ASSOCIATION OF LAND ROVER CLUBS

Honorary President:
Mr Denis Bourne

Please Reply to: Simone Birch
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EXTRAORDINARY GENERAL MEETING

Saturday 11th November 2023
Via Zoom Meeting

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 1st July 2023.
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 EGM 01.07.2023

	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	Stuart Newton	Tim Linney
CORNWALL & DEVON LRC	Guy Cashmore	
CUMBRIAN ROC		
DISCOVERY OC		
DORSET LRC		
EAST NORTHANTS LROC		
ESSEX LRC	Ralph Coulson John Musham	Heather Pycraft
HANTS & BERKS LRO		
LAND ROVER REGISTER 1948 -53		Andrew Neaves
LAND ROVER SERIES 1 CLUB		
LAND ROVER SERIES II CLUB		
LEICS & RUTLAND LRC		
LIGHTWEIGHT LRC		
LINCS LRC		Sue Blackshaw
MIDLAND ROC	Richard & Ruth Smith Richard Banks	Liz Welch
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		Neil Scott
SOMERSET & WILTS LRC		
SOUTH COAST LROC		
SOUTHERN ROC	Dave Canham Charles & Debby Darby Ray Booty	
STAFFS & SHROPS LRC	Bill Hewitson Adrian Neaves	
WYE & WELSH LRC	Pete Gladman Ray Godwin	
YORKSHIRE LROC		
TOTAL 35	10	5

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MINUTES OF THE ALRC EGM HELD ON THE 1st July 2023

1. Richard Smith opened the meeting at 10.00am

2. Apologies for absence – see attendance table.

3. Minutes of previous meeting held on 18th March 2023

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

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

5. Forward Plan

RTVT meeting was well attended with 46 members. Clubs saying damage in RTV events needs to be reduced. Very positive outcome with the majority of clubs seeming to want to run two types of RTVT, one easier (RTV1) and one slightly harder (RTV2). Mike Stone (CCROC) will head up future RTV meetings and discussion points. Cheltenham & Cotswold LRC run RTVT very successfully with larger entries than most so it would be good if their model could be replicated. This will help to bring in new members. Richard S told the meeting that he had produced a narrative on this issue which would be published in the minutes. This is produced below for information.

START OF STATEMENT

We did say that another meeting would be set up after the National Rally had taken place. This is to be arranged.
Motorsport UK have been in touch with Richard S and want to arrange a catch up meeting. This took place on 30th June.
Initial thoughts on getting new members into competitions from Kevin.
The following process applies to both Driver and Navigator unless membership not required by MSUK.
New Member completes membership form and pays nothing or nominal fee (£2 to cover admin) .
New Member given membership number to allow MSUK RS License application to be completed.
New membership card to be retained by organiser until full membership approved to avoid unauthorised future use.
New member signs on with Membership card and MSUK license and competes for the day.
At the end of the event if the new member wants to continue with the Club they pay the balance of the full membership fee and the application proceeds for Club committee approval. If they don't want to continue with the Club the new membership is rejected at the next Committee meeting.
It would be advisable that this process was only allowed once per person, but each Club can decide it's own limits.
Guy Cashmore pointed out that this is allowed for under the Taster event permit but club can only run one such event.
By allowing a taster membership this would be tailored to the individual and could be a broadening of this.
Day membership should not be mentioned as this is not allowed.
If a way of sorting out membership could be agreed to be used by all then would give you a larger entry which would benefit the club. If the new member enjoyed the event they are likely to come back again so would need to pay a full membership fee then. Only one event per person could be entered in this way. Ralph said that it could upset members who had always paid in full.
Cheltenham & Cotswold do something similar with a temporary membership which is charged at a lower rate and can be used for two trials only. The cost of this is £10. It does give them a club membership number and they can attend all other club events and can vote at meetings. This has given them a larger membership base.
Dennis queried the Motorsport UK licence – this must be held. It can be done on the day via phone, very rarely is this not possible. Members can also get this before they turn up and as it is free the competitor does not incur a cost.
New wording needs to be found instead of Temporary membership – Introductory membership might be the way forward.
This may be a problem if the member wants to go to another club to compete.
Kevin said that this would only work if existing members continued to pay their full membership. Many members join and do not trial so that would mean that they could pay the lower price but still attend all other club events. He said that when Breckland LRC has 420 members, only 82 competed in the year.
This is to be progressed at the next RTVT meeting.

END OF STATEMENT

6. Chairman's Report – Richard Smith

Richard was asked to attend MSUK for a meeting and took Andrew Neaves along. This was good as they had not met since pre-covid. Some interesting news came from the meeting. Discussions about day membership and MSUK clarified that if a Taster Permit was applied then entries can be taken for RTVT and Tyro if they are non-members. Not allowed to drive a CCVT but can passenger. If nobody takes this up, submit a nil balance on paperwork return and no charge will be applied. There is no restriction to the number of permits that can be applied for. The downside is that it may mean that there is no benefit to membership so this will need to be addressed at club level to encourage people to commit to a membership.

Blue Book will be re-written into a new format for 2024 and MSUK are looking for ALRC input to define how a day membership system could work. Richard S will take this to the next ALRC Council meeting to get some thoughts and processes written down to send some proposals back to MSUK.

Also, while Richard was speaking with Hugh Chambers (MSUK) he raised the issue of minimum ages for competitors. Discussed that young people are unable to enter a non-road legal vehicle (e.g. CCVT car) in a Tyro. MSUK have asked that we put forward some proposals to address this. Regulations need to be put in place and may include CCV car must have full cage, full harnesses, no boosters or cushions to be used. Age and height limitations should be in place, secure seating and all switches must be accessible to the passenger. Kevin Peake will be involved in these discussions and Richard S will continue to continue to push this forward, hopefully in time for the ALRC 2024 National. The meeting was very positive.

Richard is planning to stand down at the AGM in March 2024 after 5 years as Chairman and Treasurer and leave the Council but remain as a log book scrutineer.

7. Secretary's Report – Simone Birch

a. The minutes for the ALRC EGM & SORC meetings held on the 18th March 2023 have been circulated.
b. Letter sent to all clubs re ratification of rule changes re tow ropes and seat belts. (22.03.2023)
c. National Rally correspondence!

Change of address from those that appear in the 2023 ALRC Handbook
Club Secretary:
Aylesbury Land Rover Fanatics Club – email should read cejanes22@gmail.com
Council members – recently co-opted.
Guy Cashmore, (CCMSA rep) Churndon Barton**,** Bridestowe**,** Okehampton**,** EX20 4QH. 01837 861544 **/** 07774887935. guy.cashmore@gmail.com
Rob McCausland, Maison des Femmes, North Road East, The Reddings, Cheltenham, GL51 6RE. 01242 690550 / 07791 623018. secretary.email@ccroc.co.uk
Mike Stone, 2A Brooklands Park, Longlevens, Gloucester, GL2 0DW. 07760 275470. stoner147@gmail.com
Scrutineering:
Gordon Renshaw, 112 Pringle Road, Brinsworth, Rotherham, S60 5BE. Gordydebs@live.co.uk.. 07703 205849

Privilege Event Permits applied for in 2023 from the following clubs (Maximum allowed 8). The definition of a Privilege Event Permit is one is issued per Motorsport UK permit issued.
Breckland (2), Chiltern Vale LRC (4), Cornwall & Devon LRC (2),Leics & Rutland LRC (5), NERO(3), Southern ROC (2), Staffs & Shrops LRC (3).

8. Treasurers / Membership Report –

The following clubs have still to pay their 2023 subscription –
Cheshire LRC, South Coast Land Rover Owners Club. Richard S has chased up but no correspondence has been received. They are now six months overdue and a decision will need to be reached about whether they remain as members of the ALRC.

9. New Club Applications. None received

10. Rule Change Proposals.

The following rule change proposals were voted on at the ALRC AGM held on 18th March 2023 have been ratified by the ALRC Council for implementation on the 1st January 2024.

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

E.1.1.1 Soft-top vehicles are permitted to run truck-cab style hoods and 'Bikini' tops. The main hoop behind the driver & gutter must remain in place, the manufacturer's windscreen must be raised and secured in place. The rear flap and sides on the tilt may be secured open.

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

E.1.3 The tailgate must be in place and secured. The upper rear tailgate may be removed.

c. Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations
E.7. Suspension
E.7.1. RTV Modified class, coil spring upper mounts may have spring dislocation/relocation cones fitted.

d. Council discussion on the following rule change proposal with an amendment to it added.
It was pointed out that this rule was not just to allow unlicenced drivers to take part but to allow licenced partners/friends etc to drive a CCVT vehicle without potentially damaging a road going vehicle through inexperience. Guy did point out that without adjustable seats it is difficult to allow all to drive such a vehicle and be in proper control of it. New wording was added to cover this – see below in red.
Ralph pointed out that if they are a novice but do not show in the results they cannot win by driving a CCVT vehicle so would need to enter in a RTVT vehicle to lose the term novice.

Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations
E.8. Novice Trialling Class.
E.8.1. A fully compliant CCV is to be used.
E.8.2. The driver must wear a minimum of a 4-point safety belt with two shoulder straps and one abdominal strap. They must be able to reach and operate all the controls of the vehicle whilst correctly seated and belted.
E.8.3. Novice Trialling Class competitors run last on the sections throughout the day and are not eligible for any awards.
N.B. The definition of a novice in Motorsport UK Yearbook:
H.34.1.4. A 'novice' will be a driver who has not previously won an award in a competition of similar or higher status and type unless the SRs specify other conditions.

The addition of the red wording was discussed, as it should be a given for all disciplines that all drivers should be able to reach and operate the controls, not just those in this situation. This additional wording is a reminder and as such, will be added at the end of the regulation with "They' to be replaced with 'The Driver'.

The following rule change proposals have been received for further discussion and voting on at the 2024 ALRC AGM. They will be discussed at the S&ORC meeting this afternoon.

e. Proposal received from Charles Darby, Southern ROC, seconded by Richard Banks, Midland ROC
A.3.2 Minerva and Santana vehicles in their entire form are also allowed.

f. Proposal submitted as part of the ALRC rule change process on behalf of the Scrutineering & Off Road Committee. Original text in black, new additional text in red. Proposed by Dave Canham and seconded by Adrian Neaves on behalf of the SORC.

B.2.1 Alternative engines or engine parts which may be interchanged – Dave Canham, SROC**,** seconded by Adrian Neaves, S&SLRC on behalf of the SORC.
Rule Change Proposal:
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 6b 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
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
6b	**Leaf**	**Up to 84**	**80 only with 2286cc engine**
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

g. Proposed Amendment to Class Q for RTV events. Asked for at the RTVT meeting and produced by Paul Walton, NERO.
Part 3 Competition Regulations Section L - Regulations Applicable to all Competitive Events.
Current Detail.
Class Q. RTVT ONLY: A vehicle manufactured from Land Rover parts in accordance with Motorsport UK Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover. Please refer to the article entitled Q Class Trial
New proposed designation of Class Q.
Class Q. RTV ONLY: A vehicle manufactured using the Chassis and predominantly the panels of a Land Rover while retaining the overall appearance of a Land Rover product in accordance with Motorsport UK Regulations.
For clarity, "Appearance of a Land Rover" is distinguished as approximate profile from front and side. Bobtailed, Tray back and Pickup styled vehicles are catered for here and are permitted. Dimensional detail is not relevant within this class.
There is no restriction on engine, gearbox or axle types or manufacturer within this class. Axles need not be open, although may be classified within class scoring at a club's discretion.
Clubs may wish to run Class Q vehicles at the end of each section to avoid any unfair amendment to the ground between entrant's vehicles.

The above wording in the paragraph re engines, gearbox etc. was not liked at all and goes further than discussed. It was agreed that the words bobtailed, tray back and pickup style vehicles was a useful addition.

Guy Cashmore supports the Council thoughts. Debby D felt that the statement about 'unfair amendment to the ground' implies that we expect to damage ground and do environmental damage and that is not positive.

11. Section Reports

a. Caravan Secretary – Heather Pycraft

No issues to report.

b. Overseas Liaison – Derek Spooner

The following wording has been agreed to add to the ALRC website to show a link with the Association of North America Rover Clubs):
The ALRC is proud to share a common interest in Land Rovers with the Association of North American Rover Clubs. The Association of North American Rover clubs (ANARC) is a single marque organisation dedicated to Land Rover vehicles and their owners. ANARC is a non-profit organisation based in the USA with member clubs throughout North America. To find a member Land Rover club within the North American continent, visit https://www.anarc.club.
This has been actioned on the website.

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

d. Countryside Access – Ray Booty

LARA **AGM**
Ian Davis appointed chairman, there were no takers for the positions of vice chair or treasurer.
Ian advised that a new chair would be needed in 12 months time.
NB the old treasurer has left the ACU and therefore LARA.
The accounts showed that the finances are sound which means subscriptions will remain at the current level for 2023/24 - £300.
Proposed amendments to the LARA Constitution were approved. It will be placed on the new website.
The proposed memorandum of understanding with the National Motorcycle Council was agreed. it was also agreed to use the MOU as a tool to encourage new members to the NMC and LARA.
The draft LARA business plan was agreed and will now be developed into the final form before being published.
Steering Committee Meeting
There was discussion surrounding the following topics:
Active travel scheme - there has been a 46% cut in funding.
Stakeholder Working Group - recording lost ways will have a new cut-off date of 2031.
Deregulation Act - still to be implemented, now planned for 2023 and 2024.
Minor roads errors on Ordnance Survey maps - LARA have written to the OS regarding their failure to depict minor roads properly and have sent examples of the problem as requested.
Landscapes review - DEFRA have postponed planned meetings and there is now considerable drift from the original timeline. LARA are contacting the minister Trudy Harrison and DEFRA officials to discuss their proposed course of action.
Green Lane issues
Staircase Lane (Leeds) - Collapsed bridge, proposal to replace with footbridge only.
Belford Lane (Kirkby Malzeard Moor) request by the British Horse Society to downgrade to a restricted byway
Noyna Ford (Foulbridge Nr Colne) - ETRO to close the road through the ford to all users except those with a permit. I plan to request further information about the closure and the permit scheme.

NMC and LARA formalise alliance

The Land Access and Recreation Association (LARA) and the National Motorcyclists Council (NMC) have formalised their existing partnership by agreeing a Memorandum of Understanding. The LARA/NMC partnership combines the technical, legal and analytical experience of LARA with the lobbying and public affairs expertise of the NMC. When working together on issues there will also be the combined strength more than 20 organisations behind activities. In recent years the range of threats to motorised access to unsealed country roads has increased and is starting to spill over to black-topped roads, both rural and urban, with schemes intended to encourage 'active travel'. Problems traditionally seen as being about rights of way and other unsealed routes are becoming an issue of concern for all recreational motorists. The Memorandum establishes a framework for collaborating on preserving and securing access to unsurfaced and other minor roads and to furthering the aims of each organisation in relation to recreation and sporting activities on both two-wheeled and four-wheeled motor vehicles The partnership will also raise awareness of the positive contribution of recreational motoring to hard-pressed rural economies and the other positive impacts, such as the benefits for people's health and wellbeing and for biodiversity.

e. National Rally Liaison Officer – Liz Welch

2023 Entries – CAMPING = 280, CCVT = 111, RTVT 65, TYRO = 15, TEAM RECOVERY = 8 teams, COMP = 42.
Concours entries were very low – only 6 trophies awarded this year.
There we some no shows at the trials and comp.
See National Rally Account breakdown attached from Andrew Neaves for full breakdown of costs.
Total Income = £33179.04
Expenditure = £22809.62
Outstanding invoice recently received for the Forestry charge (track access)
Balance after the Forestry charge is just under £8,000
There were three clubs involved with running the National Rally this year.
National Rally 2023, hosted by Wye and Welsh was a good event and made a healthy profit. The Council approved that W&W will receive £7,000. C&D will receive £500 and Midland will receive £250 for the input made by their members. This should encourage other clubs to come forward to organise National Rallies.

Simone said that it worked well with the ALRC paying all the invoices.
If Ruth Smith had not taken the sponsorship side of things this would have meant a loss of £2775 in revenue so you can see that it does help towards the cost of the event. There was an issue with Britpart banners not being displayed that should have been done. Toby and Ruth had both spoken to Richard Pigg and he has said it will not affect future sponsorship.
Payments will be made to Clubs within the next few days.
£21.43 in Air Ambulance pot at signing on – more signed membership cards shown at signing on!

Liz reported that the trophies all went down well, She recycled 10 from last year saving approximately £100.
This year I used a local company C.Westbury in Ledbury, due to the size of the order, we were given free engraving and the plates for the recycled trophies from last year were also included in the free engraving.
A total of £1219.95 was spent on 111 trophies.

This year's awards – there were several trophies not presented, the keep sakes will be kept and where possible will be used for next year's presentation. Liz will get all of the trophies that were not presented engraved at C.Westbury. I do not have a cost for this yet but will endeavour to get them done in the next few months.

In addition to the above Liz have 2 plaques to get engraved due to class changes in Q class for the RTV, there was an increase in numbers in Q class more trophies were awarded, fortunately due to number of entrants in the CCV I had spare trophies that I could remove the engraved plaque from.

Clothing – this year's National clothing offering went down well.

ALRC levy does not cover ALRC costs (£700 short). It is possible that this may need to be increased for the future. Currently, savings made elsewhere can cover the shortfall.

Host clubs work hard to provide a National Rally, but the profit achievable can support those clubs to cover losses made during the year.

Learning from issues that arose, and Council discussions to avoid similar issues and improve things going forward, the following was agreed by the Council.

Future events require:
New role at National Rally - ALRC Class Eligibility Scrutineer for vehicles. This person must be an ALRC log book scrutineer.
Scrutineering times need to coincide with signing on – shorter times needed. All members have already signed on by booking in online but they do need their numbers before scrutineering. During the day signing on is open and with open signing on numerous events can be completed with one visit. Signing on does need to close around 5.00 as the results are then being prepared for posting and prizegiving.

Check all equipment is available for events – i.e. flags, timing. No flags were available for the comp safari but this was sorted by the use of marshals vests in lieu of flags. We were not aware until at the event that the C-o-C had not previously laid out any event although he was an experienced competitor. We could use a course director for the setting out and then an experienced C-o-C cover the paperwork and regulations. We need to be aware of this for future events.
Booking form – individual charge for Team Recovery so each entry pays half. Also shared drives on Comp Safari needs adding
MSUK licence number added to form as well as club membership not all will fill it in but it does speed up signing on if you just need to see it and not document it as it can be done prior to the event.
Changes to the booking from, which will be available through the website can all be accommodated and the information easily accessible from that form.
Opticians details added to information sheet – we had a query at signing on with a member who needed to see an optician following an eye problem that had occurred whilst driving to the event.
Media Lanyards needed – more general lanyards will be required next year as many were not returned. Will look at the costs of making event specific
Logbooks will collected prior to the events so classes can be verified if necessary.

Pete Gladman – landowner very happy about the condition of the site with almost no litter. Water was an oversight as compared to water use for music concerts. Britpart banners did not arrive until after the event started and the posts needed were not available. Toilet and elsan provision was based on their experience of festivals and could be increased for future events. Overall the event was a big success. Interestingly, the waste at this event was greater than the previous three National rallies and equated to approximately 15kg per person present.

Issues at Comp Safari
There was an issue with the results which caused a lot of ill feeling. It has been investigated. In hindsight, the trophy in question should have been held pending further investigation. Richard S takes this on board as the Chairman. It is reminded that the class declaration is the responsibility of the entrant and for the future, any class change must be made by the eligibility scrutineer only. The trophy in question has been returned and awarded to the correct recipient. The incident has caused upset and bad feeling which is regrettable.

Debby D stated that we should all remember that these events are run by volunteers who are all doing their best. The event was a good one, put on by a large team of volunteers. Lessons can always be learned to take to future events.

Richard S made particular mention of the input from Richard Hannam who put in a lot of work prior to the event.

Richard S requested, for transparency, that additional information be included in the minutes – see below.

> Richard S. has visited Bill Hewitson and the trophy has been returned to the ALRC. At the event it was decided to award the trophy and in hindsight this was the wrong decision but was made as a Chairman of the ALRC and not as a Steward at the event as no official protest was received. That said it has become clear that the vehicle in question is not a Standard vehicle. It was re-logbooked 6 months ago but unfortunately the class was not changed then. The log book does need to be collected and changed.
> It has also become clear that the Chief Scrutineer for the event, Ray Godwin was not present for most of the scrutineering that took place after the Friday. There were only the two Motorsport UK scrutineers present for the Saturday, Sunday, Monday with no other help available.
> The Motorsport UK scrutineers changed some classes as competitors were declaring classes that did not correspond to their vehicles. In the results, classes will be those declared by the competitor.
> Dennis said it would have been nice to be involved with the discussion at the event as the first he knew about the issue was when he received an email on the Wednesday from a competitor.
> Simone said after the Comp when the results are posted most members just want prize giving to take place and leave for home. Results this year have not always gone smoothly. The production was not as usual. There was a lot of pushing to go ahead with prize giving which we felt pressurised to do.
> Richard B said we cannot say when the vehicle had been changed.
> The shock absorbers are free but the front mountings had longer non-standard welded turrets and on the rear of the vehicle the shock absorbers went through the middle of the coil springs and were bolted onto a framework on the back tub area. There was also a remote reservoir, jubilee clipped to the diagonal bar of the roll cage with a braided pipe to the shock absorber that was not boxed in. None of the mountings were standard.
> Several years ago there was a discussion about the front turrets and no rule change was ever submitted (July 2014).
> It is down to clubs to be monitoring this at club level and making sure that vehicles are in the correct class.
> There was no protest made at the event but the competitor raising the issue and Bill, who's vehicle this affected were both reasonable at the event. We need scrutineers for events to run.
> This has happened and we need to move forward for future events. The trophy will be awarded to Ashley Bartlett as soon as possible.
> Kevin pointed out that it is the competitors responsibility to enter their class correctly.
> All this information was not passed onto the C-o-C in the correct manner. Niall Banyard came into signing on and said he was aware of a vehicle that may need a class change. He was told by Simone that she was aware

that some classes had been changed by the scrutineers so this may have been one of them. Niall then went to see the scrutineers but he did not come back until the results were being worked out. Simone was not aware which vehicle was being discussed by him and when she collected the forms she could see then which classes had been changed.
Motorsport UK could, if felt necessary hold a 28 day review of the results and say that new information had come to light and that some classes had been entered incorrectly.

Simone has not received the final results electronically yet from Wye & Welsh LRC so results have been posted as produced by Debby D after the event. Simone had partial results in paper copy, but not a full set and no electronic set from Wye and Welsh.

2024 ALRC National – Whaddon site booked.
It will be run as an ALRC event with various clubs running events – nothing sorted a yet but Anglian LRC will co-ordinate
Andrew Flanders stated that they are not re-inventing the wheel and that the event will follow the usual format.
Anglian LRC have had a committee meeting and agreed to take on the National Rally.
Andrew asked for contact details for Classic Catering (provided) and asked that Ruth pass him information about sponsorship and advice about how to approach possible contributors.
Andrew is liaising with Liz with regard to an event logo.
Guy confirmed that timing could be done by Cornwall & Devon LRC again. Liaison would be Julia Cuming.
Skips and toilets from last time can be approached. Skips have changed as no food waste appears to be allowed to be put in them now. This is to be checked. Need to make sure that toilets and elsan points are emptied daily.
Andrew F confirmed that Tyro would be held on the same day as the RTV. Ralph C advised that Essex would not be able to Clerk the tyro as too many of their members wish to enter the tyro.
Andrew F thanked all the volunteers who have already come forward and asked for any further volunteers (clubs, or individuals) to come get in touch.
Kevin Peake has volunteered to be eligibility scrutineer for ALRC 2024.

Neil Scott asked at the Council meeting if there would be much for support for an event if it was to be arranged for a site in Scotland. It was thought that this would attract entries but longer notice might need to be given so that members could sort out holiday diaries etc. Members travelled south from the north so they would probably do it the other way. Scottish LRC do have the skills to put on an event.

Guy C – Cornwall & Devon LRC are looking at the viability of running another National Rally. He will be putting a proposal to the next Council meeting as the event will require some changes to the current format.

Richard S said that if the financial risk was taken on by the ALRC to enable smaller clubs with suitable sites to come forward to host the event.

f. Press & Publicity – Vacant

g. Motorsport UK Liaison – Kevin Peake
Not able to attend the MSUK meeting this week so not aware whether there was any discussion about the Tyro. Charles Darby couldn't make the meeting either as the date was changed last minute. Richard B was also unable to make it and has now withdrawn from that committee due to work commitments. Kevin due to have meeting with Simon Fowler and John Ryan to put new wording to the Safety Committee in July.

Use of MoD land is becoming increasingly easy to arrange. All MSUK Regional Associations has an MoD liaison officer so contact MSUK for advice if you have land in your area you may wish to use.

h. S&ORC – Richard Banks
Richard B – letter to be sent reminding competitors that a 4 point harness needs 2 fixing points for the shoulder straps. We also need to remind competitors about the requirements for mud guards / spats.
Clarification about the length of 100 inch vehicles. These will be discussed at the S&ORC this afternoon.

Dennis W – Lod book costs should be increased to cover increasing costs – will be discussed by S&ORC this afternoon.

i. Cross Country Motor Sports Agency Co-ordinator – Guy Cashmore
Full access to all CCMSA paperwork has been obtained and will continue to progress anything asked for. No new permits issued.

j. Handbook – Vacant.
Richard S acknowledged the work being put in by Simone and Ruth Smith to cover this role while it is vacant. Richard believes we are at a time that the ALRC Handbook needs a re-write to remove ambiguity. His understanding is that unless we say you can do it, you cannot do it. The current format is not in line with other documents being read by younger people. There is 18 months before the next edition is published. It would be nice if somebody could take this on.

Richard B would like to see the vehicle regulations come under the remit of the S&ORC. Other areas should be the remit of other people.
Richard S agreed that it should be a team of people who look at different areas of this task.
Kevin said that when the new Motorsport UK Yearbook is published it may be useful to follow a similar format. It will be predominately an online version with links added. Guy C reinforced the view that the Green Book should compliment the new format. It was agreed that this is not a re-write of the rules, just a re-formatting to make understanding of the regulations by competitors much more easily and remove ambiguity. Kevin P advised against making a list of things you can't do as every time a new question is asked the regulations need to be updated. Richard B took this on board and clarified that this would only apply to critical elements that are frequently misinterpreted. It was agreed that the aim is to make things much easier to understand.
Richard S said that the document that was produced by Andrew Neaves and Andrew Griffin for the CCMSA may be a good starting point.

k. Webmaster – Ralph Coulson
New website nearly ready to be launched. Council members have had links to see the proposed new site, but most, with the exception of a small number, have not given any feedback yet. Please would all Council members log in and let Ralph have some feedback.
Ralph said he was planning to make the ALRC Handbook more interactive on the website and Frequently Asked Questions could be added. Updates can be added easily.
Still to finalise the shop part with Liz and has spoken to Guy about the CCMSA part. Heather is happy that camping permits can be applied for on line.
It has been designed to be very user friendly.
Ralph has had a meeting with Debby Darby to design the entry form for the National Rally. This is almost ready, pending further discussions.
If there is no further feedback, it will go live in the next few weeks.

l. Facebook – Adrian Neaves
Lots of activity around the time of the ALRC National. Steady stream of people joining the site.

m. Child Protection / Safeguarding– Simone Birch.
Review of ALRC Child Protection Policy and Safeguarding Code of Conduct – No changes required. Simone is due to attend training with MSUK in July.

13. Any Other Business.
a. The confirmation returns for the ALRC have been made to Companies House by Derek Spooner. Accepted 16.03.2023.
b. The confirmation returns for the CCMSA have been made to Companies House by Derek Spooner. Accepted 05.04.2023.
c. Cane tops are available from the ALRC - £50 for a set of 12 sections plus section markers. Motorsport arrows, orange with a white reverse side are available at a cost of £1.25 each.
d. Fallowe Kirby has had an enquiry from someone currently having an issue with the DVLA with regards to the classification of a Series III Land Rover. Certificates can be obtained showing the vehicle and date of build from the British Motor Industry Heritage Trust based on the chassis number. Cost is £48, contact – archive@britishmotormuseum.co.uk
Also details may be able to be sorted via the Vehicle Registration Officer of the Land Rover Series II Club – Peter Holder, vro@series2club.co.uk
e. Andrew F asked about whether mugs etc should be at the National for keepsakes. This has not been done in recent years and although it is nice, it is not financially viable. They are nice to have but not required. The marshals draw has developed as an alternative.
f. MUK have offered the use of their meeting room FOC and Richard S proposed that the AGM be held face-to-face in future years and will follow up with MUK to investigate the logistics.

14. Date of next meeting – 11th November 2023. The EGM / S&ORC meeting will be held via a Zoom meeting.

Dates for 2024
AGM / EGM / S&ORC – 16th March, 6th July, 16th November
Council – 10th February, 8th June, 12th October.

15. Close of Meeting at 11:55.