

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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EXTRAORDINARY GENERAL MEETING
SATURDAY 21st NOVEMBER 2015
At THE OAKS FARMHOUSE, NFU Mutual HQ
Tiddington Road, Stratford-upon-Avon, CV37 7BJ

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 4th July 2015.
4. Matters arising from the above minutes.
5. Chairman's report.
6. Secretary's report.
7. Treasurer's report.
8. New Club Applications.
9. Rule Change Proposals
10. 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. Competitive Events Consultation Group Report
 - j. CCMSA Coordinator
 - k. ALRC Handbook Editor
 - l. Web Master
 - m. Child Protection Officer
11. Any other business.
12. Date & time of next meeting.
13. 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 04.07.15

	Present	Apologies
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	Denis Bourne
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BRECKLAND LRC	Andy Dennis	
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Tim Linney Matthew Fulwood	Steve Murphy
CORNWALL & DEVON LRC	Peter Alexander	
CUMBRIAN ROC		
DISCOVERY OC	Janet Smart	
DORSET LRC		
DUNSFOLD CSSS	Paul Barton	
EAST NORTHANTS LROC		
ESSEX LRC		
HANTS & BERKS LRO	Steve Kirby	
LANCS & CHESHIRE LROC	Colin Gaukroger	
LAND ROVER REGISTER 1948 -53		Andrew Neaves
LAND ROVER SERIES 1 CLUB	Andrew Cross	
LAND ROVER SERIES II CLUB		
LEICS & RUTLAND LRC	Tony Sinclair Andrew Sinclair	
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC	Frank Champion	
MIDLAND ROC	Dan Fasham	Richard Smith
NORTH EASTERN ROC	Mark Whaley Ian Whaley	
NORTH WALES LRC		David Mitchell
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC	Roger Wright	
SCOTTISH LROC		
SOMERSET & WILTS LRC	Pete Lugg	
SOUTH COAST LROC		
SOUTHERN ROC	Debby Darby Charles Darby Dave Canham Terry Buss	Mark Baitup
STAFFS & SHROPS LRC		
TOWY LRC		
WYE & WELSH LRC	Murray Wiltshire	Peter Gladman
YORKSHIRE LROC		
THE CAMEL CLUB		
THE G4 CLUB		
101 FC&RC		
TOTAL 37	17	4

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MINUTES OF THE EGM HELD ON THE 4th JULY 2015 AT NFU MUTUAL, TIDDINGTON ROAD, STRATFORD UPON AVON, CV37 7BJ.

1. **Paul Barton opened the meeting at 10.05am**

Welcome and thank you to everyone for coming today. Thanks again to NFU for providing us with these facilities and the goodies on the chairs. Free drinks are available from the vending machine and please clear up any litter into the bins. If there is a fire alarm then we must congregate in the front of the main building.

There is no planned sub-group meeting of the competitive events consultation group this morning.

2. **Apologies for absence – see attendance table.**

3. **Minutes of previous meeting held on 14th March 2015**

After spelling mistakes the minutes of the meeting held on the 14th March 2015 were proposed as being a true record by Dave Canham, seconded by Tim Linney and agreed unanimously. Signed by Paul Barton.

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

5. **Chairman's Report –Paul Barton**

The 2015 ALRC National Rally hosted by Midland Rover Owners Club can only be described as an outstanding success. As I said at the event in the tent at the presentations on both Sunday and Monday evenings, well done the host club, MROC and I want to reiterate that sentiment today. The Comp Safari hosted by Staffs and Shrops LRC to assist MROC was also a great success. Well done S&S LRC! Great Job!

The warm weather helped, especially in the Deer Park where there was little ground damage and the sheer size of the Eastnor Estate means nothing is cramped and there is plenty of room for all the events to take place.

This year I helped with scrutineering and have to say that it was a complete eye-opener.

There was no shortage of entrants especially some of the younger ones who thought the "rules don't apply to me". The response to this was straight forward. Sorry you need to go away and sort it!

At scrutineering every fail was discussed by the scrutineers and I thought this was a very reasonable approach. This way I thought scrutineers were being reasonable about requirements and being able to agree fails collectively enabled affected entrants to be able to see and understand why they were being failed. I know that the chief scrutineer at the event, Richard Banks will be here later today and will be sharing outcomes and reporting on his experiences at the National Rally to the SORC this afternoon.

So a great ALRC National 2015, my thanks and those of the Council to those of you who worked behind the scenes to support the organising committee and I have to say that I'm looking forward to next year at Copford Farm in 2016

I was also involved in helping with the Dunsfold Collection Weekend and saw many ALRC members on site there over the weekend. As many of you will know, the collection has now achieved charitable status and it is planned one day to be able to have a dedicated Land Rover Heritage Centre, all that's needed is about £3M.

6. **Secretary's Report – Simone Birch**

a. The ALRC AGM and S&ORC meeting minutes have been sent to all club secretaries, S&ORC, log book scrutineers and club delegates who attend the meetings.

Rights of Ways information has been sent to local clubs and details of club events circulated by email. 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.

b. Query received from Gary Campbell and Bill Groves, NERO regarding the legality of asking for MOT certificates and Driving licences at an RTV trial and now as there is no Tax disc how do we check the vehicle is legal, one member is saying we are not allowed to ask for licence and MOT so we are a little confused as what to do.

The following reply sent;

I have attached the letter with the rule change for M.3.1 in but this is covered by all competitors signing to say that they agree to the SR's of the event. It is also covered in the MSA Yearbook P 24.3.1. We do not actually have to see them - so there is no requirement for competitors to produce them.

If you want to check if a vehicle is legal and has tax to be on the road (it should need an MOT or exemption for this) then you can go on the Gov.uk site and under Drivers & Transport there is tax check facility where you just input the registration and the information comes up.

Obviously if you think someone is disqualified from driving and they have driven to the event then this is a matter for the police to investigate and not our responsibility.

c. Query received from Sharon Baitup, Southern ROC about children's clothing having their names on from a child protection stance. Reply sent back saying that this is a parental choice. Children in other sports clubs do like to have their names on clothing. Clubs just need to be aware when printing photographs of children in club magazines and websites. Southern ROC has decided to leave it to the parents discretion.

d. Request received from the Legal Deposit Office at the British Library asking for a copy of the 2010, 2011, 2012, 2013 and 2014 ALRC Handbook. I spoke to them on the 30th March 2015 and cleared up the matter explaining that the relevant copies had already been sent to them and that the publication was only done every two years.

e. Thank you letter sent to Midland ROC for hosting the ALRC 2015 National Rally.

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

Changes to what already has appeared in the ALRC 2015 Handbook.

Club details:

Camel Trophy Club – David Hewett (membership secretary + ALRC delgate0, 45 Rookery road, Bristol, BS4 2DX. 0117 9444949. membership@cameltrophyclub.com

North Wales LRC – Joanne Aldridge, Tyr Wennol, Pentre Hill, Flint Mountain, Flintshire, CH6 5QN. 07788 728186. joanne@apslimited.net

Essex LRC – Mark Pycraft, Linden, Gypsy Lane, Knebworth, Herts, SG3 6DJ. 01438813108 secretary@elrc.info

Log book scrutineers details: No changes.

It must be remembered that a log book scrutineer should first be nominated by a member club. They can remain as a log book scrutineer if they change clubs but they must belong to a competitive ALRC member club.

Privilege Event Permits applied for in 2015 from the following clubs. Up to 8 allowed:

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

Please remember these can be applied for by email using the form which is available on the website.

7. Treasurers Report – Derek Spooner

Since the AGM there has been considerable movement of funds in & out:-

Main general Income - Subs £1559, Logbooks £220, 2015 National Loan Repayment £8000.

Main General Expenses - General Expenses £1573 (late travel expenses from 2014), Audit £600, Business Cards £95, LARA Subs £1000 (being paid in three instalments), Corporation Tax £91, Trophies for National Rally, Tom Barton etc. £3701.

As I mentioned Unity are changing bank accounts from Co-op to NatWest sometime in the Summer. It is now evident that depositing cheques will cost 22p each. A lot of cheques are for Logbooking valued at only five Pounds (4%) so the ALRC Council has agreed to reactivate internet banking with Lloyds as there are no fees at present as we hold a clubs and charities account and they now have multiple authorities on the internet side.

Two further Bonds have been taken out with Lloyds maturing in Nov 2015 and May 2016

8. New Club Applications

Overseas application received from Land Rover Owner Namibia. They contacted Derek earlier in the year and information on the ALRC was sent. A formal letter has now been received with details on the club which are acceptable. They have 34 members and have sent a copy of the club constitution. To be a full member you need to have a Land Rover but there are also forms of membership which do not require this. The only concern is the logo that they have designed for the club which consists of a green circle with Land Rover across the top and Namibia and a map on it. The Land Rover oval logo does seem to have been changed to a round one and additions made which is not allowed. Derek is to reply to them saying that they will be accepted with the proviso that the logo be changed for a compliant one. This was proposed by Derek Spooner, seconded by Dennis Wright and agreed unanimously.

9. Rule Change Proposals

To keep continuity in the meeting minutes the following rule change proposal was ratified by the ALRC Council on the 14th March 2015 for immediate implementation.

a. Section F: CCVT Specific Technical Regulations

F.5 SILHOUETTE

F.5.1 Body panels above the 'body capping line' or 'window line' as permitted by C.12.1 may be replaced in their entirety or in part by parts other than standard manufacture. All coverings to be mounted securely to the body structure or to the Roll Over Protection System (ROPS). No drilling of the ROPS is permissible and covers may be fixed via brackets welded or clamped to the ROPS. Coverings are to be suitable for the anticipated use and not present sharp edges to the occupants or those outside the vehicle.

Section G: Competitive Safari Specific Technical Regulations

G.3 SILHOUETTE

G.3.1 Body Panels.....

Section H: Times Trial Specific Technical Regulations

H.4 SILHOUETTE

H.4.1 Body Panels.....

Section I: Point to Point and Team Recovery Specific Technical Regulations

I.6 SILHOUETTE

I.6.1 Body Panels....

Please note that the same wording is to be used in F.5.1, G.3.1, H.4.1 and I.6.1

b. The following rule change proposal has been received from Chiltern Vale LRC on the 28th April 2015. Proposed by Matthew Fullwood and seconded by Tim Linney.

Proposed Event specific Rule Change for RTVT (Section E)

Current rule reads:

E.2. TYRES & WHEELS

E.2.1. Vehicles must be entered on their normal road tyres which must be UK road legal for the vehicle on which they are fitted.

Proposed change;

E.2. TYRES & WHEELS

E.2.1.1. Standard class vehicles must be entered on their normal road tyres conforming to the MSA designation of "All Terrain" or "Mud Terrain" or similar tread pattern. (See MSA table in Green book 2015 page 258 -260 – List 5(a) and 5(b).

E.2.1.2. Vehicles entered with tyres conforming to the MSA designation of "Aggressive" or similar tread patterns will be deemed modified class. (See MSA table in Green book 2015 page 260 – Lich 5(c).

E.2.2.3. Tyres must be UK road legal for the vehicle on which they are fitted.

Rational behind this rule change proposal:

On terrain where tyres make a difference, "aggressive" mud terrains such as Simex Extreme Trekker (and Insa Turbo Special Track copies) give **significant** competitive advantage compared to someone running a normal milder mud terrain such as a BFG Mud Terrain T/A KM2. There should be no reason to prevent people running these aggressive tyres. However the regulations clearly promote "standard" vehicles in the standard class. 2015 Green book page 70: "The Standard class regulations consist of practically no major "competitive advantage" alterations..."

Anyone wishing to run aggressive tyres should be in the modified class as the only reason for fitting such tyres is to "gain an advantage" with superior traction.

N.B. This only affects RTVT events and will not change the classes for CCVT events.

Council comment - The wording of "similar tread pattern" should be taken out but this will be discussed at the next S&ORC meeting which will take place this afternoon.

Debby Darby commented that this may also affect the perpetual trophies at the ALRC National Rally as she was not sure how many vehicles would be entered in the RTVT using standard tyres. We do not want to be in the position where trophies are not awarded and the criteria may need to be changed for the trophies.

Some clubs do not need their members to have aggressive tyres due to the nature of the ground available to them.

This will be further discussed by the S&ORC. Should the rule be voted for by the member clubs it would not take affect before 2017. It would not stop anyone from taking part but may affect what class you compete in.

10. Section Reports

a. Caravan Secretary – Debby Darby

94 permits have been issued so far for 2015, 1 for an extended rally and there have been no reported problems at any event.

Currently I am trying to arrange a caravan permit for a rally in a National Park which is due to take place in 2016. The deadline for the application has now passed and the club concerned has struggled

to provide all the necessary documentation in the timescale. The moral of this story is that if clubs are planning to hold rallies in the boundaries of a National Park then the application does need to be made very early as all subsequent documentation required also needs to be submitted before the deadline. Some clubs may not realise where the boundary of a National Park actually is so they should be checking. It could be that the location of the field being used could be in a National Park whilst the postal address may not be.

Applications for a rally in a National Park does need to be made to an outside authorising co-ordination centre and these do have slightly different cut off dates. You cannot apply direct to a National Park and should apply at least 18 months prior to the event. It is no longer possible to apply for 2016 and the paperwork for an event in 2017 should be received by me by Christmas.

Late or incomplete applications are continuing to come in and more notice than three or four days are required. It may be that permits could be missed due to holiday periods etc.

b. Overseas Liaison – Derek Spooner

I went over to the Deutscher Land Rover Club 40th event near Frankfurt and flew the club banner and latest flag. It was good event and I sold some badges pins etc. I also presented them with a certificate congratulating them on their 40 years anniversary.

I was aware that the club had not remitted their subs for 2 years so I took the invoice with me and it was promptly paid with an apology. I also passed on the Handbooks to our overseas member clubs that were represented.

What was most interesting was the close contact with JLR Deutschland who had their Driving Experience team there who ran a seminar on getting the best out of the modern vehicle handling electronics. They also gave out a goodie bag.

There was a trial run over the weekend, with a slight variation to ours. The course markers are tubular (20mm dia) and with a ball attached with string on top. Penalties only apply if the ball is dislodged.

I will be attending Norsk LR Klubb 40th meet North of Stavanger in July and will take the Swedish LRK invoice.

Invoices sent by PDF email this year and there has been a better response than snail mail.

There are currently two clubs that have not yet paid – the Swedish LRK and the Pacific Coast Club in America.

We have had an application from The Land Rover Owners Namibia as previously discussed. See 8. Roger Wright mentioned that there are no member clubs from France in the ALRC. Derek said that in the past their clubs have been run as businesses and do not meet our membership criteria.

Roger said that the French Federation of Land Rover Clubs hold events and he has contact details that may be useful.

Derek said he does occasionally gets enquiries from overseas club members when they are visiting the UK and he tries to put them in touch with the relevant local clubs.

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

My apologies for not attending the meeting today as I am part of a team giving a dog agility display at a local Fete.

To date we have had two very good shows. The first being at Ripley Castle outside Harrogate in May which unfortunately clashed with the ALRC National Rally. This was a small but well supported show and except for the date it is hoped that it will remain here and not move about.

The second show was the revival of the Gaydon show which took place at the Heritage Museum last weekend. We had a good turnout of ALRC clubs and the weather on Saturday couldn't have been better, hot & sunny. It's a shame it didn't last as Sunday started wet and chilly, but it didn't stop people coming. My sincere thanks must go to Simone for doing a sterling job of going into the arena and talking about the ALRC with Diana Tigwell. She explained our events and what we stand for clearly and interestingly. [If that's a word]

After a short parade in the arena the vehicles went on a mini Heritage run round the Museum and back to their stands. The organiser Tom Caren is looking to get the Traditional Heritage run up and running next year and the show will be on the same weekend. 25/26 June so make a note in your diaries.

We are aware that this is the same weekend that the Land Rover Series I Club AGM is held but it is not possible to avoid everything in the calendar. It may be possible for the two events to be held at the Heritage Museum in the future but Andrew Cross did say that the next few venues have already been organised.

Next shows. At the moment I don't have a stand booked for Billing due to the demand but we are on a waiting list, so the next show will be at Peterborough in September.

d. Countryside Access – Roger Wright

I was unable to attend the LARA Steering Group and AGM on 13 May 2015. The following is a resume of the agenda and proceedings of those meetings.

1. Financial matters: Despite the increase in subscriptions for Steering Committee members the overall income is very tight, since a number of Steering Committee members have switched to

Associate membership. Associate members have now been awarded a vote. There is a lot of impending work resulting from the outcome of the Deregulation Act, which will be funded by the Fighting Fund, supported by a donation from the MSA. All specific projects will be paid out of the Fighting Fund, since subscriptions only pay for ongoing routine work. The ongoing work does predominantly seem to be the employment of Alan Kind as a paid consultant and he largely determines how much time he puts in.

Comment from Council – a bit vague and worrying in the light of what has gone on in the past. We would like to see a copy of the latest accounts. Roger is to check if he has received these following problems with his emails.

2. Deregulation Act: This was passed on the last day of the previous government. The Stakeholder Working Group continues with regular meetings which incur extra costs. DEFRA has proposed the establishment of a Motoring Stakeholder Working Group (MSWG) with LARA, particularly considering the issue of the use of Unsealed Unclassified Roads (UUR). (Some research was carried out in the late 1990's for DEFRA's previous incarnation and published as "Making the Best of Byways") There have been requests for assistance in endeavouring to record the extent of BOATs and UURs, and to undertake audits of clusters and networks of these routes, which consequently get the most use.

3. LARA has been involved in a lot of regional activity, particularly in the Peak District and Derbyshire, where there are very significant pressures on a relatively small network of routes, which are split between usually firm limestone routes in the White Peak and more sensitive (and potentially challenging) routes on gritstone and moorland in the Dark Peak. The PDNPA are seriously considering BOAT and UUR management, with some LARA input. (I believe the PDNPA instigated TROs on UURs in the 1960's, which are still in force) There is reported damage by 4x4s, which has affected relationships, in the North York Moors NPA.

4. Durham and Northamptonshire County Councils have been proposing TROs, the former without consultation at Hexham Lane. Despite previous issues thought to be resolved in Powys, concerns remain over policies being promoted by the Rights of Way Officer.

5. LARA has been helping a number of highway authorities with voluntary restraint (VR). In parallel with VR there is a growing issue of trials and rally promoters needing to get Highway Act s.33 authorisation where a trial uses a public bridleway. There are costs involved, at least the statutory advertising but possibly administration costs. It is being trialled in Cumbria and may substantially increase the amount of notice required. This does not apply to footpaths. Landowners permission used to allow the use of bridleways but this is now being more closely monitored by local authorities.

The MSA 2015 Yearbook states the following - Footpaths, Bridleways and Restricted Byways P1.4.1. *Obtain permission from the Landowner and any occupiers and authorisation from the Highway Authority in accordance with Section 33 of The Road Traffic Act 1988 (unless the route is already a way of higher status). Any conditions laid down must be adhered to.*

This is not a new rule but does seem to be being now checked by the highway authorities more vigorously.

Some land owners do not want events advertised on their land which could encourage the antis to demonstrate against the use.

The MSA do expect you to have all the necessary permissions to use the land for which you are applying for a permit for.

6. The Rights of Way Review Committee (RWRC) is making serious considerations of its aims, at a time when Local Access Forums are in decline. Local authorities are under serious financial constraints, but have been administering the LAFs, and many Rights of Way Improvement Plans are complete in terms of strategy, not necessarily implementation. There are threats to existing rights of way from cycle strategies as proposals are put forward to prioritise existing routes for cyclists, to the dis-benefit of other users. (To my knowledge, certain regional officers of Sustrans endeavour to promote cycle-priority routes over existing ways, backed by substantial finance and a belief of government support for everything on their wish-list). Natural England is also closing all its regional offices and relocating to York.

7. Concerns remain over the still-born Lost Ways Project and the 2026 cut-off date for notifications. With local highway authorities being cash-strapped there is little optimism that action will be taken. There are concerns that changes are needed to the Definitive Map revision process. The lack of finance is also seriously affecting the maintenance of minor roads (I recall years ago that maintenance interventions were being measured in centuries.) Factors apart from lack of funds include extreme weather – combined with lack of maintenance keeping drains working – and increasingly heavier vehicles, both agricultural and 4x4. The popularity of 4x4 tractors has increased farmers' ability to get on wet land, such as with slurry tankers, when previously the activity would have been limited to periods of heavy frost or dry ground. We also need to remember that our own vehicles are up to 50% heavier than were in use three decades ago, giving increased axle loads.

Tim Linney pointed out that farmers are not allowed to spread slurry on the fields between October and March in case it runs off and pollutes watercourses.

8. Returning to the issue of finance, the LARA Fighting Fund is seeing an increase in the number of cases, from seven last year to eight this year. There is an aspiration that future work needs to

research the causes of reckless damage to unsealed roads and how to educate users. My view is that this is linked to using routes to access land to create informal “playing sites” and “mud-runs”, particularly as increasing numbers of highly specified vehicles are being created, but with very little available “challenging” land. The problem has manifested itself for decades, from under-age riders having motor-bikes but nowhere to ride, to a much wider issue today.

9. LARA has circulated invitations for proposals for nomination to certain National Park Authorities (NPAs) and Areas Of Outstanding Natural Beauty (AONB) Boards. This would involve attending meetings several days a month, usually within normal working hours.

10. Rob Jones, Chief Executive of the MSA, circulated an open letter regarding spectator safety on UK stage rallies after the tragic deaths of four spectators in two rallies. The Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has ratified implementation of its recommendations. The letter contains strong concerns about irresponsible behaviour by a minority of spectators and a strong warning that unless such behaviour stops immediately, stages will be cancelled and rallies disrupted or cancelled.

11. Dave Tilbury, Chairman of LARA has recently been in touch to say that there have been recent concerns about the overuse of lanes by 4x4's in the Hampshire area. These appear to be being turned into mud runs and he is asking clubs to use voluntary restraint on these lanes. It was pointed out by Paul Barton that we cannot police what clubs that are not members of the ALRC do.

e. National Rally Liaison Officer – Janet Smart

I would like to reiterate what Paul Barton said and say that it was a very enjoyable event.

There were still some outstanding trophies returned actually at the event which did involve some chasing around at the event.

The storage provided was very good and people helping to unload all the trophies were surprised at how many there are. Most of the trophies were awarded this year – only three went unrewarded.

All trophies need to be returned to the ALRC AGM on March 19th 2016. Reminders are to be sent to the recipient and also club secretaries to try and ensure this happens.

Dan Fasham, 2015 Event Director gave the following report to the meeting although the official debrief by Midland ROC has still to take place due to members being on holiday etc.

The RTVT and CCVT were fully booked with just a few unable to attend. The scenic drive was well attended and the comp safari was nearly fully booked. The Tyro could have done with a few more entries. Camping was down by about 100 to what was expected with approximately 400 attending.

The press coverage has been good with reports appearing in the magazines.

There were no major incidents or injuries at the event.

Staffs & Shrops LRC put on a good comp safari enjoyed by all and thanks go to them. Also thank you to all the members who volunteered to marshal and officiate at the events, LRE for their support and all the many members who helped out behind the scenes.

Charles Darby, 2016 Competition Director gave the following report.

Plans are underway at Copford Farm which is a site that is used regularly by Southern ROC. Negotiations are still proceeding with a main sponsor and hopefully this will be sorted in the next few weeks.

The web site is now live and booking forms are available on there.

The order of events is included on there with the RTVT taking place on the Saturday and the CCVT on the Sunday. Marshals are needed for all events with the chief marshal being Jon Aldridge.

f. Press & Publicity – Paul Barton – Nothing to report.

g. MSA Liaison – Andrew Flanders

A meeting was attended on the 12th May and there is planned to possibly hold another one later this year as there are too many topics to discuss in only two meetings a year. There was a lot of discussion about utility terrain vehicles (UTV's) – a small farm Polaris like vehicle. This does not really affect ALRC's at the moment but one could perhaps turn up at a privilege event. They are relative cheap compared to other vehicles and will soon be available with larger engines.

Frontal Head Restraints (FHR's) will be compulsory for some rallying, hill climbs and sprints from 2016.

Following the Barrie Murdoch accident there will be a full report on any safety issues but there is no time scale for this. The main issue seems to be the wearing of a properly secured and tightened seatbelt. There are pros and cons against wearing full harnesses in a CCVT vehicle.

Lincs LRC have had correspondence from the Health & Safety Executive of the West Lindsey local authority saying that they are not taking any action following the accident.

There was a reminder that spectator management should be listed in risk assessments for speed events i.e. comp safaris. Press should not be given any special dispensation to go outside of these spectator areas.

The following MSA Rule Reminder came from the MSA Cross Country Off Road committee meeting the week before the ALRC National Rally.

The text shown was posted prior to the event and no challenge to the proposed measurement method was received. The scrutineers saw no failures for the seat height test with the majority of CCV entrants having a seat to door top measurement well in excess of the required 6 inch minimum.

During the event measurements were taken from standard Series 1 motor thanks to the S1 club participants. It was found that the standard S1 seat configuration passed rule J.5.3.4

Text issued prior to the Event

The MSA has issued an instruction that all competition vehicles are assessed to ensure compliance with MSA 2015 Yearbook rules J. 5.3.4 and 5.3.5. These are long standing requirements for Competition vehicles. The Rule in its current format and earlier iterations can be found in the current and previous versions of the ALRC Green Book dating back a minimum of 17 years.

Competitors: Vehicles (J)

5.3.4. The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 15.25cm below the top edge of the adjacent body side or door.

5.3.5. Any other seats fitted must similarly comply and all seats must face forward.

Competitors have raised concern over the interpretation of this rule. The issue arises due to the variable height of seat cushions where the rear most part of the seat is lower than the front of the seat cushion.

The MSA have issued the following clarification of this rule:

As the regulation states, the measurement relates to that part of the seat squab that you sit on. For complete clarity that is that part of the body that is secured in position by the lap strap, whether a lap belt or part of a 3 or 4 point belt or harness. Perhaps tactfully described as the hips. The height of the forward part of the squab, that beneath the knee, is less important for the purpose of the regulation which is to ensure that the person is properly seated and satisfactorily restrained inside the confines of the vehicle.

Using the MSA statement as a base line, Scrutineering at the National used the following criteria to assess vehicle compliance. The usable area of the seat squab extending a minimum of 200mm (roughly 8 inches) from the base of the seat back measuring forward should comply with the MSA rule. As stated in the MSA rule the measurement is taken with the seat empty and the seat cushion uncompressed.

Ian Davis, MSA was grateful that this matter was highlighted so quickly.

h. S&ORC – Mark Whaley

We have once again enjoyed another successful National Rally event with thanks to both the Midland ROC and Staffs & Shrops ROC for their combined efforts hosting the event. A full report of issues encountered alongside statistics has been prepared by Richard Banks which will be discussed during the following SORC meeting.

Current Live S&ORC Topics

The current live topics within the S&ORC continue to reduce with many long standing topics being closed out. The current live topics are:

- Continue to lobby the MSA to recognise the need for specialist Off-road scrutineers. A letter is ready to be sent to the MSA after today's meeting.
- The position of the driver in relation to roll cage and seating position, awaiting clarification from the MSA

i. Competitive Events Consultation Group Report – Mark Whaley

Following the third meeting of the group during the AGM of 14th March we have developed the proposals for the revised RTV regulations to a stage where they can be published for discussion within the SORC. We will issue the proposals during the SORC meeting which follows this EGM.

We hope that the proposals demonstrate how the ALRC wish to attract, retain and develop membership through our combined enjoyment of off-road motorsport.

There will be much to discuss to fine tune the proposals and appreciate that this is only the beginning of the next phase. It is hoped that agreement can be reached to allow the new regulations to be implemented alongside the production of the 2017 Members Handbook.

j. CCMSA Coordinator – Andrew Neaves

There have not been any permit requests since the last meeting.

k. Handbook – Steve Kirby

Some of the articles are available on the website for members to access. Updates are being made via Dropbox ready for the next publication but this has limited access.

Any information that is required by clubs can be accessed by contacting Simone who will arrange for the necessary documents to be accessible.

l. Webmaster – Murray Wiltshire

The main changes in this quarter have been the creation of the handbook pages and links being changed to be able to access through the handbook pages.

Council members and SROC and log book scrutineers are to be added to a separate main contact page as some people are not aware to look at the handbook pages for this information.

Letters sent out by the ALRC to clubs will now appear on a separate page for all to access.

There are also links to member club websites so that club events can be accessed.

m. Child Protection – Simone Birch.

The MSA have just announced their new Child Safeguarding Policy for 2015. Child Protection is part of the Safeguarding. All MSA recognised clubs must appoint one or more MSA Club Child Safeguarding Officers as a named officer but this person can be shared by clubs. Every MSA permitted event must have published details of the MSA Club Child Safeguarding Officers. This policy does include very detailed forms to fill in for events to include relevant contact details. It is planned to give out training this autumn and having attended a previous course I would recommend that all clubs attend one of these.

The MSA are wanting clubs for every event to hold records for the contact of the following - local police, Local Safeguarding Children Social Care out of hours number, name, venue and web site of the Local Safeguarding Children's Board (LSCB), whilst we recommend getting this number and details direct from the police when necessary. From personal experience these numbers do change but the police will always have the correct contact number.

The MSA have also issued a detailed incident reporting form.

Under the section Photography it states that individuals must not engage in photographic activities when they are on duty i.e. officiating at an event. The only exception is where the officiating duties require photographic evidence to be collected e.g. serious incident investigation.

The whole document does seem to be very detailed and goes as far as dealing with the death of a child.

All MSA appointed officials will now be required to have a Disclosure & Barring Service (DBS) check.

Clubs may have their own Club Child Safeguarding Policy which is why the ALRC have the one in the ALRC Handbook. Child protection is everyone's responsibility and all clubs should have a child protection / safeguarding officer and include the topic on their committee agendas.

Review of ALRC Child Protection Policy and Safeguarding Children Code of Conduct. There have been no incidents reported during the past year.

The name of the contact for the MSA has been changed to read MSA Child Safeguarding Coordinator. Our headings read ALRC Child Protection Policy and Safeguarding Children Code of Conduct which is considered adequate wording.

These changes were approved by the ALRC Council and signed by Simone Birch on 13th June 2015.

12. Any Other Business

a. Land Rover Register - The AGM was held at the recent Dunsfold open weekend. There were no significant committee changes however there were two rule change proposals to the club constitution that were voted upon.

The first was to remove reference to ARC and replace with ALRC. The second was a change to membership types.

Andrew Neaves, secretary will send in an updated set of Register rules for the ALRC records.

Any changes that clubs make to their constitutions should be notified to the ALRC and if necessary major changes may require approval.

b. Roger Wright has available some French Land Rover Club magazines for members to look at and has a great deal of information on green laning in France should any club be interested.

13. Date of Next Meeting – 21st November 2015.

Future meetings are to combine the EGM and S&ORC on the same day. EGM – am, S&ORC – pm.

Dates for 2015.

Council – October 10th.

AGM / EGM / S&ORC - November 21st.

Dates for 2016.

Council – February 6th, June 11th, October 8th.

AGM / EGM / S&ORC – March 19th, July 9th, November 12th.

Clubs are asked to try and avoid the dates of the general meetings for club events if at all possible.

All meetings are to be in The Oaks Farmhouse instead of the main MFU Mutual HQ building. As you enter the NFU Mutual site drive down the main drive, turn left and follow the road turning left again to park within the walled car park. Park near to the covered walk way and you'll see The Oaks Farmhouse in front of you.

14. Close of Meeting at 11.47.