

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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EXTRAORDINARY GENERAL MEETING
SATURDAY 17th NOVEMBER 2018
At
THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARCS, CV35 0BJ

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 7th July 2018.
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. Facebook
 - m. Membership Officer
 - n. Child Protection Officer
11. Any other business.
12. Date & time of next meeting.
13. Close of meeting.

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

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

CLUBS PRESENT – ALRC EGM 07.07.18

| | Present | Apologies |
|---------------------------------|-------------------------------|------------------------------|
| ASSOCIATION OF LAND ROVER CLUBS | Simone Birch Derek Spooner | Denis & Sandra Bourne |
| ANGLIAN LRC | | Andrew Flanders |
| AYLESBURY LRFC | | |
| BLACKPOOL & FYLDE LRC | | |
| BRECKLAND LRC | | |
| CHELTENHAM & COTSWOLD ROC | | |
| CHILTERN VALE LRC | Tim Linney Mathew Fulwood | Stuart Newton |
| CORNWALL & DEVON LRC | | Peter Alexander |
| CUMBRIAN ROC | | |
| DISCOVERY OC | Janet New | |
| DORSET LRC | | |
| 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 & Andrew Sinclair |
| LIGHTWEIGHT LRC | | Sue Foster |
| LINCS LRC | | |
| MIDLAND ROC | | Ruth & Richard Smith |
| NORFOLK LRC | | |
| NORTH EASTERN ROC | Mark Whaley | |
| NORTH WALES LRC | | |
| NOTTINGHAM LRC | | |
| PEAK & DUKERIES LRC | Dennis Wright | |
| RED ROSE LRC | | Roger Wright |
| SCOTTISH LROC | | |
| SOMERSET & WILTS LRC | | |
| SOUTH COAST LROC | | |
| SOUTHERN ROC | Terry Buss Dave Canham | |
| STAFFS & SHROPS LRC | | Adrian Neaves Andy Dennis |
| SURREY HILLS LRC | Paul Barton | |
| THE CAMEL CLUB | | |
| THE G4OC | | |
| WYE & WELSH LRC | Peter Gladman | Murray Wiltshire |
| YORKSHIRE LROC | | |
| TOTAL 37 | 10 | 8 |

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MINUTES OF THE EGM HELD ON THE 7th July 2018 AT THE BRITISH MOTOR MUSEUM, BANBURY ROAD, GAYDON, CV35 0BJ

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

Welcome and thank you to everyone for coming today, attendance is affected by a football, grand prix, and club events taking place plus. 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 17th March 2018**

The minutes of the meeting held on the 17th March 2018 were proposed as being a true record by Dennis Wright, seconded by Janet New and agreed unanimously. Signed by Paul Barton.

4. **Matters arising from previous minutes - *All covered elsewhere.***

5. **Chairman's Report –Paul Barton**

Another ALRC National Rally successfully organised, hosted and gone but never to be forgotten as there were some very special memories generated from Stainby 2018.

The supporting clubs all did the ALRC proud especially P&D with rally control and site services plus Wayne and Gordon with the National CCV Trial. Grateful thanks are due to Denis Wright, Allen Rowell and Dave Banner for leading on this and for all the work which went on in the background, which if you have ever had to do it, you will only applaud and appreciate. A great deal of preparation work went on in the week leading up to the event with a small number of P&D members and Tony Birch ensuring the site and the event was ready to open on Thursday 24th May.

Thanks also to Midland ROC (TYRO), Essex LRC (Team Recovery), Wye & Welsh LRC (RTV) Andrew Cross, Denis Bourne and Tony Sinclair, (Concours D'Elegance) Lancs & Cheshire LRC (Bike trial) and Lincs LRC (Scrutineering and Comp) who all successfully provided much support with competitive events

The event itself seems to be in transition, with a wider recognition that with many member club memberships having reduced the National Rally needs to be run on a cooperative basis with several member clubs contributing to an event led by the ALRC Council which does mean that there is an annual responsibility for the National Rally falling on a small number of Council members.

The ALRC shouldered the financial risk, which was a constant concern leading up to the event as just five weeks before the event income was only standing at half of the projected expenditure but in the end the financial position was OK. See 10.e. for further details

The big question is where are we going next year? I am in negotiations with a land owner for ALRC National Rally 2019 with hopefully an announcement soon.

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

Mainly the last quarter has been taken up with the organisation of the National Rally.

a. The ALRC AGM and S&ORC meeting minutes, together with a letter detailing the change to the current ALRC Supplementary Competition Regulations on fire extinguishers which take place from 1st January 2019 have been sent to all club secretaries, S&ORC, log book scrutineers and club delegates who attend the meetings. MSA News & Scrutineering News has also been circulated to all contacts. Details of club events circulated by email.

b. A copy of the ALRC Data Protection Policy as presented at the AGM has been sent to all clubs and has been well received with some using it as a template for their own clubs.

Following on from this, on election to the ALRC Council or ALRC SORC or becoming a Log Book Scrutineer, these members will be asked to sign a declaration stating that their information can be made available to the public.

c. A query was received from Essex LRC to check whether a Tyro taster event requires a privilege permit. No, because the members of the public are deemed to be club members for the event under the MSA regulation D.4.5.6. Clubs may hold one taster event per discipline per year. Scrutineering must still be carried out.

d. GDPR general information received the MSA in weekly instalments. .

e. Cane tops bought by Blackpool & Fylde LRC. More are available.

f. 2 x Weatherwriters bought by Midland ROC. More are available

Club Secretary / Council member / Scrutineering Change of address:

Club Secretary details:

Blackpool & Fylde LRC – change of email address to secretary.bflrc@gmail.com

Norfolk LRC – Steve Bearshaw, 1 Robin Kerkham Way, Clenchwarton, Kings Lynn, PE34 4BB. 07540 422111 stevebearshaw@gmail.com

Essex LRC – Steve Wood, 10 Perriclose, Chelmsford, CM1 6UJ. 07703 829789. secretary@elrc.info

Privilege Event Permits applied for in 2018 from the following clubs (Maximum allowed 8):

Anglian LRC (8), Breckland (1), Chiltern Vale LRC (1), Cornwall & Devon LRC (5), Cumbria ROC (2), East Northants LRC (2), Essex (4), North Wales LRC (2), Peak & Dukeries LRC (6), Southern ROC (3), Staffs & Shrops (7). Expecting two applications from Midland ROC in the next week

7. Treasurers Report – Richard Smith

In Richard's absence as he is on holiday Derek Spooner gave a brief report on the accounts.

All the paperwork has been sent to Lloyds to change the contact details to from Derek to Richard. New bank cards are required by Paul Barton and Simone Birch so that they can act as signatories on the account and these have probably been sent to Richard's address. Paul's current one does not work as it expired on 06/18 and Simone will check hers when she gets home (08/18 – so still working!).

Figures up to 9th June 2018.

Main General Income:-

Subscriptions - £6232.82. Sales - £79.85. Logbooks - £65. Permit- £20. National 2018 Levy - £550.

Main General Expenses:-

General Expenses - £1182.66. MOLARA Subs - £300.00. National Rally 2018 Trophy's etc - £2363.33. Meeting room (British Motor Museum, Gaydon) - £430. Website - £3915.

Since then we have paid a few more expenses for the National Rally but we have now received the £1000 sponsorship from Britpart.

The £10000 bond matures this month and Richard will discuss with the ALRC Council how to proceed in the future. It will return to the account as it came out of in the meantime.

Andrew Neaves proposed a vote of thanks from the floor for all the work that Derek Spooner had done in his role as Treasurer over the last fourteen years.

8. New Club Applications None received.

9. Rule Change Proposals

a. Part 1 General Vehicle Regulations

Section A - General

A.2 Source

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

Land Rover by whoever owned.

Vehicle specifications **are** limited to European countries only.

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

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

Maximum capacity allowable for each family of engine is that when fitted to a Land Rover product.

Voting at the ALRC AGM - For – 17, Against – 1, Abstain – 0.

There was more discussion on the Engine proposal at the S&ORC meeting as the table to accompany the rule does need to be formulated. This requires more work at the next meeting.

The process for how an engine gets on the list has been proposed to be the following:

At meeting 1 the engine is announced with details to support the inclusion on the list. This then appears in the minutes of that meeting and at the following 2nd meeting any further comments can be discussed and a vote taken at the 3rd meeting to confirm acceptance or not.

This would be a rolling program completed within a year for each engine but the list could effectively be updated after every meeting should the need arise, depending on when an engine has been proposed – initially this could be done at any S&ORC meeting.

The ALRC Council at their meeting held on the 9th June 2018 voted that this be ratified for implementation on the 1st January 2019.

b. Part 2 - Event Specific Vehicle Regulations

Section E – Road Taxed Vehicle (RTV)

Tyres & Wheels

E.2.5. In modified classes wheel spacers are permitted up to current MSA Yearbook Regulation P.56.6

Voting at the ALRC AGM - For – 14, Against – 3, Abstain – 1.

The ALRC Council at their meeting held on the 9th June 2018 voted that this be ratified for implementation on the 1st January 2019.

c. The following rule change proposals has been received from Chiltern Vale LRC, proposed by Matthew Fulwood and seconded by Tim Linney

These rule change proposals will be further discussed at the S&ORC meeting this afternoon and go through the correct procedure for rule changes.

i. Event Specific Regulations

The proposed changes are for RTV Modified class only, no other event type.

Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations

E.2.5. For Modified RTV class, up to 35" maximum inflated diameter tyres may be used.

Rational: The rules already permit 37" tyres (B.8.1) for competition use. And with the advent of Q class and the modern trend to run larger tyres (common sizes 33.10.50, 35.10.50, 285/75. 305/70, 315/75. 33.12.50) we should allow these sizes as part of the regular rule set, but limit them to modified class only. Larger tyres may mean worse turning circle and trials performance, but these are not reasons to want to turn people away.

ii. Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations

E.2.6. For Modified RTV class, if the stated tyre width (stamped on the tyre sidewall) is equal or greater than 285(mm) or 11.50(inches) then deep dish rims with greater than a 4"/102mm offset (between the outer flat of the nave plate and the external face of the bead area) are permitted.

Rational: This rule goes hand in hand with the E.2.5. Rule proposal above. Bigger tyres will often be mounted to a 10" wide rim. It is practically impossible to buy a 10" wide Land Rover rim that has a 4" or less offset as per current B.7.1. rule.

iii. General Vehicle Regulations

The proposed changes are for Modified class only.

Section C - Modified Class Vehicle Regulations

C.8.3. 100" wheelbase with Defender or Series bodywork is permitted. All other minimum dimensions as per a Series 1, please refer to the Vehicle Sizes Chart. The silhouette as viewed from the side must still resemble the shape of a Land Rover.

Bobtailed rear bodywork is not permitted.

Rational: With the relative abundance and affordable prices of Discovery 1, 2's and classic Range Rovers. They make ideal candidates for a trials vehicle base. However the large bodywork can make them less suitable for many of the events we run. There are also legal implications and grey areas with changing a vehicle's wheelbase and body, as per making a traditional 80" or 88" coiler. Converting a 100" chassis to use Defender/Series bodywork would likely be deemed a body type change with the DVLA, and may not require additional IVA/SVA to keep them road legal. As well as offering a reduced cost way of making a more competitive trials vehicle.

In addition, Land Rover did actually produce a 100" model for the French and Swiss Army's in the late 1970's. Production run was low, but it was still a manufactured vehicle by Land Rover, (Rule A.3.)

Addition to Production Vehicle Sizes Chart

Vehicle Sizes Chart entry for 100" Defender/Series:

| ↓ | W/B | Engine capacity, Standard | Door height | Top of front wing to bottom of front bumper | Centre line of front axle to front of front bumper | Length including bumper(s) (Excluding spare wheel.) | Width over-all | Width at bulk-head | Height of back body. ⁵ |
|----------------------|------------|---------------------------|-------------|---|--|---|----------------|--------------------|-----------------------------------|
| 100" Defender/Series | 100" 8' 4" | n/a | 19" 17" | 20½" 1'11½" | 22" 1'10" | 152" 12' 8" | 60½" 5' 0½" | 60½" 5' 0½" | 16½" 1'4½" |

10. Section Reports

a. Caravan Secretary –

Whilst Debby Darby is still processing the caravan permit applications we are still looking for someone to take over this role.

b. Overseas Liaison – Derek Spooner

The Land Rover Clube de Sao Paulo have now paid there subscription and are now members. I have sent the Overseas invoices a number already paid but three are still outstanding. Usual ones to be chased up. Changes in details often go astray.

After the AGM I contacted the Club Land Rover Uruguay and advised that they were accepted as long as their logo was modified. Nothing to date and I have chased them up. Perhaps the logo is a sticking point but I don't know. To wait for them to re-contact.

The Dutch LR Register came to UK for the event here at Gaydon and had a good time visiting the Reborn programme as well. We are invited to the Norsk LR club event in July; I think Andrew Cross is visiting.

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

Report from Council meeting - There has been one show that the ALRC was to have a stand at which was the British Heritage Museum.

Unfortunately I was ill over the Thursday night Friday morning and felt it wouldn't be sensible to go, so I let Simone know. I also let Tom know I wouldn't be there but he took it that, that meant we didn't need a stand, so when Simone got there he had given the stand away to the Midland LR club. I can only apologise if my being ill inconvenienced anyone.

Simone attended and was able to join the Midland ROC stand. Derek was there on the Saturday and Janet was there on the Sunday. It is a way of talking to other member clubs in a relaxed atmosphere and there did seem to be more interest at the show this year

Sue reported that she was at Malvern in the beginning of June and there was a good turnout of member clubs and we had 3 different vehicles on the Association stand. There were fewer traders at this show then in previous years. There are now so many shows taking place that traders are having to pick which ones they can attend.

The next shows will be at Kelmars and Peterborough. Sue to liaise with Janet who also attends the Peterborough Show on the ALRC's behalf. Derek Spooner is also to meet up with some oversea members at Peterborough and will require a pass for the show. Janet is to sort this with Sue.

d. Countryside Access – Roger Wright

The LARA AGM took place on 23 May at the MSA HQ near Windsor. I did not attend because of the length of the round trip and after reading the minutes of the AGM and the Steering Committee, combined with the continuing animosity over ALRC reducing its membership level and subscription, feel that the cost of attendance would have been hardly justified. Despite a current income of nearly £22k, there are aspirations to increase this year's income by £14k. It seemed to me that our chairman, Paul, was specifically invited to try to influence ALRC to return to its previous Steering Committee membership. As previously, virtually all of LARA's income is presumably devoted to paying for Alan Kind's professional services and travel. All members have been asked to make additional contributions towards the £14k aspiration. The year's work was described as "more of the same" and "no new threat".

A topic which has been discussed in the past came up again in terms of co-operation with other recreational organisations, particularly cyclists, and in view of the blurring of definitions brought about by electric bikes. This is particularly felt by the trail bikers in the Trails Rider Fellowship. No mention was made of the relationship with British Horse Society, with whom LARA have a long-standing but often forgotten Memorandum of Understanding, something I often reminded BHS of when meeting them.

DEFRA's on-going priority to Brexit has led to a slowing down of work on Deregulation and the Stakeholder Working Groups. The Powys CC and s.33 authorisations issue continues.

LARA introduced a draft modification to its Byway Code in 2017 which has not been accepted. However, TRF object to the 2013 version of the Code because they want more motorcyclists to be permitted in group size, so at present there is no official Code.

GLASS and Alan Kind reported that the Ordnance Survey have been removing the "ORPA" symbols and colouring some White roads, presumably inferring bound surfaces. DEFRA are discussing this issue with the Ordnance Survey; my personal view is that bound surfaces are disappearing rather than appearing, so in time there may be more White Roads. Some difficult minor roads in Cumbria were once bound surfaces used by cars, but are now a challenge with 4x4. Several comments were made about access to and available information on parallel electronic mapping services.

The TRF have stopped an application by Hampshire CC to stop up MPV rights on an Unsurfaced Unclassified County Road by a s.116 Order. LARA will issue legal advice on this subject.

There have been serious issues regarding threats to UUCRs in the Lake District National Park, where the recent designation of World Heritage Site status has initiated opposition. Unfortunately there is a commercial operator with high profile orange 4x4s who is arrogant and insulting to the farmers, whose farm-yards he frequently passes through. The route was repaired several years with crowd funding from GLASS, but the intensity of use by this company has eroded the entire route to bed-rock, presenting access difficulties for the farmer with trailers. I was once the voluntary lengths-man for this route when it was easily negotiable. The issues were featured in "The Times" with a half-page, but fortunately no responses were published. The issues had also been featured on regional TV. All local users were concerned, but LARA actually objected to my highlighting my concerns.

There was a discussion about the request for extra funding from LARA. Derek Spooner pointed out that we had said in the past that we would consider requests for specific issues. To just pay Alan Kind more money is not seen as one. No extra money is to be paid at this time. Clubs have been asked to make a voluntary contribution if they wish to after going out green laning.

Paul Barton went on to say that the LARC AGM, which was held near Windsor clashed with the royal wedding so finding a place to stay plus traffic issues was the reason Roger did not attend. Paul was at Stainby for the National Rally. LARA were not able to reschedule the meeting so unfortunately no-one from the ALRC was able to go

e. National Rally Liaison Officer – Janet New

This year, we arrived on site with only three trophies to be delivered to site although none of these were returned by the winner. There was a lot of chasing required to get these returned.

Due to a class change in CCVT and two people in the TYRO tying for 3rd place, two more were provided. These have all been given to the correct winners.

There was plenty of room in the beer tent for prize giving which worked well from the stage.

Clothing was delivered before and after the event.

The ALRC Council had a debrief at their meeting where the following was said.

The 2018 National Rally was again organised by the ALRC Council with member clubs coming forward to run the competitive events and rally services and control.

The time of holding a large event with hundreds of caravans are gone and the National Rally has now become a large club like event which in some ways makes it easier to host as not so large sites are needed.

Clubs need to realise that they are the ALRC and need to support it through attending the National Rally and helping in the running of it.

Bookings – thanks to Archey Barrell for providing invaluable support with the online booking system which is being developed for use at future events.

The event at Stainby had very late booking cut-off dates which were a problem for some of the organisation and production of the event paperwork etc.

The event cost approximately the same as last year but with less revenue as there were fewer camping pitches booked. Entry figures – Tyro – 15, CCVT - 94, RTVT – 65, Team Recovery – 10 teams, Comp Safari – 39. Entry permit fees were approximately the same as last year with slightly fewer Comp Safari entries but more Team Recovery ones.

Signing on went very smoothly with open signing on for all events bar the comp working well. By opening earlier for comp signing on during the Saturday meant most were signed on and scrutineered

in good time so that the Team Recovery event could be watched by the scrutineers. There was very little signing on actually on the morning of any of the events which helps the morning organisation. £75 was raised by the ~~finer~~ donations from the unsigned membership cards at signing on. £100 was split between the two Air Ambulance Services that cover the Stainby area and the thank you letters have been posted on the ALRC website.

This year the caravan pitches were large and an area of the field was deliberately pegged out to give extra pitches to the club there as the ground was uneven and gave them the opportunity to site themselves on the most suitable ones for their caravans etc. This was done deliberately but gave the impression that there were empty spaces when this was not the case.

Some areas had extra members camping which did produce a crowding effect and was not allowed for. Lincs LRC wanted to be in the second field close to scrutineering and some late arrivals were also in there.

Prior to the event an enquiry was received asking if there was free camping available for those who were helping to run the event? A reply was sent saying that all attendees paid the camping fee to stop on site and contribute to the whole infrastructure necessary to put on the event. There are no exceptions to this.

This year there were some members present who stayed on site but did not book in or pay. There were at least two clubs where this happened and letters have been sent on this subject conveying the ALRC Council's concern and displeasure at this. Simone is awaiting replies following the clubs discussing it at their committee meetings.

Allen Rowell, rally control co-ordinator said that his wife, Penny had manned rally control for a great deal of the weekend and some members took advantage of the fact that she did not know them.

For future events it has been suggested that the rally control could perhaps be manned by all clubs present providing cover for a few hours on a rota system.

The ALRC levy this year of approximately £550 has been swallowed up by the PayPal charges that amount to about £610.

We cannot charge members more for paying by PayPal but this does incur a 4% charge whereas paying by BAC's incurs no charges to the ALRC.

The levy was originally introduced to provide an income to be able to refurbish the Annual perpetual trophies as necessary. At times the trophies have been expensive to maintain. It was meant to cover the amount that the ALRC put into the event but over time this has now changed with the ALRC introducing a complete package that is provided for every National Rally event now so is this perhaps not an irrelevant payment?

The levy was supposed to be paid per booking – when members pay for camping and competition on the same form this is only paid once. Some members book separately so pay twice.

This is being looked at for future event costings

This year we bought 70 place awards and 57 perpetual keepsakes.

Trade stands were well received – especially RB Motorsport Ltd with the FHR and Cannon Fire Extinguishers.

RB Motorsport was originally only coming for an afternoon but ended up staying for the Sunday as well. It would be nice if more trade stands could be encouraged to attend for future events.

Thanks must go to Andrew Cross for managing the entries for the Concours d'Elegance and Non Concours d'Elegance. All but three trophies were presented this year but there were not many members there to see the award ceremony. It did happen at the same time as the Team Recovery and was not well publicised as to timings.

We need to try and encourage the non-competitive clubs to attend the National Rally. Also the event needs to perhaps be repackaged as an enthusiast vehicle competition as the wording "Concours" perhaps implies a shiny new vehicle. This is not the intention.

We also need to give some recognition at the evening presentation and the results need to be posted on the results board as well. This will be done for future events.

The Team Recovery taking place after the RTVT was not generally liked by the competitors who said that after the first pull most spectators left. They would prefer a morning start. The event took 4.5 hours to complete as there were 10 teams – one go may have been enough as this was too long! There was also then the comp safari course to walk. As the events are appearing to be more vehicle friendly, more members now want to enter multiple events with the same vehicle which does create timing issues.

Also Andrew Flanders pointed out that if there is a good event, more entries follow the next year but if there is a bad event then the reverse happens.

It is impossible to please all the competitors, all of the time and members need to decide if they want to compete in the RTVT or watch a team recovery event?

It also had a knock on event on the results of the RTVT. When the RTVT results were posted there were very few members around to look at them so they were altered after the 30 minutes time allowed so that clubs and classes could be corrected.

Broken vehicles in trials – should members be able drive another vehicle in the same class? In the CCVT a family member broke his vehicle and it was asked if he could drive another vehicle to continue in the event.

There was nothing in the ASR's to allow or disallow. This would usually be allowed at a club event but not in a National Rally.

The C-o-C had a discussion with Simone and we decided that as it was the same class we would allow it and risk the case of an appeal from another competitor. In the end there was no need to drive another vehicle as the broken vehicle was repaired before the next section had been completed.

This was discussed at the ALRC Council meeting debrief. Mark Whaley said that in comp safaris there is a saying "that to finish first, first you have to finish". It would be easy to have several cars to use if changes were allowed. We are not saying that this is what was happening in this instance but is a valid case against it. Dennis Wright also said that in the past when family members used different vehicles if one was performing better than that would be the one that was driven by both.

Paul said we were also very considerate in allowing members who were not in double driven vehicles to be in the same group. Often childcare / dog issues are cited as the reason but this is questionable sometimes.

At club events drivers can usually carry on driving a section if they have scored but in the National Rally they generally are stopped so there are differences between the events.

In the MSA Yearbook Competitors, Entrants Responsibilities H. 32.1.2. *Only the nominated car is used throughout the event.* This would be identified by the competition number.

We could allow someone to carry on in another vehicle but they would not be eligible to show in the results. The ASR's will have an addition made to reflect this.

At this meeting Tim Linney also added that there had been a problem on the RTVT of children and dogs not being supervised sufficiently by their carers. Children were allowed to play very close to sections and dogs were loose. Andrew Neaves said that if a site attracted larger number of spectators then this could easily become a large problem. Marshals need to be more aware and advise accordingly.

Whilst on the issue of trials, it was necessary to remove some tags off the vehicles following the CCVT. The competitors involved were not fully aware of the procedure that is followed depending on where the damage on the roll cage is. This has now been clarified and was down to information not being passed on when a club secretary changed. (Background information - Yellow tags were purchased in June 2016 with the clarification on removal sent out in August 2017 after discussion that came about after the 2017 National Rally event)

At the ALRC Council meeting Richard Smith asked why if a tag needed removing, was it not done at the time the damage occurred but left until after the event? Initially two yellow tags were removed by the scrutineers and given to Dennis Wright after the event. When he queried why this had been done he was told that the main hoop had been damaged so both tags should have been removed and this is when the discussion about removal of tags came about with the competitors.

Any roll of a vehicle requires a check by a scrutineer of the roll cage and if a tag needs to be removed due to any damage it should be an immediate stop for a vehicle as this is saying it is not safe to compete. A tag can only be removed by the event scrutineer. There can be no leeway with this.

Report from Malcolm Wilson on the scrutineering at the event which we did not have at the ALRC Council meeting.

There is nothing major to report regarding pre-event scrutineering of vehicles this year, as all the vehicles entered appeared to be in good condition, and apart from an odd few vehicles, any faults found were easily rectified. On the whole scrutineering seemed to go well and all the vehicles seemed to go through without too much hassle or too much of a hold up this year, in fact, I believe all vehicles went through scrutineering within their allotted time, with time to spare. A lot of thanks for this must go to Lincs LRC for supplying the scrutineering team who did a sterling job of getting the vehicles through the scrutineering process.

The only real concern from our point of view were the record number of rollovers at this years CCVT, which meant that myself and Lee Houlby were running about all over the place, it seemed that no sooner had we got back from dealing with one incident each, than Lee and myself were off again in different directions to different parts of the course because more vehicles had fallen over. I think in total we dealt with 20 roll overs at this years CCVT.

Other than that pre-event scrutineering seemed to pass off without any major problems.

However we did unfortunately have one incident where we had to go looking for vehicles after the CCVT finished. This was regarding 2 vehicles from the Norfolk club, they both had rollovers and damage to the cages, as the damage was only a small dent in the near side upright of the rear hoop on both vehicles, it was decided that it did not make the cage unsafe as a complete structure, although it did mean that the rear hoop would need to be replaced to effect a repair and the yellow tag would need to be removed, however the decision was made to allow them to finish the event and then report to scrutineering after the CCVT to have the yellow tags removed from the cages. Unfortunately, as seems to be the case more and more now, they did not bring the vehicles back as asked, and Lee and I had to go looking for them. This is the reason I asked for the entrants club to be added to the scrutineering sheets.

When we eventually found where they were camping it was Lee that recognised one of the vehicles, as he had dealt with the incidents at the time they happened, one of the vehicles was tucked away between the caravans, almost as if in an attempt to stop it being seen. When we spoke to the drivers and advised them that we had come to them to remove the yellow tag from their vehicles, as they had decided not to bring them back to us as they had been asked to, they refused to allow us to remove the tags as they said that the damage did not warrant it.

When it was explained why they were being removed the drivers decided that they wanted to have it out with Dennis Wright as they thought it was wrong that the tags were removed. When Dennis arrived he explained the reason for the decision to remove the tags, as indeed I had, and I believe that after further discussion Dennis did indeed remove the tags.

Unfortunately this is not the only time that scrutineers have had to go chasing after drivers and vehicles who have decided to ignore the scrutineers instructions to report back to scrutineering after an event. All these two drivers have achieved by their actions is to now stop any co-operation from myself in respect of trying to be helpful when this sort of incident happens again. From now on, as far as I am concerned, if I am scrutineering at an event and any vehicle has a roll and has to be inspected on the section to see if it can continue, and there is any damage to the cage found, however small, that would mean that the tag needs to be removed for a repair to be made, the tag will be removed there and then and that will be the end of the event for that vehicle and driver.

If, as it seems these days, some entrants think it does not matter if they ignore what the officials ask them to do, and can just carry on and do their own thing irrespectively, then they have only themselves to blame for the consequences of their actions, because in the end all they all actually achieve is to spoil the sport for everyone else with their selfish actions.

It was agreed at this meeting that if the roll cage is damaged then the tag must be removed immediately. The roll cage has done its job by protecting the occupants of the vehicle and it is impossible to predict what may happen on future sections.

Dennis Wright concurred with the comments made by Malcolm Wilson. It did appear that due to secretary changes, the information on tag removal had not been communicated to the club members. One of the vehicles has subsequently already been repaired and re-log booked.

Tim Linney said that this meeting that one section in the CCVT, in his opinion should have been pulled by the C-o-C.

Simone replied that every section went to clears or ones and that the event had been laid out as a National Rally trial to test the best drivers in the clubs. The drivers who had did roll admitted to driver error.

Andrew Neaves said that in a double driven vehicle one driver cleared the section, whilst the other rolled and admitted driver error as opposed to a problem on that section.

Wide gates do give more scope for driver error!

The two rolls in the RTVT were also attributed to driver error.

Marshals - We have in the ASR's under Article 18 – no marshals under the age of 16 years.

The MSA have, in the last two years introduced a training scheme that allows for cadet marshals between the ages of 11- 16 years. These must be with a mentor at all times.

There was one who was allowed to sign on for the comp. Jon Aston, as C-o-C was happy to have him there and he was with his mentor at all times. He is not the usual child, signed on by a parent so that they can be together during the day of competition to provide childcare and his mentor is not a family member.

We do need to add something to the ASR's to cover accredited cadet marshals under the MSA scheme. It was agreed that this will be done for future events.

The National Rally ASR's to be reviewed at the next ALRC Council meeting and the changes will be made.

Bike Trial - We need to look at the bike trial classes as 6-11 is too big a spread and there are not too many older children over 14 taking part. The 5 and under worked by marshals using their discretion as there were a lot of children on clears who had been fully assisted whilst others had pedalled themselves.

It has been agreed by the ALRC Council that the classes be changed to 5 and under, 6 – 9 and 10 - 16.

Fire extinguishers – It is becoming increasingly difficult to source 9kg fire extinguishers for events as most are now 6kg. Paul Barton has had a brief conversation with Ian Davis, MSA about this and he has asked to see the quotations that we received for this year's National Rally from national suppliers stating that 9kg are no longer readily available as there is no call for them. The cost of hiring thirty 6kg fire extinguishers would have been approximately £400 delivered on site. This year we did manage by borrowing from member clubs but the trade are saying the buying 9kg extinguishers in the future is going to be difficult, if not impossible.

Radios – this year we had twenty-two radios but could really have used more. 25 minimum for future events.

f. Press & Publicity – Paul Barton Nothing to report

g. MSA Liaison – Andrew Flanders

Date of last meeting 9th May 2018 with the minutes not being available yet.

The FHR and Simpson type waistcoats for comp safaris were discussed together with matching helmets. Does need personal fitting and cannot be bought by mail order very easily. Mark Whaley said that fitting was necessary to make sure the fit was correct.

The MSA are still looking at scrutineers training and would like names for those interested in becoming MSA scrutineers. These have appeared in the minutes of the previous ALRC S&ORC meeting but have not been passed on by Andrew Flanders. Clubs are also able to nominate their scrutineers directly to the MSA if they so wish. Simone is to write to John Ryan giving the extra names already provided - Gorgon Renshaw, Wayne Armitage, Martin Ambrey, Bill Groves, Gary Campbell, Pete Lugg, Richard Banks.

Dennis Wright said that if the MSA held a list of regular club scrutineers and an MSA scrutineer was not available for a speed event they could nominate one from that list. This has been done in the past. Murray Wiltshire asked if all log book scrutineers should be nominated? Dennis said no, he thought it was a more suitable role for the scrutineers who carried out the position at all club events. An event scrutineer and a log book scrutineer are doing two completely different jobs. He also pointed out that if clubs did not run comp safari events then they did not require a MSA scrutineer.

Andrew said that once the MSA had an idea of numbers of people interested in the scrutineering training then they could tailor it accordingly.

Latest Regulation Changes for Consultation with the closing date 24th August 2018 and implementation date of 1st January 2019. All clubs should be receiving these but it is not known if the information is then being passed onto members. They are also available on the MSA website.

Current Regulation – Section P

56.7.4. Competitive Safaris, and Hill Rallies must specify tyre eligibility from Tyre List 5 in the SR's.

Proposed Regulation.

56.7.4. Competitive Safaris, and Hill Rallies must specify tyre eligibility from ~~Tyre List 5~~ in the SR's. **Tyres will be classified as all Terrain, Mud Terrain or Extreme and will be judged against the AT and MT patterns from leading manufacturers, including BFG and General Tire.**

Reason – The change maintains the sports need to consider ground damage and to manage the use of aggressive tyres whilst removing the burden of maintaining extensive lists of readily available consumer tyres. This also removes the delay for newly introduced tyres being eligible as they will no longer have to wait to be specifically approved.

60.5.1 (No current regulation). **The engine must not produce visible smoke or exhaust emissions during the event however reasonable emissions, such as the occasional “puff” are tolerated. Any official of the event is empowered to judge this.**

If the competitor is unable to affect a solution during the event they shall be disqualified from the competition.

Reason – Visible smoke and excessive exhaust emissions pose a serious health hazard to marshals and spectators and on trials sections in particular the close proximity of competitor's vehicles to marshals is at the very least unpleasant and is leading to a shortage of volunteers.

Paul Barton asked that these be discussed at the S&ORC meeting so that the ALRC can respond to the consultation. He has already spoken to Ian Davis, MSA who has said he would like a response.

(C) Judicial

Date of implementation: immediate

2.1.6. 'Stop-Go' or 'Drive Through' penalties (Q12.6), are not subject to penalty points and neither is there any right of appeal **against either the decision for imposing the penalty or the penalty itself**. This includes any such penalties converted to time penalties in accordance with Q12.6 (h).

2.6.2. For offences involving abusive language or behaviour, physical assault or threat of physical assault, the Stewards of the Meeting after holding an enquiry can impose an immediate suspension of licence for up to 30 days. On imposing such a sentence, the Stewards should confiscate the Licence of the person concerned which will be forwarded to the MSA, together with a report on the enquiry. The matter may then be considered by the MSC National Court, who can impose a further penalty if appropriate.

Where Stewards of the Meeting are satisfied that a physical assault or a threat of physical assault has occurred, then no appeal against their sentence (**either the decision for imposing the suspension or the suspension itself**) is allowed.

Reason: Clarification. To make it explicit that neither the finding of breach nor the penalty consequently imposed are subject to appeal in the specific instances concerned.

(K) Competitors: Safety

Date of implementation: immediate

1.3.2. Mounting of ROPS to the Bodyshell.

Minimum mountings are:

1 for each leg of the main or lateral rollbar.

1 for each leg of the front rollbar.

1 for each backstay (see 1.3.3).

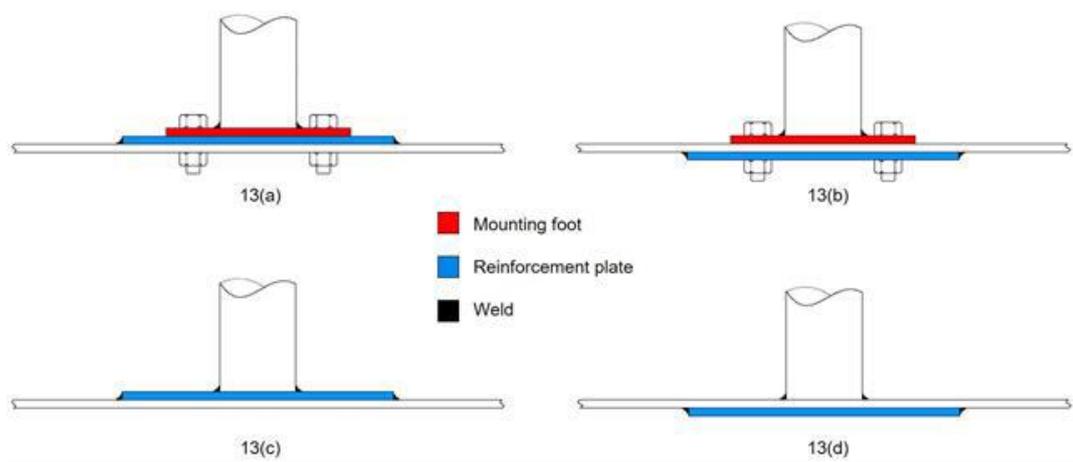
Each **leg of a main, lateral or front rollbar** must be attached, **via a mounting foot**, by at least three bolts, minimum M8 ISO grade 8.8 **and utilising a steel reinforcement plate of a material of at least the same thickness as the wall of the tube to which it is being welded (minimum 3mm)** and of at least 120cm² area which is welded to the bodyshell (see drawings K13 to K18). The mounting **foot or leg** may alternatively be welded directly to the **bodyshell/reinforcement plate in accordance with drawing K13**.

1.3.3. Backstays. These are compulsory and must be attached near the roofline and near the top outer bends of the main rollbar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell. Their materials specification, diameter and thickness must be as defined in 1.4.1. Forward facing stays are permitted if an angle of 30° cannot be achieved with Backstays, providing they do not unduly impede Driver and Co-Driver access to the vehicle.

Their mountings must be reinforced by plates. Each backstay should be secured by bolts having a cumulative section area at least two thirds of that recommended for each rollbar leg mounting in 1.3.2 above, and with identical reinforcement plates of a least 60cm² area (see drawing K13). A single bolt in double shear is permitted, providing it is of adequate section and strength (see drawing K20) and provided that a bush is welded into the backstay.

The mounting foot or backstay may alternatively be welded directly to the bodyshell/reinforcement plate in accordance with drawing K13.

New drawings: Drawing K13 below



Reason: For a weld-in ROPS it is general practice for manufacturers/installers to weld the ROPS tubes directly to the reinforcement plate, or bodyshell if the reinforcement plate is on the underside of

the bodyshell. The MSA regulations have required a Mounting Foot to be attached to the ROPS in all cases, which means that any ROPS installed per the general practice detailed above are non-compliant. The Technical Committee agree that where a ROPS tube is welded directly to the reinforcement/bodyshell an additional mounting foot is not required. This amendment makes provision for this arrangement and legitimises existing ROPS installations.

Dennis Wright said this was mainly for non-chassis vehicles. Freelander vehicles will require this type of fitting.

Email from Andy Dennis regarding a photograph that appeared on page 27 in the MSA Extra March 2018 edition showing a passenger arm out of the window for support. On the grounds of safety and giving the right impression to competitors he would like this raised at the next MSA meeting.

There is a meeting planned for the 18th July which unfortunately Andrew Flanders cannot attend. Dennis Wright has been nominated for a position on the MSA Cross Country Committee as they currently have vacancies for 2019. A decision on this will be notified in September.

h. S&ORC – Mark Whaley

Forward Plan - Q Class – No change with regard to entries of vehicles – just a few more events entered by the same vehicles in some clubs. More information is required from clubs so that an informed decision can be made as to the necessity of allowing Q class to continue. Very little information is being fed back from the clubs. Having passed the half-way point in class Q the decision has been made to allow its continuation within RTV only passed 2018, this decision is based upon the evidence received from the member clubs.

Following review of information received it is pleasing that the use of wheel spacers within the modified class was accepted by the members at the March AGM and will be written into the general regulations as January 2019. We will continue to review the data received and add rule change proposals for consideration by the member clubs.

For the continued success and gathering of data it is essential that clubs continue to feedback information to the S&ORC.

Scrutineering & Off Road Committee

The MSA have a long-term plan to reintroduce Cross Country Scrutineers following lobby by both the AWDC and ourselves. Volunteers from within the ALRC have been requested and the following have expressed interest: Gordon Renshaw, Wayne Armitage, Martin Ambrey, Bill Groves, Gary Campbell, Peter Lugg, and Richard Banks

The MSA have issued new rulings surrounding hand-held fire extinguishers which has created much confusion, this has now been resolved by aligning our regulations with those of the MSA. The proposal was ratified during June 18 Council and are to be implemented from January 2019.

i. CCMSA Coordinator – Andrew Neaves

Two exemption requests from Nottingham Land Rover Club. Both were changes to dates for previously issued exemptions.

j. Handbook – Steve Kirby

Updates are continually being done ready for the end of the year and the new publication. Any changes should be notified to Steve or Simone. Any suitable photographs for the cover would be appreciated. To ask David Dudley from Peak & Dukeries LRC.

k. Webmaster – Ruth Smith

Ruth has rebuilt the website and found that she was enjoying administrating the website, so offered to take on the role of webmaster. Murray Wiltshire is liaising with her to pass on all the necessary information to administer the site.

Ruth is keen to progress it further by adding more club events and interclub events to the site. Any extra information can also be added before and after the events take place.

The dates of the future meetings will be added in a more prominent position so that clubs could perhaps send delegates.

All the minutes are listed as well.

It was said that the new website had been well received and was ideal to attract new members.

Thanks were recorded for all the work that Murray Wiltshire had put into the website over the last 15 years, something that contributed to him receiving the Tom Barton Trophy at the National Rally.

l. Facebook – Adrian Neaves

The Facebook page currently has 619 members. I have also closed the ALRC National Rally page as all information will now be on the ALRC Official Facebook page.

m. Membership Officer – Murray Wiltshire (Caretaker)

All UK member clubs have now paid their subscriptions for 2018.

Hopefully the new Membership officer will be in place before the renewals go out for 2019.

n. Child Protection – Simone Birch.

No issues reported from any event.

Unsure as to which member clubs sent a representative to the MSA Safeguarding Seminar. The seminars run this year by the MSA were very informative. Attendees went from Leics & Rutland LRC, Anglian LRC, Wye & Welsh LRC, Essex LRC, and Surrey Hills LRC.

11. Any Other Business.

a Andrew Flanders said at the ALRC Council meeting in June that the MOT criteria had changed on 20th May 2018 with the DVSA – Driver & Vehicle Standards Agency still to issue more information. Vehicles built prior to 1977 that had more cylinders fitted than when produced could still require a MOT. Andrew said that vehicles with no tax may not be eligible for a RTVT. The need for tax is based purely on the age of the vehicle but it must be similar to as produced. You cannot just opt to pay tax on an older vehicle. This may affect some Series class vehicles and may involve some vehicles having to be inspected and then re-registered with Q plates to be able to obtain tax.

Allen Rowell said that this could affect the winner of this year's National Rally as Andrew Copes vehicle which looks like a coil sprung V8 SWB but is on a Range Rover chassis. It is this sort of vehicle that DVSA are looking for.

This is not an ALRC issue but could be of interest to club members as it is their responsibility to make sure they comply with the DVSA regulations. Tax and MOT are not necessarily linked. Even if the tax is zero it needs to be declared. For historic vehicles you have to tick to say it is MOT exempt and there are certain criteria that must be met by modified vehicles.

It is not the remit of the ALRC to be checking if vehicles are correctly taxed and MOT. The competitor signs on to state that the vehicle is eligible to be used in an event.

Clubs that are members of the Federation of British Historic Vehicle Clubs will have received numerous information on this which they can pass on to their members.

There is also information available on the DVSA website.

b. Southern ROC two day trial event over the weekend of the 4th-5th July is open for bookings.

12. Date of Next Meeting – 17th November 2018 at the British Motor Museum, Gaydon.

Some of you may be aware that there have been several problems with the meeting venue here. We have turned up for Council meetings to find no room booked, no parking available near the site for some meetings and also gaining access for meetings delayed. Also the venue is expensive charging £10 per head.

The Ibis Hotel, Crick, Rugby has a larger room available. We have been holding Council meetings there. There is ample parking and food is also available if required although you are able to eat your own food in the meeting room. Free coffee and biscuits is also provided throughout the day. Access from driving routes are also good with the hotel only being a mile off the motorway.

Tom Caren at the British Motor Museum has been made aware that we are not booking rooms for next year and the reasons for this.

Dates for 2019 booked at the Ibis Hotel:

Council meetings: 9th February, 15th June, 5th October.

AGM / EGM & S&ORC meetings: 16th March, 6th July, 16th November

We are aware that the weekend in July always clashes with the British Grand Prix at Silverstone which can cause traffic issues. This may change after next year. Another reason for holding the meeting a week earlier than the usual "around" the 15th of the month is that the Leicestershire schools break up for the summer holidays earlier than the rest of the country and Simone would not be available for a later meeting as she has to take her holiday the last two weeks in July. Moving the meeting to the end of June is not seen as an option either.

It would help if clubs could try and avoid the dates of the meetings for their events.

Today's meeting has seen the lowest attendance for some years with the comparison from last year.

2017 – 12 clubs, 22 attendees, 2018 – 10 clubs, 14 attendees.

13. Close of Meeting at 11.37