

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



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## EXTRAORDINARY GENERAL MEETING

SATURDAY 16<sup>th</sup> MARCH 2019

At

**THE IBIS HOTEL, DIRFT EAST, PARKLANDS, CRICK,  
RUGBY, NN6 7EX**

### AGENDA

**10.00am**

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 17<sup>th</sup> November 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. Motorsport UK 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 17.11.18

	<b>Present</b>	<b>Apologies</b>
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	Denis & Sandra Bourne
ANGLIAN LRC	Andrew Flanders	
AYLESBURY LRFC		
BLACKPOOL & FYLDE LRC		
BRECKLAND LRC		
CHELTENHAM & COTSWOLD ROC		
CESHIRE LRC	Chris & Karen Staniforth	Steve Jones
CHILTERN VALE LRC	Stuart Newton, Julian Carter, Mathew Fulwood	Tim Linney
CORNWALL & DEVON LRC		Peter Alexander
CUMBRIAN ROC	Alex Cowsill	
DISCOVERY OC	Janet New	
DORSET LRC		Andy Wilson
EAST NORTHANTS LROC		
ESSEX LRC	Heather & 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 Richard Banks Stuart Vickers	
NORFOLK LRC	Hannah James, Mark Ellis, Gary Wilton	Steve Bearshaw
NORTH EASTERN ROC	Mark Whaley, Ian Whaley, Graham Pink	Paul Walton
NORTH WALES LRC		
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC	Roger Wright	
SCOTTISH LROC		
SOMERSET & WILTS LRC		Pete Lugg
SOUTH COAST LROC		
SOUTHERN ROC	Mark Baitup, Dave Canham Debby & Charles Darby	
STAFFS & SHROPS LRC	Adrian Neaves	Andy Dennis
SURREY HILLS LRC	Paul Barton	
THE CAMEL CLUB		
THE G4OC		
WYE & WELSH LRC	Peter Gladman, Ray Godwin Murray Wiltshire	
YORKSHIRE LROC		
<b>TOTAL 38</b>	<b>18</b>	<b>5</b>

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## MINUTES OF THE EGM HELD ON THE 17<sup>th</sup> NOVEMBER 2018 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.

Paul Barton said it was with sadness that the news that Tony Kempster had died last weekend had been received. A tribute has been posted on the ALRC website and many tributes have been made on social media

Tony was a very valued member of the ALRC, serving on the ARC / ALRC Council for nearly thirty years in the role now known as the Countryside Access Officer. He always had a great interest in Land Rovers and a keen interest in green laning, organising expeditions with Southern ROC.

Funeral arrangements will be notified when known.

Tony's initial interest in Land Rovers stemmed from the occasional illicit night-time rabbit shooting jaunt on the RAF airfield where he was stationed during his national service in the early 1960s.

Land Rovers, mostly Series Ones, were used primarily for airfield security patrols and therefore the occasional surreptitious use of one them for this purpose seemed appropriate.

After National Service, Tony bought an old 80" which he subsequently discovered had the annoying habit of jumping out of gear on the overrun. After he could not tolerate this any longer, the decision was taken in 1963 to replace it with a new Land Rover. So the piggy bank was raided to buy a new 109" pickup which had a leaflet left on the driver's seat about the Land Rover Owners' Club.

In the mid- '60s, Tony recalled being with a large group of Land Rovers on 'safari' using tracks in mid-Wales which was organised by the general secretary of the then Land Rover Owners Club, Tim. That really got him interested in green-laning and he got bitten by the 'LR bug' so badly that over the years he has probably owned about 50 different Land Rovers!

Tony joined the Southern Land Rover Owners' Club in the late '60s and entered his first trial in 1969 driving an ex-army 24v FFR Series II 88" and won his first club trial in 1972. The first National Rally he entered was in 1970 hosted by the ROA at Eastnor which consisted of just one competitive event – what we would now call an RTV trial.

On 20<sup>th</sup> March 1977, Tony led a group of 35 Southern club members driving Land Rovers and one Range Rover, along the Berkshire Ridgeway from Uffington Castle to Streatley.

In April the following year he lead a smaller group of Land Rovers on a green road run on part of the Ridgeway and along local byways. There were then no TROs in operation!

Tony was Southern club secretary from 1977 to '79 followed by two years as evening meetings organiser, then vice-chairman for three years, chairman for five and finally three years as president.

Soon after becoming secretary, Chris Gregory and Tony attended the Rover Owners Association EGM at the NEC at which it was decided that the ROA should be replaced by the ARC and a working party meeting was held the following month to consider details for the change.

In November 1977, Chris and he attended an ROA meeting held at the Manor Hotel in Meriden at which it was agreed that the name change would be on 1<sup>st</sup> January 1978 and they attended the first AGM of the ARC at Meriden in March 1978. The first ARC meeting at the Land Rover factory in Solihull was on 1<sup>st</sup> July 1978.

>

At the 1986 ARC AGM Tony was elected rights of way officer, a title that mutated over the years to become countryside access officer so as to include land access issues for competitive events as well as rights of way issues. This post was held until 2015, a total of 29 years. He held the post of vice-chairman from 1987 until 1995 and was a member of the MOTORSPORT UK cross country specialist committee for a total of about ten years.

He also acted as the official meeting minute's spelling checker for the ALRC!

Tony also represented the ALRC, very capably on the LARA steering committee since its formation in 1986 until retiring from the ALRC Council in 2015.

He was awarded the ALRC Tom Barton Trophy in 2011 in recognition of all his hard work on behalf of the ALRC.

A minutes silence was held by the meeting to remember Tony.

Derek Spooner also asked that Ken Wheelwright a Series I Land Rover Club member be remembered as he had passed away recently with the funeral being held yesterday. He was well known in the restoration side of Land Rovers and a founder member of the Land Rover Register 1948-53 Club.

### **3. Minutes of previous meeting held on 7<sup>th</sup> July 2018**

Following the addition of Graham Pink to the apologies listings the minutes of the meeting held on the 7<sup>th</sup> July 2018 were proposed as being a true record by Janet New, seconded by Mark Whaley and agreed unanimously. Signed by Paul Barton.

### **4. Matters arising from previous minutes –**

a. Removal of Tags issue at National Rally. Following the report given by Malcolm Wilson regarding the removal of tags on damaged CCVT vehicles the following report has been received from Norfolk LRC putting their point of view on this matter. Their replies are in italics to the original report and they full support the ALRC regulation on this matter.

Norfolk LRC statement.

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.

*The vehicle that is accused of being hidden later in this report actually reported to scrutineering post CCVT and was told quite abruptly to go away as his vehicle was in the wrong class to be in the scrutineering area.*

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 *In the correct designated space for the club. (This is an extremely unhelpful comment in this statement)* 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.

*Since arrival at the Nationals, the vehicle in question had a purpose made tarp fitted up until the CCVT.*

*If an attempt had been made to hide said vehicle then it wouldn't have been taken to the scrutineering area post event and the tarp would have been refitted.*

*For this statement to appear in the minutes sent out to all clubs and all members without speaking to the club in question or mentioning the several pleasant emails that went back and forth post Nationals is quite unprofessional and reflects both Malcolm's aggressiveness and bitterness that he was quite put out when we simply asked for it to be clarified as we couldn't find this rule written down nor could Malcolm produce it or explain it.*

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, *there was no mention of the vehicles being brought to them otherwise it would have been pointed out that in fact one of them was. The other didn't bother after the first received attitude.* They refused to allow us to remove the tags as they said that the damage did not warrant it. *This is not true! The vehicle had already that afternoon been booked in to have the hoop replaced and first tag (the builder was camping near our area) The owner is very proud of the vehicle and it is regularly taken back to the manufacturer for cosmetic work and such like.*

*When Lee and Malcolm arrived, myself as club secretary and the chairman attended the discussion with the vehicle owners to ensure the correct discussion and decision was taken. Clarification was sought by the club secretary (myself with the ALRC hand book to hand) not one of the vehicles owners as to introduce a second tag and then remove both in the event of a roll seemed introducing a second tag pointless. As this is a relatively new process clarification was sought, particularly as there was a lot*

of "I think" type statements from Malcolm who when asked to show us where it was written aggressively ordered Lee to remove the tag.

When it was explained why they were being removed the drivers decided that they wanted to have it out have it out? (This would suggest argumentative behaviour from the club and/or individuals)

The club secretary asked if it was possible to have clarification from or with Dennis Wright as they thought it was wrong wanted it clarifying that the tags were removed.

When Dennis arrived he produced the rule change and explained the reason in a none aggressive manner for the decision to remove the tags, as indeed I had, which had not been explained. and I believe that after further discussion Dennis did indeed remove the tags. The owners of the vehicles even provided the means to 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. As much as I appreciate the hard work and stress that goes into scrutineering at such an event.

I am aware of several members of our club and of other clubs that were met with aggressive behaviour at the scrutineering area! I believe several mentioned this to yourself.

If a friendly approach was taken, then maybe members would be more willing to report back. The aggressiveness in this report reflects that of the aggressiveness in the scrutineering area. 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. As per the rules.

However when scrutineering at such an event, maybe scrutineers should have a copy of the rules and any amendments with them.

As mentioned in previous emails post the Nationals, if tags need to be removed then it should be done in a sympathetic manner.

I now have 2 members of the club who are adamant they will never attend the Nationals again and several others that won't be bothering. Both those members marshalled in every event they didn't take part in.

We as the ALRC are struggling for numbers and attitudes like this just turn good members away.

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. This could probably be slightly more condescending if he added "I'm not angry just very disappointed"

It was agreed at the last ALRC EGM 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. Agreed, so carry a copy of the rules and remove the tags sympathetically. Some people have spent a considerable amount of money on the vehicle, replacing a complete cage is not a cheap easy task

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. Dennis was thanked at the time by the club secretary for providing the rule change.

The lack of knowledge was an error on our behalf and the previous secretary is no longer a member of the club. ALL emails are now sent to all members.

One of the vehicles has subsequently already been repaired and re-log booked.

Dennis Wright said he was not involved initially in this debate but was asked to explain to the competitors in his role as ALRC National Rally Competitor Liaison Officer and as Log Book Secretary was ideally placed to do so. He was met with no aggression or shouting at all and received full co-operation from the competitors from Norfolk Land Rover Club.

Norfolk Land Rover appreciated the time that Dennis Wright took to explain the issue to them.

All log book scrutineers and club secretaries had been issued with guidance on the removal of the tags in 2017 but this issue appears to have been bought about by missed communications.

This matter is now closed with all necessary amendments having been made for the next edition of the ALRC Handbook. The information was already in the ALRC Handbook but has been clarified.

In the past scrutineers have tried to be lenient to competitors before removing tags at the end of an event but they are not to know what may happen on future sections so when any damage has occurred on a roll cage then the necessary tag should be removed immediately and the vehicle withdrawn from the competition. This is a serious safety matter that should be being addressed by all clubs.

## **5. Chairman's Report –Paul Barton**

Since we last met as a General Meeting back in July, a great deal has happened, principally with regard to the 2019 National Rally, about which you will hear much more this morning from Andrew Flanders, the Event Director for the event, who will bring us up to date with the latest news from the host clubs Anglian LRC and Chiltern Vale LRC.

It was unfortunately not possible to agree a price for the land that was being looked at by the ALRC Council.

Council has had two meetings since July and we have agreed to try to put together a rolling five year future forward plan for the National Rally as, by common consensus, we cannot go on year by year hand to mouth (so to speak) hoping clubs will come forward with proposals for hosting a National Rally. Frankly this isn't happening as it once did and so we need better forward planning. Several council members are currently working on potential future venues but a key element will be clubs coming forward to host and support future events as the ALRC Council members cannot be expected to run the event every year. Suitable land is the key to future events but also clubs being willing to host or help. If your club is willing to consider hosting or helping with a National Rally, even if it is several years hence, then please let us know! If you can take this back and report to club committees and ask them to consider then the Council would be grateful. The Council provides an extensive package to support host clubs which Janet New will be pleased to advise on so don't be shy

I recently had a very interesting email from Peter Good of the Newcastle Land Rover Club Australia who wanted to find out if one of their much respected members, a certain Mr John Brown was unique. John helped found that club with 16 others back in September 1963 and since then had been a committee member for 55 years. I have consulted with Denis Wright and Derek Spooner and we don't think anyone in the UK can better that but perhaps you know better?

Finally Simone and Steve are currently in the midst of producing the 2019 ALRC Green Book; if your club details are wrong then please let Simone know ASAP!

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

Some of the topics below have already appeared in the minutes of the EGM but are repeated here to keep continuity of the separate meetings

a. The ALRC EGM and S&ORC meeting minutes have been sent to all club secretaries, S&ORC, log book scrutineers and club delegates who attend the meetings. Motorsport UK News & Scrutineering News has also been circulated to all contacts. Details of club events circulated by email.

b. Thank you letters received from the Air Ambulance charity for the donations made following the National Rally.

c. Letter sent (9.07.2018) to Chris Tomley, Motorsport UK Cross Country Committee Chairman in support of the rule change proposals regarding tyre eligibility in Comp Safaris and also P60.5.1 relating to smoke emissions. More discussions at the S&ORC meeting planned on this topic.

d. Email received from Sue Coe, Blackpool & Fylde LRC querying if someone who no longer owned a Land Rover could still be a member of the club and continue to go green laning and take part in other social events but not attend shows or trials. Reply sent that this was down to individual clubs to organise but as an enthusiast he could still be a member. No entry in competitions are allowed without a compliant vehicle unless the club runs an event using a Privilege Event Permit and the member is also a member of a non-ALRC club and he uses that to enter with.

e. Flyer received by Simone and Sue Foster regarding a Bangers & Cash Auction dinner in Sheffield on the 20<sup>th</sup> October at £60 per head. On behalf of the Roundabout – local youth housing charity. Not attended.

f. Letter sent (30.09.2018) for Motorsport UK to Jon Aldridge supporting his application to upgrade his Motorsport UK Officials licence. Showed he had been chief marshal for the ALRC National Rally in 2016 and 2018.

g. Renewal of 2019 Motorsport UK registration paid (5.10.18).

h. A query from Niall Banyard, Hants & Berks LRC asking if, in a RTVT if the first 3 drivers fail to get through a certain number of gates can the course be altered and then re-run.

Reply sent: It is not usually changed unless the C-o-C really thought that it would be undriveable by all after maybe the first or second driver had gone through – maybe down to not taking into account LWB vehicles entering. This would not generally be done just for ruts pushing drivers out, especially if the C-o-C had managed to drive the section when laying out.

Obviously sections change as the day goes on, whether through general use or the weather influence and that cannot mean that sections can just be changed to suit all drivers!

On the Motorsport UK Club Stewards form there is the specific tick box for "Was the course satisfactory without alteration?" A report would then need to be submitted as to why it had been changed.

If clubs did change a section then all drivers would be given a re-run. All drivers would need to agree to the change.

It does help to have wide gates to give more options for routes.

i. ACCEO renewal for 2019 completed - £125.

Club Secretary / Council member / Scrutineering Change of address:

Club Secretary details:

Aylesbury Land Rover Fanatics Club – Chris Janes, 22 Rosebery Road, Aston Clinton, Aylesbury, Bucks, HP22 5JY. 07929 314448. [secretary@muddyduck.org.uk](mailto:secretary@muddyduck.org.uk)

Somerset & Wilts LRC – Will Holmes, 13 Parklands, High Littleton, Bristol, BS39 6LB. 07783 660244. [secretary@somersetandwiltshire.co.uk](mailto:secretary@somersetandwiltshire.co.uk)

Cumbria ROC – Neil Barrow, Blue Ridge, Thornbarrow Road, Windermere, LA23 2EW. [neil.barrow@hotmail.co.uk](mailto:neil.barrow@hotmail.co.uk)

The Surrey Hills Land Rover Club (used to be the Dunsfold Collection Club) has decided to dissolve the club and this will take effect from the end of April 2019. It has been agreed that they will be removed from the club listings for the new ALRC Handbook.

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

Anglian LRC (8), Breckland (1), Chiltern Vale LRC (5), Cornwall & Devon LRC (5), Cumbria ROC (3), East Northants LRC (2), Essex (4), Midland ROC (3), North Wales LRC (2), Peak & Dukeries LRC (6), Southern ROC (3), Staffs & Shrops (8).

## **7. Treasurers Report – Richard Smith**

Access has now been sorted for Richard to be able to operate the bank accounts. All payments owed have been paid with some monies due for adverts to still be credited.

The accounts are to be streamlined for ease of operating.

Any expense claims from Council or log book scrutineers should be submitted by the end of November for processing.

Access for the PayPal account is still to be sorted – this is used generally, only for the National Rally payments when the event is run by the ALRC.

Member club subscriptions for 2019 – At the Council meeting held on the 6<sup>th</sup> October it was agreed that the membership subscription for 2019 remain the same as 2018. Whilst the Handbook requires paying for next year this will hopefully be partly offset by the payment of advertisements. Prices currently per member – non-competitive club member £0.71 (300 cap), competitive club member £2.76 (400 cap). In addition all pay a 1p subscription – no cap on this, it is the total membership of a club.

Richard is hoping to encourage all payments to be done electronically. There is a cost in paying in cheques. Payment for log booking can be done by adding the tag number as a reference and Richard can then liaise with Dennis Wright to confirm payment.

On the subscription invoice, the bank details will be given so that a Bacs can be set up.

Over the next few years HMRC are changing how they do accounting systems so an accounting package is to be set up for the ALRC. This will be discussed by the ALRC Council.

## **8. New Club Applications**

We have received an application for membership from the Cheshire Land Rover Club from their club secretary Steve Jones. They are a club of over 115 members operating in the Nantwich area. Set up in 2004 and joined the Motorsport UK in 2008. Janet New was able to meet some members at the Peterborough Show as they are attending that.

A copy of their constitution has been received which is acceptable.

Their Chairman, Chris Staniforth said that next year the club will be 15 years old and he has seen the club change in the last 6 years since he joined. He has held various committee posts and has been Chairman for the last year. Green laning in all parts of the country is still a big part of the club with a run being organised once a month, with weekends away during the year as well. To date the members have predominately had Defenders and Discovery's but now Range Rover owners are joining. Most of the shows are attended during the year and numbers have increased over the last 18 months. Tomorrow is a first trial day planned at a members off road site. Hopefully this will whet members appetite for more competitions.

Dennis Wright asked if there was much interaction with the local clubs, namely Lancs & Cheshire LRC. None with Lancs & Cheshire LRC but there has been some interacting with North Wales LRC due to members existing ties.

This application has been two years coming but no official letter was sent to neighbouring clubs asking for any objections. This was an oversight by Simone but in the past there has been little or no response following notifications. There was no one present from the neighbouring clubs who very rarely attend meetings.

When asked why they would like to join the ALRC – the answer was that they would like to be part of a wider network to access events and technical expertise.

There were no objections raised to a vote being taken at the meeting.

It was proposed that the Cheshire LRC be accepted as a member of the ALRC by Adrian Neaves, seconded by Matthew Fullwood, and agreed 16 For with 2 Abstentions.

Paperwork to be completed after this meeting and Cheshire Land Rover Club were welcomed to the ALRC.

Another enquiry has come from the Midwest Discovery 2 Club. Simone has pointed them in the direction of the Discovery OC but has also sent them details on how to join the ALRC. Nothing further heard.

## 9. Rule Change Proposals

a. 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. <sup>5</sup>
100" Defender/ Series	100" 8' 4"	n/a	19" 1'7"	20½" 1'11½"	22" 1'10"	152" 12' 8"	60½" 5' 0½"	60½" 5' 0½"	16½" 1'4½"

These rule change proposals have been covered in the S&ORC meeting minutes of the 7<sup>th</sup> July and further discussion is planned at the S&ORC meeting this afternoon where it will be determined if it should proceed to the clubs for voting on at the ALRC AGM.

**b.** To cover allowing the entry of Q Class vehicles in the National Rally RTVT the following clarification needs to be made to the ALRC Competition Regulations Part 3

M.4. In support of the ALRC stated policy intention to encourage Standard vehicles in competitions, Modified class and Q class vehicles competing in the National RTV trial shall only be permitted to compete for a class award in their class and not for overall position in the event.

This will need ratifying at a Council meeting to be held after the S&ORC meeting this afternoon.

## **10. Section Reports**

### **a. Caravan Secretary**

Debby Darby has continued to process applications for camping and caravanning exemption permits until someone was able to take over from her. Heather Pycraft has offered to take on this position but will not be required to attend Council meetings but will include a report as necessary. She takes over the position from today.

A specific email address will be set up with a postal address also available for clubs to use:

Linden, Gipsy Lane, Knebworth, Herts, SG3 6DJ. 07966 489731

The contact details will still be available on the Council listing page for ease of use by members.

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

It was arranged that I meet with a member The Land Rover Clube de Sao Paulo at the LRO Show Peterborough, but I did not see anyone but have had a communication about their big meeting, happening this weekend. It is advertised as the biggest LR event in Brazil, and they asked that we put it on our web & face book pages which we did: 400+ Land Rover will meet in Garopaba, Santa Catarina, south of Brazil.

No response still received from Club Land Rover Uruguay with regard of their logo.

One item: A warning to all overseas visitors who plan to drive their vehicle through London. There are two possible charges, Congestion Zone and Low Emission Zone. Both are policed by Number Plate Recognition cameras taking data from the DVLA. Don't assume that as your vehicle is not UK registered you won't be charged. The opposite is true. One visitor from Switzerland, attending the LRSOC Anglesey event, drove his 1950 LR on two days inside the Zone and ended up with a penalty charge sent to his home address to the sum of £1000. I believe he did appeal, but it is hassle if nothing else. The system automatically puts the highest charges against a vehicle that is not recognised, the resultant bill is sent to the registered owner in the country concerned. The congestion charge applies to all vehicles but the LEZ applies only to certain ones. Congestion charge can be payed simply over the phone as anyone else on the day if you want, but to avoid LEZ charges one should register the vehicle on the Transport For London website at least ten days before visiting.

<https://tfl.gov.uk/modes/driving/lez-registration-before-you-begin-37314>

The gentleman's appeal to the Mayor of London was successful. It was the most eloquent letter I have seen, much better than I could have done, being both respectful and admonishing the mayor for putting his name to such an aggressive demand which he likened to protection money demanded by gangsters.

Next year the ULEZ comes in which is even more restrictive.

We also had correspondence in the beginning of November from Alfonso Cerejo, the administrator of Camel Trophy Club Portugal who, with others, are ex participants in the Camel trophy events, asking how they can join the ALRC. I have sent a copy of our requirements and asking for a mail address to send a physical copy of the yearbook. No response as yet.

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

We have had the last show of the season which was attended by many ALRC clubs and the ALRC stand had a good turnout of various Discovery's and a Series One. Thanks to Janet and her team for manning the stand which was a change of site from the last few years but turned out to be a good one and easier to manage.

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

I was unable to attend the last LARA Steering Committee Meeting on 25 September, but set out below the salient issues. With most DEFRA staff diverted onto Brexit progress on countryside and rights of way issues remains minimal. Dave Waterman from DEFRA has retired and been replaced by Claire Horton; LARA officers were meeting her on 10 October. DEFRA is considering publishing an update to "Making the Best of Byways", although the last update was comprehensive and little can have changed, except that the implications of the NERC Act have become deep seated - a large number of UCRs shown on the Definitive Map as bridleways were lost by statute before they could be reviewed. The House of Lords Select Committee is reviewing the NERC Act.

Powys CC continues with the saga of S33 authorisations, but has now been joined by Derbyshire CC taking a similar stance to Powys.

It appears that the Ordnance Survey have been removing ORPAs from maps until intervention from DEFRA. Historically, many tracks were removed, despite being shown on the Definitive Map.

It was reported that UK courts have been imposing VNUK insurance requirements on vehicles away from the public highway.

There are issues over diversions and TROs around Stonehenge in relation to the proposed tunnel and new roads (A303), which is starting to sound like similar issues at Hindhead a decade ago where widespread TROs were promoted, many to the detriment of local residents who got abused by "the public" when exercising their rights of access.

In the Lake District a UCR at Tilberthwaite, leading to and from Little Langdale, had been trashed by a commercial 4x4 operator who then inflamed local residents. The issue made regional TV and a half-page in "The Times" with many thousands calling for 4x4 bans. The UCR has been repaired by LDNPA and National Trust, but I understand from a LDNPA officer that extreme mountain bikers complained strongly about the repairs, wanting the lane to remain a serious challenge impassable to most. Local LARA members took on a lot of the PR, despite early annoyance from "LARA HQ" about raising concerns.

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

Janet will be sending out the reminder letters to the 2018 winners reminding them that all the ALRC Annual Trophies need to be returned to the AGM.

Andrew Flanders and Stuart Newton then spoke about the 2019 National Rally.

The booking form is now available for the 2019 ALRC National Rally being co-hosted by Anglian LRC and Chiltern Vale LRC at Barn Hill Farm, Nash Road, Whaddon, Milton Keynes, MK17 0NQ.

Hants & Berks LRO are helping by running the Tyro, Series I LRC are running the Concours and the Discovery OC are planning to organise a scenic drive – details for this will probably be in the rally pack.

Progress on the planning is going well.

There is an e-booking form available which allows members to pay by BAC's or cheque.

Q class will be allowed in the RTVT only. Entrants will only be eligible for class trophies and not for overall placings in the event. This is the same as for modified vehicles in the event.

A trophy for this event is being donated by Chiltern Vale LRC.

Anglian LRC are also donating a trophy for the highest placed driver over 55 years, irrespective of class in the Comp Safari. This is to be called the Colin Cowley Cup, partly as PR and goodwill for the village of Whaddon. It was Colin who originally sorted the site out for events when Comp Safaris were run there and it is hoped that his widow or son may come to present it. If not the landowner will be asked as the families are close friends.

A beer tent is being sorted along with food outlets. Hoped to have a fish a chip van, hog roast, pizza van, burger van, breakfasts will be available.

Showers are being sorted.

Extra events are planned – a remote control rally for children.

The planned timing of events has been done to allow members of the hosting clubs to participate and help run the events. Marshals will be sort from all clubs and the position of Chief Marshal has still to be filled. It is hoped that an experienced marshal, from perhaps another club may take on this role.

The ground is larger than Stainby with more usable ground as there is no large lake in the centre.

Local firms are being used where possible for site services.

Could there be an ASR's stopping the use of handbrakes as this appears to be becoming the norm at club events.

It was said that this is very difficult to police by the marshals and this had previously been discussed at a S&ORC meeting (12.11.2011) and agreed there that as part of a vehicle it was permissible to use the handbrake.

Trade stands are being looked for.

Numbers for entries and camping are required – 300 camping to be planned for. Late arrivals and day parking to be sorted.

The Motorsport UK permits will be applied for with the camping permit being sent to Heather Pycraft.

A live band may be playing on the Saturday and Sunday evenings.

A site visit is planned for the 2<sup>nd</sup> December for the C-o-C's and others to attend. Access to the site is not thought to be an issue with good amenities for all close by.

Query from Niall Banyard, Hants & Berks LRC – *At the National Rally there is the cup for the best combined overall standard vehicle in the RTVT, CCVT and Comp Safari Do you have to use the same standard vehicle for each event or can you use the same vehicle for the trials and a different standard vehicle for the comp safari?*

Reply sent by Simone - National Rally combined awards - So long as a Standard class vehicle is used for all the events, it does not need to be the same vehicle. The description for the Off Roader Sports Shield states that the competitor must be in a standard class vehicle but does not stipulate using the same vehicle throughout the competitions.

The trophy has been won by Phil Heys in 2006 when he used different vehicles in the RTVT, CCVT and Comp Safari. Debby Darby who has previously collated the results has always taken the standard class points for the competitors entered in all three events regardless of whether or not the same vehicle was used. This was agreed by those present at the meeting.

The CCVT will be run on the Saturday, with the Team Recovery running after the finish. It is hoped that the CCVT will finish about 3.00pm. The Team Recovery will be a boggy section with a downhill tow which will hopefully run in about 2 hours. The Tyro will run at the same time as the CCVT to give organisers the chance to enter the RTVT if they want to.

The RTVT will be run on the Sunday with the bike trial held afterwards.

It is always difficult to plan a timetable that pleases everyone.

Unlicensed drivers will be permitted to enter the trials but the necessary paperwork to support this will need to be presented at signing on.

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

**g. Motorsport UK Liaison – Andrew Flanders**

Change of name from the MSA to Motorsport UK this week

A further meeting took place in August which unfortunately Andrew was unable to attend. Charles Darby did go. No minutes are available as yet. It appears that everything now needs to go through David Richards, the new Chairman so committees are not able to progress things as they could previously

The tyre classification change now has been delayed until 1<sup>st</sup> January 2020 but the smoke emissions ruling comes into effect on 1<sup>st</sup> January 2019.

There are discussions at the moment about all comp safaris vehicles needing a Motorsport UK logbook. There is a rule on minimum weights of vehicles which has been put out for consultation with the closing date for comments the 6<sup>th</sup> February 2019, (see below).

Charles Darby thought that this ruling should apply to the top end of the sport i.e. National A as there were ultralight vehicles such as Yamaha. Our roll cage regulations already are already quite robust.

Speeds do need to be kept at under 30mph.

No confirmation has yet been received on the application for Dennis Wright to join the Motorsport UK Cross Country Committee.

Andrew to see if Steve Kirby could attend as a guest so he could take notes.

Latest regulations for consultation from the Motorsport UK Cross Country Committee:

Section P. New Regulation:

**11.15.** *In addition to the procedures established for Live Recovery, 13.1-13.2.8., there may be other circumstances where it is necessary to caution competitors of an incident, obstruction or stranded vehicle which might be passable with care.*

*Marshals must wear a high visibility jacket at all times and be in radio contact with the Clerk of the Course. To warn approaching competitors a Yellow Flag will be displayed a suitable distance ahead of the temporary hazard or obstruction. Competitors must be prepared to stop unless instructed to do so by the marshal and will proceed with caution until clear of the incident, obstruction or stranded vehicle.*

**11.16.** *On any course or special stage where extreme circumstances make it necessary to neutralise the competition e.g. where spectator safety is compromised, or to authorise the movement of noncompeting or rescue vehicles, the system of Red Flags must be in place. These should be located at all radio marshal locations and all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut. (29.5). Red Flags will be displayed at all radio marshal points preceding the incident, and only on the specific instruction of the Clerk of the Course, or Stage Commander where applicable.*

*Red Flags must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a marshals' tabard.*

*Red Flags shall measure a minimum of 60cm x 70cm.*

*(i) Competitors who have been shown a Red Flag will be given a notional time for the stage.*

*(ii) The time of the deployment of the Red Flags will be recorded and notified to the Clerk of the Course.*

Reason: The use of flags in Cross Country has been overdue for a review for some time and in order to provide continuity between clubs. Previously MSA Regulations have only provided for the Yellow Flag to be used for managing Live Recoveries, and the neutralisation of the competition has been limited to specific circumstances and special stages on Hill Rallies. This proposal permits the use of the Red Flag to neutralise the competition without such specific limitations and extends the process to Competitive Safaris. Date of implementation: 1st January 2020

Competitive Safaris and Hill Rallies

61. Classes in Competitive Safaris are free but must be stated in the SRs.

61.1. All vehicles must comply with the minimum weights in the table below; corrected capacity class (cm3)

	4WD	2WD
Up to 1050cc	610 kg	560 kg
1051cc to 1400cc	760 kg	660 kg
1401cc to 1800cc	810 kg	710 kg
1801cc to 2500cc	1010 kg	910 kg
2501cc to 3600cc	1130 kg	1020 kg
3600cc to 4000cc	1190 kg	1080 kg
Over 4000cc	1250 kg	1140 kg

The cubic capacities stated above are corrected capacities (J5.4.1.)

The weight of the vehicle without fuel, but with normal levels of engine coolant, lubrication oils and brake fluid. The other tanks for consumable liquids must be drained and the following items removed from the car. - occupants, their equipment and luggage; It is permitted to increase the weight of the vehicle by one or more weights, provided that they are strong and unitary blocks, fixed by means of tools, easily sealable, placed on the floor of the passenger compartment, visible and sealed by an MSA Scrutineer.

Reason: The Cross Country Committee considers it appropriate to introduce minimum weight limits for vehicles competing in Competitive Safaris and Hill Rallies to limit performance. The above weight limits are largely compatible with those of neighbouring ASNs whose events are popular with UK competitors. Date of implementation: 1st January 2020

#### **h. S&ORC – Mark Whaley**

##### **Forward Plan – Class Q**

Class Q will continue for a further 2 year period within RTV trials only. This decision has not been taken without any analysis of information supplied by the membership; for information the complete data for CCV and Comp Safari are as follows:

**CCV** – 4 x Entries within the 2 year period with the following deviations, 3 x with none standard bumpers, 2 x with chassis type and wheelbase, 2 x with locking differentials and 1 with over-size tyres.

**Comp** – 3 x Entries, 1 x with wheelbase variation, 2 x with diff locks, 1 x fiddle brake and 1 x steering quickner.

The continued supply of data will be used to revise our competition regulations, as can be seen within the current proposals; however supporting data being passed to the ALRC is essential for this process to continue to succeed as we cannot accept circumstantial evidence found within social media.

Simone commented that there was a Facebook posting from Guy Cashmore, Cornwall & Devon LRC saying that they regularly had entries from Q class vehicles but no information had been received from the club. The only documentation received was in November 2017.

Adrian Neaves said that it may be that clubs are holding Privilege Permitted events and the Q class vehicles are being entered by non-ALRC members so are not being documented.

##### **S&ORC**

The main topic currently under discussion relate to the current live rule change proposals, as outlined earlier during the meeting. During the following S&ORC meeting the final wording will be discussed, finalised and then a vote undertaken by the S&ORC to pass the proposals for ratification by the council and then voting by the wider membership.

In addition the Motorsport UK have issued a new general regulation concerning vehicle smoke (Motorsport UK Reg 60.5.1). This was discussed during the July meeting where it was recommended that all member clubs contact the Motorsport UK directly for clarification of what constitutes a 'puff of smoke'. The ALRC have also contacted the Motorsport UK directly, but have not received any meaningful information in return.

These topics will be further discussed this afternoon.

**i. CCMSA Coordinator – Andrew Neaves** Nothing to report since last meeting.

##### **j. Handbook – Steve Kirby**

Updates are being done by myself and Simone but if any Council member would like access to the Dropbox files then please get in touch.

All MSA references have been changed to Motorsport UK. The membership cards with MSA declarations will still be acceptable.

##### **k. Webmaster – Ruth Smith**

My goal for the ALRC website is to help generate interest in what the Association and its member clubs do and to help bring in revenue for the ALRC but not forgetting the most important bit - to communicate as much as possible regarding up and coming events, news and anything that may be of use or interest to our members and clubs.

I have introduced a News page and a Marketplace sector and both are proving to be popular additions

to the site. Over the last few months I have been sent some events to add to the news and calendar pages which is great - but we need more of this! I want the ALRC website to be the 1st place anyone goes to, to see what is on each month and where, so they don't have to go trolling around lots of websites and possibly miss an event they would have liked to attend. Lots of us plan our holidays for the following year at Christmas, so it would be great if clubs could send me the dates of any of their major events for 2019 as soon as possible and I will add them in, together with links to your club's website.

If any members can send me details of Land Rover related businesses that may be interested in advertising with us, both on the website and in the Green Book, then please email me. Especially Land Rover Workshops and specialists local to you - again I want to try to make this section of the website a well-known port of call when sourcing Land Rover services and supplies for all our members. Also, I have created a 'Members Businesses' section under Marketplace for any ALRC member to advertise what they do. If any of you would like to add your business, be it advertising Holiday cottages to let, or plumbing services in North Devon, then email me and we can sort it out. Advertising on the website is bringing in revenue and costs a massive £100 for 2 years!

The new website was launched at the end of March this year and the stats have shown that there is a steady increase month on month in the viewing figures, the peak time so far being around the National Rally and the following few weeks - no surprise there!

Website stats for this last month - 775 users of which 73% were new visitors. 3479 page views, with the average session online of 2 minutes which is not a bad average!

The most visited pages, in order, are the home page, 2019 National Rally, news update, calendar, member clubs, marketplace and shop.

Finally - the website is only as good as the information that I receive - If I don't have the information then I cannot add it in, so please, if there is anything you think may be of interest, or you want to publicise an event - send it over!

#### **I. Facebook – Adrian Neaves**

There are 683 members with a lot of activity and new members in the last 28 days.

#### **m. Membership Officer – Murray Wiltshire**

Request for renewal numbers sent out at the beginning of November so that subscription invoices can be sent. Some replies have already been received.

A query from Dorset LRC about the membership list required. It was reminded that as all members pay a 1p subscription, then all are individual members but the ALRC are not obliged to publish the list of membership at Companies House and have no intention of doing so in the future. That said the list must be held by the ALRC to comply with Company Law. We do not hold historic listings but just require the membership numbers for the current year. This helps determine how many ALRC Handbooks are printed as well.

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

ALRC Child Protection Policy has been reviewed and it is not thought necessary to change the current wording at this time as it does not over-complicate the information.

Motorsport UK Child Safeguarding Licence renewed for 2019 (30.07.18). When filling in the form you need to give details of any safeguarding courses attended and these should be done every three years – can be outside of the Motorsport UK. The licence is applied for every year with the Motorsport UK carrying out a DBS check, free of charge, usually every three years (last done August 2016)

Any club is welcome to use the ALRC Child Protection Policy and Safeguarding Children Code of Conduct.

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

a. A text has just been received about an excellent article was printed this morning in the Daily Telegraph covering a Tyro trial, hosted by Anglian LRC with comments from Andrew Flanders.

b. Question asked – is there a list of Q class vehicle with yellow tags. The list should have been sent to Dennis Wright but he has not received any for a Q class vehicle.

c. Steve Kirby has found a silver cup that has not been awarded and wondered whether it would be possible to donate it to perhaps become a trophy in memory of Tony Kempster. To be discussed by the ALRC Council.

#### **12. Date of Next Meeting – 16<sup>th</sup> March 2019**

**NEW VENUE** Dates for 2019 booked at the Ibis Hotel, Dirft East, Parklands, Crick, Rugby, NN6 7EX:  
Council meetings: 9<sup>th</sup> February, 15<sup>th</sup> June, 5<sup>th</sup> October.

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

Free tea and coffee is available, there is ample parking at the front and rear of the hotel and food is available to purchase at lunch time. Your own food is allowed to be eaten in the meeting rooms only and not in the public areas of the hotel.

**13. Close of Meeting at 12.13**