

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



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**EXTRAORDINARY GENERAL MEETING**  
**SATURDAY 9<sup>th</sup> JULY 2016**  
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 19<sup>th</sup> March 2016.
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. CCMSA Coordinator
  - j. ALRC Handbook Editor
  - k. Web Master
  - l. 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 AGM 19.03.16

	<b>Present</b>	<b>Apologies</b>
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	Paul & Joe Garne	
CHILTERN VALE LRC	Tim Linney Matthew Fulwood	
CORNWALL & DEVON LRC	Peter Alexander Fraser Parish	David Jeffrey
CUMBRIAN ROC	Alex Cowsill	
DISCOVERY OC	Janet New (Smart)	
DORSET LRC		
DUNSFOLD CSSS	Paul Barton	
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 & Andrew Sinclair Antony Birch	
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC		
MIDLAND ROC	John Kesterton Richard & Ruth Smith	Samantha Miller
NORTH EASTERN ROC	Mark & Ian Whaley Paul Walton Andy Scarr Graham Pink	
NORTH WALES LRC		
NOTTINGHAM LRC	Wendy & James Simpson	
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC	Roger Wright	
SCOTTISH LROC		
SOMERSET & WILTS LRC	Pete Lugg	
SOUTH COAST LROC		
SOUTHERN ROC	Debby & Charles Darby Dave Canham Mark Baitup Terry Buss	
STAFFS & SHROPS LRC		Ann Cooper
TOWY LRC		
WYE & WELSH LRC	Peter Gladman Murray Wiltshire	
YORKSHIRE LROC		
THE CAMEL CLUB		
THE G4 CLUB		
101 FC&RC		
<b>TOTAL 37</b>	<b>21</b>	<b>4</b>

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## MINUTES OF THE AGM HELD ON THE 19<sup>th</sup> MARCH 2016 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.

Blanche Surman, who is leaving the NFU at the end of April was presented with a small token of appreciation from the ALRC. She has helped us over the years with all our meetings and provided sponsorship and support for the National Rallies. The NFU Mutual are changing their marketing policies and we will be unable to carry on meeting at Tiddington after the end of 2016.

Thanks again to NFU Mutual for providing us with these facilities. Free drinks are available from the vending machine, please use the bin provided for any rubbish. If there is a fire alarm then we must congregate in the front of the main building.

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

### 3. Minutes of previous meeting held on 21<sup>st</sup> November 2015

The minutes of the meeting held on the 21<sup>st</sup> November 2015 were proposed as being a true record by Dennis Wright, seconded by Debby Darby and agreed unanimously. Signed by Paul Barton.

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

### 5. Chairman's Report –Paul Barton

Before I begin my report this morning I thought it only right that we should take a few moments to pay tribute to Zam Alexander from Staffs & Shrops LRC who passed away recently on 1<sup>st</sup> March.

I'm grateful to Simone for putting together an obituary for Zam which has been published on the ALRC website.

Zam has been actively involved with Land Rovers since 1971 and was a stalwart at both club and national level, always willing to help at any event he attended. In recent years he helped at National Rallies by acting as one of the stewards of the event and he always said to me how happy he was when the stewards were not troubled over the weekend.

In 2003 it was decided by the then ARC Council to award a trophy in memory of its patron Tom Barton who was regarded as "Mr. Land Rover". This trophy is presented annually to the person or persons who have contributed towards the well-being of the Association of Land Rover Clubs for the benefit of the members.

Zam had been nominated in 2007 by his club, Staffs & Shrops LRC but he was also known by many in other clubs for all his help at events. This is what the citation said about Zam when he was presented with the trophy by Denis Bourne, the then ALRC Chairman and now of course the Association's President.

Zam joined the Staffordshire and Shropshire Land Rover Club in 1972 along with his friends Bob Whetton and Charlie (can't remember his surname). He went on to join the committee just two years later in 1974.

In the same year, 1974, he travelled to the South of France in his Series 1 80" on a shoestring - much to the amusement of his friends in Staffs & Shrops LRC.

Zam has been on the committee in a variety of posts continuously from 1974 to the present day (and astonishing 42 years) including some of the following posts:-

Competition Secretary	1984-85
Vice Chairman	1985-87
Chairman	1988-95
Vice Chairman again	2001-05
ALRC Representative	for ever it seems!!

Zam had been the Steward at more meetings than can ever be remembered including National Rallies and Inter-clubs. He was always there in the background doing anything from setting out (including kids bike trials) to even digging the Elson pit but he never made a song and dance about it and never

sought recognition for all he that he did. Nobody has a bad word to say about Zam and it is for this and all the above reasons that I and the rest of the committee of S&S think that he is the ideal choice for putting forward for the Tom Barton Trophy.

He was a very nice chap all round and this what the ALRC is all about. David George. Vice Chairman

Ann Cooper also added - Having been a member of Staffs & Shrops myself for 15 years or more all I can say is that Zam was always there to help, but being quite a quiet bloke he never sought praise or commendation from others, he just got along with it with no fuss. On the committee he was always there to advise us younger members on current ALRC matters and issues that have arisen in the past. We all thought he was a very worthwhile candidate for this trophy.

We know he will be missed by all his many friends in the Land Rover club scene and our thoughts are with his family at this sad time.

The funeral will be held on 22/03/2016 at 1.30.in Bretby Crematorium Caernarfon Chapel, Greary Lane, Bretby, DE15 0QE.

There will then be a service in St George & St Mary's Church, Church Gresley, DE11 9NR with refreshments in the church hall after.

Everyone is welcome to both venues flowers are family only with donations going to Cancer Research, If anyone would like to say a few words in church you are welcome to.

Simone Birch is also willing to read out any words if you feel unable to yourself. Black need not be worn. Sue Bennett-Dobbs.

Please can I now ask you to stand for a minutes silence in memory of Zam (Anthony) Alexander 1947 – 2016.

So on to my report

Since we last met, the JLR Lode Lane factory produced the very last Defender on 29<sup>th</sup> January 2016 and quite rightly it featured prominently in the media. A heritage green 90” soft top with the registration H166 HUE was a great choice for the final model. It seems we have come to the end of an era, certainly the press coverage was supportive especially as they seem to have invented a 1948 Defender and no doubt many enthusiasts groaned at some of the coverage. The surprise announcement that the factory is to offer a heritage restoration service was a boost though and we await the details. Certainly JLR seem to have recognised the brand value of the core vehicle and that its replacement has a very hard act to follow.

There was some press interest and I pointed the BBC One Show towards various clubs and I know that up and down the country ALRC members took vehicles to regional studios and overall there was a very positive air to the end of Defender production.

Towards the end of last year, I received a letter from the Secretary of Essex LRC expressing concern amongst other things about their reduction in active members and indeed following concerns from other clubs as well we discussed membership and subscription arrangements at the Council Meeting in February. Council has agreed to review and will report in due course on various options. We would like to find a way to get The Range Rover Register and other Model related clubs back into the ALRC fold

Following the Dunsfold Collection's change to charitable status it has been decided that the associated ALRC club, the Dunsfold Southern Section will change its identity and although members will continue to assist Dunsfold with the bi-ennial show and other shows it will become a separate entity and an EGM has been organised to take place in April to establish the Surrey Hills Land Rover Club. Watch this space.

I now need to mention LARA and as you will recall we took the decision to scale back membership to Associate status rather than continuing as a member of the Steering Group. The Chairman of LARA wrote to me expressing concern and this was discussed at the recent Council meeting and Council confirmed that the Association would continue with Associate membership. Roger Wright will give further information in his report.

ALRC National 2016

Finally, on a lighter note I am pleased to be able to advise that Mr Ron Baker of Southern Rover Owners Club has provided a new perpetual trophy to be called the “Old Codgers Cup” which is to be awarded to the highest placed driver over the age of 65 in the National CCV Trial. In future the Seniors cup will only be available for those 55 to 64years.

Thank you pleased to answer any questions – none received.

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

a. The following has been sent to all clubs: 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.

b. Cashback received from the MSA of £210.75. This is for the permits for the 2015 National Rally. Returned to Midland ROC.

c. Query from Blanche Surman querying why the Red Rose LRC web site is showing that their trials are covered by NFU Insurance. Email sent to Alison Spowell on 16<sup>th</sup> November 2015 asking for this to be removed. Message sent to Tom Gray, website editor on 29<sup>th</sup> January 2016 as it still had not been corrected. This has now been removed. Events are covered by the MSA insurance that goes with the permits.

d. Internal problems at G4OC communicated. It has resulted in the removal of the vice chair and secretary by the Chairman. No issues for the ALRC. We can give advice but the ALRC do not dictate to clubs how they run.

e. Enquiry received from Dirk Reiter, a member from Germany who is wishing to enter the National Rally comp safari but was not sure how to proceed with the application of a MSA competition licence. Confirmed by the MSA that he is not eligible for one using his current German licence and he is to look into that in Germany with their motorsport association to get the correct licence for 2017. In the meantime he will attend this year's event. Dennis Wright is also in communication with him re his vehicle and as he has joined the Peak & Dukeries LRC he may be able to passenger at this year's event. You do need to be resident in the UK to be able to obtain a licence from the MSA or hold a licence of sufficient grade in their own country and obtain permission from the National Automobile Club recognised by the FIA to gain a licence to be able to enter timed events.

Dirk Reiter is now hoping to enter his vehicle and navigate with a UK MSA licence holder driving. This will be discussed at the S&ORC this afternoon to make sure that the vehicle complies with the ALRC regulations.

Derek Spooner asked if an ALRC overseas member could enter an event in the UK. They would need to join a UK club but could then enter untimed events with the club card.

f. Response received from the MSA following a letter sent re the Fast Tracking of Specialist Off-Road Scrutineers.

*Thank you for your letter received on the 10<sup>th</sup> December.*

*I must apologise as I understood that I had replied to Mark's original letter however was unable to locate the correspondence.*

*We are not in a position to reduce the level of training for Off Road Scrutineers as all Car Scrutineers are judged to be multi-disciplined. However I fear that there are many misunderstandings and an element of scare mongering on the process of upgrading to a National Scrutineer.*

*Please may I suggest that you identify any candidates you would like us to consider for "fast tracking". We can see how we can assist them to progress with the current training system and try and overcome any perceived hurdles.*

*If you would like to discuss this further please do not hesitate in getting in contact with me.*

Names need to be sorted out at the S&ORC meeting this afternoon.

The down side seems to be the need to attend track events but the track scrutineers are not required to attend off road events. Other off road clubs are also wanting this option for their scrutineers so we are not alone in this enquiry.

g. Enquiry from Cheltenham & Cotswold ROC re unlicensed drivers in RTVT / CCVT's. Directed to the MSA Yearbook P 24.3.1 which covers the ages and criteria for this.

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

Club details:

South Coast LROC – Alan Cragg ( Treasurer) 28 Damian Way, Keymer, Hassocks, W. Sussex, BN6 8BJ. [treasurer@scloc.com](mailto:treasurer@scloc.com). 01273 844511 / 07765 811582. (No secretary at present).

Peak & Dukeries LRC – Ashley Armitage, 23 Front Street, Treeton, Rotherham, S60 5QP.

01142 693058. [ashley.armitage@sky.com](mailto:ashley.armitage@sky.com)

The Camel Trophy Club – Sharon Parkes-smillie. 0161 9299991. [secretary@cameltrophyclub.com](mailto:secretary@cameltrophyclub.com)

The Surrey Hill LRC – [secretary@shlrc.club](mailto:secretary@shlrc.club). Club web site [www.shlrc.club](http://www.shlrc.club)

Breckland LRC – no secretary at present – contact – [kevinjpeake@gmail.com](mailto:kevinjpeake@gmail.com)

Log book scrutineer details:

Colin Parry has stood down from being a log book scrutineer due to work and family commitments. He has been acting as a log book scrutineer since at least 1995 and was a member of the S&ORC from 1995 to 2004.

A nomination from NERO has been made for Graham Pink to be considered as a log book scrutineer. A CV from Graham has been received and this will be discussed by the ALRC Council after this meeting.

ALRC Club Representatives

NERO – Andy Scarr has been named as the club representative for ALRC meetings should the club secretary not be present.

Cheltenham & Cotswold ROC – Paul Garne is the club representative attending today's meeting. If clubs wish to use a person other than the club secretary then this is acceptable but needs to be communicated to Simone prior to the meeting, preferably on club headed paper or via email from an official source used by the club.

There were no issues with any Privilege Event permits issued for 2015

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

Breckland LRC (2), Cornwall & Devon LRC (7), East Northants ROC (1), Essex LRC (2), Hants & Berks LRO (1), Peak & Dukeries LRC (3), Southern ROC (3), Staffs & Shrops LRC (1).

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

General Report.

Since the last EGM there have been significant movements in & out of accounts.

*Main general Income:-*

Subscriptions £11567, Logbooks £170, Sales £317.

*Main General Expenses:-*

General Expenses £1492, Assets Insurance (NFU) £317, LARA Subscription £1000 (last part payment for 2015), ACCEO Subs £108, MSA Subscription £74.

Due to the imposition of changes by Unity Bank, I am gradually transferring funds to Lloyds by the simple expedient of paying expenses out of Unity and subscriptions etc. into Lloyds

We again have three £10,000 Bonds with Lloyds which mature:-May, Aug & Nov 2016 this year.

This year 2016, I sent out the membership renewals by email which seems to have improved response times no end, both for payments and queries.

Actioned both ARC & ALRC annual returns to Companies House.

Annual Accounts.

The accounts show on page 4 that we made a deficit of £6203. There are two main reasons for this – we paid all the costs of the ALRC Yearbook out in 2015 and we did not receive any money sponsorship from the NFU Mutual.

On page 8 the turnover shows that subscriptions were slightly increased as was the sale of goods. The National event surplus is the ALRC levy from the event.

Expenditure shows telephone and facsimile slightly increased as more members claim expenses for this.

The cost of photocopying and printing is down as this is now carried out by our own photocopier – these expenses are now covered under stationery.

Travelling costs are slightly increased as some members do travel further to attend meetings.

Trophies and engraving cover the National rally trophies that the ALRC now provide for the event.

The depreciation of tangible fixed assets has increased down to the fact that we now hold more stock.

We are looking to see how to balance the books going forward. From next year we will have to pay to hold our meetings.

There were no questions raised by the meeting.

It was proposed by Tim Linney, seconded by Murray Wiltshire and agreed unanimously that the accounts be accepted.

It was proposed by Andrew Neaves, seconded by Murray Wiltshire and agreed unanimously that the 2016 accounts be prepared by Four Oaks Taxation & Accounting Services Ltd, Suite D, Astor House, 282 Lichfield Road, Four Oaks, Sutton Coldfield, B74 2UG.

Andrew Neaves asked if we had the same process of online banking with Lloyds as with Unity. Yes, there are two authorities needed for every payment to be made online.

Murray Wiltshire said that when Wye & Welsh LRC tried to open a Lloyds account they were told that there would be a charge of £6 per month as they were classed as a public limited company.

When Derek sorted out the ALRC account it was under a clubs and charities heading. We have just had the change of conditions information and there is still no charge for the account so long as the turnover is under £50k a year.

Andy Parker asked if any club had considered becoming a member of the Federation of Small Businesses – costs £100 to be a member but this gives free banking.

## **8. Election of ALRC Council / S&ORC.**

The following members of the Council are due for re-election under the one third rotation and are seeking re-election at the ALRC AGM: Frank Champion, Sue Foster, Janet New (Smart), Paul Barton and Andrew Flanders. All are willing to stand again.

It was proposed by Tim Linney, seconded by Peter Alexander and agreed unanimously that they remain on the ALRC Council.

At present the ALRC Council is made up of members from the following clubs: Anglian LRC, Chiltern Vale LRC, Discovery LRC, Hants & Berks LROC, Land Rover Register 1948-53, Land Rover Series I Club, Leics & Rutland LRC, Lightweight LRC, Lincs LRC, Midland ROC, North Eastern RO, Peak &

Dukeries LRC, Red Rose LRC, Southern ROC, 101 FC&RC and Wye & Welsh ROC. (Some members do belong to more than one club).

At the EGM Derek said he would carry on as the Overseas Liaison Officer but would like to relinquish the position of Treasurer. There has been no interest from anyone to take on this position.

Derek has now said that he would be willing to carry on as Treasurer and act as a cashier but would like someone else to take on the role of Membership Secretary – this would be a new role on the ALRC Council and would entail maintaining the membership details of the ALRC up to date and dealing with the renewal subscriptions of the member clubs. There would not be too much work to be done before the end of the year as most clubs have paid by the AGM.

Murray Wiltshire is to take on this role until we have a volunteer, hopefully later this year.

At the last ALRC Council meeting this role was discussed in more detail. We are wanting a person to take on the role who is able ensure that all the data is kept secure and complies with the data protection act. An IT solution is seen to fulfil this.

The following members of The Scrutineering & Off Road Committee are also due to stand down under the three year rotation system: Frank Champion, Steve Kirby, Pete Lugg and Tim Linney. All are willing to stand again.

It was proposed by Mark Whaley, seconded by Tony Sinclair and agreed with one abstention that they remain on the S&ORC.

A further proposal has been received from Cornwall & Devon LRC for Fraser Parish and David Jeffrey to join the S&ORC. Both are active log book scrutineers in their club and attend meetings.

This has been proposed by Patricia White (Secretary) and seconded by Guy Cashmore (Chairman). and agreed with one abstention.

At present the S&ORC is made up of members from Anglian LRC, Cornwall & Devon LRC, Chiltern Vale LRC, Hants & Berks LRO, Leics & Rutland LRC, Lincs LRC, North Eastern RO, Peak & Dukeries LRC, Somerset & Wilts LRC and Southern ROC with some clubs having more than one representative (C&D, LLRC, P&D).

## **9. New Club Applications – None received**

Following their AGM to be held in April the Dunsfold Collection Social Section will be known as The Surrey Hill LRC. A revised constitution is to be voted on then.

## **10. Rule Change Proposal – None received to date.**

Any new Rule Change Proposals should be received by the ALRC Secretary before the 1<sup>st</sup> June.

ALRC Roll Cage Regulations - On the 17<sup>th</sup> November 2012 it was agreed that the additional method shown in the diagram 8.2.14b (Page 127, 2015 ALRC Handbook) could be applied to either the front or back hoop as a base foot mounting.

The next ALRC Handbook will carry this wording and any cages fitted as such are acceptable for use immediately.

This clarification has been sent to all competitive clubs on the 8<sup>th</sup> December 2015.

## **11. Section Reports**

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

The total number of permits issued in 2015 was 106 and there were no reported problems at any of the rallies. This number is slightly down on the previous year when 117 permits were issued.

50 permits have been issued so far for events due to be held in 2016. This includes one for a site within the boundary of a National Park. I am also in the process of making an application for the same club to hold a rally within the boundary of a National Park in 2017. If anybody else wishes to hold a rally inside the boundary of a National Park in 2017 please make sure I have the application within the next few weeks as the deadline for submission of the required paperwork and maps is the end of May 2016.

It appears that many club rally officers remain unaware of the new permit application forms which require a signature from the landowner, tenant or managing agent and requires clubs to contact the local planning authority for all paragraph 4 permits which enable members and non-members to be present at a rally. If anybody would like a copy of the new form sent by email please contact me at [debby.darby@yahoo.co.uk](mailto:debby.darby@yahoo.co.uk) or give me your email address today.

All clubs have already received a paper copy of this form and it is available on the ALRC website.

Any applications received not correctly filled in for paragraph 4 permits will be issued as a paragraph 6. All members from any ALRC club are covered under a paragraph 6 permit. Paragraph 4 is only required where there are non-ALRC members allowed to stay on site in their own units.

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

Last year we had three new requests for membership from overseas clubs - Land Rover Owners Namibia 4x4 Enthusiasterne, a Land Rover club in Denmark and Team W4 Land Rover Club, in Australia

All after discussing details, met with our requirements, paid their subscription and are all now members

The Svensk LRK and the Pacific Coast Rover Owners in the US, were dropped as they had not paid any subscription for some time.

At the end of last year I had contact with the Svensk LRK and pointed out we had not been able to contact them for 3 years and asked if they still wished to be members. There was an immediate affirmative and payment of the back subscriptions. It looks as though there had been some communication issues within the organisation.

Just yesterday the US club contacted me to advise of a change of address so will pursue that as well.

I again sent renewals as pdf files which have improved response times.

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

I now have all the booking forms for this year's shows which I will be sending off soon. I have listed the dates below and if any of you would like come to one can you let me have your details soon (Registration number, driver and passenger names).

May 14/15 – Ripley Castle, Harrogate - cancelled

June 4/5 – Three Counties Showground, Malvern

June 25/26 – British Motor Museum Heritage Show, Gaydon

July 2/3 – Edinburgh – replacing Harrogate.

July 29/31 – Billing Aquadrome, Northampton

September 17/18 – Peterborough showground.

I have had an email from Tom Caren regarding the Heritage Run at Gaydon.

The run will take place on the Sunday and be limited to 100 pre 1980 vehicles. The run is by application to the museum. No charge for the run but it is by pass only issued by the British Motor Museum. To pre-book online costs the entrant £7 which also allows the vehicle, driver and passenger into the show instead of the £28 for entry for two people on the day of the show. Club entrants are also permitted to enter the run. Zoe is being contacted at Land Rover Experience to check that that the run can start from Solihull as before. The route is to be arranged for vehicles to arrive at the Museum by 10.45 – 11.00. If we want to be involved we can organise the Land Rover end but they now have staff that could possibly do this.

There is going to be reserved parking at the Museum.

The Museum is not planning to provide a plaque – this is something that entrants will be expecting and it is also a way of identifying the entered vehicles so is to be queried with them.

Because the Museum has charity status they feel that if they charged for the run then they would also need to charge for entry. No other clubs that use their facilities charge for runs but the Land Rover may be larger than he is used to.

We are not sure if entry to the museum is included as well as the show but think that entry to the museum would be charged for separately from the run.

Last year there was free entry to the museum for club exhibitors but we are not sure if this is the case for this year.

Sue plans to have another meeting with Tom to finalise plans.

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

The lull in national activity after the Deregulation Act has continued; Department of Transport / DEFRA promised a Motoring Stakeholders' Working Group (MSWG) but this has still to be convened. Current talk is of the commissioning of a national review of the use and management of Unsurfaced Unclassified County Roads (UUCR), updating the documents (Making the Best of Byways) and its 2005 successor. The principal issues are who pays and who leads, needing an impartial figure and at least £100k for the commission, from my experience of current commissions. Then there is the question of capability - regular engineering consultants do not have that knowledge (I have trained them in similar work for more than a decade. As soon as I knew who had been awarded the Lost Ways commission and the identity of the Project Director, I knew it was doomed. A very competent person but completely outside his knowledge and experience. It is very specialised work that the users generally have the background more than engineering or environmental consultants.

Weather conditions, especially extreme rainfall, over the last few years have had major impacts on UUCRs in Cumbria, at least. Erosion of softer material has left the bed-rock, shaped by glaciers in the last Ice Age, exposed to create conditions reminiscent of the Rubicon Trail in the USA. Rock steps and humps / hollows mean that suitability for vehicles need to be reviewed, excluding standard vehicles. Landslides have blocked the permit-only Gatesgarth Pass, which will require major civil engineering solutions in a remote and sensitive location with poor access. Since the main user of the UUCR is a commercial operator perhaps the feasibility of expensive repairs needs to be seriously considered. GLASS would like an appeal and rapid repairs.

ALRC Council's decision to reduce the level of membership category of LARA has not been well received. We will lose membership of the Steering Group although I had not been aware of the benefits. This will be considered separately. I actually questioned LARA's behaviour and their then pro-motorcycle / anti 4x4 stance 25 years ago. In Lancashire we still suffer that legacy - LARA advice

to Lancashire County Council (LCC) to impose a 4x4 TRO is still in force although statutory users take 4x4s and the LCC Rights of Way officer (a recreational 4x4 user) has said in the county Rights of Way Forum that the track is fit to be reopened. Statutory red-circle "car" signs plus threatening extra plates (to seize 4x4s and quads on the UUCR) are displayed but LCC at that point in time could not find the supporting TRO documentation. This has now been found and the TRO may soon be lifted. I have been pursuing the reopening for several years with the LCC legal team asking me to contact the respective LCC Highways area managers.

There are recent worrying trends in highway authorities promoting or processing Definitive Map Modification Orders (DMMO) to modify routes into Restricted Byways. My understanding of the legislation was that both types of Byways are the outcome of reviews of Roads used as public paths (RUPP) under the Countryside Act 1968 (CA68), Wildlife and Countryside Act 1981(WCA81), Countryside & Rights of Way Act 2000 (CRoW) and Natural Environment & Rural Communities (NERC) Act 2005. My view is supported by documents available on Google.

It is reported that the British Horse Society (BHS) in Wales is proposing that all un-metalled roads, presumably including Byways Open to All Traffic (BOATs), Other Routes with Public Access (ORPAs) and UUCRs are reclassified by statute as Restricted Byways. I have coincidentally learnt that BHS in Cumbria have submitted a DMMO to reclassify an ORPA as a Restricted Byway. In Lancashire a submission has been made by an individual for a DMMO to reclassify a public footpath as a Restricted Byway, rather than the usual modification to a Bridleway.

My view, supported by previous contact with a highway authority and other advice, is that the creation of byways by these means is mal-administration, misuse of public funds. Quite simply, now that all RUPPs have been reclassified, either through Countryside Act 68 and Wildlife & Countryside Act 81 provision to create BOATs, or by statute through CRoW and NERC, to RB without review, the book is closed, exercise is complete. Unfortunately it appears that Restricted Byways are "flavour of the month" and applications, that should be rejected, are being made, principally by BHS.

There is a Memorandum of Understanding that was signed many years ago between LARA and BHS and both sides are being pushed to refresh this. This was done about 15 – 20 years ago and LARA are currently looking into it. I have also contacted Mark Weston, BHS and reminded him of its existence and the need to refresh it. The BHS did think they have more in common with motorised users other than other users of rights of way – ramblers, mountain bikers. There is none or little communication with these other groups of users.

Expert opinion is required because if actions in Wales are successful, all BOATs could be modified overnight into Restricted Byways. I had this fear prior to 2000, with some evidence that it could happen.

I believe that this could be the most serious threat to public rights of way yet, even though the process of converting routes to Restricted Byway is legally flawed. The issue will fall to voluntary clubs and individuals opposing highway and national park authorities if they make legally dubious modification orders. This is a good reason why LARA is needed and we need to continue to support them, since it appears that GLASS respects and supports LARA.

The ALRC would be prepared to contribute financially to LARA to help fund specific cases. This has been communicated to LARA.

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

Mark Baitup gave an update on the bookings for the 2016 National Rally – CCVT, sponsored by LODAR - 56, RTVT, sponsored by Harwoods Land Rover – 41, TYRO, sponsored by Timber Trail 4x4 – 3, Comp Safari, sponsored by Britpart – 21, Team Recovery, sponsored by Bramble 4x4 – 1, Concours, sponsored by Frost Restoration.

101 camping pitches booked.

Classic Land Rover have provided rally bags, Trade stands are being booked – Steve Parrish – T-shirts, Extreme 4x4, Harwoods Land Rover, Paddock Wood motorist centre who also run a local village store and will be providing an onsite grocery shop.

Please encourage your club members to book in for this event.

Janet thanked everyone for returning the ALRC perpetual trophies to the meeting but pointed out that there were still twenty to be returned. She will be checking when these are planned to be returned.

If anyone would like to purchase pin badges, radiator badges or stickers etc. Janet had a supply available at the meeting.

Paul Barton confirmed that the land agreement for the 2017 National Rally had been agreed for Stainby. It is planned for the event to be run on similar lines to the 2014 event with many clubs helping run the events coordinated by the ALRC Council. Lincs LRC – Comp Safari, Anglian LRC – CCVT & Team Recovery, Chiltern Vale – RTVT, Leics & Rutland LRC – Rally control.

We are hoping for better weather!

With losing the NFU Mutual support some additional items, i.e. signing on marquee will be needed.

There has been no offer to run the event in 2018 but Janet is hoping that someone will come forward.

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

#### **g. MSA Liaison – Andrew Flanders**

Meeting attended on 3<sup>rd</sup> February 2016, next meeting planned for the 11<sup>th</sup> May 2016 and there may be another later in the year.

John Symes although retired is still a consultant for the MSA and his mobile number is still the contact number for fatalities and serious incidents at events shown on permits. John Ryan has taken over as the Technical Executive.

There is a new Safety Executive – Kate Adamson and a new Director for Development and Training – Jonathan Day.

Cross Country Driving Tests - 16 year olds can enter if it is allowed in the club's SR's. The passenger must have experience of cross county trials and hold a full RTA licence for the vehicle entered.

The Concussion survey was highlighted which has been previously discussed. This also needs to be reported to the MSA should any concussion occur. It is thought that this should be submitted together with the Stewards report showing it as an incident. The MSA have circulated a form to be used which all clubs should have received.

Excess smoke is not to be added to the MSA Yearbook but it is down to the scrutineers discretion and there is no rule planned. The regulation in the MSA Yearbook J.20.1 *Be of sound construction and mechanical condition and be well maintained* could possibly be used but if the vehicle has been tuned to smoke like that this could not be applied

The age for competitors for Cross Country Trials, has been dropped to 15 and over with certain provisos. (Misprint in MSA Yearbook P.141)

The drawing K31, P189 has been confirmed by the Technical Department that it only applies to sports Racing Cars. There is no text at all in the MSA that refers to this drawing. We can still use this for trials if we wish to. (This is the drawing that appears on page 122 of the ALRC Handbook and shows the dimensions between the occupants and the roll cage).

Frontal Head Restraints (FHR) have been bought in for sports Utility Task Vehicles but not planned for our events.

New Tyres are constantly being added to the lists. Any can be submitted for consideration by the Tyre Advisory Panel.

When the new MSA Yearbook is bought out new text is added in red but sometimes when some wording is just deleted this is not highlighted and can only be picked up by comparing previous editions.

If any clubs run a Challenge or Winch event then they may need to submit a risk assessment when applying for the permit.

The Unlicensed Officials seminar run by the MSA was attended by Simone Birch in February.

One topic highlighted was the need to keep all paperwork for a minimum of 5 years after an event. However should any under 18 year olds sign on for an event then the paperwork needs to be kept for 5 years after their 18<sup>th</sup> birthday. If wanted copies of the paperwork can be scanned and kept in that format on a computer.

It is important that clubs do keep the information of the ages of under 18 year olds involved in any capacity in events.

The MSA have donated £2000 to every air ambulance service in the country.

Peter Gladman said that the MSA were also considering making the Secretary of the Meeting a licenced position.

#### **h. S&ORC – Mark Whaley**

Discussion surrounding the rule change proposal for restricting Tyres within RTV Standard Class was discussed at length during the meeting. Voting within the SORC was as follows:

- 2 For the proposal
- 5 Against the proposal
- 1 Abstain

Following the SORC meeting Council met and supported the decision of the SORC and the proposal was not forward to the member clubs for voting.

Three topics of discussion remain ongoing from the previous meeting:

- MSA Off-Road Scrutineers
- Removal of vehicle identification tags and examination of repaired roll cages
- Cutting and re-welding of axle casings

New topics of discussion received during the period

- Changing axle mountings to allow fitting newer axles into an older suspension system
- Use of coil-over suspension units
- Range Rover heavy duty bumpers
- Fabricated Bulkheads
- Non-standard steering components

### **i. Competitive Events Consultation Group Report – Mark Whaley**

Thanks must be given to all who have contributed in this group.

The tabled RTV technical review was discussed at length during the SORC meeting of 21<sup>st</sup> November with positive support for the need to move forward with our regulations. It was thought the introduction of a complete third vehicle class would cause further confusion within our current regulations. The consolidated tabulated listing of regulations by event was well received and supported for use moving forward.

As a quorum of competitive clubs was present at the meeting a vote was taken on how the ALRC wished to proceed with the review of competition regulations. The vote supported the continuation of the current regulations with the addition of an additional modification to allow the entry of current none compliant vehicles to enter our events.

This view has been supported by Council and is to be discussed further during this afternoons SORC meeting.

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

Nottingham LRC have applied for 12 permits.

### **k. Handbook – Steve Kirby**

The content is kept in a Dropbox file so that the necessary members can access and make changes ready for the next edition.

A photograph is needed for the cover so any offerings will be considered. Please send to Steve or Simone for consideration.

### **l. Webmaster – Murray Wiltshire**

Kept updated as soon as possible when information is changed.

Forms used for application by clubs can also be accessed through the website.

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

Jonathan Day, new MSA Director of Development and Training is currently carrying out a review of the MSA Child Safe Guarding Policy.

Following discussion with Alan Page the practice recommended by the ALRC Policy of asking the police for the details of the Local Safeguarding Children Board should the need arise was acceptable – they would have the correct contact details required as these would vary from area to area and some clubs may hold events in many different ones.

Most of our events take place outside of normal business hours when different contact numbers would be needed. Luckily we have not had a problem at any of our events in the past and the procedures in place are considered sufficient.

The question was also asked about the need for the club Child Protection / Safeguarding Officer to not hold any other official position in an event as mentioned at a previous meeting attended by Trish White, Cornwall & Devon LRC. The main position not to duplicate was seen to be the C-o-C, just in case an allegation was made against them. If necessary a different child protection officer could be named for that event. This was seen to be more of an issue in karting where there are large numbers of children taking part.

## **12. Any Other Business**

### **a. Membership questions**

i. Query from Midland ROC - How will we notify all the members of meetings. The ALRC Articles of Association state notice shall be given in 'Writing'. This includes written, printed or lithographed, or partly one and partly another and other modes or representing or reproducing words in a visible form. Do we need to amend to include electronic notice? Not thought necessary as it is in the word form.

We do ask the clubs to pass on all the ALRC information to their members when it is sent out to club secretaries.

Some clubs do send all information received from the ALRC to all their members and this is considered the best practise and hopefully can be adopted by all clubs.

ii. Letter received by Simone from Essex LRC dated 10.12.2015 for the attention of Paul in reply to his letter re membership problems they are encountering. The majority of their members do not participate in competitive events and the ALRC levy is seen as a drain on their finances which needs justifying. This is down to the club to sort out but one membership reason pointed out to them by Paul's letter was for the use of the camping and caravanning exemption certificates.

They were also querying the removal of the data protection statement from the ALRC Handbook. This was taken out as we have not registered with Data Protection for some years. We do not require this to be in our Handbook as we do not need to register with Data Protection but we do need to comply with the Data Protection Act.

We do not allow our membership list to be in the public domain but it is not our remit to tell clubs how they should proceed with regard to this.

Derek has a separate ALRC computer that is not connected to the internet. Treasurer details are kept like this. Items are put onto this by a USB pen and this method could be used to store the names and addresses as well. This acts as a back-up device.

Some clubs have submitted paper copies for membership details.

A stand-alone computer with anti-virus software would suffice as a storage device and it is the intention of the ALRC to do this.

iii. Club membership is falling and some clubs are coming very close to either leaving the ALRC or even not existing as a club at all any longer. Allowing different Land Rover based vehicles may help some clubs survive.

New members are needed for clubs to survive. It is hoped that by allowing more members with slightly modified vehicles to take part in RTVT's they can then be encouraged to make their vehicles compliant and progress to other events.

The following suggestion for a rule change has come from Steve Mallam, Chairman of NERO. NERO have since added the following wording to their ASR's to apply only to RTVT's.

It is not NERO's intention with this rule change proposal idea to put pressure on the ALRC but with club entries dropping at events then something does need to be done. (The magic number to break even at events is 10 for Leics & Rutland LRC events to cover the costs of land and MSA permits).

*Competitors are reminded of ALRC regulations – All relevant sections of the ALRC handbook will apply with the exception of none safety points when a vehicle is entered in "Q" Class. (See "Q" Class details below).*

***Q Class: A road taxed vehicle constructed of "Land Rover" parts which is to general intent and purpose in the spirit of Land Rover.... and on the day is in the opinion of the Scrutineer and Clerk of the Course safe and suitable to take part.***

***It must follow the ALRC green book rules on engine and driveline.***

***All axles to be run as open.***

***General body panels should be of Land Rover shape. E.g. not bare more resemblance to another manufacturer even though built from Land Rover parts. E.g. Suzuki body on Land Rover chassis, or fibre glass body of road car on Land Rover chassis.***

*Scoring on the day will be in line with the result on the day, however Q class will not score in the main league. Placings and points within an event will be ignored when scoring points toward the league for compliant entrants. (i.e. first ALRC vehicle at an event may come third, however will score in the league as first).*

*All competitors must be current full members of the ALRC and must possess a current full driving licence.*

Paul Barton said this regulation from NERO came as a surprise to the ALRC but it is appreciated that NERO have been open in this intention. There is seen as a need to perhaps trial it and see if it actually makes a difference to the number of entries at events or membership of the club.

It is obvious that other clubs already run this type of class – whatever they decide to call it, at their club events. To comply with the MSA permit all entries should be eligible for the results so excluding them from those is not an option.

A proper, considered rule change is required by the ALRC so that all clubs do not need to make different ones. This will be discussed at the S&ORC meeting this afternoon.

It must be remembered that all events are run on a permit issued by the MSA but that the rules of the ALRC Handbook must also be adhered to. This is something at all the member clubs agree to when they join the ALRC. As such clubs cannot go against the regulations as printed in the ALRC Handbook. An ASR issued by a club cannot remove a requirement in the ALRC Handbook.

This is why some clubs have set up a second off road club to circumnavigate the rules. This is not considered ideal but is why some clubs have done it.

It must be remembered that all vehicles must comply with the Construction and Use Regulations as laid down in the MSA Yearbook. We do not think that members realise that the majority of the rules that they have to comply with are in fact in the MSA Yearbook and must be adhered to.

iv. Land Rover Series II Club would like to become a competitive club but only a small majority of their members would actually compete. Email received from Gene Maxwell, Chairman on 13.01.2016.

*An area that the Series 2 Club has been discussing is a return to Competitive Status for the Club – but the Treasurer tells me the additional cost would be prohibitive. The issue is that we have roughly 1700 members but only a very few would be interested in competition and probably only fairly tame Tyro type trials at that. I was hoping that we could introduce a few "faster" sessions at other events, perhaps lay out a demo trials section for those who have not been involved. We could not justify*

*paying what could be £3500 extra subscription for what may be considerably less than 50 people "competing".*

*To give you an idea of our demographics, of the 1700 members a very high proportion are essentially inactive, owners of a "classic car" rather than seeing themselves as part of the motor-sports world. Only about 30% are "active" in the sense that that will attend a pub-meet or scenic drive, a classic car show or local rally. An even smaller % will attend a "Green-laning" event – so I'm not expecting many at all to be "Competitive".*

*Can we discuss how to take this forward? I'm not sure if any of the other Non-Competitive Clubs have faced the same issue?*

A reply has been sent by Simone already pointing out that the cost figures are wrong. Gene Maxwell was not aware of the cap on members – 300, non-competitive and 400 competitive. At maximum cap the cost would be £1120. (£239 at present plus insurance of just over £1000)

By joining the MSA they would be able to get insurance included for the MSA fee of £72. This would include all their members.

It is not thought that all the Series II LRC members wish to become a competitive club although cost wise it would not cost anymore then they are paying now. It is thought it would not be possible for just some of the members to be classed as competitive by the MSA. The definition on membership cards would need to be different but this could provide difficult to police at events

Is the cap on clubs already too high based on club membership now? It was explained that this number was originally set and used to generate an income and not based on actual membership. We only have 2 competitive clubs that have a membership total above the 400 cap – Scottish LRC and Discovery OC

The Land Rover Register has a similar problem but for a different reason – by registering with the MSA for £72 the LRR may need to change their rules to comply with the MSA ones.

We lost the membership of the Range Rover Register through a similar issue and they may come back if the criteria for membership was changed.

The MSA may have an issue if clubs register with them but do not run events. Tyros would be classed as an event.

The definition of a competitive club in the eyes of the ALRC could be one that runs events higher than a Tyro.

Nottingham LRC has permits from the ALRC CCMSA to provide exemption to prosecution under the road traffic act but they obtain insurance from another source. They do not run competitive events.

To retain and maybe gain more membership with clubs re-joining this may be something to consider. This could perhaps be done for a trial period to monitor how clubs run events.

The Land Rover Series II is not the first non-competitive club to ask for this or something similar.

Other non-competitive clubs are to be asked for their opinions.

At the last Council meeting it was agreed that the membership criteria is to be looked at by Derek with different numbers of capping membership to be compared. This would result in maybe the cost to a few clubs becoming less but make is more attractive to the non-competitive clubs to change thus balancing out the money. A cap to 300, and then 200 to be compared as to what is being paid now with the 400 cap. This is to be done over the ALRC as a whole. To be discussed at the next Council meeting. A pro rata change would be considered in the meantime if a club would want to change from non-competitive to competitive before the end of the year.

The main cost to the ALRC is the cost of the ALRC Handbook which does need to be supplied to all competitive members.

This is a topic that may be discussed at a special meeting when all the facts are known.

**b. Tony Sinclair** - As L&RLRC ALRC representative, S&ORC member and long standing friend of Zam Alexander, following his untimely death I would like to propose that the ALRC introduce an award in his memory. I would envisage that this would be an annual trophy to be given at the National Rally, but unlike most of the other trophies that are competition orientated, this trophy should be awarded for anyone, albeit an Official, marshal, competitor or any club member, for (as Zam always did) going above and beyond their duties or going that "extra mile".

If rules allow, I think it would be fitting for this award to be decided upon by the ALRC Stewards of the event, perhaps considering suggestions from all concerned.

I hope this acceptable and will be considered.

It would need to be something different for the Farvis Spirit of the Event Trophy.

To be considered by the ALRC Council to progress.

### **13. Date of Next Meeting – 9<sup>th</sup> July 2016.**

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

Dates for 2016 where the 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.

Council –June 11<sup>th</sup>, October 8<sup>th</sup>.

AGM / EGM / S&ORC – November 12<sup>th</sup>.

2017 meetings have been booked to take place at the British Motor Museum, Gaydon, CV35 0BJ.

Council - February 4<sup>th</sup>, June 10<sup>th</sup>, October 7<sup>th</sup>.

AGM / EGM / S&ORC March 18<sup>th</sup>, July 8<sup>th</sup>, November 18<sup>th</sup>.

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

**14. Close of Meeting at 12.18**