

SCRUTINEERING NEWS

Compiled 27/1/08

There have been a couple of regulation changes made that were implemented on the 1st January 2008 – they are:-

Handbrakes

New Rule: D.1.5 (to follow on page 66 of the 2007 ALRC Green Book)

Vehicles shall be fitted with a braking system capable of holding them while parked. It shall be activated by a single operation and shall be external to the engine and gearbox.

Passengers in Team Recovery

Wording in bold indicates change to existing rules.

Section Q – Point & Team Recovery Competition Regulations

Q.1 PASSENGERS

Q.1.1 **Point to Point** One Passenger/navigator, over the age of 16 years is allowed per vehicle

Q.1.2 **Team Recovery** **No vehicle at any time may carry a passenger.**

Q.2 TOW ROPES

Q.2.1 Vehicles not to be connected at the start or finish, and all equipment used must be completely contained within the vehicles.

Q.3 ENTRIES

Q.3.1 **Minimum entry for any class to be 3 teams.**

Q.4 TEAMS

Q.4.1 **Point to Point** **A team shall comprise two vehicles.**

Q.4.2 **Team Recovery** **A team shall comprises two vehicles and two drivers.**

Q.4.3 **Each team shall nominate a captain.**

Points of Interest from SORC meeting held September 2007:-

Seat-Belt Anchorage Points

Ref MSA rule on Safety Belts (Item 45, page 158 of the 2008 MSA Blue Book)

Clarification of above rule quote from MSA SCRUTINEERS E-BULLETIN #19 (June 2007)

“On the subject of seat belts we also like to remind you that it is not permitted for harnesses equipped with separate shoulder straps to fix the two straps to a single anchorage point. There must be separate anchorage points for each belt strap. It is permitted to fit the two harness straps to a purpose built horizontal harness mounting tube providing the angle of inclination set out in the regulations is respected.”

Roll-Cage Tags Faded or Painted Over

Q. What to do when roll-cage tags have become illegible due to being faded or painted over?

A. A new tag is needed. Pay if painted over; fee is £5. Note that an illegible tag will be a scrutineering failure.

Camel Trophy Discoveries – Modified Wheel Arches

- Q. “If I trim the rear wheel arches of a Discovery to match the Camel Trophy ones (known as the camel cut) can I still be considered Std class 5 or not?”
- A. The “Camel Trophy Cut” modification was carried out by the factory on the Camel Trophy competition vehicles. These were not originally manufactured to this design. Consequently vehicles altered in this way may compete but in the Modified class. See rule C.12.3.

Points of Interest from SORC meeting held May 2007:-

Seat Belts in RTV

- Q “I would like confirmation if possible on the use of seat belts in RTV, in that they should be worn as designed not just as a lap belt, i.e. in that a 3 point goes across the front of the shoulder not behind.”
- A In RTVs seatbelts must be worn as designed.

A letter received from the ALRC dated 13th January 2008 plus attachment – of importance to anyone constructing a new competition vehicle:-

Re: TOLERANCES / ALLOWANCES ON DIMENSIONS FOR ALL VEHICLES THAT REQUIRE AN ALRC COMPETITION VEHICLE LOG BOOK

After discussions at yesterdays ALRC S&ORC meeting it was felt by those members present that the scrutineering tolerances used by the log book scrutineers when checking the eligibility of cross country trial vehicles should be published in the public domain for all members to have access to. It had already previously been agreed by the ALRC Council at their last meeting that these figures would be made available to anyone who asked to see them.

The official measurements which members should use in the building of cross country trial vehicles appear on page 77 of the 2007 ALRC Handbook and please find attached to this letter a copy of the Tolerances / Allowances on these dimensions that the log book scrutineers work to.

It must be made clear to all members that there is no leeway with these figures and any vehicle deviating from the given measurements, plus or minus the tolerances as given will be failed.

I would be grateful if this information could be passed on to all members of your clubs so that anyone thinking of building such a vehicle has all the information necessary to do so and would recommend that if anyone has any questions that they get in touch with a member of the Scrutineering and Off Road Committee or their local log book scrutineer who will be able to advise them further.

Simone Birch
ALRC Secretary

TOLERANCES / ALLOWANCES ON DIMENSIONS FOR LOG BOOK IMPLEMENTATION

Code Item.

- A Wheelbase. $\pm 1"$. Up to 1" more or less than the stated figure.
- B Engine Capacity. Not used.
- C Door height. $\pm \frac{1}{2}"$ measured at the door position beside the front seats. (Bottom of door to bottom of window-line)
i.e. $\frac{1}{2}"$ more or less than the figure stated. (The vehicle does not need to have opening doors but equivalent bodywork must be present on both sides of the vehicle.)
- D Top of front wing to bottom of front bumper. $+\infty / -2"$
i.e. can be more than stated dimension, but only 2" less than the figure stated.
- E Front axle centre-line to front of front bumper. $+\infty / -1"$
i.e. Up to 1" less than the figure stated.
- F Length including bumper(s), $+\infty / -1"$. i.e. vehicle can be longer than stated dimension (allowing for heavy-duty and winch-bumpers) but no more than 1" shorter.
- G Width overall. $\pm 1"$ (Excluding protruding hinges, mirrors, bumpers),
i.e. the vehicle may be up to 1" wider or 1" narrower than the stated dimension.
 - Series One bulkhead is the same as overall width. (See H)
 - Wheel-arch extensions which are added to cover wide wheels / axles are not included in the width measurement.
- H Width at bulkhead, $+1" / -0"$. i.e. may be 1" wider but no narrower than the stated dimension.
- I Height of back body (excluding cross-member) $\pm \frac{1}{2}"$.
i.e. can be $\frac{1}{2}"$ more or less than stated dimension.
NOTE. $4\frac{1}{4}"$ inches is the minimum height of any cross-member.

N.B. It must be made clear to all members that there is no leeway with these figures and any vehicle deviating from the given measurements on page 77 of the 2007 ALRC Handbook, plus or minus the tolerances as given will be failed.

P&D COMP SAFARIS

P&D have stated that all vehicles entering their 2008 comp safaris will need to be fitted with side mesh/net to prevent drivers arms/hands becoming injured in the event of a roll.

CHIEF SCRUTINEER - SIMON COOPER