

ASSOCIATION OF LAND ROVER CLUBS

Honorary President:
Mr Denis Bourne



Please Reply to: Simone Birch
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EXTRAORDINARY GENERAL MEETING

Saturday 12th November 2022

Via Zoom Meeting

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 2nd July 2022.
4. Matters arising from the above minutes.
5. Forward Plan
6. Chairman's report.
7. Secretary's report.
8. Treasurer's / Membership report.
9. New Club Applications.
10. Rule Change Proposals
11. 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. Child Protection 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 02.07.2022

| | Present | Apologies |
|---------------------------------|--------------------------------------|-----------------------------------|
| ASSOCIATION OF LAND ROVER CLUBS | Simone Birch | Derek Spooner |
| ANGLIAN LRC | | Andrew Flanders |
| AYLESBURY LRFC | | |
| BLACKPOOL & FYLDE LRC | | |
| BRECKLAND LRC | | Kevin Peake |
| CAMEL TROPHY CLUB | | |
| CHELTENHAM & COTSWOLD ROC | | |
| CHESHIRE LRC | | |
| CHILTERN VALE LRC | | Tim Linney Stuart Newton |
| CORNWALL & DEVON LRC | | Guy Cashmore |
| CUMBRIAN ROC | | |
| DISCOVERY OC | | |
| DORSET LRC | | |
| EAST NORTHANTS LROC | | |
| ESSEX LRC | Mark Pycraft | Heather Pycraft John Musham |
| HANTS & BERKS LRO | | |
| LAND ROVER REGISTER 1948 -53 | | Andrew Neaves |
| LAND ROVER SERIES 1 CLUB | | Andrew Cross |
| LAND ROVER SERIES II CLUB | | |
| LEICS & RUTLAND LRC | Antony Birch | |
| LIGHTWEIGHT LRC | | |
| LINCS LRC | | Cheryl Howard |
| MIDLAND ROC | | Liz Welch Richard & Ruth Smith |
| NORTH EASTERN ROC | | |
| NORTH WALES LRC | | David Mitchell |
| NOTTINGHAM LRC | | Wendy Simpson |
| PEAK & DUKERIES LRC | Dennis Wright | |
| PROJECT JAY PRESERVATION GROUP | | |
| RED ROSE LRC | | |
| SCOTTISH LROC | | |
| SOMERSET & WILTS LRC | | |
| SOUTH COAST LROC | | |
| SOUTHERN ROC | Dave Canham Charles & Debby Darby | Mark Baitup Terry Buss |
| STAFFS & SHROPS LRC | | Adrian Neaves |
| WYE & WELSH LRC | | Ray Godwin Adam Godwin |
| YORKSHIRE LROC | | |
| TOTAL 35 | 4 | 12 |

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MINUTES OF THE EGM HELD ON THE 2nd July 2022

1. **Simone Birch opened the meeting at 10.10am**

Apologies to those that have travelled to the meeting - not sure on why there is such a low attendance. This meeting is being recorded.

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

3. **Minutes of previous meeting held on 12th March 2022**

The minutes were proposed as being a true record by Dave Canham, seconded by Charles Darby and agreed unanimously. Signed by Simone Birch.

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

a. Rule change to ALRC Regulations agreed on 12th March 2022

Part 1 General Vehicle Regulations -Section A - General

A.6 Judges of Fact

A.6.1. All Event Officials are deemed to be Judges of Fact with regard to Smoke.

A.6.2. All Event Officials are deemed to be Judges of Fact with regard to Noise.

After this addition to the ALRC Regulations an email was received from Ian Davis drawing our attention to the following Motorsport UK Regulation Officials (G).

10.2. The SRs for an event will specify the facts to be judged and the specific Officials who will judge them.

The names, both first and last, of the officials appointed as Judges must be listed in the Programme or an Official Bulletin or posted on the Official Notice Board with date and time of publication.

10.2.1. The Chief Scrutineer of an event and members of the Technical Commission are considered Judges in respect of Vehicle Eligibility (C.3).

10.2.2. Environmental Scrutineers and Officials in charge of Sound Meters are considered Judges in respect of Sound.

This means that all Judges of Fact must be named and the facts to be judged stated in the SR's. Clubs to be reminded of this fact as if may be relevant should there was a dispute at any event. At drivers briefings marshals etc should be named.

5. **Forward Plan**

6. **Chairman's Report – Richard Smith**

Apologies due to illness sent this morning.

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

a. The minutes of the ALRC AGM and S&ORC meetings held on 12th March 2022 were sent out to all plus the agenda for this meeting. (02.04.2022)

b. A lot of National Rally organisation has been done ready for the event.

c. The first online module for Event Secretaries is now available on the Motorsport UK Learning Hub – watched!

d. The International Automotive Group (IAC) who manufacture interiors for JLR are looking for unusual vehicles to display at a Families Day planned by them for the 17th September at Elmdon, near Solihull. They have also sent this request to some local clubs. (01.07.2022).The date does clash with the Majors Memorial Trial and show at Peterborough.

Club Secretary / Council member / Scrutineering Change of address from those that appear in the 2021 ALRC Handbook:

Peak & Dukeries LRC – Ashley Armitage, 1 Top Street, Rainworth, Mansfield, NG21 0JT. 07931 101313

Project Jay Preservation Group – Ian Phillips, 148 Dovehouse Drive, Wellesbourne, Warwickshire, CV35 9NR.

07919 564192

Leics & Rutland LRC – Simone Birch, 1A Duncan Avenue, Huncote, LE9 3AN, 07786 443474.

tonybirch@btinternet.com

Privilege Event Permits applied for in 2022 from the following clubs (Maximum allowed 8). The definition of a Privilege Event Permit is one is issued per Motorsport UK permit issued.

BLRC (2), CVLRC (3), C&DLRC (4), LRLRC (3), NERO (6), SROC (1), S&SLRC (2), YLROC (1)

8. Treasurers / Membership Report – Cheryl Howard

All clubs except Yorkshire LROC have paid their 2022 ALRC subscription. They have replied to a letter sent by Simone saying that they intend to pay. This non-payment could affect their members entering other club events and the issuing of any camping permits. Not an issue at the National Rally as it was checked to make sure no entries had been received prior to the event taking place. Camping took place but members held other clubs membership as well. There is an event advertised for the 18th September to be hosted by Yorkshire LRC.

(Post meeting – payment has now been received - 07.07.2022)

Balances in all the ALRC accounts were read out at the meeting.

9. New Club Applications. None received

10. Rule Change Proposals.

a. Proposed by David Moore, Somerset & Wilts LRC, seconded by Andrew Neaves at S&ORC meeting 21st November 2021).

B.2. ENGINE DESCRIPTION: -

B.2.1. Alternative engines or engine parts which may be interchanged are:-

| Original Land Rover Engine | Acceptable Replacement |
|----------------------------|--|
| 1.6 and 2 litre | Rover 60 2 litre car engine 2286cc Series 2 or 3 Land Rover engine (Class 1b only) |
| 2.25 litre | Rover 80 2.25 litre car engine, or normally aspirated 2.5 diesel |

| Class | Suspension Type | Wheelbase Range | Applicability |
|-----------------|-----------------|------------------|--|
| Standard | | | |
| 1 | Leaf | Up to 84 | 80 only |
| 1b | Leaf | Up to 84 | 80 only with 2286cc engine |
| 2 | Leaf | Over 84 up to 90 | 86, 88, lightweight |
| 3 | Leaf | Over 90 | 101, 107, 109, 110 (includes FCs) |
| 4 | Coil/Air | Up to 95 | 90 |
| 5 | Coil/Air | Over 95 | Range Rover, Discovery, Freelander, 110, 127/130 |
| Modified | | | |
| 6 | Leaf | Up to 84 | 80 only |
| 7 | Leaf | Over 84 up to 90 | 86, 88, Lightweight |
| 8 | Leaf | Over 90 | 101, 107, 109, 110 (includes FCs) |
| 9 | Coil/Air | Up to 84 | 80 only |
| 10 | Coil/Air | Over 84 up to 90 | 86, 88, Lightweight, 90 |
| 11 | Coil/Air | Over 95 | All types over 95" wheelbase |

b. The following rule changes have been received, proposed by Matthew Fulwood, seconded by Dominic Fulwood, Chiltern Vale LRC ready for discussion at the July S&ORC meeting

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

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

E.1.2. All Standard Class vehicles, door tops must be in place complete with all glazing panels in place. For Modified Class vehicles fitted with a manufacturer's hardtop/truck cab or for soft-top vehicles fitted with an ALRC tagged & approved roll cage, detachable door tops may be removed.

Rational: Removing the door tops on a Series Land Rover is a lovely thing to do. It's such a shame to have to fit them just to compete in an RTV, especially during the summer months when many may not have them fitted at any other time. There is no real competitive advantage vs' running Defender style doors as the total opening is similar. Although it is vastly cheaper to lift the door top off vs buying a pair of Defender doors for your Series Land Rover.

All RTV entrants are required to wear seat belts with either shoulder harnesses or diagonal shoulder belts for safety. Restricting door top removal to only hard top vehicles or soft tops with an approved roll cage should address any concerns over reduced roll over protection by removal of the door tops.

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

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

E.1.5. Modified class soft-top vehicles may either remove all or part of the hood and the rear most support structure. Truck-cab style hoods and 'Bikini' tops are permitted. The main hoop behind the driver must remain in place, the manufacturer's windscreen must be raised and secured in place.

Rational: There is no competitive advantage to running a Bikini top or even removing the full canvas hood, as the vehicle will at a minimum retain the same silhouette as a pickup/truck cab vehicle when you factor in the position of the windscreen and the main hoop behind the driver.

There are also no safety concerns, as we already allow the removal of canvas hoods for CCV trials, where drivers/passengers have no additional safety equipment (such as helmets/goggles/race suits, etc.).

It is also known that these things already happen at events, including at the National. This being so, we might as well have a proper Rule to allow those competitors to be classified as Modified Class vehicles and avoid the need to use Class 'Q' in this instance.

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

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

E.1.4. Modified class Series/Defender vehicles may remove the upper rear tailgate (aka "catflap"), the lower tailgate must remain in place secured closed.

Rational: This already happens at events, including the National and doesn't seem to be easy to prevent or Police. There is no real competitive advantage to removing the upper tailgate. This rule would then make it easy to simply include the competitor in the Modified Class should they wish to remove the upper tailgate. The only option currently would be to preclude them from the event, or put them into Class 'Q'. (E.1.1.2. Makes it clear that as of now you would need to have the upper tailgate fitted in place).

iv. **General Vehicle Regulations**

The proposed changes are for *Modified* class only.

Section C - Modified Class Vehicle Regulations

C.5.8. Coil spring upper mounts may have spring dislocation/relocation cones fitted.

Rational: Please also see proposed CCV only regulation F.6.1. below when considering this proposal. They should be considered as a single proposal, designed to limit the impact of this change.

Dislocation cones are a common Land Rover modification that many fit because they are cheap and easy to install, they also work well with standard springs and are often found on vehicles being forced into Class 'Q' if they wish to compete or even turned away from events.

They also offer some safety benefits that prevent the spring falling out of the upper mount, which can be hazardous to relocate on a trials site. In the interests of not wanting to turn people away from trials and reduce the reliance on Class 'Q', also considering the overall limited benefits these modifications offer, we should simply allow them for Modified class vehicles.

v. Please note, this rule change (F.6.1.) is intended in conjunction with the above (C.5.8. proposal) as it would serve no purpose on its own.

Event Specific Regulations

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

Section F - Cross Country Vehicle (CCV) Trial-Specific Technical Regulations

F6 SUSPENSION

F.6.1. For Modified CCV class, coil spring upper seat dislocation/relocation cones are permitted to be in place (C.5.8.) however if present, then the coil spring must be retained to the upper spring seat preventing the spring dislocating.

Rational: While it is advantageous to allow dislocation cones for RTV vehicles due to the number of people who may have them fitted already that we would like to include in our RTV events. Modified CCV vehicles are generally more specialised and purpose built for the events. It would be nice to keep these more "Land Rover" in design. Any setups with extreme suspension travel will likely be designed to not require dislocating springs. The intention of this rule is to allow them to be fitted, but not operational for CCV events. Retaining of the upper spring can easily be achieved with heavy duty cable ties, jubilee clips or small exhaust clamps in most cases.

c. The following rule changes have been received, proposal from Dave Canham, seconded by Mark Baitup, Southern ROC ready for discussion at the July S&ORC meeting.

A20 – Novice Trialling class

Rationale

To encourage inexperienced drivers into RTV's it is proposed to allow a Novice trialling class known as A20. This is for inexperienced drivers who have borrowed a CCV vehicle so they can have a go without risk to a road car. A20's runs last throughout the day to avoid disrupting the main RTV event and are not eligible for any awards. This will require an addition to the existing ALRC Competition Regulations.

New regulation:-

E.7. A20, Novice Trialling Class.

E.7.1. A fully compliant CCV is to be used.

E.7.2. The driver must wear a minimum of a 4 point safety belt with two shoulder straps and one abdominal strap.

E.7.3. A20 competitors run last on the sections throughout the day and are not eligible for any awards.

Additionally, although it is not a regulation and is therefore not enforceable, for the sake of clarity remove the 2nd sentence from the introductory comment to Section M:- RTV event vehicles should be within the "spirit of the event". CCVT or Comp-Safari vehicles that have been made road-legal should not be used in RTV events.

Becomes:-

RTV event vehicles should be within the "spirit of the event". ~~CCVT or Comp-Safari vehicles that have been made road-legal should not be used in RTV events.~~

Simone pointed out it was not actually a regulation in the SR's of events at Southern ROC but appears in the trial description.

Had the A20 class had become the Q class and this could be used to allow members to drive at events as an introduction to trialling. This would only allow road taxed vehicles to be used as Q class and A20 allows for fully compliant CCV trialers to be used.

Debby Darby said that it appeared that an SR had been deleted from the Southern ROC SR's.

The ALRC Regulation D.1.2 states that - Only RTV trials vehicles need to be registered and taxed; all other classes are exempt – this is how the A20 class came about but we are not sure if this is the correct reading of the regulation. Should be RTV trials vehicles must be registered and taxed and CCV trial vehicles & comp safari vehicles classes are exempt from this.

The regulation D.1.2 also refers to Motorsport UK Yearbook regulation P.60.1.1 and P60.1.2 which allows for a club to issue an SR to relax the need for a vehicle to be taxed if the event takes place on private property – no mention of MOT?

Trial SR's could state ALRC Class 1 -11 – which would need to be taxed (ALRC regulation D.1.2.) and also A20 which would need to be an ALRC compliant CCVT vehicle (would need an ALRC logbook).

Dennis Wright felt that the A20 naming reference should be dropped as it is an unofficial term used by one club. Other clubs do run events like this but under other names and do not always include the class in the results.

Mark Pycraft said that this is why some clubs set up sister clubs to run outside of the ALRC regulations but only Motorsport UK regulations and Debby Darby agreed that we do not want to force clubs down that route. Clubs that want to stay with standard vehicles do not want to do this.

The sister clubs allow non-ALRC compliant vehicle plus other makes of vehicles to take part in competitions.

If this rule change proposal was adopted to go into the ALRC Handbook then it might need to be removed in the National Rally SR's. It was felt that this class would not work if there was more than one group being run in an event. No pre-booking is allowed for A20 as being able to take part depends on number entries on the day but it could make the difference to an event being financially viable.

Dave Canham will look at rewording the proposal.

d. Attached to the minutes is the document on Junior Eligibility received from Al Reaney, Peak & Dukeries LRC. Comments received with the proposal.

I had pretty much given up with this rule change proposal as the more I delve into it the more of a minefield it becomes but at recent events I have been approached by several people who have heard that I had raised the issue again and who pleaded with me to continue to push for a solution.

The issue lies with the fact that to fully resolve all the issues requires the ALRC and Motorsport UK to simultaneously change several rules. (Or ideally for Motorsport UK to add specific rules for our particular sport).

This is something I recall been debated with frustration amongst our club members when I was a teenager, I never thought it would still be an issue for my own children.

I strongly feel that this is a rule change that is needed for the good of the ALRC in general and is not just something to suit me.

I would therefore welcome the opportunity to work with the Council members to find an appropriate solution.

I have attached a document that I have created to try and detail all the issues. I apologise for it been so lengthy but it was aimed at Motorsport UK who may be less aware of the particulars of our sport.

For the purpose of the ALRC the last 4 pages is all that is relevant really as I would hope that everyone is aware of the issues we face.

The rule proposal set out in the last 4 pages is my best possible solution to cater for all the issues but I appreciate others may not agree with all points or some issues may be too difficult to implement so I submit this on the basis of getting the ball rolling and it becoming a project that the council can support me with developing and implementing.

Please note, the rule change that was submitted by Dave Canham on the back of the last meeting regarding the A20 or "Novice trial" does affect these more indepth issues. I have therefore included a variation of that rule change within my proposal. To avoid confusion it may be best to hold off on approving Dave's rule change as it is largely the same as my version but may complicate matters.

I have copied Kevin Peake in as I have already discussed this with him and as you know he was kind enough to raise it in part at the last meeting. I hope with his help we can lobby MUK to make the necessary changes. After all, they are trying to push grass roots sport and Junior entries, as well as the recent road car project.

Charles Darby said that Motorsport UK were pushing for youngsters to be able to do speed events but in Cross Country it would be better to start with Tyro and then RTVT, CCVT and upwards. The use of a CCVT vehicle would help some families let their children take part – some may not have RTVT vehicles to use. In Comp Safaris the better drivers are those that have trialled first.

This was raised at the Motorsport UK Cross Country Committee meeting held on 21st June 2022 and the following rule change proposal has been submitted by Kevin Peake, (after consultation with Charles & Debby Darby, Al Reaney, Richard Smith and Simone Birch) which is going through the process at Motorsport UK

TYRO – Regulation change

Please see below Regulations that I believe require changing to make TYRO more accessible for new competitors.

TYRO, by Regulation is probably the safest event in The Motorsport UK Yearbook, with clear restrictions on event organisation and terrain.

For younger competitors the current Regulations are stricter again on where the driver can drive the vehicle (only on the section, which would be observed by marshals at all times), so the restriction on type of vehicle to be used or extra features that require fitting really aren't needed, and are preventing many young people trying our sport, which in turn reduces numbers progressing to further levels.

The current Regulations mean that some families would require two or more vehicles to compete at the same event, but with the changes listed greater vehicle utilisation would be achieved and entry numbers increased making the event more viable.

~~44.1.3. Deleted Vehicles not complying with 62 must be fitted with a standard manufacturer's hardtop, truck cab or a roll bar to Section K, Appendix 2, drawing 1, and the SRs may permit entries to be accepted in respect of drivers who are 15 or over without a full RTA licence provided that the passenger holds a full RTA licence valid for the vehicle concerned and is a person who has experience of Cross Country Trials.~~

Reason – The event by Regulation and organisation is safe so no further vehicle modifications or age restrictions are required

44.2.5. The passenger sitting alongside the Driver during sections must be at least 12 years. Exceptionally, where the vehicle has no rear seats the passenger sitting alongside the driver must not be less than 2 years old, any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.

Reason - The event by Regulation and organisation is safe, and we need to make the event as much of a family day as possible. A child that passengers in more likely to continue in the sport.

~~62.1. Tyro Trials allow all standard production 4x4 vehicles with petrol or diesel engines (including military variants of civilian models) mass-produced by a motor manufacturer and generally available for normal retail sale, or available via a network of dealers, whether designed principally for the transportation of passengers, commercial use or dual purpose.~~

~~62.1.1. Saloon cars and cars derived commercial vehicles are prohibited.~~

~~62.1.2. Deleted Vehicles must be currently registered and taxed.~~

~~62.1.3. Deleted Where appropriate the vehicle must have a valid MOT Certificate where appropriate.~~

~~62.1.4. Deleted Front seats may be replaced but rear seats, and the original number of seats when the vehicle was manufactured, must be retained.~~

~~62.1.5. Deleted Bumpers must be retained in their original position.~~

~~62.1.6. Safety improvements may be added to the vehicle~~

62.1.? Where the vehicle is not a mass produced standard production vehicle and driven by an unlicensed driver it must be fitted with seat belts complying with K2.1.2 (Four point) and Circuit Breaker as K 8.1 within reach of both driver and passenger while seated with their seat belts secured

Reason – Remove some of the outdated restrictions and make the event more accessible. For instance, under the current Regulations a road legal Land Rover 90 soft top with an aftermarket high level bumper would need to fit a hardtop or roll cage to compete in an event where rollovers should be non-existent.

11. Section Reports

a. Caravan Secretary – Heather Pycraft

55 permits have so far been issued for 2022,

A National Park Rally booking form has been received from the Caravan and Motorhome Club for us to use if we so wish. Events for 2023 need to be booked by 2nd September 2022.

b. Overseas Liaison – Derek Spooner

Query from Team W4, Australia asking if their membership was current as there was no reference on the website – they were looking on the wrong pages. All confirmed.

Richard Smith said he had had an email from an Italian club about them running a national event at the Matterhorn in September - to be forwarded to Derek as not sure if it is from the Italian club which is a member of the ALRC.

c. Non Competitive Clubs & Shows Co-ordinator – Vacant

A volunteer is still needed for this role.

d. Countryside Access – Vacant

The main topic was the Landscapes Review currently being conducted by DEFRA. There is a serious threat posed by this consultation to the future of green lane motoring. Responses were required by 9th April and the ALRC submitted a reply.

LARA have a new publication titled Managing Motor Vehicle Use in the Countryside.

GLASS have written a new publication titled Inclusive Countryside Access and are wanting to include an endorsement from the LARA member organisations and have asked for a logo so it can be added to the document. This was asked for on 26th May 2022 and has not been replied to yet. The provisional deadline for publication was 1st June 2022 and LARA agreed support but it was recognised that member organisations may need to consult their governing bodies. Nothing yet submitted from ALRC

The next LARA Steering committee Meeting is 27th September 2022 – meetings usually take place in the morning.

Subscriptions for 2022/ 2023 have still not been sent out by LARA. Full membership would be £3000 and Associate membership would be £300 (no change).

Ian Davis continues to be Vice Chair and Acting Chair.

e. National Rally Liaison Officer – Liz Welch / Charles Darby.

Entries at 2022 event: Afternoon Tea – 150, CCVT – 89, Tyro – 21, RTVT – 49, Comp Safari – 36, Bike Trial – 22, Team Recovery – cancelled. No Scenic Drive took place.

Main Costs:

Land - £5000.00. plus profit share agreement to be finalised. Usually costs are between £8000 – 9000.

Afternoon Teas - £1315.00

Toilets, Showers, Office Trailer, Generator – £9255.30.

Marquee, Tables, Chairs - £1722.00. Extra chairs and tables were ordered but this worked well for the catering.

Tables were fully used.

Competition Numbers (430) - £810.00. – usually paid for by ALRC but sponsorship received for this from Britpart.

Radios - £403.00.

Motorsport UK Permits - £2043.15.

Marshal Lunches - £750.00. – 50 booked for each day.

Security at night – following theft of mini digger, luckily found abandoned - £1722.10. This is something that will probably be needed for future events. There are a lot of valuable vehicles and equipment that are on site.

Paramedic – attended 3 days but only charged for 1 - £150. See comment below on medical cover.

Canes - £220.00.

Trophies - £1448.56 – this was paid for by Barretts Land Rover, usually covered by ALRC

Fire Extinguishers – 30 hired - £180 – paid for by sponsorship from Bowlers Motorsport.

Stakes - £287.40 – paid for by sponsorship from Bowlers Motorsport.

Skips – £1212.00

Diesel costs have been claimed for the generator - £110.40

The use of the trailer offices, one supplied by Southern Counties Off Road Club were very useful. One was used as a lockup for the trophies and also used as a radio control office with the other being used for rally control.

No expenses have been claimed by any members that have helped Charles over the course of setting up and closing down the event. There has been a great deal of travelling involved to deliver trailers to site and collect equipment. Debby & Charles have taken no travelling expenses as they took on the role as volunteers and were happy to do so.

Barretts Land Rover also supplied the use of 2 Defender 110's for use at the event. Very useful for giving members rides to the afternoon tea and trialling sections, used as a mobile office and used as transport to take a member to hospital on the Saturday night.

With regard to medical cover – cannot use the wording First Aid if a Paramedic is used as this is in breach of their registration as they are not allowed to do First Aid. Need to be aware of this when preparing future event programmes. The information does not appear in the National Rally ASR's.

A bulletin was issued by Simone on the Sunday to cover the use of the Paramedic for the Comp Safari and make it clear that he did not do First Aid over the weekend. The Paramedic did not take any payment other than for his role on the Sunday as a Motorsport UK Registered Paramedic.

The water taps have been left in place as this was easier than blanking off all the pipework.

Thank you letters and emails are to be sent by Simone using a list of sponsors, C-o-C's etc. compiled by Charles.

Charles is also going to produce an aide memoire which would be useful for future organisers of a National Rally.

Delaying the event made it slightly difficult to organise but we were very lucky that all the suppliers offered to roll over the orders for the infrastructure used to run the event.

There was a very relaxed feeling at the event with everyone there to enjoy the event and this was evident every day. It is very unusual to receive the number of thanks that we have done over the weekend and after the event.

Debby and Charles have had a feedback meeting with Libby and Chris Lawson to see if the event met their expectations as well. They both enjoyed the event immensely. Although we had told them how many units would be on site, they had not fully understood how much ground this would take up. We could have explained better about

caravans turning up with tow vehicles and trailers and all the rest of equipment that members often bring to an event. This had not been visualised by them before the event.

There was a different feeling to this National Rally event – Libby likened it to a festival feeling. We concluded that in part it was the tea party, the follow on rally was beforehand so all were relaxed before the event. This worked in favour of the event but this is not able to be replicated when the bank holidays revert to the beginning of the week.

Richard Smith said it would be useful if we knew the acreage of the land we used. Debby is to ask Graham Bridgland to work this out.

Andrew Flanders said that he has the figures for Whaddon – will check.

At Stainby - 27 acres was used for camping.

Debby said we had a good rate from Libby for land rental and her final financial outcome is reliant on the profit share from the event. She did not take any profit from the food sales as that went to the caterers. She has had the profit from the Afternoon Teas and the sales made from the mobile Land Rover tuck wagon.

This National Rally event has been funded differently to others – usually the ALRC would cover the costs of the trophies but this year these have been sponsored and paid for by Barretts Land Rover.

Other cash sponsorship was paid into the National Rally account so the competition numbers were also paid for out of that account – usually covered by ALRC. The ALRC have already benefitted by this being done.

At the recent Council meeting Derek Spooner said that we should not lose money but are also not a profit making organisation.

Libby and Chris have been very supportive over the whole period of the last three years and we would really like to use the site again. There is a lot of ground that has not even been used for this event and this could be an important site for the future.

The profit share with Libby should reflect the amount of money that the ALRC have already taken out of the account or had paid by sponsors.

The caterer is happy to do other events for us.

For any future National Rally, in the event of it needing to be cancelled then all entries would be refunded and bookings taken afresh as it has not been easy to manage all the changes to the bookings.

Debby said it was a double edged sword – lovely to have the money in the bank to ensure funding for everything but making sure that entries were still current was a compete nightmare. The additional admin caused by a double roll over was very time consuming – members had moved house or changed jobs and had changed email addresses. Ages had changed! Emails were sent to all and notices were displayed at signing on asking members to check if they were eligible for certain trophies. Still missed by some. Vehicles had been changed so all classes were double checked at scrutineering.

2023 National Rally – to be hosted by Wye & Welsh LRC at Aberbeeg, Cwm, Blaenau Gwent, South Wales.

Toby Fuller is the Event Director. To contact them as we are in a position to give accurate costings.

Wye & Welsh LRC are running the event with support from the ALRC and the ALRC National Rally bank account is going to be used.

A logo has been designed for the event showing a colliery with a tyre tread below with green and red clothing going to be available.

They will need help with the infrastructure for the events and they have no comp safari equipment. Plan to talk to Staffs & Shrops or Cornwall & Devon LRC.

Andrew Flanders can offer some equipment as they have it from Whaddon.

Derek Spooner asked if there were any plans for the 75th Anniversary of Land Rover – not as yet.

There will be no follow on rally on the site but there are plenty of sites in the area if members want to stay on in the area.

Liz has had a full handover from Janet New.

Liz has received an email from Hazel Mellish. As Lancs & Cheshire LRC are no longer acting as a club they have trophies that are no longer required. They would like to offer one as a trophy for girls taking part in the bike trial. Do we need to do a boys one as well then?

Simone had also been approached about an older age group trophy for the RTVT, similar to the CCVT one.

Debby said that one current trophy that is never awarded is the Tony Holder Memorial Trophy. In 2014 this was changed from the MSA Inter Regional Junior Tyro Team Trial to presented to the family that achieves the best results in the Bike Trial, Tyro and RTVT / CCVT but there are no families now competing in these events – only three families have ever competed for it.

Also in the RTVT – The Breckland Land Rover Club Trophy is presented to the club with the lowest average score. – Shared this year by two clubs on 2 points who both only had one driver entered, so this is not really an average. To be discussed at the next Council meeting.

At signing on it was again noted that not all clubs issue a separate membership card to each member in a family. Each family member should have a card with their own name on and an identifiable number on it.

At this National Rally a member became ill during the evening and was needed to be taken to hospital. There would have been a long wait for an ambulance so one of the Barrett Land Rover Defenders was used to transport him to the hospital.

It was very useful to have the vehicle available and also have someone who did not drink alcohol to be able to drive. This is something that needs to be borne in mind for future events. Medical Aid may be required at any time and there should be someone able to be contacted for assistance.

f. Press & Publicity – Vacant

Ruth Smith has stood down from the ALRC Council so this position is looking for a volunteer to take is over.

g. Motorsport UK Liaison – Kevin Peake

Any member disqualified from holding or obtaining a Road Traffic Act driving licence will not be able to have a Motorsport UK Competition Licence.

h. S&ORC – Richard Banks

i. Cross Country Motor Sports Agency Co-ordinator – Andrew Neaves

Apparently you cannot use a CCMSA permit on the same site as a Motorsport UK permit is used?

Andrew Neaves says this depends what the permits are used for but there is nothing that should prevent this. The CCMSA only exempts under the Road Traffic Act and does not offer any insurance for events.

A caravan permit is issued for use on the same land.

j. Handbook – Fallowe Kirby

Rolling updates are done as they occur ready for the next publication. A photo is still required for the front cover.

k. Webmaster – Vacant

Ruth Smith has stood down from the ALRC Council so this position is looking for a volunteer to take is over.

l. Facebook – Adrian Neaves

Not much to report on the FB page. Most traffic has been on the National Rally page.

Still a steady stream of people wanting to join the main ALRC page.

m. Child Protection / Safeguarding– Simone Birch.

Review of ALRC Child Protection Policy and Safeguarding Code of Conduct – No changes required

Clarification previously came from Motorsport UK re a Club Safeguarding Officer – if minors are present at an event then there must be a Safeguarding Officer present and they should be involved in any Judicial Procedures involving any minors. Clubs can have more than one person in this position and this is recommended for them to do.

The following has now been confirmed by Ian Davis, who asked this question at Motorsport UK, Bicester – A Safeguarding Officer is not required to attend each and every event but all persons attending must know who the Club Safeguarding Officer is. A notice should be displayed, alongside the Permit at signing on.

13. Any Other Business.

a. Confirmation statements (CSO1) made to Companies House by Derek Spooner for ALRC (16.03.2022) and CCMSA (04.05.2022).

b. Dennis Wright said that Scottish LRC would like to nominate a new log book scrutineer. Still waiting to receive the information.

c. Query at the Council meeting - During the National Rally RTVT, after a handbrake failure, there was a comment made over the radio that hill starts should not be used at events. Is this correct? Yes, start gates should be on level ground – these are usually un-numbered – Motorsport UK Regulation P.5.2.2.

d. Query at the Council meeting. - Should we look at doing a long wheel base RTVT? – Some clubs already have long wheel base vehicles that regularly take part in events. 2nd, 5th, 7th overall in the National Rally RTVT were all long wheel bases. It is down to clubs to lay out their events to be non-damaging. It is difficult when driving in woodland to allow for all drivers capabilities.

14. Date of next meeting – 12th November 2022. The EGM / S&ORC meeting will be held via a Zoom meeting.

2022 meeting dates;-

Council: 8th October.

EGM / S&ORC: 12th November

Dates for 2023 –

Council: 11th February, 10th June, 7th October.

EGM / S&ORC: 18th March, 1st July, 11th November.

15. Close of Meeting at 11.45