ASSOCIATION OF LAND ROVER CLUBS

Honorary President: Charles Darby

Please Reply to: Simone Birch
1A Duncan Avenue
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EXTRAORDINARY GENERAL MEETING

Tuesday 17th November 2026
Starting at 19.00 via a Zoom meeting
The Zoom meeting link will be circulated 2 weeks before this date

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 14th March 2026.
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. International 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. Social Media Manager
    m. Safeguarding
    n. Log book Secretary
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 07.07.2026

	Present	Apologies
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BRECKLAND LRC	Kevin Peake Mark Pycraft	Heather Pycraft
CAMEL TROPHY CLUB		
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Stuart Newton Matthew Fullwood	Tim Linney
CORNWALL & DEVON LRC	Guy Cashmore Phil Heys Mark Tedstone	
CUMBRIAN ROC		
DISCOVERY OC		
DORSET LRC		
EAST NORTHANTS LROC		
ESSEX LRC	Ralph Coulson	
HANTS & BERKS LRO		
LAND ROVER SERIES I CLUB		
LAND ROVER SERIES II CLUB		
LAND ROVER SERIES I,II,III CLUB		
LEICESTERSHIRE & RUTLAND LRC		Donald Randall
LIGHTWEIGHT LRC		
LINCS LRC		
MIDLAND ROC		Liz Welch Richard Smith
NORTH EASTERN ROC		
NORTH WALES LRC		David Mitchell
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC		
SCOTTISH LROC		
SOMERSET & WILTS LRC		
SOUTHERN ROC	Charles Darby Debby Darby	Ray Booty
STAFFS & SHROPS LRC		
THE G4 OWNERS CLUB		
WYE & WELSH LRC	John Ireland	
YORKSHIRE LROC		
CLUBS TOTAL 32	7	4

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MINUTES OF THE EGM HELD ON THE 7th July 2026

1. **Kevin Peake opened the meeting at 19.00** and thanked everyone for attending.

2. Apologies for absence – see attendance table.

3. Minutes of previous meeting held on 14th March 2026
The minutes were proposed as being a true record by Guy Cashmore seconded by Derek Spooner and agreed unanimously. Signed by Simone Birch

4. Matters arising from previous minutes *(unless covered elsewhere).*
No update from Land Rover 1 2 3 Club re the challenge from Land Rover re the use if the wording used in their name. No news is seen as good news and hopefully this has been dealt with internally at Land Rover as that was where the discussions were heading in March. Derek confirms that he has found that this has been passed on to the correct people and that it is expected to have been resolved.

5. Forward Plan – nothing new to report.

6. Chairman's Report – Kevin Peake
Sorry not to have made the National Rally. Much of the work has been within the digital log booking process which has been upgraded following feedback from log book scrutineers and the general membership. The database is now starting to grow with information about vehicles with active log books. We are seeing the benefit from it especially from the payments side which is now easy to reconcile to each application.

Trying to finalise a booking for the 2027 National Rally site – still waiting for final agreement to allow us to book.
2028 – new site on the north Norfolk coast. Kevin has made an agreement with the land owner. It has a big campsite which can be used for the follow-on rally. It's a short walk from the coast. Test events are planned for the site

7. Secretary's Report – Simone Birch
i. The minutes for the ALRC AGM & S&ORC meetings held on the 14.03.26 have been circulated. (24.03.26).
SORC meeting minutes held on 02.06.26 circulated (04.06.26)

ii. I also receive from MSUK the following monthly – Club News, Clerks & Stewards Bulletin and Scrutineers Bulletin. You need to sign up for these, but all clubs/members could do so and occasionally there is a nugget of information that is useful. Sign up for your own notifications which can be found on the MSUK website: About Us – Contact Us - Keep In Touch.

iii. The AEMC Regional Association meetings were attended on 17.03.26 and 16.06.26.

iv. Various enquires received from the website have been answered.
One that keeps being asked is "Are we able to authenticate vehicles with regard to the DVLA registration?" I usually direct them to the British Motor Museum so that they can obtain a Heritage Certificate which shows details of the build dates etc.
The latest enquiry has rejected this as suitable evidence. I have suggested a local garage could submit evidence on headed paper as this worked for Antony changing his engine and Guy has offered to talk to Andrew Harker direct to advise him how to proceed through the DVLA complaints department if his 1986 V8 County Land Rover has already been registered since it was new and he is now applying for Classic Car Tax status.
Comment from Guy: Following my recent success with DVLA involving a complex registration appeal case, I have been contacted by several members with similar issues and have been helping them where I can. I have no desire to make this into any type of official role, however I wanted to let council members know that if their club members have similar issues I'm happy to be contacted via them and will help if I can.
Another similar enquiry has been received yesterday which hopefully Guy can help with.
Guy is currently advising two cases.

Derek suggested that we direct people with Series vehicles to the specific marque clubs as they are recognised by the DVLA to support this kind of application.

v. Club Secretary / Council member / Scrutineering Change of address from those that appear in the 2025 ALRC Handbook
Club Secretary:
Southern ROC – Debby Darby, 54 Northwood Road, Whitstable, CT5 2ES. 07886 387002. ClubSec@sroc.co.uk
North Wales LRC – Ken Ewing, 10 Bryn Llys, Meliden, Denbighshire, LL19 8PP. 07748 646066. secretary@nwlrc.co.uk

SORC / Log book Scrutineer:
Pete Lugg – 162 Spring Street Lane, Trowbridge, Wilts, BA14 0JY.
New: Mike Robertson – Scottish LROC – 10 Main Street, Stoneyburn, Bathgate, West Lothian, EH47 8BA. 01506 763620 / 07730615410. MikeTrobertson@outlook.com (Training and equipment still to be sorted and then full details will appear on the website).

It was agreed that all email addresses in the Green Book will be updated to the official ALRC email addresses which can be forwarded to personal email addresses if that is required.

vi. Privilege Event Permits applied for in 2026 from the following clubs (Maximum allowed 8).
BLRC (4), C&D LRC (1), CVLRC (7), LRLRC (4), LLRC (7), SLROC (1), SROC (2), S&SLRC (3)

Club	ALRC Entries	Non-ALRC entries	Q class entries
BLRC	2,9,14,8	0,2,4,0	
CVLRC	9,6	8,0	RTVT - 1 x Discovery 2 lifted, no rear bumper.
LRLRC	5, 20, 8,9	0, 0,1,0	
LLRC	43,	0,	
SROC	12, 9	1, 0	Non-ALRC entry was eligible for Q class. Bumper not correct.

8. Treasurers / Membership Report – Debby Darby
Figures in the Accounts at today's date were reported to the meeting.

Since the last General meeting in March, we have spent almost £2k on the continuing improvements to the digital log booking system. This has now had a significant re-write following feedback from log book scrutineers and Association members. An Association National Rally trophy has also been repaired, costing £71. Other general expenses have been paid as usual.

Midland ROC have repaid the £6,000 loan made to them to assist them with cash flow when setting up the ALRC 2026 National Rally.

Xero – the bookkeeping software ALRC use to record financial transactions and support the production of our accounts have announced an increase to the monthly fee of £2 + VAT per month, bringing the monthly fee to £46.80. This is effective from September 2026.

Membership Report – Debby Darby
All invoices have now been paid. Total membership income for 2026 £9,245.11, almost £1,000 lower than 2025. This is primarily due to falling club membership numbers.

Derek has had contact from Clube Land Rover de Portugal, who have noticed that they are no longer listed on the ALRC website as members. They were removed after not renewing for 2025 and not responding to Derek's attempts to contact them. Derek will find out whether they wish to re-join and if so, an invoice will be sent requesting payment of their subscription for 2026.

9. New Club Applications. None received.

10. Rule Change Proposals.
i. The following rule change proposal has been sent out for consultation which closes on 25th August 2026. All those present confirmed that they have received the wording below in previous minutes so are included here for the record but were not read out in full at the meeting.

Section F – Cross Country Vehicle Trial (CCVT) Trial Specific Technical Regulations
Current Text:
F.1. ROLL-OVER PROTECTION
F.1.1. All vehicles must be fitted with an ALRC approved roll-cage. See separate regulation set for details.

Proposed Text:
F.1. ROLL-OVER PROTECTION
F.1.1. All vehicles must be fitted with an ALRC approved or ASN certificated roll-cage. See separate regulation set for details.

Section G - Competitive Safari-Specific Technical Regulations
Current Text:
G.1. ROLL-OVER PROTECTION
G.1.1. All vehicles must be fitted with an ALRC approved full roll-cage. See separate regulation set for details.
Proposed Text:
G.1. ROLL-OVER PROTECTION
G.1.1. All vehicles must be fitted with an ASN approved full roll-cage. See separate regulation set for details.

Section H - Timed Trial-Specific Technical Regulations
Current Text:
H.1. ROLL-OVER PROTECTION
H.1.1. All vehicles must be fitted with an ALRC approved roll-cage. See separate regulation set for details.
Proposed Text:
Section H - Timed Trial-Specific Technical Regulations
H.1. ROLL-OVER PROTECTION
H.1.1. All vehicles must be fitted with an ALRC approved or ASN certificated roll-cage. See separate regulation set for details.

Section I - Point to Point & Team Recovery-Specific Technical Regulations
Current Text:
I.1. ROLL-OVER PROTECTION
I.1.1. All vehicles must be fitted with an ALRC approved roll-cage. See separate regulation set for details.
Proposed Text:
I.1. ROLL-OVER PROTECTION
I.1.1. All vehicles must be fitted with an ALRC approved or ASN certificated roll-cage. See separate regulation set for details.

Explanation and background:
These discussions started with a member asking approval for a Motorsport UK certificated Safety Devices cage to be fitted into a 2 door Range Rover. The answer at S&ORC was approval for Comp Safari but not CCVT, this was accepted but didn't make much sense - why turn a competitor away from a slow speed event when the car is safe for a high speed one?

So, the current Rule Change wording was produced to allow the entry of vehicles with a MSUK certificated roll cage into all of our events, where they might not align with ALRC Roll cage Regulations. We only wanted to allow certificated cages to be added so that there was no confusion for event officials. There is no intention, for today or the future, to stop allowing current ALRC cages in any events.

Section G:
This is where there has been some confusion. We have not included any reference to ALRC cages here because the ALRC do not govern cages for Comp Safari.
The first paragraph of our Roll Cage Regulations states "These regulations relate to CCVT vehicles only. For all other classes, see the MSUK NCR Chapter 7", so clearly we accept Comp Safari roll cage standards is an MSUK job.
By removing ALRC it means vehicle builders will look in the correct place for information (MSUK NCRs) rather than the ALRC Handbook where they may be misinformed.

Motorsport UK certificated cages may be produced from different dimension tube to ALRC standards, but this could be because either the design adds strength to the cage or there is the added strength of a vehicles manufacturer's bodywork - either way their process has been through rigorous calculations and strength modelling.

ii. While discussing the above rule change at the last Council meeting it was noted that a section of text has been omitted from the rule change process which was present in the past. This is a result of an editing error and it was Agreed with one Abstention and no Objections by the ALRC Council that the text be reinstated.

Note: Notwithstanding the rule change proposal, ALRC Council may, at any time, amend the ALRC Competition regulations in order to deal with an urgent matter of safety, omission or clarification or a change required by legislation or required by the governing body for motorsport. Such a change may, if required, take immediate effect.

iii. The following Rule Change Proposal has been proposed by Matthew Fullwood and seconded by Tim Linney for discussion at the next S&ORC meeting on the 6th October 2026.

Section B – Standard Class Vehicle Regulations
Current Text:
B.17. AXLE DIFFERENTIALS
B17.1. Lockable axle differentials may be fitted on condition they are disabled in an unlocked state to the satisfaction of the scrutineers and not used during competition.
B17.2. Any gear ratio may be used. (Implemented 1st January 2012).

Proposed Text:
B.17. AXLE DIFFERENTIALS
B17.1. Lockable axle differentials may be fitted on condition they are disabled in an unlocked state to the satisfaction of the scrutineers and not used during competition.
B17.2. Any gear ratio may be used. (Implemented 1st January 2012).
B17.3. Leaf sprung vehicles may be equipped with limited slip differentials, not limited to the original factory fitment clutch-plate design. An automatic torque biasing (ATB) design is deemed a suitable alternative.

Section C – Modified Class Vehicle Regulations
Current Text:
C.5. SUSPENSION & AXLES.
C.5.1. Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate
the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment. McPherson
strut may be replaced with coil-over unit on independent suspension vehicles using standard wishbones.(Implemented 4th June 2024)
C.5.2. Any axle types may be used (provided they have Land Rover part numbers or equivalent cross-references).
C.5.3. Coil assisters (where the coil is separate from the shock absorber / damper) may be fitted to a leaf-spring vehicle. The suspension system
shall then be deemed to be a coil-spring type and not a leaf-spring type.
C.5.4. Bump-stops must be fitted in the appropriate location and must be complete factory-specification items that match either the chassis or
axles in use.
C.5.5. The suspension system is defined as including anti-roll bars, shock absorbers, Panhard rods, radius arms (in matched pairs per axle),
leaf, coil and air springs, and associated bushes, mountings and parts capable of moving under suspension loadings. All suspension nuts
and bolts must be fastened properly and tightened to a minimum of the manufacturer's appropriate torque settings. (Amended March
2010)(Implemented 1st January 2011)
C.5.6 Crown wheel slipper pads or pegs can be used. (Implemented 1st January 2012).
C.5.7. Axle casings can be modified. (Implemented 18th March 2017).

Proposed Text:
C.5. SUSPENSION & AXLES.
C.5.1. Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment. McPherson strut may be replaced with coil-over unit on independent suspension vehicles using standard wishbones.(Implemented 4th June 2024)
C.5.2. Any axle types may be used (provided they have Land Rover part numbers or equivalent cross-references).
C.5.3. Coil assisters (where the coil is separate from the shock absorber / damper) may be fitted to a leaf-spring vehicle. The suspension system shall then be deemed to be a coil-spring type and not a leaf-spring type.
C.5.4. Bump-stops must be fitted in the appropriate location and must be complete factory-specification items that match either the chassis or axles in use.
C.5.5. The suspension system is defined as including anti-roll bars, shock absorbers, Panhard rods, radius arms (in matched pairs per axle), leaf, coil and air springs, and associated bushes, mountings and parts capable of moving under suspension loadings. All suspension nuts and bolts must be fastened properly and tightened to a minimum of the manufacturer's appropriate torque settings. (Amended March 2010) (Implemented 1st January 2011)
C.5.6 Crown wheel slipper pads or pegs can be used. (Implemented 1st January 2012).
C.5.7. Axle casings can be modified. (Implemented 18th March 2017).
C.5.8. Coil sprung live axles vehicles can run limited slip differentials, not limited to the original fitment clutch-plate design. An automatic torque biasing (ATB) design is deemed a suitable alternative.

Explanation and background:

In circa 1966 Land Rover offered a factory option of a limited slip differential (clutch-plate type). It was offered for civilian use, but I believe also available for some military vehicles and contracts.

The part numbers I've for this are 542340 or under the wider assembly of RTC3095.

It seems the differential doesn't normally appear under most parts catalogues, as it was considered "optional equipment" at the time. Hence making it ever so elusive. The item was also withdrawn by Land Rover after only a short period of time due to durability issues and low uptake of the optional item.

They can be identified easily by a circumferential groove machined directly into the metal casing for rapid identification at the factory.

This will be referred to the SORC for their view about whether this goes forward.

11. Section Reports
a. Caravan Secretary – Heather Pycraft
45 permits issued. No problems reported.

b. International Liaison Officer – Derek Spooner
Will be attending the Classic Land Rover Club event in Germany in September.

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

d. Countryside Access Officer – Ray Booty
Due to family commitments Ray has decided to stand down as Vice Chairman of LARA but will continue to act as the ALRC Countryside Access Officer. He will continue to be a member of the management team of LARA with a focus on the website and social media.

i. LARA AGM
Chairman - Ian Davies re-elected , Vice Chair – Vacant, Treasurer - Simon Woodall.
Membership Fees - After lengthy discussion it was agreed that fees would remain at their current level which is £300 for Associate membership.

ii Active Travel and Rural Design Guide - No change

iii DEFRA, Natural England & Planning Inspectorate
Meeting held with Defra which indicated there is no prospective activity on Rights of Way issues.
The Planning Inspectorate continues to refuse to update the rights of way consistency guidelines.

iv. National Landscapes Management Plans - See 5.

v. Future Proofing Motoring Access
With the lack of any threat from Defra regarding rights of way the main focus will be on management plans for National Landscapes. The main focus will be on the Cotswolds, Shropshire Hills, Malvern Hills and Dorset & North Wessex Downs.

vi. Traffic Regulation Orders
Bamford Clough - Still problematic with the council using closures in a tactical way.

Kings Forest - These byways have reopened twelve months ahead of schedule although it is anticipated that winter closures will be implemented.

vii. Environmental Land Management Scheme (ELMS),
This is a post-Brexit replacement for the agri-environment schemes under the EU Common Agricultural Policy. LARA has received a report from a club on the loss of a trialing venue because the scheme paid more to the landowner than the club. It was proposed that it would be helpful to have LARA guidance on this topic, similar to the recently published guidance on motorsport events taking place on public highways. The guidance is to be aimed at local clubs but also drafted with landowners or tenants in mind who might potentially be beneficiaries of the ELM scheme plus others who might be stakeholders, such as local authorities.
This is something we made need to keep an eye on as an association. Kevin has reported that MSUK would like to be updated if any sites become at risk as a result of this scheme.

viii. UNESCO Living Cultural Heritage

GLASS have made a formal submission for green laning to be included as a Living Cultural Heritage activity. This will now go to the UNESCO Review Panel and then the Decision Panel. If successful it may help to ensure the long-term future of recreational motoring.

e. National Rally Liaison Officer –Liz Welch
Entries – Tyro = 25, CCVT = 118, RTVT = 56, Team Recovery = 18 (9 teams), Comp Safari = 51. Total paid £3,268.00
278 Pre-booked camping pitches

All results and trophy winners are listed on the website.

There were no judicial incidents and no significant medical problems.

There was a very poor turnout for the Concours at the National Rally. David Mitchell was disappointed by this. He has had some ideas about how to more the event forward or perhaps stop the event completely. Some ideas – move the time of the event to an early evening slot with strict timescale for showing the vehicle. Late arrivals will not be judged. Three judges are required for the event. The Council agreed that he should have free range to make changes which can be advertised for 2027 and hopefully the turnout will improve.

Liz thanked everyone who had supported the event and the feedback received has been overwhelmingly positive. Land owner was very pleased. £5k plus profit share giving him close to £11k.

Guy Cashmore very much enjoyed the National Rally and wishes to convey his thanks to everyone involved, the RTV was particularly excellent.

The Council have thanked Liz for taking on the National Rally as Council member, MROC Chair etc.

2027 – just awaiting an agreement on hire costs from a land owner to enable a booking to be placed.
2028 - site informally secured in North Norfolk. Some test events will take place in early 2027.

f. Press & Publicity – Vacant

g. Motorsport UK Liaison – Kevin Peake
The most recent meeting of the Cross Country Committee was 23/06/26. JTV and Junior Safari both received praise and it is likely that the new JTV buggy will be approved. Other makes/models can be approved by MSUK so this will not be a single make requirement. These vehicles are relatively cheap to buy. Cornwall & Devon are continuing to run JTV events using the previous version of the JTV. Breckland have run events with the new buggy and have tried to focus in getting in children that are not from a motorsport background. MSUK are still re-writing the contract for the new JTV. This will be signed in due course.

There were discussions about getting access to cross country events for younger people to prevent losses to other disciplines that currently accept young people. This is yet to be actioned by MSUK.

Junior Safari is possibly going to be changed to an Introductory Safari and include people over 18 who do not have a RTV licence, novice drivers and drivers with a disability.

Dennis asked whether the requirements for a paramedic attendance at a Safari could be relaxed. This is an MSUK requirement and it was recommended that Dennis ask his club to write direct to MSUK to raise this issue. Dennis reported huge costs for a paramedic. RSR Motorsport have ASN registered paramedics and cover large areas of the country at a reasonable cost.

Kevin has a meeting with John Ryan and Claire Kirkpatrick for a ‘catch up’ in the next few weeks.

h. S&ORC – Matthew Fullwood
Recent meetings have been successful with a good attendance and items being closed off. WhatsApp group is also working quite well. Ongoing topics include the ROPS rule change which is currently out for consultation, Limited Slip Differentials and creating some additional structure to the Q Class regulations.

i. Cross Country Motor Sports Agency Co-ordinator – Guy Cashmore
The usual 4 permits issued to Nottingham LRC. No further permits have been applied for.

j. Handbook – Vacant
There has been a suggestion that this may go fully online in the future, but no decision has yet been reached.

k. Webmaster – Ralph Coulson
Working on a system that the Handbook Editor can use to add content for the Handbook in an online platform. This will require a change to the structure of the existing book but will allow changes to show and also retain historical information for reference.

Digital Log Booking – There has been a huge upgrade, following feedback from Log Book Scrutineers, vehicle owners and others. This has required a complete transfer of data into the upgraded system. There are now separate areas, clearly defined for each part of the team. Ralph needs to catch up with Stuart Newton to show him around the upgraded process. The process for the vehicle owner is much simpler. Kevin has received excellent feedback from vehicle owners. Following feedback from Terry Buss, vehicle owners can now digitise their vehicles FOC.

Following the changes made on the website, all log books need to exist in the database, either getting this as a new application, or as a digitisation of an existing paper log book before any other changes can be applied for. Once the log book is in that database, digital requests can be actioned for 5 year re-checks, change of personal data and change of ownership.

Forwarding addresses for LB scrutineers have been checked and updated and have all been verified.

No information has been posted for 2027 National Rally. When a site has been secured, this will be updated.

l. Social Media Manager – Vacant
All ownership of social media pages has been handed over to ALRC Council members.

m. Safeguarding – Simone Birch.
Attended a MSUK webinar on Safeguarding Adults on 25.03.2026 and one hosted by Neurodiverse Sport on 01.07.2026.

MSUK Safeguarding quarterly meeting attended 03.06.2026. Seemed to have gone off topic and covered Girls on Track and Inclusion Hub, Race for Diversity and Sustainability at events. Liz was also at the Safeguarding quarterly meeting and found the Girls on Track piece interesting and will start some work in that area as it is of particular interest to her and ties in with her scrutineering and committee work.

n. Log Book Secretary – Stuart Newton
Stuart is keen to get up to speed with the upgraded system and will meet with Ralph on 17th July to find out how things have changed. Stuart said there were no problems to report.

12. Any Other Business.
None

13. Date of next meetings for 2026 all via Zoom. Links sent out 10 days before meeting

S&ORC meetings moved to a Tuesday (apart from AGM date) – 6th October at 20.00

Council – Thursdays –15th October starting at 19.00

EGM – Tuesday 17th November starting 19:00.

2027 dates to be confirmed at the next meeting – It was agreed that the AGM should be a face to face meeting, held at the Mercure Daventry.

14. Close of Meeting at 20:20