

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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ANNUAL GENERAL MEETING
SATURDAY 18th MARCH 2017
At
THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARKS, CV35 0BJ

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 19th November 2016.
4. Matters arising from the above minutes.
5. Chairman's report.
6. Secretary's report.
7. Treasurer's report.
8. Election of ALRC Council & S&ORC
9. New Club Applications.
10. Rule Change Proposals
11. Section Reports.
 - a. Caravan Secretary
 - b. Overseas Liaison Officer
 - c. Non-competitive Clubs / Show Co-ordinator
 - d. Countryside Access Officer
 - e. National Rally Liaison Officer
 - f. Press & Publicity
 - g. MSA Liaison Officer
 - h. Scrutineering & Off Road Committee Chairman
 - i. CCMSA Coordinator
 - j. ALRC Handbook Editor
 - k. Web Master
 - l. Child Protection Officer
 - m. Membership Officer
12. Any other business.
13. Date & time of next meeting.
14. Close of meeting.

You are reminded that items for inclusion on agendas should be submitted to the Chairman or the Secretary prior to the day of the meeting.

The Scrutineering and Off Road Committee Meeting will take place starting at 13.00.

CLUBS PRESENT – ALRC EGM 12.11.16

	Present	Apologies
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	Denis & Sandra Bourne
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		Heather Moscrop
BRECKLAND LRC	Andy Dennis	
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Tim Linney Matthew Fulwood Stuart Newton	Steve Murphy
CORNWALL & DEVON LRC	Peter Alexander Fraser Parish	
CUMBRIAN ROC		
DISCOVERY OC	Janet New	
DORSET LRC		Andy Wilson
EAST NORTHANTS LROC		
ESSEX LRC	Mark Pycraft	
HANTS & BERKS LRO	Steve Kirby	
LANCS & CHESHIRE LROC		
LAND ROVER REGISTER 1948 -53	Andrew Neaves	
LAND ROVER SERIES 1 CLUB		Andrew Cross
LAND ROVER SERIES II CLUB		Andy Parker
LEICS & RUTLAND LRC	Tony Sinclair Antony Birch	Andrew Sinclair
LIGHTWEIGHT LRC	Sue Foster	
LINCS LRC		
MIDLAND ROC	Ruth & Richard Smith Richard Banks	Samantha Miller
NORTH EASTERN ROC	Mark & Ian Whaley Paul & T Walton Andy Scarr Graham Pink	
NORTH WALES LRC		
NOTTINGHAM LRC		Wendy Simpson
PEAK & DUKERIES LRC	Dennis Wright	Simon Saunt
RED ROSE LRC	Roger Wright	
SCOTTISH LROC		
SOMERSET & WILTS LRC		
SOUTH COAST LROC		
SOUTHERN ROC	Debby & Charles Darby Mark Baitup Dave Canham	Terry Buss
STAFFS & SHROPS LRC	John Walters	
SURREY HILLS LRC	Paul Barton	
THE CAMEL CLUB		
THE G4 CLUB		Andi Mcguire
TOWY LRC		
WYE & WELSH LRC	Peter Gladman Murray Wiltshire	
YORKSHIRE LROC		
101 FC&RC		
TOTAL 37	17	7

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MINUTES OF THE EGM HELD ON THE 12th NOVEMBER 2016 AT THE BRITISH MOTOR MUSEUM, BANBURY ROAD, GAYDON, CV35 0BJ

1. Paul Barton opened the meeting at 10.15am

Welcome and thank you to everyone for coming today to this new venue. Some members may be delayed due to traffic delays. As it is a new venue details of the fire drill, toilet locations and coffee station were announced. Please wear a sticker for admission to the museum and hot meals are available from the cafeteria.

2. Apologies for absence – see attendance table.

3. Minutes of previous meeting held on 9th July 2016

The minutes of the meeting held on the 9th July 2016 were proposed as being a true record by Andy Dennis, seconded by Mark Whaley and agreed unanimously. Signed by Paul Barton.

4. Matters arising from previous minutes (*unless covered elsewhere*). None received

5. Chairman's Report –Paul Barton

I have had a busy Autumn visiting a number of club events. A trip up to Eastnor and marshalling at the Majors Trial was a great weekend hosted by Midland ROC followed by officiating at some my local club events all of which has served to remind me that our grass roots offering of off road motor sport offers something for the majority of club members and for all age groups. Long may that continue.

The ALRC has to date been a largely non-commercial organisation, especially over the last twenty years whilst we were fortunate enough to have sponsorship from the National Farmers Union. That sponsorship has been very welcome being both of a financial sum and in kind with marquees and tabards and things in support of the National Rally for which we were very grateful. All that has now changed and the Council has been discussing how to move on and find new ways of raising income to support the Association and indeed its member clubs. With a new Green Book due out in 2017, the production of which is not inexpensive, we are looking at advertising as a means of generating monies to potentially pay for or at least to go a good way towards the costs of printing and distribution. Some new sources of advertising have come forward and are being followed up and I am hopeful that the new Green Book will not cost the Association as much as it has previously. I firmly believe that the loss of NFU sponsorship should be seen as an opportunity. Whilst we had it we felt indebted to them and avoided letting other companies particularly in the vehicle insurance market get too involved with ALRC. With the loss of their sponsorship all that has now changed. Council recognises that the Land Rover market is now very wide with a huge range of aftermarket spares and accessories and we will be encouraging companies from the vehicle insurance field, the vehicle spares market, the accessories market and indeed the wider motorsport market to get involved and support us. Our membership is a significant market especially for the tyre industry and we want to tap into it. We have the communications in place through club websites and club face book pages to be able to get messages out quickly to our members especially around special offers for our members.

As well as finding ways of moving on post NFU, Council is also keenly aware that the age of new Land Rovers being built with a chassis has come to an end and that once supplies of Defender and Discoveries 1 and 2 dries up then the galvanised chassis market will be the only source of a "new" chassis. This may seem to be a future rather than an immediate problem but a problem non the less is there as a potential problem especially for the competitive clubs. I know that some of our keener competitors are still running Series 1s but they are the exception rather than the rule and the problem I'm identifying isn't going to go away well at least not for the foreseeable future. Again something Council and SORC need to be considering for the future.

Finally, AUTOCAR magazine recently (19th October) published a scoop on new Defender now due in 2019 to be built in Slovakia and suggested it will be better than the old one. No chassis and aluminium bodywork on a 2922mm chassis or a 3120 mm chassis which is current Range Rover or extended RR? . So no short wheel base then? Some suggestions of a hard version and a soft version. Enthusiasts rightly dissed the DC100 concept back in 2011. I do worry about the future for competitions.

6. Secretary's Report – Simone Birch

a. The ALRC EGM and S&ORC meeting minutes have been sent to all club secretaries, S&ORC, log book scrutineers and club delegates who attend the meetings. Details of club events circulated by email. Rights of Ways information has been sent to some local clubs.

If you do not receive a copy then please get in touch as the mailing lists have been checked and all should regularly receive them by mail and possible email as well. It is important that when there are secretary changes within a club that this is communicated back to the ALRC as soon as possible. Some clubs are taking several months to pass on any changes and information may be going astray in this time.

There does seem to have been a problem with the last set of minutes arriving late as communicated by the Series II LRC. This could be down to their BM Box diversion but they also had to pay a £2 additional postage fee. On asking others who actually had more pieces of paper in their envelopes this should not have been the case. It does appear that it depends where it is sorted. Some of the envelopes do also seem to have been opened – this could be down to the sorting machines.

Andy Parker, ALRC representative for the Series II LRC has questioned the need for paper copies of the minutes to be circulated as they are emailed out. Although a few members are happy to just receive emailed copies of the minutes it was agreed by the ALRC Council that paper copies would still be sent.

b. Following a letter received from the MSA re the Fast Tracking of Specialist Off-Road Scrutineers nominations were sent for consideration to the MSA on the 14th April 2016:

To date no reply has been received. To be left for Andrew Flanders to speak to the MSA.

c. MSA registration for 2017 paid - £76.

d. Communication from Paul Muir, Midland ROC saying that they are discussing the feasibility of day membership and are looking to see how this could be implemented to comply with all current regulations from the MSA and ALRC.

The argument used by them is that someone may come to an event but not be sure if they will like it or be able to commit for a 12 month period. It should be a genuine one off time and this could then be used as a deposit towards a full membership.

More information will be sent when Midland ROC have progressed this.

e. The Discovery OC have asked for a copy of the ALRC logo to add to a power point presentation. This is available for any club should they wish to use it.

f. Request from the G4 club asking for confirmation that a proposed image which included the Land Rover oval can be used to produce a plaque for their vehicles as the engraving company queried the use. Approval given. It was the usual logo that the G4 vehicles have on. Companies are getting more wary about the use of logos so please make sure that if you plan to change your club logo then you get it approved by the ALRC Council so that we comply with our agreement with Land Rover.

g. 2017 renewal for ACCEO paid - £125.

Club Secretary address details / Council member / Scrutineering Change of address:

Club Details

Somerset & Wilts LRC – Rob Wilby, 18 Turnbury Avenue, Nailsea, Bristol, North Somerset, BS48 2UU. 07808 448966. secretary@swlrc.co.uk

Dorset LRC - Andrew Wilson, Cloverdale, Chalk Pit Lane, Wool, Wareham, Dorset, BH20 6DW secretary@dorsetrover.co.uk

Log book scrutineer details:

Andy Dennis will change his club listing from Breckland LRC to Staffs & Shrops LRC for 2017.

To initially become a log book scrutineer applicants need to be recommended by a member club but it is not necessary to remain in that club, although you must be a member of one of the ALRC clubs. Members do not seem to realise it is not a club position once appointed. Clubs are shown to show the areas where they operate.

Peter Gladman said it was very useful to have log book scrutineers available to help at scrutineering, especially at interclub events and Wye & Welsh LRC were grateful for all the help that Andy Dennis gave over the Baskerville weekend. He also assisted Midland ROC over the Majors Memorial Trial weekend.

Privilege Event Permits applied for in 2016 from the following clubs:

Anglian LRC (2), Aylesbury LRFC (1), Breckland LRC (2), Cornwall & Devon LRC (7), Cumbria ROC (4), East Northants ROC (5), Essex LRC (2), Hants & Berks LRO (2), Peak & Dukeries LRC (8), Southern ROC (3), Staffs & Shrops LRC (8).

Definition for applications –

There does seem to be some confusion amongst some clubs as to what events constitute a single application.

It was previously decided at the ALRC AGM on the 17th March 2012 that:

The five events are classed as either a full day's events counting as one permit or one event over two days counting as one permit.

This number was later changed to 8 events in July 2014.

An application should be against a permit issued by the MSA. RTVT / CCVT could be classed as one event either per day or weekend, RTVT / CCVT / Comp Safari would be two applications as they would require at least two permits from the MSA.

A definition is to be added to the ALRC Handbook – 1 privilege event permit event is to be as per MSA permit.

7. Treasurers Report – Derek Spooner

Since the July EGM there have been the following movements out of accounts with no income generated.

General Expenses £928, Deposit National Rally Toilets £1456, Section Markers £1128, ACCEO Subs £125 and Directors & Officers Insurance £443, a reduction with a new underwriter.

We again have two £10,000 Bonds with Lloyds one which matures in Nov 2016 plus another May 2017. I am still investigating a still safe but better return elsewhere with no luck so far.

Murray has now taken over the Membership responsibility and will be sending out the invoices etc. for the 2017 membership subscription.

The ALRC Council have been looking at the subject of the definition of competitive and non-competitive club. To date if clubs have been registered with the MSA then they have been classed as a competitive club.

To allow our member clubs to take advantage of the Public Liability Insurance provided by the MSA for its recognised clubs the ALRC will now class a club as competitive only if they actually hold a competitive event using an MSA permit.

For clubs running an event under an exemption permit from the MSA this would mean that they would still be classed as non-competitive.

8. New Club Applications

An application has been received from Team Land Rover Botswana who would like to join the ALRC as an Overseas club. The club was established in December 2015 and currently has 32 members spread throughout Botswana. They have submitted a valid constitution.

It was proposed by Derek Spooner and seconded by Simone Birch that they be accepted as a member club. Voted on by those present for acceptance – For 17, Against 0, Abstain 0. Carried unanimously.

Derek will now invoice them and it will be valid until the end of 2017.

9. Rule Change Proposal

a. After a discussion at the ALRC S&ORC meeting held on the 9th July 2016 the ALRC Council ratified the following addition (in bold) to the ALRC Competition Regulations which takes immediate effect.

Section B – Standard Class Vehicle Regulations

B.19 RECOVERY POINTS

B.19.1. Adequate front and rear recovery attachments must be provided for recovery purposes in all events. Bumpers, tie-down rings, lifting rings or Range Rover / Discovery "tow fittings" are not adequate. Factory specification (or better) trailer hitches are acceptable. If a tow-ball is fitted, welding alone is insufficient - high tensile nuts and bolts must be used for attachment. If the recovery point is attached to a bumper, the bumper must be attached to the chassis with high tensile nuts and bolts. A clevis and pin fitting or pair of Land Rover chassis-shackles (not spring shackles) are recommended.

Factory specification recovery points, when installed and used as vehicle handbook, to the following generations of vehicle are deemed suitable for recovery up to and including RTV Trials:

- Range Rover P38A and subsequent generations
- Discovery 3 and subsequent generations
- Freelander, all generations

Towing balls, jaws and pintles used for recovery must be rated as a minimum to the capacity of the vehicle being recovered. E.g. a 3.5Te towing ball fitted to a Freelander is compliant: a 2.25Te combined ball and jaw hitch fitted to a Defender is not compliant. (Clarification 4th July 2015).

All recovery points must have a minimum of a 3mm thick, mild steel spreader plate behind it's mounting, regardless of its type or location. (Clarification 9th July 2016)

This rule change has raised a few issues with the following letter being received from Essex LRC. *Please find below a matter for the attention of the Scrutineering & Off Road Committee. I would appreciate it being included in the agenda under 'enquiries received since previous meeting', for the November 12th meeting.*

Mark Pycraft

Secretary

Essex LRC

Essex LRC – several of our members use Defender 90 TD5s for RTV events. These later Defenders have captive nuts within the cross member. The back of the cross member is inaccessible because of the fuel tank location and tank guard. Our members have asked us to confirm how the ALRC reg change, re 3mm spreader plate behind the all recovery points, is to be achieved. I believe that this issue was also raised at the recent Baskerville event.

Can the committee clarify what they sensibly expect to be done to these vehicles for them to conform to the new regulation, without incurring huge extra cost? Obviously Land Rover provide extra chassis mounting points for a drop hitch arrangement, but this would hinder the vehicles ground clearance and give older models an unfair advantage. Whilst I believe it is possible to gain access to the back of the cross member by removing the tank guard, I assume the captive threads will require drilling out to extend the bolts through the cross member, thus damaging the vehicles usability for any further towing arrangement, and how is this to be checked by the scrutineer with the tank guard in place?

We acknowledge that from TD5 on, the cross members were not as strongly made as the earlier versions so there is at risk from deformation if a snatch recovery is performed.

Comments from ALRC Council - Snatch recovery is not recommended.

This sort of fitting is allowed under the earlier part of B.19.1.

The rule was accepted on the day of the meeting by those members present and it is unfortunate that someone from Essex LRC was unable to attend.

It does appear that some rules may not be keeping up with what Land Rover currently produce.

The wording of Defender as from a date could perhaps be added to the rule along with Range Rover, Discovery 3 and Freelander.

Charles Darby pointed out to the meeting that quite a few of the cross members available to buy to weld on are also produced with nuts welded in and if these are changed then the construction and use is being changed.

This has proved to be a problem at some interclub events.

To be further discussed at the S&ORC meeting this afternoon.

b. The following rule change proposal was proposed by Mark Whaley, NERO seconded by Andy Dennis, Breckland LRC and agreed at the S&ORC meeting on the 19th March 2016. The following proposal has been sent to all competitive member clubs for voting on today.

All Trials

L.1.1 Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

Competitive Safari

L.1.3 Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

The following comment has been received from Cornwall & Devon LRC

At C&D's last committee meeting the "Class Q" rule change was discussed for the first time and one point came up that perhaps you could clarify for us.

As this proposal removes most of the constraints on these over modified vehicles can we be assured that rule B.8.2 in the green book will still apply.

The general conscientious at our meeting was in favour provided that this rule remains in force.

Reply from ALRC Council - The MSA Regulations would need to be followed and as the dumper style tyres are not listed they are not allowed.

This rule change proposal was voted as follows by the competitive clubs (27 in total). To comply with the Changing the rules Regulations we require at least half the competitive clubs to vote on the proposal for it to proceed. In total 18 clubs have voted.

For – 16, Against – 2, Abstain – 0.

The above rule change proposal will now go to the ALRC Council for consideration for ratification and if ratified will come into force on the 1st January 2017.

It was confirmed that this would be for the two year period previously discussed.

This proposal this has all come about as NERO produced an additional SR for their events, not realising that it was not permissible to do this but they were allowed to carry on with the proviso that information would be fed back to the clubs. As a club they are struggling to continue and extra entries may make the difference between surviving as a club or ceasing to exist.

Update from NERO.

So far we are still not seeing great numbers entering however the word is starting to get out.

Our August trial had one Q class entrant who won the event.

Our September trial had 2 Q class entrants, one of whom won the event. (Same as last month).

Our October trial had 1 Q Class entrant who won the event again.

The winning Land Rover is an 88" Coiler with a Lightweight Body. It's Silhouette is the only issue to take it into Q Class.

The Other entrant from September will be back in November and has said he has two other new members coming with him.

At the recent LRO Show at Peterborough, I was asked to come along to an RTV demonstration in the main arena. Russ Brown asked me to explain Q class and to assist in making sure that myths and confusion was quashed. This appeared to work well and I understand has generated a lot on conversation on forums and amongst attendees of the show. Russ has been very supportive of the Q class.

Paul Walton said that at an event 2 extra motors could be 25% of the turnout so any extra will be a bonus.

b. The following rule change proposal was proposed by Andy Dennis, Breckland LRC and seconded by Matthew Fulwood, Chiltern Vale LRC at the S&ORC meeting on the 19th March 2016.

Section C - Modified Class Vehicle Regulations

C.5. Suspension & Axles

C.5.7. Axle casings can be modified.

What is happening is that the angles of the axle casters are being turned by moving the axle case and swivel ends. The ends are being cut off, turned to increase the caster angle and welded back on.

Another way is to use the P38 back axle on the front and cut and weld.

There is also a way to do it by extending brackets as well.

It shows the length that members will go to gain a small advantage and is becoming very common although it is very difficult to actually identify if it has been done.

The ALRC Council have agreed that this rule change proposal can proceed to the member clubs for voting on at the AGM in March 2017.

Simone said that the rule change proposal forms are only posted out to club secretaries and are not included in everyone's minutes. Club secretaries receive them with a letter, often several months in advance of the meetings so that they can be discussed by their club committees. Some of these do seem to be misplaced.

10. Section Reports

a. Caravan Secretary – Debby Darby

104 permits have been issued so far for events in 2016 which compares to 105 for 2015. There have been no reported issues at any of the events so far.

It is the Council's intention to offer an online application form for Caravan Permit application and electronic issue of permits. Until that development has been completed, I will now accept permit applications sent by email. The application would need to be a scan of an appropriately completed and signed application form. I will then email a scan of the issued permit which must be printed and taken to the event and displayed. Hard copy applications will still be welcome and permits can be returned either by post or email.

The renewal for the exemption certificates is currently being sorted ready for April 2017.

b. Overseas Liaison – Derek Spooner

As mentioned at the last EGM, Land Rovers of Switzerland have invited us to their 30th Anniversary. Event in 2017 and it is on our website and theirs <https://jubi.lros.ch/en/>

There is also the Swedish Club 30th Anniversary just south of Stockholm, Gålö Havsbad och Camping, camp opening, Wednesday August 2, and finishing Sunday August 6.

The Dutch Land Rover Register visited Wales 23rd July to 7th August, and asked me to visit & help with a green lane run. This I was able to do. They also have their 25th anniversary next year and we have been invited. I will get them all on the ALRC web site when available.

c. Non Competitive Clubs & Shows Co-ordinator – Sue Foster

Although I have not been able to attend these meetings I have attended the shows which have been well supported by member clubs. Janet New has helped at shows and will continue to do so next year.

A few changes have been made to shows for next year. The show at Ripley Castle has now been moved to Scotland with a change of dates. To be held at Edinburgh 27 – 28 May 2017. The Billing Show has moved to Kelmarsh and will be run by the same organisers over the weekend of the 21 – 23 July 2017.

The Heritage Run organised by the British Motor Museum will be held over the weekend of the 6 -7 May 2017.

d. Countryside Access – Roger Wright

The business of LARA has reduced due to other external factors. Since we have left the steering committee it is now down to three members and about twenty associate members. Income has been much reduced.

1. The Defra-sponsored Rights of Way Review Committee is now defunct, the proposed Motoring Stakeholder Working Group has not yet appeared as DEFRA cannot find any funding to support them. The Deregulation SWG was due to meet on 29/9 to consider an exemption under the CRoW act for routes in the List of Streets to not have the 2025 cut-off applied to claims. There is evidence that British Horse Society has been submitting Definitive Map Modification Orders bridleway claims on UCRs, (and also Restricted Byway) to protect riders' interests. This needs watching by vehicle users. Not sure if these are legal but this is down to the Highways Authorities to check.

2. There are issues over the recording of the width of routes including BOATs, some of which may be very narrow.

3. The issues over events using public paths in Powys have escalated, although it probably affects motor-cyclists most, but other authorities in England and Wales may follow the Powys example, where conditions to use rights of way have been enforced. If they all get to wanting Environmental Impact Assessments, the situation would become untenable with the need for surveys by specialists. This could affect the planning of events in the future as it would include just crossing a ROW. In the past this has just needed marking and marshalling. It is my personal opinion that this could be a way for local authorities to get wildlife surveys done at someone else's expense.

Permission from local authorities needs to be sought, it is not a matter of just informing them that the event is taking place. Powys are charging for this which they are not supposed to do.

4. LARA and local users including the Peak District Vehicle Users Group met the new access Director for the Peak District National Park Authority, where the "antis" are still active.

5. LARA is seeking expert opinion over the use of cautions under the Police Reform Act. There is a worry that disgruntled householders could wrongly tell police that rights did not exist to get vehicles stopped. There is no right of appeal to these cautions except to write to the Chief Constable.

Dennis Wright said that there had been some vehicles seized in the last few weeks in the Mansfield area – thought to be quads.

Paul Barton said that in the press yesterday there has been a report that the police have made £1.6 million in the last year by selling at auction, or destroying or selling for scrap all the vehicles that have been seized this year – this would include uninsured vehicles as well.

6. There are about 40k "white" roads, the total length of which is unknown but would be of interest to LARA. This would exclude private roads but would they be split by width or suitability?

They are now usually shown on maps as a dotted red line as Other Roads with Public Access (ORPA's). There does not appear to be many volunteers to carry out this task.

A new initiative, funded by the National Lottery in the south of the Lake District National Park (who have been very good in the past with maps under the Hierarchy of Trail users) has put out a map in their briefing pack which have a huge number of cul-de-sac bridleways on – the metal roads, footpaths, bridleways were included but the ORPA's were missing. Most bridleways do connect into ORPA's.

e. National Rally Liaison Officer – Janet New

Emails will be sent out in January to club secretaries and followed up with ones to the previous winners reminding them that trophies should be returned at the ALRC AGM in March. A letter does go with this information on when the trophy is collected at prize giving.

We are still looking for a possible venue for 2018.

Janet has been in touch with Caroline Bourne and sponsors are being looked at for the National Rally.

The booking form is ready to go live and will appear on the website this weekend and the permits will be applied for once the C-o-C's have been confirmed this month.

The following correspondence has been received from Mark Pycraft, secretary for Essex LRC.

I am writing this letter at the request of the Essex LRC committee, and wish this issue to be raised at the next ALRC meeting in November.

The Essex LRC committee are disappointed in the ruling blocking unlicensed drivers taking part at National Rally 2017 RTV and CCV events, using the MSA upgrade regulations 24.3.1 and 24.3.2, which was made at the ALRC EGM meeting of 09/07/2016 under any other business.

We take on board the notes from the minutes, and are all aware of the extra challenge of National and Interclub level events, but we do have members who were looking forward to taking part in the National Rally RTV under the MSA regulation 24.3 and I am aware that there are members of other clubs in the same position for both RTV and CCV.

Obviously MSA reg 24.3.1 and 24.3.2 has left proof of completion of upgrade down to the individual, but the use of the MSA license upgrade card is more than adequate. It must be noted that the upgrade card system (which although not obligatory, is recommended by the MSA regulation) must be signed off by an official (in Essex LRC case the C-o-C of the event) who would be foolish to sign off an unsafe or dangerous driver.

Whilst we would not wish any complication to the competitor eligibility regs, we would have thought in the interests of encouraging young drivers and filling the entry sheets, the SRs could state that unlicensed drivers wishing to enter RTV or CCV events should present a complete and signed MSA license upgrade card as evidence of their eligibility. It should also be noted that the MSA regulations state that they should have a passenger who is an experienced cross country driver who holds a full RTA license, who must drive between sections.

The possible options are various in regard to competitor eligibility regs, but we would hope that in this time of falling entry numbers, any MSA approved regulation to allow extra drivers would be welcome.

The ALRC Council have further discussed this and we have already taken the decision that we are not in the position to judge the competency of a driver moving from Tyro to RTVT to CCVT and that the National Rally is not the place to allow this. The nature of the National Rally means that the trials are more challenging than some competitors may be used to. It is down to club committees to decide on this at club level taking into account the severity of their club trials.

For 2017 no unlicensed drivers will be able to enter the RTVT or CCVT. In future years it will be down to the organising committee to decide if this is appropriate.

We are finding that there not that many unlicensed drivers taking part in the National rally TYRO events.

It is difficult to police away from club level and Debby Darby said it was not always easy to tell if the passenger sitting with an unlicensed driver is competent to do so. Whilst they may hold a driving licence they may not be experienced on off road driving. There are some quite scary photographs appearing on Facebook that do not look like they are complying with the regulations.

It must be left to club committees to decide to what works at their club level.

It is not fair at a National Rally to expect the Secretary of the Meeting or whoever is signing on to judge the capability of the passenger.

Dave Canham pointed out that this is a privilege that has been done to help clubs and encourage by the MSA and it should not be abused.

In general we are talking about children and not adults with no licenses.

The ALRC Council are not sure about how many competitors we are actually being asked to consider but it is not thought to be many. We are not sure if it is being led by the children or by their parents or even how many clubs are holding events.

Richard Banks made the comment that the ALRC seem to be trying to find a solution to a problem that primarily should be being sorted out at club level.

The solution for getting increased entries at events firstly lies with the clubs at local events. By encouraging young drivers, clubs need to look at how they police allowing unlicensed drivers and suitable passengers to take part in events and then this information needs reporting back to the ALRC who can then make an informed recommendation in the best interests for all.

It must be remembered that this is a new regulation, only bought in by the MSA this year and clubs need to see how it works at club level before it can be accepted at a National event.

At off road motorsport events it must be remembered that the insurance covers you when competing and between sections is not accounted for.

For a National Rally the SR's are set by the ALRC Council. We are not making this decision to prevent children from taking part but is about assessing the risk and showing that they are progressing in the correct manner. This regulation from the MSA having only just been bought in we do need information on how safely it can be implemented.

Charles Darby said it had taken from 2000 to 2016 for the MSA to progress this from JTV's to TYROS to where we are now so it is not something that can be rushed.

f. Press & Publicity – Paul Barton Nothing to report

g. MSA Liaison – Andrew Flanders

No further meetings have been held this year. Now the AWDC have become involved with wanting more scrutineers we may stand a better chance of progressing this with the MSA.

There are more licensed officials seminars planned for 2017 for C-o-C's and Stewards and invitations will be sent out soon. The course has to be attended to pass the course once the practical has been done and this will be done on an individual basis.

h. S&ORC – Mark Whaley

Most current discussion points have been covered under the rule change proposal heading.

Yellow tags are now being fitted to roll cages on vehicles. They are not mandatory to be able to compete in an event but in the case of a roll cage being damaged it is beneficial for a competitor to have one fitted. When a roll cage is damaged then it is the yellow tag that is removed. If one is not in place then the red or blue identification tag will be removed and thus the vehicle will lose its history. The vehicle would then need to be repaired and re log booked to the latest regulations.

Further to that Dennis Wright pointed out that if anyone had a log book with a printed number of a tag on but the tag had been replaced with a new tag with a hand written number added we require both numbers to be added to the scrutineers sheet along with the yellow tag so that all records can be updated correctly and provide traceability.

This system already seems to be working well at events.

i. CCMSA Coordinator – Andrew Neaves No new permits issued

j. Handbook – Steve Kirby

Updates are being done ready for the next publication. Files are available in Dropbox so that updates can be easily done. The front cover picture has been agreed.

We are aiming for a January publication with the usual printers agreeing to produce.

Adverts are to be included in the next edition to offset some of the cost of production and this is being co-ordinated on behalf of the ALRC by Ruth Smith.

The print cost will determine the location of the adverts within the Handbook. Adverts will be in colour. Steve Kirby is to speak to the printers about the best way forward.

Peter Gladman asked what the wastage was on the ALRC Handbook. Most are distributed to the clubs with the surplus being held by Simone for National events, shows and new club applications or extras needed. She does not have many left at the end of the two year period that they cover. Clubs are provided with numbers depending on what they have declared on the ALRC membership but we are aware that all are not given out. Postage on them is quite costly so if clubs do not actually see members at events they are not receiving them. Non-competitive clubs usually receive one box but more could be made available.

The cost of producing in one run is better than having to do a re-run if more where needed. Usually 5500 are printed for a membership of approximately 10000. We are also able to quote these figures to prospective advertisers.

Although more information is available on line it is still considered necessary to have it in book form as well – computers are not readily available for use by officials and competitors at events.

k. Webmaster – Murray Wiltshire

The ALRC website continues in popularity with good access and download figures. (As of 11/11/16 22.45). At the end of these minutes are the latest basic statistics for 2016 and the same can be seen for the whole of 2015.

There's been a reduction in Unique visits and overall traffic on the site but I would guess that this in part due to the rise in popularity of social media (Face Book primarily) as we often have people post direct links to files or information and even duplicate the information on club sites and Face Book groups.

I update the site as and when I get notifications to do so, normally the same day.

I've had a personal issue this last month or so and have needed physiotherapy to help solve it. This has meant some updates not being completed quite as quickly as I would have liked.

Ruth Smith is informing prospective advertisers that a page will be created on the website where advertisers will be shown – this will include logos and information.

The NFU advert will be removed at the end of the year.

To be able to advertise individual club events is quite difficult as sometimes these can be changed and this information doesn't always get passed on for changing. Club websites are added to the club information where they are known.

The National Rally web pages for 2016 were hosted by SROC and were not part of the ALRC site. I have copied the results of the 2016 Rally onto the ALRC site so that if the original pages do not survive for any reason, the ALRC and its members will still have access to the data.

The 2017 booking system is hosted within the ALRC site and has been provided free of charge again by Dave Barrell (W&WLRC) with assistance from his son Archey and Andrew Neaves of MROC.

I have created a new sub domain that can be reused in future years for bookings to National Rallies - it is "nrbooking.alrc.co.uk" so that in all years in future, people will only need to type in that address to access the booking system for that year.

The url for the sub domain "nationalrally.alrc.co.uk" works well as it redirects to the 2017 main information page and allows this url to be used for each and every National Rally in future. This will be redirected from the 2016 SROC site, as soon as the 2017 site is up and ready?

The individual year Rally pages can be hosted directly within the main ALRC structure but also allow another person to have individual access to just the specific year pages and not to the rest of the ALRC main site. This can continue for many years at no extra cost to the ALRC.

This will allow ALRC to advertise a free web site for any club that considers hosting a National Rally in future years.

The web hosting package renewal for 2016 was £48 and the cost of each domain is currently £7.79 per year. "alrc.co.uk + alrc.uk".

Face Book

I created an 'open' group on face book in 2012 for 2013 National Rally and has been renamed "ALRC National Rally" so it can be reused each year. This currently has 540 members and has been very effective in getting information out to members across lots of clubs.

As always, please let me know if there are issues/omissions with the ALRC web site, links are on the site to e-mail the Webmaster.

I. Membership Officer – Murray Wiltshire (Caretaker)

The ALRC is obliged to hold and maintain records of its members as a requirement of being a limited by guarantee company and as such has requested in recent years that clubs provide it with lists of members.

The membership role was being handled in previous years by our honorary treasurer as the works was only really sending out letters for membership numbers and then the subscription notices and invoices.

The additional task of receiving and maintaining the full lists was going to be too much of a burden and the ALRC are looking for someone to step forward and volunteer to take on this role in future.

However, to assist our current treasurer remain in post, I have offered to take on this role temporarily until a more suitable candidate comes forward.

Therefore, clubs will be receiving membership requests for numbers and lists from me within the next week and the request letters will include my address, e-mail and phone number rather than Derek Spooner's.

I would like to get to a position of receiving membership lists in the same or similar formats from each club in future, so please can your membership secretaries work with me on this to make the whole process work effectively. It would be easier if something like excel could be used.

The ALRC need to keep the list of all its members, it is not acceptable for club secretaries to hold the individual club details and we refer to them. The membership officer's address will become the Single Alternative Inspection Location (SAIL) address for the ALRC which is acceptable to Companies House.

Murray has already purchased a stand-alone hard drive to keep this information on using a stand-alone computer as well.

m. Child Protection – Simone Birch.

Copy of ALRC Child Protection Policy and Safeguarding Children Code of Conduct sent to the Land Rover Series I Club for their records. All clubs are welcome to use this as it appears in the ALRC Handbook.

The MSA have completed a DBS check for Simone ready for the 2017 MSA Child Safeguarding Officer Licence.

11. Any Other Business

a. A new supply of 25 sets of cane tops have been purchased by the ALRC at a considerable saving to last time. Cost to member clubs is £46 per set of 12 sections plus section markers. Available by contacting Simone.

b. Sue Foster – The Lightweight LRC has had new club cards designed and these have been approved by the ALRC Council as acceptable for use.

As they are a non-competitive club it is not necessary to have the correct declarations as printed in the ALRC Handbook on them.

12. Date of Next Meeting – 18th March 2017.

Future meetings are to combine the EGM and S&ORC on the same day. EGM – am, S&ORC – pm. 2017 meetings have been booked to take place at the British Motor Museum, Gaydon, CV35 0BJ. Council - February 4th, June 10th, October 7th. (October 7th to be held elsewhere) AGM / EGM / S&ORC March 18th, July 8th, November 18th. Clubs are asked to try and avoid the dates of the general meetings for club events if at all possible. Members did find the new venue easily accessible.

13. Close of Meeting at 11.53

Web Site Statistics for 2016 & 2015

