result in a bumper being significantly less than original strength. This is evidenced when drivers pull bent bumpers out between sections by hand. This should not be possible. Equally, the use of hinges in bumpers to allow the pins to sheer and the bumper to fold in are also not permitted. It was agreed that this matter is resolved by the rule change proposal to B13.2 below which includes bumpers.

5. **Rule Change Proposals.**

- a) **Rear Cross Members.** Kevin has circulated an email which sorted out this issue. Email was circulated on 5th June. Matthew F shared his screen to show the email to the meeting. Matthew F read the following wording to the meeting. The rule change proposal will be:

B.13.2. On Land Rovers, bumpers, mounting and rear cross-members must be straight, have at least equal strength to the original fitment, be of original specification and shall be mounted in the original position with the front and rear faces presenting flat vertical faces. The rear crossmember will be of box section design between the chassis rails with the majority outside the chassis rails of the same four faced section. A C Section cross member between the chassis rails can only be fitted to a vehicle of the year that was originally fitted, and while competing in a Standard Class.'

This change was proposed by Dave Canham and seconded by Dennis Wright. The original wording was initiated by Kevin and these minor changes have been made to his wording. It was agreed that Kevin P could propose this and Dave C can second it if that is preferred.

- b) **Vehicle Dimensions.** In the same email as above, the following proposal was submitted. The wording was displayed on screen for the meeting:

C.1. VEHICLE DIMENSIONS

C.1.1. All dimensions given in the Vehicle Sizes Chart shall apply

C.1.2 Any vehicle log-booked before 31/12/2025 that has body dimensions outside the dimensions and tolerances in The Vehicles Sizes Chart shall be able to retain an ALRC Logbook following checks to ensure no competitive advantage is gained (for example front bumper and rear crossmember position). An application for these checks must be sent to Secretary@ALRC.co.uk before 31/12/2025. Any decision on competitive advantage will be decided by The ALRC Scrutineering and Off-Road Committee and that decision will be final.

This was discussed and formally proposed (in the email) by Kevin P and seconded by Dave C to go forward.

Both rule changes will now be sent out for the 70 day consultation period as per the ALRC Changing of the Rules.

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

None.

7. **Any other business.**

- a) Dennis W. Rock Sliders under doors – are they door or chassis? This has already been clarified that rock sliders are chassis.
- b) Gordon R. Body capping/body capping line. The Green Book defines the capping line and says everything below must remain with the correct silhouette. C12.4 allows modified panels in modified classes. C12 gives the following definition:

Definition:- The "body capping line" on a "Series" Land Rover or Defender is defined as a horizontal line level with the top edge of the fixed rear load area surround. The "window line" on Saloon / Station Wagon types is level with the bottom edge of the driver's door window.

C.12.1. The body parts above the "body capping line" or "window-line" (as defined above) may be removed.

C.12.2. The silhouette (as viewed from the side and front) of the bodywork below the "body capping line" or "window line" (as applicable) must be retained. The chassis, fuel tank etc. are not considered to be part of the silhouette.

C.12.4. Bodywork may be replaced with non-Rover items on condition that all other shape / dimension specifications above are adhered to.

Discussion took place about whether this implies, or states, that the body capping must be in place. Given that the items permitted to be removed are ABOVE the capping line and the body capping as a part, falls below the 'line' and therefore must be in place. The capping is proud of the bodywork so makes part of the silhouette.

This view was supported by Gordon R, Dave C and Donald R. Given the nature of some builders, it was also suggested that the material of the body capping should also be defined to avoid the use of plastic or tape to substitute for the presence of a metal body capping. The profile of the capping is bulged on 90s. Stuart N expressed the view that this is unnecessary and as long as there are no sharp edges, the physical presence of capping is just an aesthetic. There was a long discussion about whether the body capping is visible on the silhouette. The Chair's view is that the rules as they currently appear mean that body capping must be present but C12.4 allows panels to be replaced in modified classes as long as the dimension specifications are adhered to. If we wish to mandate clearly that it must be present, a rule change proposal will need to be submitted. **DECISION:** Body capping must be physically present for standard classes, but not for modified classes as long as all dimensions are met.

- c) **WhatsApp Groups.** The meeting returned to the subject of the WhatsApp groups. There are currently 2 groups running. One for the SORC committee and one for log book scrutineers. Terry Buss has never been invited to join either group and Dennis W stated that he had not been included until very recently, Matt explained that was because he only published a landline number. There is inequity built into this system as some people are not included in discussions and decision making which is increasingly frequent. The ALRC scrutineers group currently has 27 members and should clearly include ALL log book scrutineers, which is not currently the case. Terry B was added to the group by Simone during this meeting but WhatsApp does not show historic discussion so new members can only see future discussion.

8. Date of next meeting.

As a trial, there will be a change to the meeting formats. SORC meetings will continue in person after the AGM in March and 3 further zoom meetings (max 2 hours) to be spread throughout the year. This is to try to encourage better engagement.

Tuesday 7th October 2025 @ 8pm - zoom

Tuesday 3rd February 2026 @ 8pm – zoom

Saturday 14th March 2026 @ 1pm – hybrid, but encouraged in person

Tuesday 2nd June 2026 @ 8pm – zoom

9. Close of Meeting. The meeting closed at 14:40