

ASSOCIATION OF LAND ROVER CLUBS



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Scrutineering & Off Road Committee Meeting

17th April 2010 starting at 10:00.

NFU Insurance HQ, Tiddington (near Stratford-upon-Avon).

AGENDA

1. Open the meeting.
2. Apologies for absence.
3. Acceptance of minutes the previous meeting
4. Matters arising not covered elsewhere
5. Rule change proposals.
6. Ongoing Topics
7. Enquiries received since the last meeting.
8. Any other business this meeting.
9. Date and location of next meeting.
10. Close the meeting.

For those who have not been there before:-

The NFU Insurance HQ is in Tiddington, just to the East of Stratford-upon-Avon.

If you cross the Avon bridge in Stratford-upon-Avon heading South East, take the very first left turn off the end of the bridge, signposted Tiddington, B4086. This becomes Main Street in Tiddington. It's one mile to the prominent rectangular building set well back on your right on the Western outskirts of Tiddington near the junction with Knight's Lane. If you get to Knight's Lane, you've just gone past the building!

If you're coming in from Wellesbourne heading West, drive carefully through the narrow Tiddington village towards the Western outskirts where NFU HQ is on your left just past Knight's Lane.

We'll probably be using the auditorium or one of the conference rooms.

Please liaise with the security staff who will be able to direct you to the room.

Please sign the register in the reception area so the security staff know who is in the building in the event of an emergency.

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Minutes of the of Scrutineering & Off Road Committee meeting of 16th January 2010

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.

There were 19 attendees and 12 clubs were represented with apologies from a further 2. There are 28 competitive clubs within the ALRC.

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
Andrew Flanders (S L CM)	Anglian LRC
Kevin Peake (CM)	Breckland LRC
Tim Linney (CM)	Chiltern Vale R O Club
Ian Saunders (L)	Chiltern Vale R O Club
Malcolm Wilson (S L)	Lincs LRC
Martin James (L)	Midlands ROC
Richard Smith (L)	Midlands ROC
Simone Birch (CM)	Leicestershire & Rutland L R C.
David Southcott (L)	Southern R OC
Harold Carman (L)	Lancs & Cheshire LRC

NAME	CLUB
Ian Bell (G)	North East RO
Ian Whaley (G)	North East RO
Sid McGregor (G)	North East RO
Gary Campbell (S R L)	North East RO
Bill Groves (L)	North East RO
Mark Whaley (S L)	North East RO
Tony Lockwood (S L)	Peak and Dukeries L R Club
Tony Sinclair (L)	Staffs & Shrops LRC
Ray Godwin (L, CS)	Wye and Welsh LRC

S = Scrutineering Committee member. R = Club Representative. L = Log-book Scrutineer.

CS = Chief Scrutineer (of the named club) G = Guest CM = Council member. S co-opted = Co-opted to Scrutineering Committee

Apologies for absence received from:

NAME	CLUB
Denis Bourne (CM)	ALRC Chairman.
Frank Champion (S L)	Lincolnshire Land Rover Club
Dave Moore (S L)	Chiltern Vale R O Club
Steve Kirby (S L R CM)	Hants & Berks LRO

NAME	CLUB
Terry Buss (L)	Southern ROC
Mykul Jones (L)	Wye and Welsh LRC
Adam Godwin (L)	Wye and Welsh LRC

Note that the elected scrutineers, marked (S) above, represent the ALRC as a whole; the club name is included for information only.

Matters that are concluded will be marked CLOSED.

1. Open the Meeting.

The meeting was opened at 10:15 a.m by Andrew Flanders.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (Sept 12th 2009)

Minutes accepted with no amendments. Proposed by Mark Whaley, seconded by Gary Campbell and agreed unanimously. Signed by Andrew Flanders.

4. Matters arising from the previous minutes unless covered elsewhere.

a. **Bumpers at the National Rally.** It has been clarified that the vehicles in the photographs of bumpers circulated at the meeting held on the 12th September 2009 did not get a scrutineering pass until the problems were rectified to the satisfaction of the scrutineers at the event.

b. **Roll overs at the National Rally RTVT.** In total there were 5 rolls during the RTVT with 10 in total for the event. In the RTVT 1 was when being recovered, 3 by driving the wrong line and 1 while maintaining power which sliding along a bank. It has been brought to the attention of the ALRC Council that the MSA are not happy that no reports were submitted to them after the event on these roll overs.

On the MSA Stewards Report form there are boxes to tick asking if there were any injuries to a third party, any incidents involving damage to third party property, any officials injured or any competitors injured. As one roll resulted in an injury to a third party this box was ticked and a covering letter sent. No further queries were received from the MSA on this matter. As the other rolls did not require a tick under any headings on the form it was not felt necessary to document them for the MSA. It was pointed out by those present that the majority of injuries at events occur when the C-o-C is actually laying out. Andrew stated that he wears a helmet when laying out as an added precaution. **CLOSED**

c. **Holes in ROPS Tubes.** Now that the MSA have removed the requirement for ROPS tubes to have inspection holes do we still want to keep this requirement for ALRC vehicles. It was felt that as log book scrutineers were checking this it was handy to keep it as part of the log booking procedure. See 5.c.

5. Review of ongoing Topics:-

a. Marshals Training. (14/01/2006)

Denis Bourne has created a draft document and this is still under review.

2 or 3 reps from each club will be invited to attend training sessions run by the ALRC and then cascade down to club members using the "Train the trainer" principle. This training will not be obligatory.

Fire training was discussed. Denis was not present. **ONGOING.**

b. Discovery front bumper position measurement. Steve Kirby. (12/01/2008)

The dimension and its measurement points were defined when only the Disco 1 was extant. We agreed dimension measurement point is from the bottom of the bumper to the top of the headlamp.

Kevin offered to measure the Disco 3 and the NERO reps agreed to look at the Disco 2.

Steve Kirby has already checked his 300 Tdi Disco 1 and this dimension is 17" and the earlier model with the smaller headlights is 14½"

The definition of the "bottom of front bumper" is inferred from rule B.12.1. which says "Bolt-on sill panels and air dams / front spoilers may be removed. Where applicable bumper end caps may be trimmed along the horizontal moulding line level with the bottom of the bumper. The number plate moulding may be removed." Hence this line is being taken as the "bottom of front bumper"

Steve Kirby reports:- The pre-facelift Discovery 1 has small headlights set in a surround that embraces the headlight and sidelights in one unit. The facelifted version has separate headlight and sidelight units. The space these occupy is almost identical. He has measured both types and the dimension appears to be about 16¼ to 16¾ inches. On the two vehicles he has measured, (his one and Andrew Flanders one) both had a ½ inch difference from one side to the other! So he suggests we take the measurement to be the whole assembly on the earlier vehicles (e.g. Tdi 100/200) and the headlight itself on the Tdi 300. On Disco 3, dimension from top of Front wing to bottom of front bumper is 26". Distance from centreline of front axle to most-forward point of front bumper is 32".

TD5 design vehicle dimensions still to come.

As Steve was not present no further discussion was made at this meeting. **ONGOING.**

c. Drilled bulkhead box section uprights. Bill Groves. (25 April 2009)

Bill Groves raised a query regarding box section and tubular full roll bar, the bulkhead was as on page 110. Bill was concerned about holes being drilled in the box section uprights for door hinges.

Bill passed this vehicle as it complied with the drawing. It was considered that this was acceptable.

The box section uprights are not to be drilled for hinge attachment. Plates can be welded on for attachment. Any roof panels should not be pop riveted to the tube.

Andrew is going to try and clarify this with the MSA before putting an article in ALRC News.

It was decided that as the MSA had removed the requirement for an inspection hole in the roll bar but that the ALRC wished to continue to use one that a rule change proposal was necessary. The following wording was devised for a rule change proposal to be submitted in July 2010.

“The only permitted drilled hole is a hole of 3/16 diameter for inspection purposes on roll cages and fabricated bulkheads unless current regulations allow.” **ONGOING.**

d. The “Lots of people do it but it’s not specifically allowed in the rules” section. (25 Apr 2009)

Pegged/slipper pad differentials, different non Land Rover produced ratio differentials, high ratio steering boxes.

All of these are in regular use but are not specified as allowable in the rules. Pegged/slipper pad differentials are detectable from the outside but are so prevalent that to reject vehicles so fitted would result in very small entries.

It was felt that pegged diffs may give a competitive advantage (in strength) The majority of drivers at the 2009 National Rally comp safari stated that they had not got them and would not fit them.

Some competitors already have the quick lock steering boxes.

It was decided that three rule change proposals should be submitted so that clubs could then vote on the matter.

Three separate Rule Change Proposals are to be formulated ready to be submitted for July 2010.

a) B.17.2. Any gear ratio may be used.

b) B.17.3. Crown wheel slipper pads and or pegs may be used.

c) B.6.5. High ratio steering boxes may be used.

These rules are needed so that it is clear to scrutineers at events what is allowed.

With consideration to the economic climate at present there are no plans to change the way scrutineering is conducted at this years National Rally and these items are permitted until the Vote at the 2011 AGM. **ONGOING**

e. Ken Brain has written a letter. (12th Sept 2009)

Re: Classification of Vehicles fitted with Large Intercoolers as Modified

Dear Mr. Chairman,

Some years ago I fitted a large intercooler to my 200 TDi Defender in order to improve its performance on the road, especially whilst towing. At that time I was able to do this and remain in Standard Class 4 under the prevailing rules. Even under the new rules I felt there was an argument to be made for remaining in the standard class, and indeed did so until a clarification was made by the Scrutineering Committee last year which meant I was now in the Modified Classes. In addition to this, the ALRC has also changed the rules so that a Modified Class vehicle may not be the overall winner at the National RTV. In order to overcome this at this years National RTV, I temporarily looped out my intercooler and, due to the consequent reduction in space, fitted a K & N air filter instead of the standard one. I highlighted these changes to the scrutineer prior to the event, explained the reason for them and was allowed to compete in Class 4. My efforts were rewarded by my double driver (Steve Smerdon) winning the event.

The purpose of this letter is to try and persuade the Scrutineering Committee to reconsider their placing of vehicles with large intercoolers into the Modified classes for the following reasons:-

1. At trialling speed there is no performance increase gained by the fitting of a large intercooler. As you are undoubtedly aware, when the larger intercooler is fitted the fuel pump is also 'tweaked' so as to give the correct fuel/air ratio. However, at low speed there is insufficient air flow over the intercooler for it to be effective and the performance increase is solely from the extra fuel brought about by the fuel pump adjustment. This truth of this statement is borne out by the fact that no loss of power was noticed by me or Steve Smerdon during the National RTV or the Club RTV where I tested this arrangement prior to the Nationals. Furthermore, I know of people who adjust their fuel pump on arrival at a trial and adjust it back at the end, with similar improvement in performance.
2. TD5 Defenders are fitted with a large intercooler that is the full width of the grill and very similar in size to what I have fitted. Surely under Rule A5.1 I can retrospectively fit this to my vehicle. It would seem churlish to permit this and not the intercooler that I currently have fitted simply because it is not made by Land Rover.
3. Rule B.2.8 states that 'the forced induction coefficient does not apply to diesel engines'. An intercooler is a method of forced induction in that it compresses the air above atmospheric pressure by cooling it and inducing more air into the combustion chamber.
4. I used to compete in Class 4 where I was up against V8 engined vehicles. I have a friend who is

considering changing from a 3.5 to 3.9 litre V8 specifically to improve performance for RTVs and this is a legal change that will see him remain in Class 4. I, on the other hand, made a change to improve road performance, that does not impact on trialling performance yet am destined to be considered Modified and have to compete against Defenders fitted with 4.6 litre V8s.

In conclusion, if there is no performance gain at trialling speeds, then it would seem that I am being moved into a Modified class purely for cosmetic reasons. Rule A.3 says that changes should be in the spirit of the regulations. I genuinely believe that what I have done fully complies with this important aspect of our rules and ask that the Scrutineering Committee reconsider their Clarification published in the SORC minutes of January 2008 in light of the above points. I look forward to your reply.

Yours Faithfully,

Ken Brain

Cornwall & Devon Land Rover Club

This letter was further discussed with initially the following e-mail from Mark Whaley read out.

Point 1: Intercoolers.

Standard vehicle regs do not allow modified intercoolers; a rule change request would be required to allow their fitments.

Ref A.5.1. You could argue the case of retrospectively fitting a standard Td5 intercooler to an older 90, however I suspect Mr Brain had a larger none-standard intercooler fitted.

Ref B.2.8. The intercooler does not increase the pressure of the charge by cooling. If Mr Brain refers to the combined Gas Laws (Boyle & Charles Law) then his statement is not correct.

Pressure x Volume = Temperature x k (where k is the gas constant)

In fact as the volume of the intercooler remains the same the reduction in temperature would actually result in a reduction of pressure to maintain the Gas constant k.

The intercooler allows the induction temperature to be reduced therefore allowing the turbo pressure to be increased whilst maintaining safe inlet air temperatures. The additional power is generated by increasing air volume forced into the engine by the turbo and matched with increased supply of diesel.

Point 2: Competing against V8 larger than 3528cc in Standard Class.

Ref B.2.1. V8 petrol (where factory fitted). Accepted replacement "Any V8 aluminium engine up to maximum size listed in the vehicle size chart (page 79 in ALRC 2009 Handbook) from product listed in A2".

Referring to the vehicle size chart would limit standard class Ninety to 3528P and 2500D. Further the engine would be limited to twin carburettors on a standard inlet manifold under B.2.3. If his friend fits a 3950cc engine then his vehicle would be placed in the modified vehicle class under C.3.1. which would also allow him to fit EFi and more than two carburettors.

This raises the question over which class a standard 50th Edition 90 would come under, however this is covered under L.1.5. which covers standard production vehicles built after 1993 which do not have a standard competition class listed are allowed to compete in the class which nearest fits its specification.

A.5.1. would also allow an engine of exactly the same specification to the 50th Edition (4.0GEMS) being retro fitted to a 90 only.

From the above I would consider that the fitment of a large intercooler, unless standard TD5 moves Mr Brains vehicle into class 20 and would also clarify that any Ninety fitted with a V8 engine larger than 3528cc or other than twin carburettors on a standard manifold, unless a genuine 50th Edition 90 would also be placed within class 10.

It was pointed out by Tim Linney that by disconnecting the intercooler a modification had been made to the vehicle and in hind sight should still have remained in class 10. This was agreed by the meeting. It was also said that whilst petrol engines can be changed for more powerful ones there is discrimination against diesel engines in what members are able to change. The rules governing petrol engines seem to have moved with the times as new technology has been developed but the rules for diesel engines have not.

Clarification on engine sizes should be listed for that specific vehicle and not taken across several models. Bigger engines have been in some vehicles for the last 10 years. The chart printed on page 62 of the ALRC Handbook needs to be updated.

To permit the use of larger intercoolers in standard class a rule change proposal is required. Simone is to write to Ken suggesting that he word a proposal for the next meeting and stating that Tim Linney would second such a proposal. **ONGOING**

f. Crash helmets. The MSA won't back down over helmet specs so where they are required, they need to be up to full MSA spec. So look after them! It is a concern that Team Recovery events could

disappear from event calendars due to the costs of the helmets which could so easily get damaged whilst running round the course. It was mentioned that some clubs run Team Recovery events under a Gymkhana permit and include untimed events in the competition. The cheapest helmet available is approx £111 from www.racewear.co.uk with other also available from other sellers. Numbers for entry into the Team Recovery are down in the bookings for the 2010 National Rally. **CLOSED.**

g. Some vehicles have been seen where the front face of the fuel tank is visible from the occupants area. i.e. fuel tanks not fully isolated from vehicle occupants. ALRC rules state:- *B.11.2. Fuel tank location / design may be changed. If the fuel tank is moved, a separate metal cover (vented at the bottom) must be fitted even if a truck cab is fitted.* Maybe we need to clarify the term "cover" to define that the tank should be covered on top and down all sides but is left open at the bottom. It was advised that scrutineers would look at each individual vehicle and act accordingly. **ONGOING.**

h. Query on occupants and spectators protection from leaks/bursts from shock absorber reservoirs.

MSA reg [C(b)] Competitors: Vehicles says:-

"All vehicles must:

8. Chassis/Body (including aerodynamics)

(a) Be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, wet batteries, gearbox, hydraulic reservoirs,

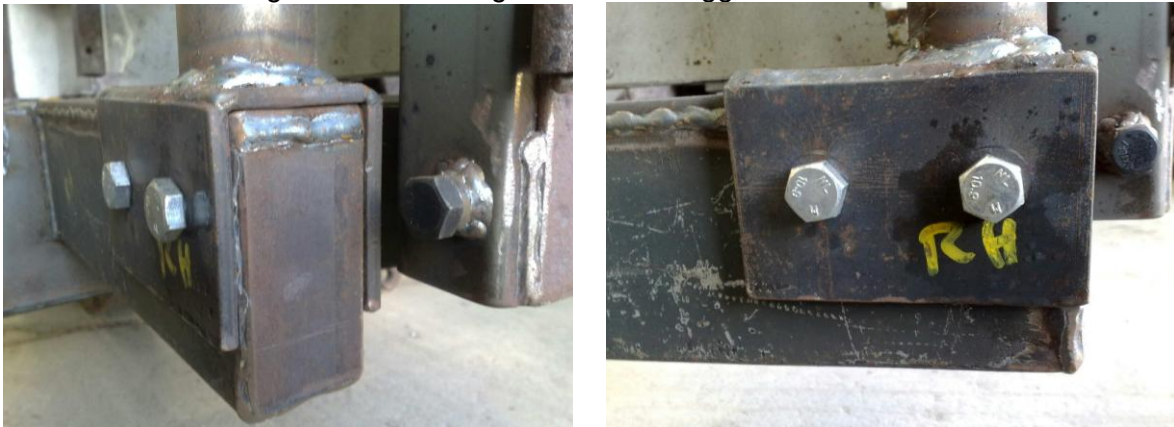
Presuming that the reservoirs on shock absorbers are part of a hydraulic system, occupants must be isolated; no mention of spectators. In our branch of motorsport spectators and marshals do then to get closer to vehicles than at other events. All parts of the system should be covered including the pipework. It was felt that number boards in the back of vehicles could be used for deflection to protect those outside the vehicle. It was decided to not complicate this matter but a rule change proposal for July is to be worded. **ONGOING.**

7 Enquiries received by phone, e-mail, letter etc. since the last Meeting.

a. Seatbelt requirement for CCVT drivers (08.10.09)

A letter has been received from Sue Flanders with regard to the wearing of seatbelts in CCV's. Whilst the ALRC Handbook does state that the minimum of a lap belt must be worn, the MSA Blue Book also covers seat belts under their Competitors Safety and states that they must be worn and correctly adjusted at all times. If just a lap belt is fitted then that meets this criteria but the wearing of a full harness as a lap belt may not. Andrew is to seek clarification from the MSA. In the meantime if clubs are wanting to enforce that drivers wear full harnesses in their entirety if fitted then this should appear written in the SR's for an event and made available to the drivers prior to the event starting. **ONGOING**

b. Method of sleeving to attach roll cage to lower outrigger.



Martin James had sent the above photos to Andrew for a second opinion

The green book does not say that you can mount the cage this way so the member is to be told that it needed to be welded on. **CLOSED**

c. E-mail received from Harold Carman. (07.01.10)

Following the S&ORC decision to put the proposed rule change regarding radius arms to the club vote I need to clarify an issue before we can take the matter further with our own club regarding voting. It is unclear from the wording (or perhaps just my interpretation?) whether the rule change is for safety purposes or eligibility issues. When this matter was clarified four years ago it was on the basis of

eligibility – as I understood it. A large amount of consideration was put into the wording of the rule change then as you will know - with all parties with a valid interest happy with the result.

I would also like to have the minutes of the meeting which was held between the C-o-C and Chief Scrutineer for the 2009 National regarding our vehicle. Both parties have confirmed that the meeting took place before the event started - after the booking had been accepted. Unfortunately I cannot confirm the date or venue of the meeting however I'm sure that the C-o-C will have a copy somewhere. I apologise for the urgency however I would ask if you could let me know within the next two weeks so that I can put the information to our committee. Obviously I appreciate that you may not be able to locate the minutes in that time but if you could clarify the safety/eligibility question that would be much appreciated. This issue is causing me a great deal of stress and I am not looking for a confrontation I can assure you.

Answers given – the rule change proposal has arisen partly on safety and partly on eligibility issues. If voted for by the clubs and then subsequently ratified by the ALRC Council it will take effect from the 1st January 2011.

With regard to the minutes of a meeting from the National Rally between the C-o-C and Chief Scrutineer, no minutes are held by Simone who has the completed paperwork from the event. Harold then said that he meant the minutes of the S&ORC meeting and that he did indeed have them.

Harold stated that he was still owed his entry money back from the National Rally but the reply to this was that as he was neither the driver nor the entrant he was advised to take it up with the driver if he had paid on their behalf. The 2009 National Rally event and all paperwork has now been finalised.

CLOSED.

8. Any other business.

a. It was mentioned with some concern at this meeting that the rule change proposal that has been sent to the clubs for voting on regarding bumpers had been changed by the ALRC Council so that it reverted back to the original proposal with the proposal “E.6. In modified RTVT classes the use of non-Land Rover heavy duty or winch bumpers are permitted so long as they are no smaller, weaker or more flexible than the original” being removed. This is unfortunate because if the rule change “C.11.1. Must comply with the requirements of regulation B13 as set in B13.1, B13.2 and B13.3 as appropriate for the vehicle / bumper type.” is applied then some vehicles already competing would be outlawed.

Bumpers are the main visible issue at events. **ONGOING**

b. It was noted that we are reliant on a competitor's honesty when stating the size of engine in their vehicles.

c. Spill Kits. From the MSA a rule change that will affect all competitors. Common Regulations for Competitors: Vehicles [C (b)]: Strongly recommended from 1st Jan 2010 and Mandatory from 1st Jan 2011:

It is strongly recommended for all competitors participating in single venue competitions to have available at their paddock base, and for multi venue competitions to carry within their vehicle a self contained spill kit capable of effectively absorbing minor spillages of up to 1.5litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used spill kits are to be disposed of in accordance with local or National guidelines.

Simone stated that by looking at online sites prices varied from approx £15-30. Richard Smith, Midland ROC stated that his company could supply kits which will absorb up to 2ltrs and details are appearing in ALRC News this weekend. Costs are £6.95 per kit but clubs can buy them in multiples of 10 for £6.25 each.

9. Date and location of next meeting.

The date for the next meeting has been booked as the 17th April 2010. The location will be the NFU Mutual HQ in Tiddington, near Stratford-upon-Avon and will start at 10:00 a.m. (Subsequent 2010 meeting is September 11th.)

10. Close the meeting.

Meeting closed at 12.10

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.