

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



Please Reply to: Simone Birch
1A Duncan Avenue
Huncote
Leics
LE9 3AN

0116 286 7913
tonybirch@btinternet.com

EXTRAORDINARY GENERAL MEETING
Saturday 18th November 2017
At
THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARKS, CV35 0BJ

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 8th July 2017.
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
 - 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 08.07.17

	Present	Apologies
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch	Denis & Sandra Bourne Derek Spooner
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BLACKPOOL & FYLDE LRC	Sue & John Coe, Cath Johnson	
BRECKLAND LRC		
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC		Tim Linney
CORNWALL & DEVON LRC	Peter Alexander, Fraser Parish, David Jeffrey	
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	Andrew Sinclair
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC		
MIDLAND ROC	Richard Smith	Samantha Miller
NORFOLK LRC		Mark Ellis
NORTH EASTERN ROC	Mark Whaley	Paul Walton
NORTH WALES LRC		David Mitchell
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC		Roger Wright
SCOTTISH LROC		
SOMERSET & WILTS LRC		Jane Ward
SOUTH COAST LROC		
SOUTHERN ROC	Debby & Charles Darby Mark Baitup, Terry Buss Dave Canham	
STAFFS & SHROPS LRC	Adrian Neaves	John Walters, Andy Dennis
SURREY HILLS LRC	Paul Barton	
THE CAMEL CLUB		
THE G4 CLUB		
TOWY LRC		
WYE & WELSH LRC	Peter Gladman, Murray Wiltshire	
YORKSHIRE LROC		
101 FC&RC		
TOTAL 39	12	11

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MINUTES OF THE EGM HELD ON THE 8th JULY 2017 AT THE BRITISH MOTOR MUSEUM, BANBURY ROAD, GAYDON, CV35 0BJ

1. Paul Barton opened the meeting at 10.15am

Welcome and thank you to everyone for coming today. 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 18th March 2017

The minutes of the meeting held on the 18th March 2017 were proposed as being a true record by Dave Canham, seconded by Dennis Wright and agreed unanimously. Signed by Paul Barton.

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

a. Unlicensed drivers at events.

Cornwall & Devon LRC also have unlicensed entries at their events and they operate a score card for each entrant where entries at events are listed so that the required number can be checked. Each club must put in place a procedure to check that an unlicensed driver has completed the required number of events to move to the next stage i.e. 4 Tyros, then 4 RTVT's before attempting a CCVT in a modified vehicle. As a parent or guardian needs to be present to enable signing on to take place this could be a way of verify results – copies of which should be produced from the club running the event.

This is covered under the following MSA regulation in Section H – Competitors:Licences

*27.1.7. *Where a competitor has not reached his 18th birthday the Entry for an event must be counter-signed by their Parent or Guardian. Such person will be considered as being the Minors' Entrant, and as such will be subject to these Regulations.*

*27.1.8. *The Parent or Guardian must attend the event with the Minor, and sign-on as his Entrant.*

b. Day Membership for clubs.

Simone has sent out a best practise document to all clubs on the issue of signing on and membership so they can then decide if their running of events should be amended.

Midland ROC have drafted a provisional membership card application that they have asked for comments from the ALRC Council.

It is not thought that the MSA would approve of the provisional wording plus the fact that only a small deposit against membership is required.

It is normal that full membership is usually ratified at a club committee meeting after it has been issued but provided that a card has been counter signed by a club official then the card is valid.

A full membership card must be issued for an entrant to be able to take part in an event.

It is down to clubs how long the membership runs depending on their annual renewal dates – it may be that some cards issued towards the end of a year will be extended to include the following year.

The added protection from a full membership card is the insurance provided by the MSA for events.

There is no day membership allowed under the MSA rules.

5. Chairman's Report –Paul Barton

The ALRC National Rally hosted by ALRC was a great success and actually a terrific effort from several clubs to bring the event together. The surplus from the event will shortly be distributed between these clubs as a clear recognition of their support and commitment to the event

As one National Rally ends so the next one needs to be wheeled in and I am pleased to report that at the last Council meeting we went through the planning for the National 2018 and given the limited options with no club coming forward it was decided to ask if Stainby was available.

So, it will be Stainby for 2018 thanks to Jon Weston the Land Owner and in the coming weeks the ALRC Council will be asking clubs to step forward for the various competitive events. Simone will write to clubs after her holiday.

Just on one point, we think we need to engage Classic Catering again for 2018. Is that supported? Yes this was agreed.

So we potentially have 2018 sorted but the future looks a bit bleak at the moment and I would ask clubs to consider if they could host a National. ALRC now provide a lot of support for running a National Rally and Simone would be happy to rehearse that with any clubs thinking of hosting in the future. There is help with the finances available and organisational advice can be given.

I'm sure Janet will elaborate further about future National Rallies in her report at the next meeting.

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. Matthew Fulwood, Chiltern Vale LRC asked who could put the yellow tags onto a log booked vehicle – reply sent that they have only been issued to log book scrutineers and that it is down to the competitors to arrange the fitting – it is their best interests should their vehicle receive any damage to a roll cage to have the yellow tag fitted. His comment is that CVLRC do not have a logbook scrutineer in their local area and is it something a club scrutineer could do?

As Dave Moore used to be a log book scrutineer it would be acceptable for him to return to this position and as he is now the club secretary for Chiltern Vale LRC again this could solve this problem. More guidelines are required as to the removal to tags – this will be further discussed at this afternoons S&ORC meeting and the details will be sent out to all clubs for them to issue to their members so all are clear as to the procedures to be followed.

c. Correspondence from the G4 OC about a grievance hearing resulting in the previous club treasurer being asked to leave the club. There have been several talks between Simone and the G4 committee on this matter and the member concerned has also been in touch with her and Paul Barton. The club appear to have acted correctly with this matter and are now wanting to move forward. There is no issue from the ALRC prospective to what seems to be an internal club matter.

d. Midland ROC plan to allow unlicensed drivers and also Q class to compete in the Majors Memorial Trial to try and boost entry numbers. This has been advertised as such.

As this event has to be pre-booked then any unlicensed driver would need to provide evidence prior to the event of their eligibility to compete. They must be able to prove 4 Tyro and 4 RTVT event entries as a minimum in a modified vehicle – See P 24.3.1.

In a road legal vehicle then only 4 Tyros would need to be done!

This is down to Midland ROC to police closely, it must be remembered that this event is regarded as a severe trial for the best drivers from the clubs.

Q Class – might increase entries – must be entered in results but do not need to be eligible for the Rose Bowl Trophy. Some Q class entrants just want to enter other events and enjoy the competitions whilst not changing their vehicles to ALRC regulation specifications.

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

Club Details

Surrey Hills LRC – John Huntley, 7 Upper Saint Michael's Road, Aldershot, Hampshire, GU11 3HA.

01252 326362 secretary@shlrc.club

North Wales LRC – Wyn & Gina Williams, Hendre Isaf, Pentre Isa, Llangernyw, Conwy, LL32 8TS.

01745 860112 / 07747 760027 secretary.nwlr@btinternet.com

Privilege Event Permits applied for in 2017 from the following clubs:

Anglian LRC (3), Aylesbury LRFC (1), Breckland LRC (1), Cornwall & Devon LRC (7), Cumbria ROC (2), Essex LRC (3), Hants & Berks LRC (1), North Wales LRC (2), Peak & Dukeries LRC (3), Southern ROC (1), 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

Since the last meeting there has been the following activity:

Main general Income: Subscriptions £5300, Sales £ 175, Logbooks £335 and Permits £45

Main General Expenses: General Expenses £1307, Accounts Audit £600, Meeting Rooms £540 (February and March meetings), Engraving & Trophy's £ 2781, Deposit on 2018 National Site £3000.

We have one £10,000 Bonds with Lloyds. Another £10k applied for.

2017 National report will give details of finances.

8. New Club Applications

An application has been received from the Blackpool & Fylde LRC secretary Sue Coe. Welcome to three members of the club today – Sue and John Coe and Cath Johnson.

The club was founded by herself, husband John Coe and Jonathan Ball. All have been long standing members of Red Rose LRC. They felt that Blackpool and the Fylde coast needed a local club and held the first meeting in March 2017 with approximately 40 people attending. Most of these have never been in a Land rover club before.

John Coe spoke to the meeting giving the background to the formation of the club. He has been a member of Red Rose LRC for 28 years, a committee member for 11 years and Director for the last year but now feel that there is a need for a club in the Blackpool area,

As of the fifth meeting held last week they now have 41 Full members and a total of 65 members with associates and children.

The club activities are: monthly meeting, green lane days, social outings, friendship, shared knowledge and attending local shows. They ran a green lane day for members a few weeks ago in Cumbria and we are attending Fleetwood Festival of Transport in July to promote the club. There are 17 vehicles planning to be taken. In the future they would be keen to run Tyros and their members would like to attend other ALRC member club events. They would like to be a competitive club and joining the ALRC to gain support and help. They are a limited company by guarantee.

A copy of the club constitution has been received.

All clubs have been notified about this application and there has been no comment received from any club about this application.

It was proposed by Andrew Neaves, seconded by Debby Darby and agreed unanimously that the Blackpool & Fylde LRC be accepted to join the ALRC.

9. Rule Change Proposals

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 18th 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 (Southern Rover Owners Club)

Seconded by Dave Canham (Southern Rover Owners Club)

Comments sent with the proposal

1. Forced induction petrol engines are already banned from specials by virtue of C.3.4.
2. We may need to look at B.2.1. as well. Or do we leave it as this refers to acceptable replacements for standard class vehicles? In the main anything falling outside of this should still have a readily available direct replacement. Ok, there may be some odd BMW diesel engines out there, but how far do we go? But, the Acceptable Replacement for a V8 refers to a "maximum size listed in the vehicle size chart from product listed in A.2." when there is no product listed in A.2. Do we need another proposal to amend this to read "Any V8 engine as per A.2."?
3. The bit about Hybrids etc. is merely to prevent anyone getting any silly ideas that they may be able to build a vehicle with a drive system based on several hundred volts of DC.
4. Having the 10 year minimum age ensures that the engines used will be reasonably available.
5. There will need to be a robust agreement as to how an engine gets on the *ALRC Permitted Engine List*. Once something has been allowed the stable door will have been well and truly kicked

down. Should this be by the application of a full rule change process so that inclusion is only after a period of time when everyone has the chance to reflect on what they are agreeing too or do we leave it so someone can turn up with a few of his mates to a meeting and get an engine listed with no prior warning? We need to make sure there are appropriate checks and balances in place.

6. There has also been a tidying up of the “should be” statement in line 3 of the rule. “Should be” is not compulsory and makes it sound like it is optional, whereas “are” is definitive.

Members of the S&ORC and log book scrutineers have been asked to bring their ideas on suitable engine sizes and their sources to the S&ORC meeting this afternoon for discussion by all. To date no comments have been received by email or post.

10. Section Reports

a. Caravan Secretary – Debby Darby

83 permits have been issued for 2017, which is slightly down on this time last year. No problems with any application

b. Overseas Liaison – Derek Spooner

Went to DLRR 25th Anniversary and well received. They were very appreciative of the Salver I took from ALRC. The event went well but was marred by a lady falling and breaking both arms in a competition to pull against a bungee rubber on a Land Rover. I understand she is recovering well. Good write up in their magazine.

As mentioned before Land Rovers of Switzerland have invited us (ALRC) to their 30th Anniversary. This is over next weekend and I am going to represent the club. The first time I went was to their 10th. I have a salver to present to them as well.

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

We have attended three shows up to now this year with two more to come, Kelmars which replaces Billing and Peterborough.

The first was at the British Motor Museum where a few of us attended supporting different clubs. I don't feel it was as well attended as last year but the organiser Tom Caren was satisfied and he confirmed that the event will continue to be the weekend after the first Bank Holiday in May which I think will be 12/13 next year.

The next was the Scottish Land Rover show. In its second year the show was small and we felt not very well attended and being a good distance away have decided not to attend it again.

Malvern was the next show and this was well attended with a variety of vehicles on the joint Lightweight / ALRC stand. This is a relaxing, traditional show with plenty of auto jumble stalls and even though we had all seasons in one day the weather didn't keep people away.

I have spoken to Tom Caren at the British Motor Museum about next year as I was told by Darren of the Birmingham LRC that I was organising the Heritage Run. Tom said he is awaiting confirmation from the Land Rover Social Club about using their facilities for the start of the run. They are going to discuss it at their committee meeting and if given the go ahead we are going to meet to discuss it.

At the Scottish show we were chatting to Diana Tigwell who told us she is giving up commentating at the shows because of the injury to her foot which is not healing as it should so Kelmars will be her last show.

d. Countryside Access – Roger Wright

Very little change. LARA had their AGM whilst Roger was away but the minutes show the meeting lasted 30 minutes with the following Steering committee meeting lasting several hours whilst they discuss their budget and costs. The Trail Rider Fellowship (TRF), Auto-Cycle Union (ACU) and Green Lane Association (GLASS) are the main exclusive users of LARA so it is in their best interests to remain as full members. (GLASS has about £40k annual income for just promoting green laning).

LARA is discussing a new Byway Code for next year and will provide specialist advice if they are called upon but most issues will be dealt with by the TRF and GLASS.

e. National Rally Liaison Officer – Janet New

National Rally 2017 – final competitive entries: Tyro – 15, CCVT – 102, RTVT – 62, Team Recovery – 16, Comp Safari – 51.

After all expenses have been covered the event has made a profit of approximately £8500 which is being shared amongst the clubs that helped run the event. Cheques will be issued and sent to all clubs that assisted after this meeting. There is a formula that was used in 2014 which takes into

Booking on the day – This was allowed for the Tyro but does cause a lot of administrative paperwork to be done, A booking form needs to be completed and if not done correctly needs to be addressed by finding the member. The money then needs to be passed to the treasurer with the booking information also being passed to the booking secretary and details added to the results tables plus

writing out score cards and adding names to signing on sheets. Then the scrutineers need notifying that there are more competitors' vehicles to check.

For such a small number of competitors (6 this year) the work is really not viable to undertake.

The same goes for the Bike Trial – again only 6 extra booked in.

If you do not know how many entrants there are going to be it is very difficult to organise the correct number of goodie bags and also to be able to gauge the sections according to the age groups that are entered.

Also the number of marshals for both events can be worked out better if entry numbers are known so that the number of groups needed can be worked out in advance instead of on the day.

Pre-booking only for all events to be recommended to future organisers.

Debby Darby said she personally would not support the decision not to take entries on the day.

She said that with National Rally numbers dropping to half what it was when she started attending the event she feels that the bad feeling and bad publicity that shows up on social media outweighs the issues of managing late bookings.

It was also decided at the last Council meeting that as there had been some controversy with regard to the closing date for bookings being over a Bank Holiday that this may be bought forward to the previous weekend.

Booking forms will be out in October / November so this does give members five months to book.

It did use to be that if you did not book early you would not get in. This is no longer the case as there are more and more competitions taking place around the country.

It does make it very difficult to create the program and organise the paperwork for the events with having a late cut-off date.

Andrew Neaves pointed out that to enter an event meant a commitment by the competitor who would also need to prepare their vehicle in readiness for the competition, this should include filling in the entry form. It is not as though they do not know when it is and should manage their time accordingly. When the closing date has been delayed for two events then there has been no extra entries made.

This issue seems to have been brought about by some members being reluctant to commit to entering the National Rally because they are attending events at the earlier May Bank Holiday and are unsure if they will break their vehicle and be able to fix it in time and do not want to lose their entry money.

Money has been returned this year to competitors who have been injured at the earlier May event and have genuine reasons for not attending.

When clubs are financing the National Rally then they do need to know how much money is coming in to make sure the outgoings are covered and late entries does make this very difficult. It is especially difficult on sites that can cost considerably more than others.

Dave Canham asked - Could there be a cap on the number of late entries accepted (extra numbers, score cards etc. being sourced) but at an extra cost? An extra slot could be put in each group to accommodate this. Entry in the program would not be guaranteed. This was thought to be a viable option that may work. To be looked at by the ALRC Council for the 2018 bookings.

Murray Wiltshire did say that the danger of leaving it later you allow members to book then this may result in more and more people leaving it until later to book

There are still some issues with club membership cards.

Two clubs have the same membership number on their family membership cards with no way of differentiating who it belongs to. This has been highlighted to them to correct.

Two different clubs also have no club official signatures on their cards. This has already been corrected by one going forward.

On checking with member clubs before the event no member was highlighted as not holding a valid membership card by the club secretaries.

There were a few members who had to pay to join Leics & Rutland LRC as they were not able to produce club cards for signing on and there was no-one available from their club to issue one. Following the Tyro one member did try and get his money back by claiming that he had found his original club card, which looked surprisingly new! This was not done as it was deemed that he had used the LRLRC card and without it he would not have been able to compete.

Unsigned cards also raised £58 for the Air Ambulance charity in the fine box!

The question has been raised saying that as the Team Recovery was run at the same time as the RTVT would it be possible to stop the RTVT whilst it was taking place to enable members to watch. This would really depend on the number of teams entered and how long it would take to run the events. To be considered for the future.

Although there were fewer entries in the RTVT this year it did not finish any earlier than the CCVT the day before.

It has also been suggested that we run events over four days but the Bank Holiday is only a three day weekend so this is not thought to be a viable option.

The follow on rally was not widely used and there were only 5 booked in for 1 night, 1 unit for 2 and 3 for 3 nights. That said because the skips had been removed there were two black bags of rubbish left in the field near the elson point at the gate. The sheep then proceeded to scatter the contents which Simone cleared up the following weekend whilst at a club event. The rest of the site was perfect and you can hardly tell we have been there.

National Rally 2018 – as no club had come forward to offer to host this event Stainby has been booked. It is planned to have different clubs running the events to those that have done it previously and discussions are ongoing as offers are coming from various clubs who would like to be involved. Costs for the event will be as this year with any profit being shared by those clubs that run the events. The ALRC pay for all expenses for the infrastructure of the event i.e. toilets, showers, lighting, skips, competition material etc. and any surplus will be given to the clubs running the different parts of the event.

There are two accounts used for this – The National Rally account where entry fees are paid into and some payments are paid out of (site services, land and permit fees) and the General ALRC account where the items that are funded for each and every National Rally are paid out of (trophies, competition numbers, score cards and wristbands).

There will be no follow on rally at this event. The site will close of the Tuesday.

The following comment has been received by Simone from Andy Dennis, Staffs & Shrops LRC, *It is the feeling of the S&S LRC committee that Q Class should be included in next year's Nationals. If it is not going to be, than we feel the Q Class trial might as well be brought to a close now. We ran both Q Class and unlicensed drivers at our Mayday Event, documentation has been sent in. MROC are also running Q Class and unlicensed drivers at this years Majors event. I personally know this has already had a positive effect on their entries.*

The question was asked - Is Andy Dennis a member on the Staffs & Shrops LRC committee? He is not their club representative, John Walters.

Adrian Neaves said he was aware that some members with Q class vehicles had asked this question at Staffs & Shrops LRC events.

Tony Sinclair said it must be remembered that Staffs and Shrops LRC also run an Off Road Club side by side with their Land Rover club.

It was said that the Q class was to be run for a two year trial period to see if there would be a benefit to membership and competitive entries for clubs and that then a decision on how to proceed would be made.

Any entry in a National Rally should be delayed until after that time.

At present the information we are getting back on Q class is mostly relating to RTVT entries with fairly minor tweaks outside the ALRC regulations. There have been very few results from CCVT or Comp Safari.

Entries at the Majors CCVT will be looked at to see how entry numbers are affected by Q class entries.

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

g. MSA Liaison – Andrew Flanders

There was a meeting held on the 10th May 2017

Tyres – Andrew took in a 12 year old Bronco tyre as an exhibit to demonstrate how they could still be serviceable for events.

When the tyre list was set up it was not intended to exclude tyres just because they were not made any more but more to say what tyres you could use where depending on what land owners stipulated could be used to take into account land damage etc.

It tyres have been stored correcting in the dry and dark they should be ok – obviously if they are damaged that is different story.

Some of the disciplines use a new set every event and cost is not considered by some.

The argument was well supported by Charles Darby at the meeting and he was very actively campaigning prior to the Easter events and National Rally to get the tyres reintroduced and Al Reaney sent in a very well worded letter to the MSA.

A Bulletin was issued by the MSA on the 31st March 2017 allowing Bronco Diamond Back Tyres to be used at events. This Bulletin had no date on it but came out via an email which directed you to the website and it then looked like a page from the MSA Yearbook

This is still to be further discussed.

Frank Champion said that previously the MSA's stance had been for scrutineers to use their common sense at events and if the tyres were made from the original moulds then it would be permissible to

allow them to be used but that Ian Davis wanted the list strictly adhered to. The current listing does change and sometimes it is difficult to find the definite listing, especially in the middle of a field. It would be a benefit if there was someone tasked with keeping the list updated. There has never been anything publicised in the MSA Scrutineering News or General News on this subject which is not ideal.

The following regulation was also discussed for all comp safaris to start on 1st January 2019 when the new spec of helmets is also required. All clubs should have received notification of this from the MSA MSA Regulation Changes for Consultation – closing date 31st August 2017

Section P

Current Regulation

P25.1. For Hill Rallies, Competitive Safaris, Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck. Additionally competitors in Sports Utility Task Vehicles must wear an FIA approved FHR device, fitted in accordance with FIA regulations.

Proposed Regulation

P25.1. For Hill Rallies and Competitive Safaris, ~~Timed Trials, Team Recoveries and Point to Point~~, all Competitors must wear approved Crash Helmets (K.10), **FIA approved FHRs**, and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck. **Recommended 2018, mandatory 2019.**

For Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck.

Additionally competitors in Sports Utility Task Vehicles must wear an FIA approved FHR device, fitted in accordance with FIA regulations.

Reason: The Cross Country Committee has had reservations about the suitability of the yoke style FHR due to ergonomics of the seating in the most prolific type of vehicle used. The wider availability and suitability of the waistcoat style FHR has seen a steady uptake by competitors and the ending of SA2005 and the SFi helmet standards at the end of 2018 will be the point at which the majority of competitors who do not currently have an FHR compatible helmet will be replacing their crash helmets.

Date of implementation: 1st January 2019

As members have had a two year notice that this is coming then they can budget accordingly. It is down to the competitors to make sure that they buy the right waistcoat style that will fit with their belts as well. Cost is approx. £150 – 300 so this could be seen as a big investment for some.

The MSA do have a development fund where clubs can apply for money to buy equipment or signage for events.

The issue of Cross Country Scrutineers was discussed – the MSA are looking to reintroduce this grade but are not considering grandfather rights. More information is to be available from Ian Davis at the next meeting, which will not be until next year now. Meetings are usually held in February and May.

Charles Darby said that this matter would be discussed at the next level of the MSA – The Council at their September meeting to follow the due process.

Fraser Parish said that at Cornwall & Devon LRC events it was often difficult to get MSA Scrutineers to attend as it is so far to travel and there are not too many scrutineers in the area. Also scrutineers in cars can often not access the sites due to muddy entries. There is only one scrutineer willing to attend events and if he is unable to attend then the event is in danger of not being able to take place.

For the last two comp safaris Cornwall & Devon LRC have contacted the MSA and they have allowed Fraser to carry out the scrutineering.

Dennis Wright said that this had also happened at Peak & Dukeries LRC events. He pointed out that cross country scrutineer was still listed as an option on the MSA web site but no longer subscribed to.

Debby Darby said that it was important that more ALRC members undertook the training scheme run by the MSA. We do need to encourage younger members to take this role up.

What is perceived to be putting members off undertaking training is that off road scrutineers are required to do some track events but that track event scrutineers are not required to do cross country events. Most scrutineers only want to do one sort of discipline.

The MSA are aware of this problem.

Murray Wiltshire said we give extra training to our scrutineers who become log book scrutineers which should count for something with the MSA.

Letter sent to Andrea Richards, MSA requesting that Andrew Flanders remain a member of the MSA Cross Country Committee as he has reached the end of his three year tenure.

h. S&ORC – Mark Whaley

Scrutineering at the National Rally worked well. There was a competitors check list so they were able to monitor how many more vehicles were expected for scrutineering.

Standards of the vehicles had improved, especially the RTVT.

There were a few changes asked to be made. It was not the intention to stop anyone from entering if their vehicles could be sorted.

There was one vehicle for the CCVT and comp safari with cracks in the chassis which was picked up.

There has been a lot of social media activity since the last scrutineering meeting. Social media is not the place for further debate following decisions made at a meeting. Any member may attend the meetings to put their point of view and it can be discussed. If there are any issues at clubs then it needs to be brought to the meeting

Q Class – see attachment for the types of modifications being presented in Q class. All clubs have been circulated a form to be filled in after an event and these are being returned by a small number of clubs together with photographs. It would appear to be mainly existing members entering Q class with vehicles they may previously have only used for green laning but have not trialed before.

Some clubs seem to be confused as to what is a Q class vehicle i.e. does not comply with the ALRC Standard or Modified Competition Regulations. This appears to come from members perception that if a vehicle is not Standard then it must be Modified but Q class is a stand-alone class outside of those allowed in Modified class.

This is just the first quarter when returns have been requested so hopefully more clubs will return information because without clubs input this test period will amount to nothing.

Some clubs have decided not to allow any Q class at their events other than for RTVT as was allowed for – Southern ROC and Leics & Rutland LRC have done this. To date no Q class vehicles have been entered in their events.

This information will be discussed in more detail at the S&ORC later today.

National Rally Scrutineering Points:

Steering wheel spinners /knobs. A question was raised at the RTVT marshals briefing re the legality of fitting a steering wheel knob for use in the RTVT. Reply given by Simone that the vehicles had been passed at scrutineering to compete in the event so this should not be an issue. This had to be reiterated during the event when it came over the radio that a group leading marshal wished to exclude a competitor for using a knob.

After the event whilst looking through the scrutineering minutes for another matter as asked for by Malcolm Wilson it was found that in January 2007 this was discussed and the minutes show that in May 2007 it was agreed that they could be fitted and used. This was originally raised in 2007 by this year's assistant C-o-C.

A vehicle entered in the comp safari was presented at scrutineering with bush wires fitted. The competitor was reluctant to remove these when asked to by the chief scrutineer but eventually agreed to. Malcolm Wilson asked for this to be checked as he remembered it had been previously discussed at the scrutineering meetings. In July 2011 it was agreed that these were not allowed to be used in events. This did use to be listed in the MSA Yearbook but no longer appears.

Both these items should be listed in the ALRC handbook so that there is no confusion at future events.

Peter Gladman has sent in this comment.

Following the National Rally a discussion took place at the Wye & Welsh LRC committee meeting where the following was discussed about vehicles being passed at the National which would not pass at one of our club trials. Examples given were no spreader plates behind tow balls, bare radiator pipes within the vehicle, bent roll cage. I understand this led to one scrutineer failing a vehicle and then another passing it.

(Comment from Mark – this was done after changes had been made to the vehicle).

We felt that if something does not comply with the green book and is passed then why bother having the rules.

Perhaps the procedures used at scrutineering need to be looked at to avoid these sorts of situations and inconsistent decisions.

Murray Wiltshire said that this highlighted the difference of how scrutineering is conducted by member clubs and individuals within the clubs and the aim should be to standardise standards throughout the ALRC.

Mark said that competitors, when they sign on are declaring that their vehicle complies with the ALRC regulations and determines which class a vehicle is placed in. The purpose of scrutineering at events should be concentrating on safety issues. There is a "scrutineering tour" guide in the ALRC Handbook.

Mark Pycraft asked whether other clubs found that their members were under the misconception that if a scrutineer passed their vehicle to enter an event that their vehicle was fine and that the onus is taken away from them to present a compliant vehicle.

It was pointed out that if the scrutineer misses something that is not right then the responsibility still lies with the entrant. This is included in the declaration on the MSA signing on sheet that all sign when they enter an event.

Blue / Red / Yellow Tags on Log booked Vehicles (soon to be Light Blue as well).

The following guidance has been written with regard to the fitting and removal of tags just to bring everybody up to speed regarding Competition Motor Log Book Tags.

When a Motor is initially inspected an Identification Tag is fitted. This does NOT signify compliance of anything - it is merely a Vin number.

These tags may be RED or BLUE in colour. After the Tag has been fitted a check sheet will be issued with a PASS/FAIL and signed and dated by the Scrutineer.

This paperwork needs a PASS signature by a different Log book Scrutineer having done any work recorded by the First Scrutineer if required.

The Top White copy is then sent off along with Two Photos and a Cheque (payable to ALRC) to the Log Book Sec. He will issue a ALRC Log Book. Present this Log Book EVERY time you enter an event. A second tag will also be fitted this will be YELLOW, it might be fitted along with the Red or Blue Tag or afterwards - this will be recorded on the Check sheet or Log Book and details supplied to Log sec by those fitting it.

Should the front hoop become Damaged the Yellow tag ONLY will be removed and a new one fitted upon repair/replacement and recorded on the Log Book

Should the Main hoop sustain Damage and require replacement BOTH tags will be removed and when replaced will be treated as a NEW build

The SCRUTINEER at the Event or CLERK of COURSE are the ONLY PEOPLE who should remove Tag,

If a Red/Blue is removed the Log Book should also be removed. These items should be passed onto the Log Book Sec to amend records.

This will be discussed at the S&ORC meeting this afternoon and after that will be sent to all clubs for distribution to their members and given to all log book scrutineers.

i. CCMSA Coordinator – Andrew Neaves

1 application from outside of the ALRC from the Rover Sports Register. A permit has been issued.

j. Handbook – Steve Kirby

It has been pointed out by Peter Gladman, Wye & Welsh LRC that there are some differences to the wording in the ALRC 2017 Handbook and the 2017 MSA Yearbook regarding the under 18 signing on question of guardian

Officials

Rule G13.1.6 MSA Yearbook, page 112, has a different wording to ALRC Handbook G13.1.6 page 206 which would result in different actions being required.

Entrants

Rule H27.1.7 and H27.1.8 page 137 MSA Yearbook and same rules on page 214 of the ALRC Handbook differ by the adding of the word 'legal' which changes the actions required.

This is in error and the rules in the MSA Yearbook take precedent and should be adhered to.

We also need to make sure that the trophy listing for the National Rally needs to hold all the information necessary to award all class trophies as well. The following appears in regulations but needs adding to the information re trophies. Class trophies 1st, 2nd and 3rd and also standard vehicles only are eligible for 1st, 2nd and 3rd overall in the RTVT. These were presented incorrectly at this year's event and as the competitors had already left when the mistake was discovered it was decided that new trophies would be ordered and given to the correct recipients. This has been arranged and they have been sent to the correct winners.

There is also some confusion re the awarding of team trophies where retirements are awarded a maximum 12 score for each section they do not drive regardless of how many they have completed. This is different to the usual criteria of having to complete 75% of the event to be classed as a finisher but is made clear in the description of the relevant trophies.

k. Webmaster – Murray Wiltshire

The hosting package and the domain names have been renewed for another year.

Amendments and updates are made as necessary

I. Facebook – Adrian Neaves

A new page has been set up where official ALRC messages will be posted. There has been a steady stream of posts since this was set up and it currently has 297 members. There have been a couple of queries already answered via it.

Paul said the idea behind it was so we had an official page on Facebook so hopefully rumours can be stopped on other sites.

Any information about club events can be added to it.

Any information sent out by Simone will be added to it for all to see as some clubs do not currently have access to their membership this way.

Presently Adrian is the only admin person for the group but this may change.

Murray said there were 495 members on the National Rally Facebook group and profiles were checked before acceptance. Adrian Neaves has been added as an admin person on this page as well. An invite is to be sent to the National Rally Facebook group to join the ALRC Official group.

m. Membership Officer – Murray Wiltshire (Caretaker)

There are still two clubs who have still not paid the 2017 subscription – 101 Forward Control C&R and the Towy LRC. Simone has not heard from them so will try and contact them.

Murray is to put together the ALRC membership list so that it is only in one format later this year.

It must be remembered that he did take on this role on a temporary basis so this will make it easier to pass on.

n. Child Protection – Simone Birch.

Advice given to Aylesbury LRFC re the role of a Child Safeguarding Officer.

The MSA have issued a revised Child Safeguarding Policy which is very similar to the ALRC existing policies.

They have also designed a Club Safeguarding Officer Profile Poster which must be placed appropriately at clubs and events so that the details of the Club Safeguarding Officer are easily accessible.

A review of ALRC Child Protection Policy and Safeguarding Children Code of Conduct took place on the 10th June 2017 – no changes thought to be required. Our policy already also covers vulnerable adults and members with disabilities.

11. Any Other Business.

a. Missing Trophy from the National Rally – question asked whether this has been recovered.

Reply – not yet but hopefully it can be collected by Simone at a meeting with Peak & Dukeries next week.

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

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 - 7th October at Ibis Hotel, Rugby.

Dates for 2018 booked at the British Motor Museum.

Council – 3rd February, 9th June, 6th October. (Venue to be arranged).

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

There have been problems with the correct room availability at the British Motor Museum so it may be that an alternative venue will be used in the future.

13. Close of Meeting at 11.50