

SCRUTINEERING NEWS

Compiled 6/7/09

There were no matters of real interest in the Scrutineering and Off Road Committee meeting held on 10th January 2009.

The latest points of interest from the Scrutineering and Off Road Committee meeting held 25th April 2009:-

NEW RULE – WITH IMMEDIATE EFFECT

The following rule change proposal was voted on by the member clubs at the ALRC AGM and subsequently ratified by the Council for immediate implementation.

B.7.1 Any brand / make of steel wheels are allowed but they must be of adequate strength, have a diameter matching that of factory fitted wheels for that model and have an offset between the outer flat of the nave plate and the external face of the bead area (not the outermost turned-out flange of the rim) of 4" / 102mm or less. Also any Land Rover produced / manufactured aluminium alloy wheel and matching wheel nuts may be used when suitable hubs for that wheel are fitted.

The “lots of people do it but it’s not specifically allowed in the rules” Section

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. The latter two are not detectable without special checks/measurements. It’s arguable whether specific competitive advantage can be gained by their use so we agreed that all these items should be allowed. So a rule change proposal will be formulated to permit them. eg:-

- B.17.2. Any gear ratio may be used.
- B.17.3. Crown wheel slipper pads may be used.
- B.6.5. High ratio steering boxes may be used.

Smokey Engines - Frank Champion (25 April 2009)

Q. What do we do about excessively smoky diesel engines?

A. Have an observer looking out for this issue. Relevant rule is the rule 60(g) on page 82 2009 MSA Blue Book (Page 188 ALRC 2009 Handbook) “Exclude any car or competitor whose appearance, condition or performance is not of a standard appropriate to the event.”

Query about rule C.11.1 - Kevin Peake (minuted 10th Jan 2009)

Kevin brought the members attention to regulation "C.11.1. Modified vehicles – Bumpers" does not apply to B.13.2.

Steve Kirby briefly described the history of this rule. We had a Council meeting on 17th June 2006 which included an agenda item to discuss the Competition Regulations with several S&ORC members attending. One of the items that we agreed was that round tube bumpers would be permitted on Modified class vehicles only on condition that they are no smaller or weaker than the originals. To enable this, we agreed that the rules requiring bumpers to have flat vertical front and rear faces and to have original shape would not apply on Modified vehicles. A simple way of implementing this was to state that Standard Class rules B.13.2. and B.13.3. would not apply in Modified vehicles; hence the wording in rule C.11.1.

Some members felt that this exemption should not have applied to vehicles with rectangular section bumpers while others felt that the rule as it stands is OK.

The ASRs for the 2009 National Rally states that this exemption will not apply at the 2009 Rally, ie. all Series and Defender style vehicles must have original design rectangular bumpers with flat front face.

The following items are of interest to members:-

MSA BLUE BOOK 2009

It has been noted that the latest edition of the blue book states that the tyre list is recommended for use in SR's for 2009 but will be mandatory from 2010. The tyre list is basically:- A – All Terrain, B – Mud Terrain, C – Aggressive.

The full tyre list is on pages 208 to 213 – Tyre List V (Tyres for Cross Country Events). Please note that you can only run tyres that are listed in the blue book – if the name is not in the book you cannot run them in any event from 2010 (this includes RTV and CCV as well as Comp Safari).

The ALRC have said that as we are "a grass roots motor sport" we will not dictate what tyres competitors have to use, so this means you can use tyres in list A, B or C unless stated otherwise in the SR's for individual events – this may be necessary on some grounds (please make sure you check when entering other clubs events).

There is currently a proposal being put forward in July to limit aggressive tyres in RTV (up to mud terrain – group B) – please be aware of this as we think this will go through.

SPILL KITS

The following is a statement S&S put out before our May Day event:-

- * We strongly recommend that all vehicles carry a spill kit at all times.
- * Please note that vehicles that emit continuous smoke will be excluded from the event.
- * Remember ground sheets must be used under all vehicles whilst spanning them anywhere on the site.

Carrying a spill kit is now compulsory with a number of clubs already, and Staffs and Shrops will be making it compulsory to carry one from the start of the 2010 season.”

At this time there is no specification for a spill kit in the blue book but you can purchase one using the following link which we accept as a good standard:-

http://www.securitydirect.co.uk/acatalog/Oil_Spill_Safety_15_Litre_Kit.html

Please note that Steve Kirby is no longer chairman of the S&ORC – he has been replaced by Andrew Flanders who can be contacted on 07813 085325 or at andrewflanders@btinternet.com

CHIEF SCRUTINEER - SIMON COOPER