

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



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## ANNUAL GENERAL MEETING

Saturday 17<sup>th</sup> March 2018

At

**THE BRITISH MOTOR MUSEUM  
BANBURY ROAD, GAYDON, WARCS, CV35 0BJ**

### AGENDA

**10.00am**

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 18<sup>th</sup> November 2017.
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 18.11.17

	<b>Present</b>	<b>Apologies</b>
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	Denis & Sandra Bourne
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BLACKPOOL & FYLDE LRC		
BRECKLAND LRC		
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Stuart Newton, Tim Linney, Matthew Fullwood	
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		
LEICS & RUTLAND LRC	Tony Sinclair	
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC		
MIDLAND ROC		Richard Smith, Samantha Miller
NORFOLK LRC		
NORTH EASTERN ROC		Paul Walton, Mark Whaley
NORTH WALES LRC		
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	Dennis Wright Allen Rowell	
RED ROSE LRC		Roger Wright
SCOTTISH LROC		
SOMERSET & WILTS LRC		Dave Moore
SOUTH COAST LROC		
SOUTHERN ROC	Debby & Charles Darby Dave Canham	
STAFFS & SHROPS LRC		Adrian Neaves, John Walters Andy Dennis
SURREY HILLS LRC	Paul Barton	
THE CAMEL CLUB		
THE G4 CLUB		
WYE & WELSH LRC	Peter Gladman, Murray Wiltshire	
YORKSHIRE LROC		
TOTAL 37	10	10

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## MINUTES OF THE EGM HELD ON THE 18<sup>th</sup> NOVEMBER 2017 AT THE BRITISH MOTOR MUSEUM, BANBURY ROAD, GAYDON, CV35 0BJ

### 1. Paul Barton opened the meeting at 10.00am

Welcome and thank you to everyone for coming today. Details of the fire drill and toilet locations were given. Please wear a sticker for admission to the museum and discounted hot meals and coffee (20%) are available from the cafeteria.

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

### 3. Minutes of previous meeting held on 8<sup>th</sup> July 2017

The minutes of the meeting held on the 8<sup>th</sup> July 2017 were proposed as being a true record by Dennis Wright, seconded by Janet New and agreed unanimously. Signed by Paul Barton.

### 4. Matters arising from previous minutes (*unless covered elsewhere*).

a. Membership for clubs. There appears to still be some confusion amongst some clubs with regard to membership applications with Somerset & Wilts LRC saying there has been a fall in navigators at events due to day membership not being allowed.

The MSA do not allow Day membership as an option but there is nothing to stop clubs from issuing membership on the day of an event provided their rules allow for this. Membership must be for the rest of their operating year and must include voting rights at meetings. A fully compliant card must be issued to enable a new member to either drive or passenger in the event. Club rules need to be given as well

Following the advice sent out by Simone earlier in the year. Dorset LRC have already amended their rules on membership to be fully compliant.

This appears in the MSA Yearbook under a Register Member of a Club in the Nomenclature and Definitions section.

b. The Crossland Filters Shield has now been returned to the ALRC and given to this year's winner.

### 5. Chairman's Report –Paul Barton

It is very pleasing to see that different clubs are coming forward to help run the events at next year's National Rally. Details under 10.e.

It was a pleasure to attend both the Southern ROC 2 day trial and more recently this year's Majors Trial however we do need to take note of the fact that the Southern Trial had reduced numbers from previous years and the Majors closing date was extended with a further nine teams booking in to the event in the week beforehand. Later and later booking is becoming the norm for many competitors but more of a problem for organising clubs and something we need to bear in mind for the National Rally 2018 but competitive bookings will not be allowed as late as up to the week before. The logistics of organising the event do not allow for this to happen.

In the RTVT and CCVT we will be allowing unlicensed drivers to take part provided they have the necessary paperwork to support their entry.

In the group I marshalled with there was a team entered from Cumbrian ROC who were using vehicles converted from Pennine LRC spec which could be altered back as well. Hopefully we may get Pennine back into the ALRC.

I am sorry to report that Debbie Darby has tendered her resignation from Council from the AGM and so we need to find a new Caravan & Camping Secretary. If there are any volunteers then please get in touch with myself or Simone.

### 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. Details of club events circulated by email.

b. Thank you letters received from the Lincolnshire & Nottingham Air Ambulance and the Derbyshire, Leicestershire & Rutland Air Ambulance for the donation of £100 after the National Rally.

c. Some advice given to Red Rose LRC re the Data Protection Act and the position of a data protection officer. Email and phone call with the following information.

*As you are a recreational, non-profit run organisation it is not necessary for clubs to have a data protection officer or register with the Information Commissioners Office as but that said you should only hold information on members as long as necessary and only pass on the information to people who legally require it as covered by the Data Protection Act.*

*As clubs are required by law to keep a register of their members that is why the ALRC require details of membership each year from their member clubs.*

This is because the ALRC subscription includes a levy of a 1p individual payment for every member which means they are a member of the ALRC in their own right.

Further information can be obtained from the ICO website – [www.ico.org.uk](http://www.ico.org.uk) where the information below has been taken from:

*We are a not-for-profit organisation - do I need to register?*

*You do not have to register if organisation was established for not-for-profit making purposes and does not make a profit or if your organisation makes a profit for its own purposes, as long as the profit is not used to enrich others. You must:*

- *only process information necessary to establish or maintain membership or support;*
- *only process information necessary to provide or administer activities for people who are members of the organisation or have regular contact with it;*
- *only share the information with people and organisations necessary to carry out the organisation's activities. Important - if individuals give you permission to share their information, this is OK (you can still answer 'yes'); and*
- *only keep the information while the individual is a member or supporter or as long as necessary for member/supporter administration.*

Andrew Cross said that the Data Protection Act was due to change in 2018 and will become the General Data Protection Regulation. Not thought that there would be much change for our clubs but this will be monitored.

d. Email sent to the editor of the Discovery Owners Club asking that they change to non-competitive status in their information to avoid confusion by their members at events. This is to be corrected by them going forward.

e. Hobsons Industries have paid for an advert on the website and details sent to all clubs following payment received.

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

Club details:

Essex LRC – Terry Taylor, Fulwood, Chapel Road, Fingringhoe, Essex, CO5 7AV.  
[terry.elrc@gmail.com](mailto:terry.elrc@gmail.com)

Red Rose LRC – Joanne Carr, 17 Higher Meadow, Clayton-le-Woods, Leyland, PR25 5RG 01772 454836 / 07756 329136 [j.a.carr@btinternet.com](mailto:j.a.carr@btinternet.com)

Chiltern Vale LRC – Stuart Newton (Chairman), 9 Blackthorn Drive, Luton, Beds, LU2 8ED  
[snewton16@ntlworld.com](mailto:snewton16@ntlworld.com)

Land Rover Register 1948-53 – Andrew Neaves, The Coach House, Cliff Hall Lane, Cliff, Tamworth, B78 2DR, 01827 874008 [andrewneaves@btinternet.com](mailto:andrewneaves@btinternet.com)

Midland ROC - Stuart Vickers, 3 Horton Close, Exhall, Warwickshire, CV7 9GB. 07970 459340 / 02476 361422 [secretary@mroc.co.uk](mailto:secretary@mroc.co.uk)

Council Members:

Andrew Neaves & Adrian Neaves – as above Land Rover Register 1948-53. Please identify in the address who the communication is for.

Privilege Event Permits applied for in 2017 from the following clubs (Maximum allowed 8):

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

Please remember a Privilege Event permit must be applied for each MSA permit applied for if you want to allow non-ALRC members to take part in that event.

## **7. Treasurers Report – Derek Spooner**

*Main General Income:-*

Subscriptions £114, Sales £ 156, Logbooks £ 299, Permits £25, Adverts £300.

*Main General Expenses:-*

General Expenses £950, ACCEO 2018 renewal £125, Meeting Rooms £262, Trophy's £ 188, Deposit on 2018 National Site £3000 (*Mentioned at last EGM but not included in Bank Balances at the time*),

Air Ambulance £100, Donations to Clubs ref 2017 National Rally £8500, Cost of Sales £19, Bank Charges £35.

Council at its last meeting determined that Subscriptions for 2018 would be as 2017 – £0.71 for non-competitive clubs (300 cap), £2.76 for competitive clubs (400 cap) plus the 1p individual subscription for all members.

Murray said that on checking the records the last increase had been in 2008.

Derek said he had copies of the bank statements should anyone wish to look at them.

## **8. New Club Applications**

Derek Spooner has been in correspondence with Land Rover Clube de Sao Paulo in Brazil. When they first contacted me, it was an informal gathering but with 350 members. Having discussed things they decided to adopt a formal structure with a constitution very similar to the ones used by UK and other overseas clubs. This is now done and they are formally seeking membership. I believe they meet our requirement, i.e. No Profits. It is a Land Rover club with two membership classes, those with a vehicle and those interested. Any surplus if club wound up goes to similar organisation not members. The logo has some issues in that they had the Oval with their name overlapping but have agreed to modify to move them apart the requisite amount.

Derek Spooner proposed that the Land Rover Clube de Sao Paulo be accepted into the ALRC, seconded by Andrew Cross and agreed unanimously.

## **9. Rule Change Proposals**

a. One proposal has been received that has already been circulated to clubs so that comments could be prepared for this afternoons S&ORC meeting.

Engine availability, rule change proposal.

### **The rationale**

The availability of V8 engines is starting to dwindle. Many of them out there are getting tired and will require significant money spent on them so they can be re-engineered to a reliable condition. This rule change allows an approved engine from a vehicle over 10 years old to be used which will lead to a supply of newer donor vehicles coming available.

### **Proposal**

Current wording:-

A.2 Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications should be limited to European countries only and the engine must stay in the vehicle model it was manufactured in. (Implemented 18<sup>th</sup> October 2010)

New wording:-

A.2 Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications are limited to European countries only.

*Engines may be transplanted from vehicles over 10 years old that are on the ALRC Permitted Engine List. All other engines and any hybrid / electric propulsion systems must stay in the vehicle model it was manufactured in.*

Proposed by Terry Buss, seconded by Dave Canham (Southern Rover Owners Club)

Change of wording proposed at the S&ORC meeting on the 8<sup>th</sup> July 2017.

New wording:-

A.2 Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications are limited to European countries only.

*Engines may be transplanted from vehicles over 10 years old that are on the ALRC Permitted Engine List. All other engines and any hybrid / electric propulsion systems must stay in the vehicle model it was manufactured in.*

*Vehicle Classes may need to be adapted to suit adoption of new engines. The engine list will define which class.*

It was also said that it would need to be ensured that all the regulations pertaining to engines would need to be checked to see if any clarifications were needed to be made if this rule was accepted. Further information under 10.h

## **10. Section Reports**

### **a. Caravan Secretary – Debby Darby**

102 permits have been issued so far for events in 2017 with no reported problems at any permitted event.

This is a very similar number to the last few years with the number of events being reduced gradually – 104 issued in 2016.

7 permits have already been issued for 2018 and I thank NERO for being organised in this respect.

There are quite a few permits being applied for with just a week's notice and whilst I understand that sometimes it is necessary to change a venue this is not ideal. So far no permit has not been issued but it may be that I am not available at home to process an application.

A reminder is given that if you want to use a site in a National Park in 2019 then the applications must be in the early part of 2018. In general sites in a National Park will only be permitted to have a maximum of 50 units. There is additional paperwork to complete for larger rallies but this is very much dependant on there being a precedence already set for that venue. This would make it difficult to use such a site for a National Rally without a lot of work in the background first – something that needs to be remembered for the future.

Approach routes, congestion in local villages, the impact of larger vehicles in an area and other events taking place in the area are all looked at. An early application would need to be made. Some National Parks do work quicker than others and did does seem to depend on whether a site has been used before.

Debby said that the role of caravan secretary was not a tricky job and if there is anyone interested in taking on the position she is happy to talk them through the process.

It is possible to complete the application via email now as well.

Dennis Wright wished to thank Debby for attending the meetings and for all her work in the background. This was seconded by those at the meeting.

### **b. Overseas Liaison – Derek Spooner**

As mentioned I went to Land Rovers of Switzerland 30<sup>th</sup> Anniversary. Very good event with twice as many attending as they expected with 400 units booked in. 50% were from overseas, so a truly international event. Other members attended from the ALRC and they all thoroughly enjoyed it.

The Danish Club 4x4 Entusiasterne has changed its name to Land Rover Entusiasterne. They also have changed the Logo and ask if it meets out requirements. It does not use the Oval but does have Land zig/zag Rover. It was agreed it was acceptable by the ALRC Council.

Website will be [www.landroverentusiasterne.dk](http://www.landroverentusiasterne.dk) as well as [www.lre.dk](http://www.lre.dk).

Andrew Cross added that apart from Derek's report we do not hear a lot about them but anyone who wanted to go to any of the overseas events would be made very welcome. This year he had attended events in Norway, Sweden and the Netherlands and had really enjoyed them all. At the events there is usually a chance to off road and the events are very socialable.

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

Since the last meeting I have attended the shows at Kelmarsh and Peterborough, both of which were well attended. At Kelmarsh we had 5 different models and ages on display and at Peterborough we had 6 vehicles. This is the show that is attended most by members under the Association banner so next year I will probably apply for a separate stand as the Lightweight club is also outgrowing their stand. Although we have a sail flag to show where we are, would it be possible to have a small banner to position at the front of the stand? This was agreed.

I have been talking to Darren from the Birmingham Land Rover Club and Tom Caren from the British Motor Museum about the Classic run next year. Darren has contact with the Land Rover social club and they have agreed to let us start the run from their car park which is just round the corner from the factory gates. I have spoken to a number of people about the run and although Tom isn't keen on plaques everyone else thinks it wouldn't be the same without them. I am going to try and see Tom sometime soon and before I do, I wondered if Council would agree to the ALRC funding the plaques. The cost would need to be checked. (The ones for the Baskerville Challenge cost about £2 each). The British Motor Museum does not plan to charge for the run. At previous events there was a charge but as other car makes do not charge Tom Caren is reluctant to for the Land Rover run.

It is planned to have Series vehicles up to 1984 which will also include the early Defenders and Range Rovers, with any vehicles celebrating a milestone year or representative of modern vehicles at the end. The intention is not to ignore more modern or special vehicles hence provision will be made for them at the end. All this needs to be confirmed though and I'll email Council with any information or decisions taken.

Simone said that it must be remembered that this is not an ALRC event but a Museum event to make money via show / museum entry.

It is thought that there is more commitment from entrants if a fee is charged. Needs discussion with Tom Caren.

Derek Spooner said perhaps the ALRC could sponsor the plaques as a way of advertising the ALRC. Debby Darby said that plaques are still displayed on vehicles at other events so for a relatively small cost it could be a way of helping out local clubs to gain membership by advertising the ALRC name.

This was supported by the meeting

Janet New has taken part in the run for many years and says that entrants do like to have the plaques as a memento of the day. Most entrants are not ALRC members. Janet confirmed that the plaques are displayed at other events such as the London to Brighton run so are seen by a wider audience.

Andrew Neaves said that numbers of entries had been decreasing over the last years it was held – partly down to the cost of entry, cost of fuel and paying for museum entry as well. It was thought that a maximum of 100 vehicles could be accommodated but there may be more wanting to go on the run. The car park is not overbig so may struggle to cope with the number of vehicles and would need careful marshalling. Access is through a housing estate with a single entrance. A reception control would be required.

#### **d. Countryside Access – Roger Wright**

The last few months have been very quiet with virtually no correspondence being sent in regard to Countryside Access and Rights of Way issues; this is largely attributed to the Government's almost total pre-occupation with Brexit.

I attended the LARA Steering Committee Meeting last week at the ACU office in Rugby, having missed the LARA AGM in May at the MSA headquarters in Colnbrook when I was away. The attendance was disappointing with a number of key officers being absent, so the proceedings were largely led by Alan Kind.

1. Around a quarter of the meeting was devoted to a presentation by All-Terrain UK (ATUK), who are considering applying to LARA for membership. ATUK is a splinter organisation of two ex-GLASS officers, which means there are joint concerns, with a current claimed membership of 180. GLASS and the TRF are concerned about ATUK because of potential loss of members. There are also concerns about videos being posted online showing irresponsible behaviour. My concern is partly with the name, that "all-terrain" is "cross-country", much more than use of rights of way. Secondly, is that additional organisations tend to dilute the value and influence that can be exerted. The ATUK has published a number of glossy leaflets to promote membership, which to my mind suggests they are offering too much - including overland trips, and a "maintenance fund" to pay for lane maintenance, gate and fence repairs and new signage. I trust they are aware of statutory responsibilities for these issues, including legislation, liabilities, highway authorities and riparian owners. On one hand, ATUK stated that they did not want to be involved in opposing closures and restrictions, the "politics", but are encouraging members to take on the work of others where there are legal issues and liabilities.

There has been no decision made by ATUK about officially joining LARA as they appear to be cherry picking what they are involved with – they seem to want all the benefits but none of the responsibility.

2. LARA intends to review its Byway Code to include the issue of posting video recordings of lane trips, and highlighting differences between 4x4 and motorcycle usage, such as vehicle numbers in the code.

3. VNUK came up again with a report that there have been 1000 responses to the Government that it is an EU Motor Insurance Directive that could be kept in a single market, even with widespread opposition to it everywhere.

4. Issues in the Peak District were reported as the PDNPA has proposed 35 TROs, including Bamford Clough that was reclassified to BOAT last year (despite it not previously having been a RUPP) and currently being repaired to byway standard. So far, PDNPA has applied six full TROs.

5. An issue has arisen at Burton Dassett Country Park, near Gaydon, which has been used by the MG Car Club for 45 years for trials, but the site manager has banned the trials, citing irresponsible 4x4 activities. I recall this site offers wide areas of hilly terrain for parking. LARA is assisting the MGCC.

6. The Powys s33 saga continues with club events that cross Public ROW's need s33 approval with full consultation, so all clubs should avoid crossing PROW.

Derek Spooner question whether this applied to competitions or access as well. It does depend on the grade of Right of Way. Different councils may take different views.

Dennis Wright said that the MSA had set a precedent by stating for example in their Tyro regulations that non-licensed drivers may only drive on sections and not anywhere else i.e. from one section to another so this does not become part of the competition.

It is only road legal vehicles that would be allowed on a Right of Way which would preclude most CCVT vehicles.

7. The Wales Environment Bill has access legislation under consultation. There is support for wider public access of "Right to Roam" which affects motor sport. Wales will get an extension of the "Closed roads" legislation.

8. Finally, there are calls from British Cycling (sport) and Cycling UK (ex-CTC) for open access for cyclists, similar to walkers. Maybe they need a reminder of the conditions attached to the lower rights



of cyclists on bridleways, which gets universally forgotten by cyclists and others. Cyclists are supposed to give way to horse riders and pedestrians which is never publicised.

Mark Whaley said at the Council meeting that this could be being prompted by the fact that cyclists are losing a lot of their time trial courses down to the greater need to carry out risk assessments and speed limits being brought in. On the road speed limits only apply to motor vehicles, not bikes!

Murray Wiltshire said he would be surprised in bike trailers really wanted to ride off road but Debby Darby said that in their area there were so many road trials being stopped that whilst they may not want to go off road they are being forced into that position or not ride the bike anymore.

#### **e. National Rally Liaison Officer – Janet New**

I will start the reminder process for return of trophies soon after the New Year with the hope that most will be returned at the AGM in March.

I have ordered a sweatshirt with additional embroidery for the 2018 National Rally to show the 70 years of Land Rover and samples will be available at the AGM and this can then be advertised on the website.

Following on after discussions at the Peterborough Show unfortunately Kevin Peake has confirmed that we cannot use the Bircham Newton site for the 2019 ALRC National Rally. At the moment we have no site for 2019 and Simone stressed that we cannot use Stainby for a third consecutive year as this was a stipulation from the landowner when he allowed us to go back in 2018.

The following clubs have confirmed their assistance for the 2018 National Rally event which is much appreciated.

Site services & Rally Control – Peak and Dukeries LRC led by Allen Rowell

Bike Trial – Provisionally Essex LRC / & Anglian TBC

Concours D'Elegance – Series 1 to run - judges TBC

TYRO trial – Midland ROC have offered to run

RTV Trial – Wye and Welsh LRC TBC

CCV Trial – Wayne Armitage and Gordon Renshaw (Peak & Dukeries LRC)

Team Recovery – Essex LRC

Comp Safari – Lincs LRC with a personal offer from Jon Aston as C-o-C for 2018 (C-o-C 2017)

Toilets booked

Showers booked

Caterers will be Classic Catering with a bigger tent and a signing on tent as per 2014

First Aid and Rescue – booked Rutland Rescue Services

Radios booked

Roles confirmed

Event Director/Event entries and Bookings/Event Safety Plan/Competition liaison with C-o-Cs - Paul Barton

Secretary of the Meeting/Child Protection Officer/Land Owner Liaison/Signing on and permits – Simone Birch

Stewards – Antony Birch, Denis Bourne, Richard Smith

Event Treasurer – Derek Spooner

Results – Debby Darby / Richard Blackshaw

Timing – For Team Recovery and Comp Safari – Richard Blackshaw

Chief Scrutineer & team – Frank Champion and Malcolm Wilson and team of Lincs members already agreed

Radio and Communications – Peak & Dukeries LRC

Social media – Adrian Neaves will run Facebook

Website – Murray Wiltshire

Trade stands co-ordinator – Peak & Dukeries LRC

Roles still requiring volunteers:

Competitor Liaison – volunteer sought – role is to liaise between competitors and event officials if there any problems and to try to resolve in a timely way.

Chief Marshall – volunteer sought – organising the marshals each day with sign on team.

The booking form is being re-written and will be out by the beginning of next year. In the past very few bookings are generally received before Christmas and all are aware of the dates for the event, 24<sup>th</sup> – 29<sup>th</sup> May with no follow on rally booked on the site.

We will be allowing unlicensed drivers in the Tyro, RTVT and CCVT's.

Charles Darby asked whether the clubs would be asked for proof of competency for any unlicensed driver that wished to enter an event. This was thought to be a good idea so that it was clear to all. Not all competitors are aware of how an event is run. Necessary paperwork will need to be shown at



signing on. This will be on the booking form and also publicised on the website that a club endorsement is a requirement of entry.

No Q Class vehicles will be permitted in any event.

Matthew Fulwood queried this as he thought that Q Class would be allowed but it has always been documented that this would be down to the host clubs decision subject to a positive review in 2017.

The ALRC Council have made this decision after looking at the current information being returned by clubs on their entries at events.

It is planned to run the Team Recovery after the RTVT if at all possible and new areas are to be looked at together with the landowner.

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

**g. MSA Liaison – Andrew Flanders**

Confirmation has been received from the MSA for Andrew Flanders re-nomination to the MSA Cross Country Committee for a further three years. An acceptance letter now needs to be completed by Andrew.

There has not been another meeting since the one in early May so any changes to the committee are not yet known.

No Scrutineer training will take place until 2019.

Dennis Wright said that here are talks planned by the FIA on safety devices with dates to be announced.

Andrew said that the Clerk of Course training had now been changed so he is not sure what is happening to the previous 4 years of training he has completed.

Information from MSA Bulletins / Rule changes sent out includes:

*Some roll bar drawings have had additions made to them.*

- *Stickers for the FHR's have been introduced at a cost of £2.50.*  
These are recommended for comp safaris at the moment and the stickers are awaited.  
It is important to buy the correct FHR to go with the helmet and a lot of these are due to be changed at the end of 2018.  
Also the harness needs to be compliant with the FHR. – 3" harnesses are on the way out but these can still be used by the hybrid FHR's.  
Feedback from some non-ALRC clubs that are already using FHR's is quite positive.
- *If non lead acid batteries are used then they must carry the appropriate EC markings and be either a Standard part or manufactured by an MSA registered manufacturer.*  
This may be needed to be checked at scrutineering – before they just needed to be securely fitted. The fitting should be behind the base of the seat
- *Fire Extinguishers – all vehicles may be required to carry these.*  
Dennis Wright said that there was a check date sticker required every 2 years. This was a recommendation but has now become a requirement.  
Charles Darby said that it is sometime difficult to tell how old a fire extinguisher is when it is first bought.  
Andrew Flanders to check with Ian Davis on this regulation and who it applies to from 2019 (new builds) and 2022 (existing vehicles).
- *More tyres have been added to the Permitted Tyres List from 1<sup>st</sup> January 2018. All Northena make*  
5 (a) All Terrain – At, AT1.,5 (b) Mud Terrain – MT, MTK2, Grabplus.  
5 (c) Aggressive – NXTRAC, NXFUN

There is no further information about the scrutineering upgrade that is being discussed.

Dates for the 2018 Seminars for Club and Event Officials have been announced this week. Roles include club Stewards, Secretaries of the Meeting, Unlicensed C-o-C's, Chief Marshals, Safety Officers and Safeguarding Officers. Running parallel with the seminars will be a Safeguarding workshop held in the afternoon. Seminars will run between 10.00am and 4pm with a mileage allowance being paid to attend. Clubs are encouraged to send delegates to their local venue. Booking is via a form found via the official notification sent to all clubs by the MSA.

Saturday	<b>20th January 2018</b>	<b>South West; Exeter area</b>
Sunday	<b>21st January 2018</b>	<b>South Wales; Newport area</b>
Saturday	<b>27th January 2018</b>	<b>North; Northallerton area</b>
Saturday	<b>10th February 2018</b>	<b>South East; Gatwick area</b>
Sunday	<b>11th February 2018</b>	<b>Channel Islands; Jersey*</b>
Sunday	<b>18th February 2018</b>	<b>Northern Ireland</b>
Saturday	<b>17th March 2018</b>	<b>North West; Haydock area</b>
Sunday	<b>18th March 2018</b>	<b>Midlands/East; East Mids Airport area</b>
Sunday	<b>25th March 2018</b>	<b>Scotland; Pitlochry area</b>

#### **h. S&ORC – Mark Whaley**

Unfortunately, I cannot attend this morning's meeting, however will attend to Chair this afternoon's S&ORC meeting.

Many have enjoyed another successful competitive year under the umbrella of the Association and we continue, with the support of Council, to listen to the needs and aspiration of individual members.

We are approaching the half-way point in the Class Q trial period and it is satisfying that numbers being reported are increasing, without this feedback we cannot assess the success of Class Q and make informed decisions on how we move forward with this more liberal approach.

A significant milestone was achieved at the recent Major's Memorial Trial where the Midland ROC took great steps to allow a team of Class Q to compete alongside traditional ALRC vehicles; this is to be applauded as the spirit of inclusion is clearly demonstrated.

Q Class – see attachment for the types of modifications being presented in Q class.

Mainly seems to be in RTVT. Some of the modifications may just put a vehicle in a modified class instead of Q Class.

When wheel spacers are mentioned it would be helpful to know how much greater the measurement is. The same with cut wheel arches. Photographs are not always supplied but can be helpful.

Andrew Flanders has said at the last Council meeting that some Off Road Clubs are now concerned about their membership because if the ALRC allow more flexibility in the rules their members may join an ALRC club and they see this as a threat.

We are now asking if they are new members or existing members using different vehicles. This can also allow clubs to retain members if their vehicles are changed

The Essex Land Rover Club Ltd currently still back the Q class rules as they are written.

Dorset LRC has nothing to report on Q Class vehicles as we have so far not had anyone wishing to compete in as Q Class vehicle in our RTVs.

The previously discussed rule change proposal with regard updating engine choices to reflect more recent technology will require assistance from the members to discuss and agree which engines will be placed on the permitted list. In addition, a robust criteria is being developed to ensure due consideration is given to adding power units to that list.

Following the National Rally scrutineering two points were raised at the last S&ORC meeting and have been clarified and will be added to the next ALRC Handbook in the ALRC Regulations going forward.

#### **Steering Wheel Knobs**

On checking previous S&ORC meeting minutes it was found that these were approved for use in May 2007, after an initial enquiry in January 2007 and some debate at the meetings.

#### **Brush Cutter Wires**

On checking previous S&ORC meeting minutes it was found that these were outlawed in competitions in July 2011. This did use to be listed in the MSA Yearbook but appears to have been removed.

This information is now to be added to the regulations in the ALRC Handbook to avoid confusion at future events and make all aware.

At the ALRC Council meeting on the 7th October 2017 the following clarifications were proposed by Paul Barton, seconded by Dennis Wright and agreed unanimously.

B.20.1. Steering Wheel Knobs to be added to "a"

B.20.2. Bush wires are not permitted.

#### **i. CCMSA Coordinator – Andrew Neaves .**

No applications received since the last meeting.

#### **j. Handbook – Steve Kirby**

Nothing to report.

#### **k. Webmaster – Murray Wiltshire**

Updated as usual.

The revamping of the website is to be discussed at the next Council meeting.

#### **l. Facebook – Adrian Neaves**

The Facebook page currently has 379 members. Still with a steady stream of a couple of new requests to join on a weekly basis.

I think that it would be worth an official publication about next year's national regarding allowing/ not allowing Q class, unlicensed drivers etc. This will be done when these minutes are published.

#### **m. Membership Officer – Murray Wiltshire (Caretaker)**

Renewal requests have been sent to clubs for the 2018 subscription. This has been done by mail and email.

There are two clubs that have not paid the 2017 subscription and Simone has written to them both on the 17<sup>th</sup> August 2017 with no reply being received. Following a discussion at the last Council meeting, on the 25<sup>th</sup> October 2017 a letter was sent saying that their membership had now ceased and as such the 101 Forward Control C&R and Towy LRC are no longer members of the ALRC.

There has been no reply received from either club.

The 101 Forward Control C&R have debated the issue of ALRC membership for several years and did in fact not pay their subscription for 2017.

#### **n. Child Protection – Simone Birch.**

Advice given to the Blackpoll & Fylde LRC outlining that the MSA carry out a Disclosure and Barring Service (DBS) check free of charge when an application is made for a licence for a Club Child Safeguarding Officer from one of their recognised clubs. It is a requirement from the MSA that each of their recognised clubs has a Club Child Safeguarding Officer.

From the ALRC point of view we do not arrange for a DBS check for child protection officers. This would apply to the non-competitive clubs. Due to the nature of our events we have not seen any major issues in the 16 years I have been the ALRC secretary and I think that clubs are diligent in who they place in this role.

Two minor issues have been dealt with when they arose - a lost child was quickly reunited with the parents and where was acceptable to go to the toilet was explained to a competitor.

When we have unlicensed drivers or passengers who are minors there does need to be a responsible adult with them to countersign at signing on so there should be someone with a child at an event.

Our policy also covers vulnerable adults as well.

I also believe our Child Protection Policy and the Safeguarding Code of Conduct give a good outline to clubs as to how behave at their events.

Peter Gladman said that the understanding of where issues may arise and addressing these before an event is most important. This is highlighted in the ALRC Safeguarding Code of Conduct.

It has also been mentioned by the MSA in the latest copy of their MSA Scrutineers Bulletin that some scrutineers are tightening up competitors harness belts with their permission. This may be deemed as inappropriate contact without consent of the competitor.

I would recommend that clubs look to send their Child Protection / Safeguarding Officers to the MSA seminars planned for 2018 as they are planning to include a specific Safeguarding workshop for the afternoon sessions which should benefit those in that position.

#### **11. Any Other Business.**

a. Minimum passenger age for an RTVT.

Somerset & Wilts LRC are seeking clarification on the minimum age for a RTVT as the ALRC Handbook states 3 different ages. This is to cover the various regulations in the MSA Yearbook:

Passengers can be 12 years old for an RTVT provided the vehicle entered is allowed for by the MSA i.e. a road legal, mass produced, production vehicle retaining the original hardtop or truck cab and the seatbelts comply to the MSA regulation K.2.1.1.

Other vehicles it is 14 years old - i.e. those modified with roll cages and 16 for an open vehicle - MSA Regulation P25.2.2.

All this is covered under the MSA Regulation P41.1.3.

There was then a discussion about a Novice Trial. The MSA issue the permits under a cross country heading and do not differentiate between RTVT and CCVT as the ALRC does.

Some clubs do run trials where the terrain is limited to but it is open to CCVT vehicles – can be referred to as an A20 class or novice trial. A passenger would need to be 16 year old in an open vehicle in such a trial.

Some clubs also run sections which apply to both RTVT and CCVT. This is seen as a way of encouraging new, inexperienced or nervous off road drivers to take part in a safe environment.

It is better for children to be in an RTVT vehicle as the seats in CCVT vehicles may not be suitable and the seat belt harnesses may not be suitable.

Any club wanting to run a Novice Trial must have the necessary ages listed in the SR's as the ALRC Handbook does not specify a Novice Trial.

b. Q Class at the National Rally.

Matthew Fulwood, Chiltern Vale LRC said he had not realised that there would be no Q Class vehicles allowed to compete at the National Rally and personally felt that this was a mistake and that clubs were benefitting from entries as reported by Mark Whaley.

Dave Canham said that the purpose of the Q Class was to bring members into the ALRC and Murray Wiltshire added it was also to stop them leaving when they modify their vehicles slightly to compete at non-ALRC events.

Simone read out the following from the ALRC Handbook:

*For the 2018 National Rally Q class entry would be at the behest of the host club subject to a positive review during 2017.*

From the number of returns from clubs received before this meeting it was not felt by the ALRC Council that it was necessary to include Q Class at the 2018 National Rally. There are not many returns being made by clubs and this is to be further discussed at the S&ORC meeting this afternoon. In the Majors Memorial Trial there was one team entered – out of 27.

Only 10 clubs out of 27 competitive clubs have returned information with the majority being in RTVT events. It might be that the other clubs are not getting any Q Class entries and that is why there is no more information coming through.

General modifications include bumpers, locking diffs, wheel spacers.

1 example from NERO is that they have had one vehicle entered 6 times with non-standard front bumper, no rear bumper and wheel arches cut beyond ALRC regulations.

They have also submitted other examples that have taken part 3 or 4 times which also include dislocation cones and cranked radius arms.

The timescale for any rule changes that the Q Class may throw up is flexible. It has already been said that if there was anything obvious in the first year then this may result in a rule change proposal for voting on in March 2018 but apart from that any changes would follow the usual rule change proposal procedure. It may be that the Q Class trial is extended but if there are no responses then maybe the need for having a Q Class is not there.

There has only been information submitted by Chiltern Vale LRC once on 20<sup>th</sup> March 2017 with no further details being sent. This covered 5 RTVT events where there were 2 -4 Q class vehicles per event. This was in a field of vehicles ranging from 7 -13 vehicles with Q Class accounting for approximately a 20 – 30% vehicle increase per event. It has also resulted in a few additional new members – numbers not specified. It covers vehicles Defender, Discovery and an 80” Coiler ALRC compliant CCVT vehicle that is road registered.

We have had a number of Discovery's (1 & 2) enter under Q-Class. We have also had a very tricked up Defender, another modified Defender and a CCV motor.

The CCV motor highlights an alternative use of Q-Class. This is a fully log booked ALRC compliant CCV vehicle. Being an 80” Series 1 coiler Td5. It is however road registered and has number plates. The vehicle was entered into an RTV event in Q-Class. Previously it would have failed on body type/silhouette/lack of door tops/full canvas, etc. for an RTV event.

The following are the main items that the vehicles have had fitted which have put them in Q-Class. Please note, all of the vehicles met the “safety” regulations in the Green book, e.g. high tensile bolts for recovery points, secure battery, seat belts, etc.

- Larger than 33” diameter tyres (however none bigger than 35”)
- Wider offset rims exceeding the 4” dish allowed now
- Tubular bumpers
- Removal of bumper end caps
- Wheel spacers
- Lift spacers/packers
- Cranked trailing arms
- Caster corrected front radius arms
- Dislocating suspension systems
- Body lifts (body lifted up off the chassis via spacers – Discos)
- Locking differentials & Limited slip differentials

Views of the owners:

I've had opportunity to speak to all of the owners/drivers of these vehicles. And none of them would be willing to alter their vehicles to meet the Standard or Modified regulations for RTV events. All claim they are happy with their vehicles.

The ALRC cannot tell from this information how many individual vehicles have been entered.

Information should be submitted to Simone prior to the General meetings so that it can be added to the table for discussion by all at the S&ORC meeting as necessary.

There is a form that has been circulated to all clubs so that the spreadsheet of all vehicle information can be updated for every meeting to see how effective Q Class is in increasing numbers.

It is also helpful with some vehicles if there could be photographs as well.

Tim Linney said that whilst he did not agree with the running of Q Class he did think that the National Rally would be an ideal opportunity to look at such vehicles to judge the differences.

The decision for the 2018 National Rally has been made and will not be changed.

Andrew Neaves reminder the meeting that Q Class was being run as a trial for two years to judge the effect of entries and club membership. Any decisions on whether to allow other modifications would be made on the basis of the information returned. It was not intended as a forever class but rather what modifications could be adopted in the future.

If clubs have any more information than that already returned then please forward to Simone. Paul Barton said that the ALRC can only act on information received.

The following is written in the ALRC Handbook:

*Trial Conclusion*

*It is anticipated the final evaluation of the trial will be concluded at the October 2018 ALRC Council meeting. However, if by the November 2017 Scrutineering meeting, should any positive attributes of the trial relating to development of the existing technical regulations be identified then the expectation is that proposals may be allowed to be put forward for voting at the 2018 AGM. Any additional changes identified at the conclusion of the trial, if accepted will not be valid until 2020.*

There may be Rule Change Proposals put forward at this afternoons meeting for voting on at the March 2018 AGM.

All clubs have received the ALRC Handbook which should have been given out to their members where all the information on Q Class is available pages 88-89.

It must be remembered that vehicles must comply with the regulations in the MSA Yearbook as well – this may apply to wheel spacers.

**12. Date of Next Meeting – 17<sup>th</sup> March 2018.**

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

2017 meetings booked at British Motor Museum.

Council - 7<sup>th</sup> October at Ibis Hotel, Rugby.

Dates for 2018 booked at the British Motor Museum.

AGM / EGM / S&ORC – 17<sup>th</sup> March, 7<sup>th</sup> July, 17<sup>th</sup> November.

Council – 3<sup>rd</sup> February, 9<sup>th</sup> June, 6<sup>th</sup> October. (Ibis Hotel, Rugby. to be arranged).

**13. Close of Meeting at 12.01**