

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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EXTRAODINARY GENERAL MEETING
SATURDAY 8th JULY 2017
At
THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARKS, CV35 0BJ

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 18th March 2017.
4. Matters arising from the above minutes.
5. Chairman's report.
6. Secretary's report.
7. Treasurer's report.
8. New Club Applications.
9. Rule Change Proposals
10. Section Reports.
 - a. Caravan Secretary
 - b. Overseas Liaison Officer
 - c. Non-competitive Clubs / Show Co-ordinator
 - d. Countryside Access Officer
 - e. National Rally Liaison Officer
 - f. Press & Publicity
 - g. MSA Liaison Officer
 - h. Scrutineering & Off Road Committee Chairman
 - i. CCMSA Coordinator
 - j. ALRC Handbook Editor
 - k. Web Master
 - l. Child Protection Officer
 - m. Membership Officer
12. Any other business.
13. Date & time of next meeting.
14. Close of meeting.

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

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

CLUBS PRESENT – ALRC AGM 18.03.17

	Present	Apologies
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	Denis & Sandra Bourne
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BRECKLAND LRC		
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Tim Linney Matthew Fulwood	Dave Moore
CORNWALL & DEVON LRC	Peter Alexander	Fraser Parish
CUMBRIAN ROC	Alex Cowsill	
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 Antony Birch	
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC		
MIDLAND ROC	Ruth & Richard Smith Samantha Miller Richard Parry	John Kesterton
NORFOLK LRC	Mark Ellis, G Wilton B Goodwin	
NORTH EASTERN ROC	Mark Whaley, Paul Walton	
NORTH WALES LRC	David Mitchell	
NOTTINGHAM LRC	Martin Talbot, Keith Bellwood	
PEAK & DUKERIES LRC	Dennis Wright, Simon Saunt	
RED ROSE LRC	Roger Wright	
SCOTTISH LROC		
SOMERSET & WILTS LRC	Pete Lugg	
SOUTH COAST LROC		
SOUTHERN ROC	Debby & Charles Darby Mark Baitup, Terry Buss Dave Canham	
STAFFS & SHROPS LRC	John Walters, Andy Dennis	Simon & Ann Cooper
SURREY HILLS LRC	Paul Barton	
THE CAMEL CLUB		
THE G4 CLUB		Andi Mcguire
TOWY LRC		
WYE & WELSH LRC	Peter Gladman, Ray Godwin Murray Wiltshire	
YORKSHIRE LROC		
101 FC&RC	21	3
TOTAL 38		

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MINUTES OF THE AGM HELD ON THE 18th MARCH 2017 AT THE BRITISH MOTOR MUSEUM, BANBURY ROAD, GAYDON, CV35 0BJ

1. Paul Barton opened the meeting at 10.15am

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

If you do not already have a 2017 ALRC Handbook then please take one from the signing in desk.

2. Apologies for absence – see attendance table.

3. Minutes of previous meeting held on 12th November 2016

The minutes of the meeting held on the 12th November 2016 were proposed as being a true record by Dennis Wright, seconded by Andy Dennis and agreed unanimously. Signed by Paul Barton.

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

a. Unlicensed drivers at events.

Simon Cooper, Staffs & Shrops LRC replied to the minutes from the EGM and said that S&S LRC took up this rule as soon as it was bought in, and have operated a log book system for this since 2015.

Unlicensed drivers must get this log book signed after each event, and then produce it to prove they have done the relevant events when progressing on to further types. If an unlicensed from another club enters an event, we ask for proof of entry by supplying results from the required events.

He included a copy of the relevant pages from the log book that covers this which is available should clubs wish to use it. The first being the one that is signed, the second being a note as to how the rule works.

Derek Spooner said that the Auto Cycle Union have youngsters as young as six being allowed.

Training days are held by them. Is this something we could run?

Charles Darby pointed out that when unlicensed drivers first started driving at events they were usually with their parents who acted as passengers and mentors. It should be down to them to assess their capability and not allow them to move up a discipline if their driving was not acceptable to do so.

Some may not have a suitable vehicle to proceed from RTVT to CCVT.

Youngsters should be starting at Tyro level, then move on to RTVT and then CCVT without missing out a discipline.

Cornwall & Devon LRC also have unlicensed entries at their events and they will send information to Simone as to how they operate their events.

This is to be further discussed by the ALRC Council.

b. Day Membership for clubs.

Simon Cooper also sent through a copy of an email dated 17th June 2012 from that MSA that stated that day membership is not permitted for the purpose of eligibility for competition under MSA Regulations, specifically note the definition of a Registered Member of a Motor Club. This still appears on page 59 of the MSA 2017 Yearbook. Paul Muir, Midland ROC has been made aware of this and it is still under consideration with input wanted from other clubs.

Clubs do take membership on the day of events and this is normally ratified at the first committee meeting after the event. It could be argued that this may not confer full membership rights on them until after the committee meeting as their membership may be terminated for some reason.

Could this be classed as a non-refundable deposit but no card issued? No as a card and full voting rights must be given with the membership.

Southern ROC operate that membership can be given on the day but the application must be signed by two committee members and a temporary full membership card is issued. Their membership can only be rescinded for the usual reasons that any member would be asked to leave for.

No person can enter an event until they have signed on, on the MSA competitors sheet and to do so they require a membership card from the club signed by themselves and a club official. This card must have the MSA declaration on it and have the membership number on.

For clubs to be able to issue membership at events they must have current membership information available at all events so that a current membership number can be given. All club information should also be given with the card together with a copy of the ALRC Handbook.

Derek Spooner said that when Peter Oakden was chairman, Midland ROC had a meeting with the MSA and they received an exemption that passengers need not be members. This was a long time ago and may not have been rescinded.

Paul Barton replied that unless you are signed on as a member you will not necessarily be insured if anything goes wrong.

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

5. Chairman's Report –Paul Barton

It seems appropriate at this Annual General Meeting of the Association for me to look back over the last year and forward into 2017.

A year ago the JLR Lode Lane factory had produced the very last Defender on 29th January 2016 and we all thought that was it, the end of an era. The surprise announcement that the factory was to offer a heritage restoration service was a boost and it now seems that early Series 1 Land Rovers and Classic Range Rovers are to be remanufactured although the end product will not be cheap and indeed I am going to Lode Lane on Monday on the factory "Land Rover Reborn tour" with the Surrey Hills Land Rover Club. If your club is thinking of going then the maximum size of a group for each tour is 11.

So back to last Spring Bank Holiday and we had an ALRC National Rally at Copford Farm in Sussex organised by Southern Rover Owners Club and they did us proud putting on a memorable National Rally. From Janet's point of view it is becoming increasingly difficult for single clubs to host a National Rally without help from others. We are looking for volunteers for next year as ALRC Council cannot run the event every year so can members please take this back to their clubs

I now need to mention LARA and as you will recall we took the decision to scale back membership to Associate status rather than continuing as a member of the Steering Group. The Chairmanship of LARA has changed during the last year. I did say at last year's AGM that if necessary we might need to have a debate about future membership of LARA if it didn't reform itself however, we seem to be in a better position to know what is going on within LARA by being associate members and Roger Wright our Countryside Access Officer is keeping a beady eye on the LARA situation for us.

On the competition side of things we have started a two year experiment with Q class and I know this has been received with a mixed response from clubs. It is intended to primarily allow new club members or potential new club members with non-compliant RTV motors to compete to improve the viability of club events. We will see what happens over the course of the next few months.

Looking ahead we have the ALRC National at Stainby to look forward to and I am grateful to those clubs who have volunteered to help run the events and I hope that like 2014 it will be a great success hopefully without the mud run on the Tuesday morning. If you haven't booked yet please do so.

Finally, the Association doesn't run itself and I'm grateful to all the Council members for their time, efforts and dedication to ALRC. Everyone plays their part in running the Association with special thanks to Simone who works tirelessly in helping everyone. Derek seconded this.

6. Secretary's Report – Simone Birch

2016 was a busy year with the usual meetings to plan and the new edition of the ALRC Handbook to help collate. It is encouraging that more members are attending the meetings or clubs are sending apologies for not being able to attend as it is only through active membership that the ALRC can continue to grow.

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. Included with these were also details of rule changes that had been ratified by the ALRC Council following voting at the November meetings. Details of some club events are also circulated by email. Southern ROC would like to publicise that they have amended their SR's so that all ALRC competitive clubs are included for all their club trials. This is done by inviting the ALRC.

Rights of Ways information is sent to local clubs when the need arises.

Hopefully club secretaries will then pass on the information to their club members

If you do not receive a copy of the minutes then please get in touch as the mailing lists have been checked and all should regularly receive them by mail and possible email as well. It is important that when there are secretary changes within a club that this is communicated back to the ALRC as soon as possible. Some clubs are taking several months to pass on any changes and it is known that information is going astray in this time.

There is only one listing under correspondence as unusually most matters dealt with are listed under other headings.

a. The Surrey Hills LRC are looking to produce a new logo for the club, once finalised it will be submitted to the ALRC Council for approval. Following on from this, if any club is planning a change in their logo then please remember that we have an agreement with Land Rover that all logos will be held by the ALRC and only those approved by the ALRC council can be used to make sure that they comply.

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

Club Details

Lincs LRC – Richard Howard, Paulzone, Bank End, North Somercotes, Louth, LN11 7LN.

Chiltern Vale LRC – Dave Moore, 3 Leighton Court, Dunstable, Beds, LU6 1EW. 07767 862956

dandkmoore@ntlworld.com

Discovery OC changed to non-competitive.

Norfolk LRC - Jane Dockerill, 8 Bennett Road, Swanton Morley, Norfolk, NR20 4LY. 01362 637121

janedockerill@aol.com

Council member

Adrian Neaves, 2 Dexter Lane, Hurley, Atherstone, Warwickshire, CV92JQ. 07917801590

a.neaves1984@icloud.com

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

Anglian LRC (1), Cornwall & Devon LRC (7), Cumbria ROC (2), Essex LRC (3), Hants & Berks LRC (1), Southern ROC (1), Staffs & Shrops LRC (2).

With regards to the Q class – information has only been received from one club this morning so hopefully more information will be sent by others.

7. Treasurers Report – Derek Spooner

Since Nov 2017 ALRC EGM there have been the following movements out of accounts:

Main general Income:-

Subscriptions £6149, Adverts for Handbook £2550, Sales £ 251, National 2016 Levy £ 660, National prepayments (Bookings) £6615.

Main General Expenses:

General Expenses £2722, Handbook £8419, Logbooking Tags £119, LARA Subs £300, Property Insurance £320, ARC Annual Return fees £13, Engraving £27, Paypal Charges £110. (Paypal only tends to be used when the ALRC run a National Rally as some members use this for payment but it is occasionally used by some overseas clubs to pay their subscriptions)

We again have two £10,000 Bonds with Lloyds. I am still investigating a still safe, but better return elsewhere with no luck so far.

Discussion on the Accounts

Subscriptions were down slightly.

Club shop tends to fluctuate depending on stock held and the log book surplus is also variable.

The National Rally event surplus is down as the 2016 levy will appear in the next year's accounts.

The income of £12569 is very similar to the previous year as is the interest earned.

On the expenditure side insurance is down slightly as we have changed the directors & Officers insurance.

Telephone and facsimile is down slightly and photocopying and printing is up slightly with postage down.

Travelling costs are down but there have been some late claims which are not reflected here.

There was no cost for the year book last year as this only occurs every other year.

Trophies and engraving is up but this is because the ALRC support the National Rally.

Incidental expenses cover various items including donations, flowers etc.

Subscriptions are reduced as we have changed our membership of LARA.

Depreciation is very similar

2016 shows we made a slight profit of £2448 against a loss in 2015 of £6110.

The balance sheet shows that we have a reserve of £72441.

The acceptance of the accounts was proposed by Steve Kirby, seconded by Andy Dennis and accepted unanimously by the meeting.

It was proposed by Derek Spooner, seconded by Dennis Wright that Four Oaks Taxation and Accounting Services Ltd were approved to prepare the 2017 accounts. This was agreed unanimously.

Can all clubs please be aware that cheques must be made payable to ALRC or Association of Land Rover Clubs Ltd. as the bank is rejecting ones with any other wording on depending on the cashier.

Andrew Neaves said that some clubs had put the original booking form for the National Rally which had ALRC Ltd on which is not allowed now on their club websites but this has now been updated when we re-issued the form. It is better for clubs to have a link to the ALRC National Rally page as opposed to adding the form to theirs.

Paul told the meeting that the club membership certificates from the ALRC were available for clubs who have paid their 2017 subscription from Murray Wiltshire at lunchtime.

8. Election of ALRC Council & S&ORC

The following members of the Council are due for re-election under the one third rotation and are seeking re-election at this ALRC AGM: Simone Birch, Steve Kirby, Mark Whaley, Roger Wright and Dennis Wright. All are willing to stand again.

It was proposed by Sue Blackshaw, Lincs LRC, seconded by Richard Howard, Lincs LRC and agreed unanimously that they remain on the ALRC Council.

Richard Smith has been co-opted onto the ALRC Council and seeks election at this meeting.

Also Adrian Neaves has been nominated by Staffs & Shrops LRC to join the ALRC Council.

It was proposed by Janet New, seconded by Dennis Wright and agreed unanimously that they join the ALRC Council.

At present the ALRC Council is made up of members from the following clubs: Anglian LRC, Chiltern Vale LRC, Discovery LRC, Hants & Berks LROC, Land Rover Register 1948-53, Land Rover Series I Club, Leics & Rutland LRC, Lightweight LRC, Lincs LRC, Midland ROC, North Eastern RO, Peak & Dukeries LRC, Red Rose LRC, Southern ROC, Staffs & Shrops LRC, 101 FC&RC and Wye & Welsh ROC. (Some members do belong to more than one club).

The following members of The Scrutineering & Off Road Committee are also due to stand down under the three year rotation system: Dave Canham, Tony Lockwood, Simon Saunt, Tony Sinclair and Malcolm Wilson. All are willing to stand again.

It was proposed by Sue Blackshaw, Lincs LRC, seconded by Richard Howard, Lincs LRC and agreed unanimously that they remain on the S&ORC.

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

The role of President comes up for renewal in 2018 and Denis Bourne has said that he is happy to continue in this position for the coming year.

9. New Club Applications

An application has been received from the Norfolk Land Rover Club to join the ALRC as a competitive club.

The Club Rules have been checked by the ALRC Council and are very similar to other club constitutions.

The Club chairman, Mark Ellis attended the meeting.

Supporting comments:

We are based in Norfolk & a number of our members are also members of Breckland Land Rover Club, we always try to align our calendars so as not to run competitions on the same days & enjoy a couple of co-promotes each year to allow all members a get together, so hopefully our affiliation with the ALRC will have no impact on an existing club – there are plenty who like to have a couple of days competition each month!

The club originated as a group of Land Rover enthusiasts getting together to create a competitive yet social club to pursue their hobby. Making it a 4x4 club rather than purely Land Rover enabled us, as a fledgling club to appeal to a wider audience and give us the membership numbers we felt we needed to start up. That was six years ago and I think it's fair to say that our core members now are all Land Rover owners and compete only Land Rover vehicles.

It was raised at a recent committee meeting that, with this in mind, we should look to become members of the ALRC, thereby allowing us to compete at national events under this clubs name and further promote the Land Rover brand within our own membership. However so as not to preclude previous members from re-joining in the future we would look to run a separate 4x4 club alongside, so if a non-Land Rover owner wished to participate we could still accommodate them.

Most club events would be run as ALRC with the occasional privilege event permit application made to run open events.

We are a family orientated club with membership open to anyone aged 14 and above, we currently have a membership of 42. We are affiliated to the Association of Eastern Motor Clubs and members of the MSA, under whose rules we currently operate. We also hold exemption certificates from DEFRA (*this should say National England*) for our camping events and are members of the Association of Exempted Caravanning and Camping Organisations.

Dave Canham asked what were the views from Breckland LRC on this application?

Mark said he had spoken to Allan Roberts who had told him that Breckland LRC had held a committee and there had been no objection to the application to join the ALRC.

When the letter went out to clubs announcing this club application Kevin Peake, Breckland LRC phoned Simone to ask for further details. He was informed that the Norfolk LRC was the name adopted by the Mostly Off Road of Norfolk Society for their consideration for membership of the ALRC. This was adopted on the request of the ALRC Council as it was felt to be a more suitable name for a member club.

There is no one from Breckland LRC present at this meeting and they have in fact still to pay their 2017 subscription.

It was proposed by Matthew Fulwood, seconded by Andy Dennis that the Norfolk LRC be accepted into the ALRC. It was approved by the meeting with one abstention.

10. Rule Change Proposals

a. After further discussion at the ALRC S&ORC meeting held on the 12th November 2016 the ALRC Council ratified the following changes (highlighted in bold) and addition to the ALRC Competition Regulations which took immediate effect.

Part 1 General Vehicle Regulations

Section B – Standard Class Vehicle Regulations

B.19 RECOVERY POINTS

B.19.1. Adequate front and rear recovery attachments must be provided for recovery purposes in all events. Bumpers, tie-down rings, lifting rings or Range Rover / Discovery "tow fittings" are not adequate. Factory specification (or better) trailer hitches are acceptable. If a tow-ball is fitted, welding alone is insufficient - high tensile nuts and bolts must be used for attachment. If the recovery point is attached to a bumper, the bumper must be attached to the chassis with high tensile nuts and bolts.

These recovery points must have a minimum of a 3mm thick, mild steel spreader plate behind it's mounting point, regardless of its type or location. (Clarification 9th July 2016).

Factory specification recovery points, when installed and used as vehicle handbook, to the following generations of vehicle are deemed suitable for recovery up to and including RTV Trials:

- Range Rover P38A and subsequent generations
- Discovery 3 and subsequent generations
- Freelander, all generations

Towing balls, jaws and pintles used for recovery must be rated as a minimum to the capacity of the vehicle being recovered. E.g. a 3.5Te towing ball fitted to a Freelander is compliant: a 2.25Te combined ball and jaw hitch fitted to a Defender is not compliant. (Clarification 4th July 2015).

B19.2 A pair of Land Rover chassis-shackles (forged JATE rings) are suitable. (Implemented November 2016)

b. At the ALRC EGM held on the 12th November clubs voted to accepted the following rule change and this was ratified by the ALRC Council on that date. This rule comes into effect on the 1st January 2017 and will run for a two year period until 31st December 2018 when the success or failure of it will be assessed.

Part 3 Competition Regulations

Section L. Vehicle Classes

L.1.1 Trials

Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

L.1.3 Competitive Safari

Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

To understand the background to the introduction of this rule an explanation as to why Class Q has been created and also the response required from all clubs that use this ruling at their events was sent to all clubs on the 28th November 2016.

Any clubs that run an event allowing class Q vehicles to enter should return the information asked for to Simone so that it can be collated and reviewed at each Council and S&ORC meeting.

This document has been added to the new publication of the ALRC Handbook and all clubs were asked to circulate this information to their members.

c. The following rule change proposal was proposed by Andy Dennis, Breckland LRC and seconded by Matthew Fulwood, Chiltern Vale LRC at the S&ORC meeting on the 19th March 2016. It was then agreed by the ALRC Council on the 12th November 2016 that it should proceed to the clubs for voting on.

Section C - Modified Class Vehicle Regulations

C.5. Suspension & Axles

C.5.7. Axle casings can be modified.

Only forms from fully paid up members on the 18th March 2017 have been counted. A minimum of 14 clubs needed to vote. This would not have been achieved if Simone had not phoned members this morning or collared delegates at this meeting who were not aware of this vote needing to be returned. For – 14, Against – 2, Abstain – 1.

Paul Barton said that this rule change proposal has come about to legalise modifications that have already been made to vehicles and unless this rule change takes immediate effect there will be vehicles that will not be eligible to enter the National Rally. It is planned that the above rule change proposal will now go to the ALRC Council for immediate ratification. This meeting will take place after the S&ORC meeting in case there are other discussions necessary.

This is the only way to proceed as these vehicles have already been allowed to enter events but it should not be seen as setting a precedent to allowing other non-compliant modifications.

It was agreed by Charles Darby that this was the only way to proceed in this matter.

Peter Alexander said that at the Cornwall & Devon LRC last club meeting where there were nearly 30 members in attendance that they voted against this as it would allow welding on the suspension steering. This is not correct – it is only allowed on the axle casings.

11. Section Reports

a. Caravan Secretary – Debby Darby

39 permits have been issued so far for events in 2017, including one, after a fourteen month battle, for an event in a National Park. Any club wishing to apply to hold a rally in a National Park in 2018 must have a completed application with me by mid-May. There are additional requirements over and above a standard application so please contact me as soon as possible if you need to make an application.

A significant number of permit applications are being submitted incomplete, in particular with no map references. Please remind the relevant people in your club to complete the application form in full. All incorrect forms will be returned.

I am able to accept and return permits by email where the signed copy of the application can be scanned, or photographed and emailed to debby.darby@yahoo.co.uk

b. Overseas Liaison – Derek Spooner

I will be representing the ALRC at the Land Rovers of Switzerland 30th Anniversary. Event on 14th to 17th July and it is on our website and theirs <https://jubi.lros.ch/en/>

There is also the Swedish club 30th anniversary just south of Stockholm, Gålö Havsbad och Camping, camp opening, Wednesday August 2, and finish Sunday August 6.

Dutch Land Rover Register have their 25th anniversary this year and we have been invited. 17th to 21st May. Myself, Peter Oakden met with two of the founder members when they were thinking of creating the club 26 years ago and I believe we were instrumental in motivating them to go ahead. I have been asked to write an article for their magazine.

Land Rover Botswana have paid their subscription and I also sent various paperwork to enable them to register as a club over there. The Authorities are very hot on using trademarks and wanted proof that Land Rover had indeed given authority for this to happen.

An interesting request for information just received from the Land Rover Owners Club of Southern Africa. I was able to point out that we all originate from the Land Rover Owners' Club owned by Land Rover in the 1960's and they have asked for membership info.

Andrew Cross is also going to the Norwegian and Swedish Club meetings as they are only ten days apart.

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

I have booked stands at the Scottish Land Rover Show, Gaydon, Malvern, Kelmarsh and Peterborough all of which have been confirmed. This year I have not been asked to give vehicle and passenger details which is a great help but if anyone is interested in going it would help me if I had those details and the shows you wish to attend.

Advance camping is available at Gaydon for £10 per person for night - £25 for more than 2 occupants. £35 on the day. No electric hook ups. Site must be vacated by 18.00 on the Sunday. The show display vehicles must be in position by 10.00 with the gates opening at 8.00. No movement to leave before 16.00.

This year the Lightweight Club is celebrating the 50th anniversary of the Lightweight and at various shows we are hoping to get at least 50 vehicles together as any one time. We are hoping for a trial run at Gaydon but our main event will be Kelmarsh were the forces are attending with a Lightweight that has been cut in half. We are hoping for a LWT drop for next year as it cannot be arranged for this year.

If anyone has got any trials pictures of LWT's I would love to borrow them to make a display.

Show dates for 2017:

May 6 - 7 – British Motor Museum, Gaydon.

May 27 - 28 – Scottish Land Rover Show, Edinburgh.

May 25 – 30 – ALRC National Rally, Stainby, Leics.

June 3 – 4 – Malvern 4x4 Show, 3 Counties Showground.

July 20 -23 – Kelmarsh Land Rover Show, Northampton.
July 28 – 30 – Billing Off road Show, Northampton.
September 16 – 17 – Peterborough Land Rover Show, Peterborough.

d. Countryside Access – Roger Wright

The LARA Steering Group meeting held at the VMCC headquarters at Chipping Norton on 17 January was fundamentally important in deciding whether LARA would fold or continue with its previous business. Now that LARA's income from member club subscriptions has dropped from nearly £50k to a basic £14k in two years, there was considerable thought given to the future operation of the organisation, although virtually all the income goes on Alan Kind's fees, as their consultant. Agonising over the income took up much of the business time.

Although Alan works for other organisations (I know of British Horse Society), he expressed his feelings to reduced income from LARA as to whether he wanted to continue, but eventually accepted the new situation. The new Chairman, Andrew Brown, wants national associate clubs (such as ALRC) to top up the £300 annual subscription. One of the three remaining Steering Group members, Ian Davis of MSA, was critical of national clubs such as ALRC paying Associate-club membership. Ian offered £6k, as did GLASS (on an income of £40k!). Andrew asked every club representative how much extra would be paid; unlike others I said zero but added that individual clubs would be encouraged to make voluntary donations from their activities.

In his most recent newsletter, Andrew has reiterated his wish for clubs to pledge annual donations. Current pledges are £14k, in addition to subscriptions, but he wishes national associations to pledge another £6k to create a £20k Fighting Fund. The Fighting Fund will have four projects in 2017 – 18.

1. The Stakeholder Working Group (SWG), which was phasing out. This is a DEFRA organisation.

2. The Motoring Stakeholder Working Group (MSWG) comprising four specific work groups:

Surface standards and maintenance

Traffic Orders

Unsealed unclassified roads

Illegal activity which can affect land that is used by legitimate users.

Alan Kind would be representing LARA at these meetings.

3. Powys County Council and Section 33 events - they have dug their heels in with an indefensible position of requiring additional work to justify motor events that use or cross footpaths, bridleways or Restricted Byways under Section 33. As I have said previously, the potential is virtually open-ended depending on the whims of the highway authority - wild-life surveys and monitoring are conceivable.

This started on with clubs just needing to marshal a crossing when an event actually took place. Now signs are required before the event.

Common sense is used by some Councils but this is not always the case across the country..

4. Traffic Management in National Parks. The Peak District NPA were probably the originators of local traffic management schemes from the 1970's, a period they were very innovative in.

We were paying as a Full member £2500 to LARA and this has been increased to £300 for the coming year. As an associate member we are now paying only £300 and it should be remembered that we have a turnover of only £12000 which is not as large as GLASS or the MSA.

It is inferred that Alan Kind will be paid the subscription amount plus the money in the Fighting Fund for the work he carries out for LARA.

Derek Spooner said that we have always said that we would pay extra for specific cases depending on the need. This has not changed but it is not thought to be justifiably to continue paying a higher amount each year.

This has happened in the past with the agreement being that any surplus is returned to the donors. This has not happened for the last case.

The meeting supported the zero pledge for extra money made by Roger at the LARA meeting.

It must be remembered that the ALRC and member clubs already contribute money to MSA which goes towards their subscription amount paid to LARA.

Dave Canham also said it should be remembered that LARA is not just about green laning but does also deal with land access which can affect motorsport. LARA were helpful in the past when there was an issue involving land used for a National Rally.

e. National Rally Liaison Officer – Janet New

Thanks were given to everyone who had returned trophies today but even if all are received that have been promised for today it will still leave fourteen trophies outstanding. It is not ideal to receive them at the event because then it is not possible to check them for damage or indeed to check if they have been engraved with the winners details.

It is possible to pre-order clothing for the 2017 event and a form will be added to the website.

Sponsorship is ongoing and as Paul has previously mentioned we are looking for volunteers to run the National Rally event in 2018 and onwards.

Derek Spooner has been asked by some overseas clubs what we are doing next year as it is an anniversary year for the Land Rover – 70 years.

As Ralph Coulson is the C-o-C for the Tyro he does not intend to take photographs all weekend. There will be none in the beer tent unless someone else comes forward to do so.

Entries are coming in slowly. The cut-off date for competitions will be the end of April with only caravan bookings being taken after then.

There have been a couple of changes to event C-o-C's for the Team Recovery – James Sheen, Comp Safari – Jon Aston. When the changes have been approved by the MSA they will be re-posted.

f. Press & Publicity – Paul Barton

The following has been received from Maverick TV who are making a programme for Channel 4.

We are looking for anyone who is interested in engines to take part in a new adventure programme - especially those with experience of off roading and arduous terrains. . Our "A Team" will be dropped in to remote locations around the world and they will have to create an escape vehicle out of the debris of a fictional crash site. The series is not just about survival – it is about escaping. We are looking for exceptional individuals who have a passion for engineering who are willing to take on the ultimate challenge. Engineering and mechanics could be their job or hobby– but adventure, creativity and problem solving is also in their DNA. The off road community have some great characters and enormous talent – so I hope you don't mind spreading the word. We are especially eager to hear from women as well, something I know you have been keen to promote in the sport.

Also an email has been received from Hobsons Industries – an engineering company that primarily work on extending the life of military Land Rovers. They are based on Lincolnshire and have just launched a website selling Jaguar Land Rover merchandise and accessories and are going to have a range of end-of-line products which they are offering at 50% discount. The website address is to be publicised soon and this is to be hopefully added to the ALRC website in the near future.

g. MSA Liaison – Andrew Flanders

Report given to ALRC Council last month:

The last minuted meeting held by the MSA Cross Country Committee was on the 11th May 2016 with the first meeting of this year taking place on the 1st February 2017. Matters arising from the meetings are not supposed to be discussed until the minutes are approved. Charles Darby is now on the MSA CCC. There is now a more even split between off road and ALRC clubs. When elected onto the committee whilst members need an initial nomination from an MSA club they then stand independently.

Following are some discussions from the latest meeting.

MSA have advertised on website stating that no drones are allowed at MSA permitted events unless approved by the MSA and have to be CAA Media accreditation.

You can get a smart phone app called "drone crash" unofficially but this is not to be recommended as it is illegal.

The MSA have a "club development fund" you can apply for various things including competition safari signs including prohibited area. There does seem to be money available. It may be useful for future National Rally. Southern ROC had some money a few years ago to buy radios.

At the scrutineering seminars the MSA are pushing for correct signage at events plus making sure all the paperwork is correct.

The contact details for notification of any fatalities or potential fatalities has been changed to the MSA Safety Director, Kate Adamson – 07525 237403 and they are looking as to whether she should have a satellite phone available to make sure that cover is available at all times.

The MSA technical department are reviewing the Safe Working Load (SWL) and other standards as the North Sea lifting book states that while winching if anything can still move after equipment failure it counts as lifting so the lifting tackle rules apply. Manufacturers seem to be making what competitors want as opposed to what is necessary legal. This may apply to some clubs in the future that still carry out winching events.

Discussions re frontal head restraints (FHR's) for cross country events. MSA have no plans yet to enforce these for our cross country competitive safaris, but if members are wanting to use them, the correct ones should be used - the Simpson waistcoat version seems best for our discipline, but prospective purchasers need to get plenty of qualified advice. FHR's are needed in some safari plus and hill rally events and for use with some smaller vehicles like UTV's.

VNUK Case (Slovakian Farmer and tractor incident). This has been covered in MSA News. The ALRC may want to consider a survey of member clubs of how many Land Rover classic vehicles and trialers members may have that are off the road only / SORNed (not insured). Or if EEC goes through we may have to insure all off the road vehicles. This is being driven by Europe and could seriously affect those with more than one vehicle. This is being opposed by the MSA and other bodies involved with motoring organisations and they have asked that you contact your MP's on this subject.

Cross Country MSA Scrutineers. The MSA have still not an answer to this. It is hoped the MSA will have discussed this and to have an answer at the next MSA CC Meeting on the 10th May 2017. At the ALRC Council meeting Debby queried whether the issue was that very few events do not require a MSA scrutineer and as most of those events are ours was there an element of keeping below the

parapet on this. We are not sure how this exemption has come about – we think it is the rules in the ALRC Handbook that were the original impetus for this.

Obviously if the MSA bring in a grade of off road scrutineer then we would need members to apply to act as such.

We need to be careful as currently the MSA regard our off road sport as grass-root motorsport which should not be overly regulated.

Some play days are run under MSA permits and this is not being policed effectively as the rules are often being flouted at these events.

Dennis Wright pointed out that the majority of permits issued are for cross country events which make up a large part of the MSA's income. He also said that the seminar at Castle Donington was oversubscribed and no spaces were available this year for himself, Adam Pinder and Tony Lockwood to attend. Another venue has been cancelled due to low numbers but this central venue could have been used for two separate days. Frank Champion could not attend last year due to over subscription but was able to this year.

Exemptions can be made if an MSA scrutineer is not available for a comp safari and this has been done in the past following phone calls made.

Scrutineering at a cross country events is very different than scrutineering at a track event. Also cross country events are very mixed from Tyros to Comp Safaris.

Debby Darby said it is possible for members to go through the full MSA training but there is little commitment to do so as most do not want to attend events outside of cross country. Andrew said it is also dependent on being signed off by those assessing at events which is very variable. We are talking about current club members who have a great deal of experience at our events. Track scrutineers are not required to cover cross country events in their training.

It should be remembered that an MSA scrutineer can charge for attending an event so this may increase costs at all events.

h. S&ORC – Mark Whaley

Rule change proposals are being looked at for what engines should be permitted at events and also the information from the Q class results will be discussed when any is received.

The following information has been circulated to all clubs following discussion at the ALRC Council meeting on 4th February 2017 and was sent out on the 6th February 2017.

Q class – log booking procedures

For CCVT and Comp Safari it does state that a log book is required for all vehicles where a roll over protection is required – L.8.1. page 85 ALRC Handbook.

Originally the Q class was asked for by clubs to be able to encourage entries into Tyros and RTVT's but then it was pushed for at the S&ORC meeting for CCVT and comp safaris as well which was an error on our part in allowing it to proceed for these events.

It is now in for a two year period and a clarification has been sent out so that all know how the system is to work.

If a vehicle is only fitted with a yellow tag then this identifies that the roll cage is safe and the paperwork is a way of recording what the vehicle has that makes it a Q class. The yellow tags are not marked as ALRC tags and no measurements are required for fitting.

Vehicles entered under a Q class must be MSA compliant but they cannot be log booked as they do not comply with the ALRC regulations that stipulate dimensions etc.

Clubs not wishing to allow Class Q vehicles in trials should include such wording in their SR's – page 89, ALRC Handbook. This wording is included in the SR's for the National Rally.

It was decided that Q class vehicles with roll cages will be issued with a yellow tag and the initial scrutineering paperwork showing clearly that the vehicle is a Q Class. Two photographs should be provided and the yellow tag number should be written on these to identify the vehicle. The competitor should then keep this paperwork to show at future events.

It is not intended that an ALRC log book will be issued for any Q class vehicle during the two year trial period.

This has been sent to all clubs prior to this AGM so that all members are clear as to the procedure to enter events.

It must be remembered that compliant ALRC log booked vehicles have a yellow tag plus a red or blue one. Light blue tags have been ordered as more are needed.

Dave Canham thought that any Q class vehicle would sit outside of any ALRC rules.

This yellow tag is to show that the vehicle roll cage complies with MSA regulations. It was not stated that L.8.1 would not apply to these Q class vehicles because the original proposal was for Tyro and RTVT which were not dependent on having a roll cage.

To date correspondence has been received from one club after running two events where a Q class vehicle has entered. Simone has set up a separate folder where any information received will be collated and presented to the ALRC Council meeting and the S&ORC meetings.

The first was an entrant in a RTVT driving a Defender 90 with dislocation cones fitted, disc handbrake and wheels with a wider offset with bead locks.

The second entrant was in a Tyro driving a 100" wheelbase.

Details of what puts a vehicle into the Q class should be provided, with photographs if possible and number of entrants.

For the ALRC to make an informed decision on the necessity of a Q class we need honest feedback from the clubs.

i. CCMSA Coordinator – Andrew Neaves

8 applications have been processed for 2017.

j. Handbook – Steve Kirby

As the new ALRC Handbook is distributed to club members any errors or omissions should be notified to Steve Kirby.

5500 copies printed by Cambrian Printers with the cost offset by the addition of adverts for the first time in many years. Ruth Smith co-ordinated this and she had to produce some of the adverts and was very proactive in approaching prospective advertisers. With more time the number of adverts could possibly have been more as it was not started until October when really earlier in the year would be better as this is when companies organise their advertising budgets.

We must record an official vote of thanks to Ruth for taking on this role and hope that she will repeat it for the next edition.

It would be useful if clubs could pass on contacts that they already use as they may wish to advertise in a handbook that goes to a wider audience as well.

Paul Newman was extremely helpful throughout the whole process of collating the handbook ready for the printers and he would be happy to repeat the exercise.

Again there were issues with delivery to some clubs.

Action – In two year's all club secretaries will be telephoned prior to the next edition so that all details can be verbally confirmed as to a delivery address where there will be someone to accept delivery.

Also some clubs were very slow in returning membership numbers to Murray so the previous years ones were used which in some cases may mean they have too many or too few books have been delivered.

k. Webmaster – Murray Wiltshire

The website continues to operate as usual. If anything is wrong please let Murray know.

It is better if clubs provide a link to the ALRC site instead of taking the information off the ALRC website and adding it to their own as a copy. If this is done then any changes are often missed and it leaves old documents being shown to club members instead of the latest information.

l. Membership Officer – Murray Wiltshire (Caretaker)

Membership certificates are available for all paid up member clubs.

Membership lists have not been received from all clubs as yet and it is hoped for future years that the same format can be used by all clubs for ease of use.

To date there are only four clubs that have still to pay which is good for this time of year. Payment by BACS seems to have worked well.

m. Child Protection – Simone Birch.

No issues reported. Advice given to Mark Pritchard, Somerset & Wilts LRC on how to apply to the MSA to become a Child Safeguarding Officer as they will then arrange for a Disclosure & Barring Service (DBS) check free of charge.

11. Any Other Business. None received.

12. Date of Next Meeting – 8th July 2017.

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

2017 meetings booked at British Motor Museum.

Council - June 10th. Council meeting on 7th October needs a venue.

EGM / S&ORC - July 8th, November 18th.

Dates for 2018 booked at the British Motor Museum.

Council – 3rd February, 9th June, 6th October. (Only can do February at British Motor Museum).

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

13. Close of Meeting at 12.08