

ASSOCIATION OF LAND ROVER CLUBS

Honorary President:
Mr Denis Bourne



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EXTRAORDINARY GENERAL MEETING

Saturday 12th March 2022

The Ibis Hotel, Dirft East, Parklands Crick, Rugby, NN6 7EX

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 13th November 2021.
4. Matters arising from the above minutes.
5. Forward Plan
6. Chairman's report.
7. Secretary's report.
8. Treasurer's / Membership report.
9. Election of ALRC Council & S&ORC
10. New Club Applications.
11. Rule Change Proposals
12. 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
13. Any other business.
14. Date & time of next meeting.
15. 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 13.11.2021

	Present	Apologies
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	
ANGLIAN LRC	Andrew Flanders	
AYLESBURY LRFC		
BLACKPOOL & FYLDE LRC		Sue Coe
BRECKLAND LRC		Kevin Peake
CHELTENHAM & COTSWOLD ROC		
CHESHIRE LRC		
CHILTERN VALE LRC	Stuart Newton	Tim Linney,
CORNWALL & DEVON LRC	Peter Alexander	
CUMBRIAN ROC		
DISCOVERY OC		
DORSET LRC		
EAST NORTHANTS LROC		
ESSEX LRC	Mark Pycraft	Heather Pycraft, John Musham
HANTS & BERKS LRO	Fallowe Kirby	Janet New
LANCS & CHESHIRE LROC		
LAND ROVER REGISTER 1948 -53	Andrew Neaves	
LAND ROVER SERIES 1 CLUB		Chris Wilderspin
LAND ROVER SERIES II CLUB		
LEICS & RUTLAND LRC	Steve Limb	
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC	Cheryl Howard	
MIDLAND ROC	Ruth & Richard Smith Richard Banks Liz Welch	
NORTH EASTERN ROC		
NORTH WALES LRC	David Mitchell	
NOTTINGHAM LRC	Wendy Simpson	
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC		
SCOTTISH LROC		
SOMERSET & WILTS LRC	David Moore	
SOUTH COAST LROC		
SOUTHERN ROC	Dave Canham, Charles Darby,	Debby Darby, Mark Baitup
STAFFS & SHROPS LRC		Adrian Neaves
CAMEL TROPHY CLUB	Luis Jeronimo,	Chris Hewitt
WYE & WELSH LRC	Peter Gladman, Ray Godwin	Adam Godwin
YORKSHIRE LROC		
TOTAL 36	16	5

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MINUTES OF THE AGM HELD ON THE 13th November 2021

1. **Richard Smith opened the meeting at 10.05am**

Good morning everyone and welcome to our Zoom meeting. This meeting is being recorded.

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

3. **Minutes of previous meeting held on 3rd July 2021**

The minutes were proposed as being a true record by Dennis Wright, seconded by and agreed unanimously Derek Spooner. Signed by Richard Smith.

4. **Matters arising from previous minutes (*unless covered elsewhere*). None mentioned**

5. **Forward Plan**

The CCMSA has not been progressed with as yet. After reading the latest Revolution that has come out from Motorsport UK it is apparent that the insurers that were quoting to us are now covering Motorsport UK.

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

It has been very quiet at events but there has been work going on in the background for the National Rally with more good news hopefully in the future. There has been correspondence about a Freelander 2 that caught fire and wanting action to be done by Land Rover (not club member). Also helped various enquiries about joining local clubs but these appear to not be acted on.

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

a. The minutes of the meetings held on 3rd July 2021 were sent out to all clubs plus agendas for the next meeting to be held on 13th November 2021 via Zoom. (04.08.2021)

b. Letter received from the Information Commissioner's Office re paying a Data Protection Fee. Following the registration self-assessment there is no requirement to pay a fee. (18.06.2021). This should apply to most clubs if they are run as a not-for-profit organisation.

c. Details from Southern ROC received on the purchase of a Semi-Automatic Defibrillator for their club following a donation made to them. Circulated to other clubs – some of which already have one. (21.07.2021)

d. Letter received from Lincs LRC re the conduct of one of their members whilst acting as a C-o-C and also when entering another clubs event which involved damage to his vehicle. Letter was for information only and no action is necessary by the ALRC as the matter has been dealt with by the club. (25.07.2021).

Dennis Wright said that the club member had entered the Peak & Dukeries LRC event at Eckington but following receipt of the letter from Lincs his entry was cancelled and his money refunded. He did not attend the event.

e. Enquiry from Midland ROC re club membership cards and the issuing of a digital club card only to members. A template is available from Motorsport UK. My reply: *My only concern is that the membership card does not have the members signature on. That said if it is on their phone you would assume it was theirs!*

But if phones do not work for any reason (Antony's iPhone has just thrown a wobbly and been out of action for 3 days whilst the battery went flat to clear the problem!!) then if the club member relied on just a digital card instead of a physical one then this could be an issue, especially at interclub events – Club events you would probably be able to confirm membership with a master membership list. Also as you say, some members may not be able to operate cards on their phones so would still need a way of printing one off.

All the declarations are from Motorsport UK so they dictate what is required. Obviously competitors sign the declarations on the entry forms when signing on so that it probably why they are not considered necessary to be on the membership cards as well. (28.07.2021).

Members do seem to have got used to showing the Motorsport UK licences on their phones at events so this might be something that clubs also do in the future. That said, some members do still print off their licences to show at signing on. It is a requirement that club membership cards plus a Motorsport UK Competition license is shown at an event.

f. Apologies sent to ACCEO for not attending their AGM on 2nd October 2021. (22.09.2021)

g. Details of local member clubs sent out to enquiry re South Coast LRC membership. (27.09.2021).

h. Renewal of the 2022 registration with Motorsport UK made. Cost remains at £82. (4.11.2021).

This followed previous communications with them that had asked for club information prior to renewing plus the need to fill in an information form about the Association. This included a copy of the Memorandum and Articles of Association, Safeguarding & Social Media and GDPR policies.

Clubs are being told that they must join a Motorsport UK Regional Association which is something that the ALRC will find difficult to do as we are a National Association and do not operate in one region. This is covered in the Motorsport UK regulations, Section A, Club Recognition 4. Apparently further information will be coming out during 2022.

The ALRC member clubs already come to the ALRC for any queries they may have so being a member of Regional Association may not be seen as a necessity.

Not sure why all this information is now being asked for again at Motorsport UK should already hold it for their member clubs.

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

Leicestershire & Rutland LRC – Christina Limb, 18 Broomhill Road, Bulwell, Nottingham, NG6 9GY.
secretarylrlrc@gmail.com 07946 789079.

Dorset LRC – Helen Hassall, Unit 2 Shrublands Farm, Sherstock, Shaftesbury, SP7 9PT
secretary@dorsetrover.co.uk 07923590360

Privilege Event Permits applied for in 2021 from the following clubs (Maximum allowed 8). The definition of a Privilege Event Permit is one is issued per Motorsport UK permit issued.

Anglian LRC (5), Chiltern Vale LRC (3), Cornwall & Devon LRC (5), Cumbria ROC (1), Leics & Rutland LRC (3), Midland ROC (1), Southern ROC (1), Staffs & Shrops LRC (1).

8. Treasurers / Membership Report – Cheryl Howard

Membership for 2022 - Costs for subscription were agreed unanimously by the ALRC Council to be re-instated at the current figure of - non-competitive club member £0.71 (300 cap), competitive club member £2.76 (400 cap). In addition all pay a 1p subscription – no cap on this, it is the total membership of a club.

Cheryl has asked clubs for their updated membership numbers so that invoices can be prepared. 14 out of 36 have already applied.

Derek will still invoice the overseas clubs. He will give the details to Cheryl and ask clubs to use that as the reference when they pay.

Balance in Accounts were given

Directors & Officers Insurance, now known as Management Liability Insurance due on 25th October 2021 – renewal with Tysers Insurance at cost of £612.33.

9. New Club Applications. None received

Initial enquiry from Freelander First Club Romania which Derek Spooner has replied to. May not fit our criteria as they do not legally exist in Romania. They do have their own rules and do have enough members. They are working on registration in Romania so will get back in touch with Derek when that has been done.

10. Rule Change Proposals. None received

11. Section Reports

a. Caravan Secretary – Heather Pycraft

I can report that I have now issued 59 permits for this year, including one for an event scheduled for 2022. Most of these requests have been online, which given this year's difficulties has made it quick and easy to amend anything when required.

I will be applying to renew our Exemption Certificates in the New Year.

b. Overseas Liaison – Derek Spooner

Looking at club magazines, things are still very quiet with events moved to 2022.

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

A volunteer is still needed for this role.

Peterborough Show for 11 – 12th September 2021. Janet New attended this show. The new exhibition stand attracted interest at the Peterborough Land Rover Show in September. It would be a good idea to invest in a popup gazebo or similar for the shows as these display units should not get wet and it is a bit unstable in the wind. This will be discussed further at Council

d. Countryside Access – Roger Wright

LARA does now send out reports of TRO's around the country. Simone has circulated some to club secretaries when they are received – this is generally when they are a long term closure as opposed to one day

e. National Rally Liaison Officer – Janet New.

I now either have, or know where all of the trophies are.

I have received six back without engraving and these will be sorted before the event. These had been awarded to the following:-

Neal Mellish L&C – Land Rover Parts Cup, Cornwall & Devon Cup, HQROA Pirelli Cup

Ben Parkes P&D – North Yorks/Durham trophy

Andrew Birch LRLRC Series II – William Farvis trophy.

The windscreen stickers and the magnets have already been purchased – would like to deliver these at the AGM, if it is held in person, together with the flags plus stock items. This is to minimise the amount of items needing to be transported to the National Rally as there will already be all the trophies to transport.

Janet also has in stock left over trophies from class awards from previous years. Not thought to be of much use as they are only single units so are to be disposed of unless any club expresses an interest in them.

There are also three bases that have now been replaced with new ones. All the winners names on the bases are recorded in the ALRC Handbook. It seems pointless to just store them and keep passing them on for storage. They are to be looked at to see if they can be offered to someone who has been named several times on it. To be checked before they are disposed of.

Report on National Rally 2022 from Charles Darby

Another area of wood has now been opened up which has cleared a site that would be suitable for a Team Recovery event so this has been added to the timetable.

The Platinum Jubilee party for the Queen has been arranged for the Thursday afternoon. This will also be a celebration of surviving the last two years. Pre-booking will be required for this event on a separate form available nearer the time. All food will be boxed and not a free for all buffet. It will be down to parents to decide if their child requires a separate box or can share theirs. Libby's portions do tend to be generous – there will be no scones and jam as they can be messy but there will be sandwiches, savouries and cupcakes.

The whole event will be Covid aware with tables and chairs spread out etc.

Dates for the camping event to be Saturday 28th May – Monday 6th June 2022. Additional nights to be charged at £10 per night. Day Parking for £5 per car. Follow-on "before" rally - £30?

Programme of Events:

Thursday 2nd June – AM: Team Recovery. PM: Jubilee Party – food by Libby. Will need pre-booking for ideas of numbers. Food to be provided in a box - £10 per adult and £5 for children. Tea and coffee and squash will be available for free with a bar for those who want to buy something stronger! To take place in the Priory grounds, a short walk from the campsite

Friday 3rd June – AM: CCVT & Tyro

Saturday 4th June – AM: RTVT. PM: Concours d'Elegance, Bike Trial. Andrew Cross is unavailable but perhaps someone else from Land Rover Series One Club or Land Rover Register may be interested. This will depend of the Land Rover Show being held this weekend which may be held over the National Rally weekend next year..

Sunday 5th June – AM: Comp Safari.

Entry Fee – Tyro - £25, CCVT & RTVT - £40, Comp Safari - £80, Team Recovery - £60 per team. Permit fees to Motorsport UK are £9.85 for the trials and £13.25 for Comp Safari and Team Recovery.

The paramedic has also been booked for every day to include Thursday - Sunday at £150 per day.

Rally pitch to be £60 for the National Rally days -Wednesday 1st June – Monday 6th June 2022 with the pre event booked to be £40 – from the Saturday 28th May 2022 at noon. The site will close at noon on the 6th June.

Traditionally a lot of members will leave on the comp safari day (Sunday in 2022).

All infrastructure for the National Rally remains booked and a marquee has now been sorted.

All C-o-C's happy to proceed as planned. C-o-C for Team Recovery – Jon Darby, Alice Blackburn and Martin Smith. David Mitchell is no longer planning to run a Land Craft model stand but is still attending the National Rally. He has agreed to run the Concours event. If he has any models left he may put them out.

Derek to sort out radios and also a repeater which is FOC.

Discussions with Adrian Gregory to see if Bowler Motors are interested in attending.

Also touched base with Barretts to keep them in the loop re the event. There have been various retirements but the new financial director is very positive on the event. They are keen to perhaps use the Bilsington site as a corporate venue.

This leaves the competition numbers and fire extinguishers left to sort out but this will be done just before the event so if they are bought they will be in date for another event as well.

Midland ROC hired the fire extinguishers for the Majors Memorial Trial at £5 per unit with no charge for damage. If used they would then be paid for. This was with a local company. Charles was thinking of buying them close to the event so that they would be in-date for the next events as well but this would involve storage as well.

25 fire extinguishers would be required. Charles to price up locally to see if they are available to hire or they could be transported to the event by Liz or Richard.

All bookings that have been left in place from the 2020 planned event have been contacted to see if the date change affects any entries. Some unlicensed drivers may now be licensed. Debby Darby has done this prior to the bookings being reopened.

No surcharge to be applied to existing bookings. Most were made at the discounted rate of £5 discount.

The BACs details on the booking form will be used for any extra payment changes if extra events are booked. Debby has sent an email out to all those who have booked asking them to check that the events entered are still relevant. This has also been publicised on the ALRC website and Facebook page.

There has already been a lot of response re house moves, events change due to passing driving tests, age related entries etc. Some emails have bounced back so they have been sent a paper copy of their original booking. Some members may also need to leave early to ensure their children are back for school on the Monday which may affect the comp safari entries.

For those members who already have a booking, additions or changes can be made in response to this email with the exception of booking for the Team Recovery which will be on a separate booking form when the permits are received. This will mean that a second ALRC levy charge will not be made for entering extra events. The bank account can easily be checked provided the paying member adds their National Rally booking number as a reference with their name when paying.

All costs for events will be at the full price per event with no discounts.

No changes do not need to be notified.

Debby has already received a lot of support from the members.

For the children bike trials, ages will need to be double checked at the event as depending on their birthdays they could be 2 or 3 years older! Same might apply to the trophies for the different ages.

Motorsport UK have now sorted out the 2022 registration for clubs. The permits have been applied for and the permits have been issued this week. We will now re-open bookings hopefully before December once the new Team Recovery application form has been tested by Jonathan Jones, Midland ROC. Live booking to be restarted 19th November 2022 if possible

There is a profit share in place with Libby with any profit from the event. She will be providing food and drinks which will give her extra income.

National Rally Clothing – when can this be ordered as members are already asking for some? This is ready to be produced with the final pricing per garment needing to be worked out. Liz Welch has now sorted the pricing for the garments and a booking form will be available on the website shortly, hopefully with photographs as well. Teddy bears will be available!

Andrew Flanders said that he would arrange for the taps used at events to be delivered to Charles in good time.

f. Press & Publicity – Ruth Smith

Very quiet. Information on the National Rally will now be sent to the magazines.

g. Motorsport UK Liaison – Andrew Flanders

Two meetings have been held this year but very quiet on the Cross Country side of things and it appears to be difficult to contact various officials at Motorsport UK. No new meetings have taken place since our last EGM.

Phone call from Andrea Richards, Motorsport UK Secretary to the Council asking Simone on behalf of the ALRC to nominate someone to join their Cross Country Committee as they wanted to keep the same number on it and Andrew Flanders term was due finish. Andrew has received a letter of thanks from Motorsport UK for his time on the committee.

As Kevin Peake had previously expressed an interest to join the committee, a CV for him to join has been submitted and this has been approved by Motorsport UK. Kevin will be co-opted onto the ALRC Council at the meeting on 5th February 2022 and take on the liaison role between ALRC and Motorsport UK. Other ALRC members on the Motorsport UK CCC include Richard Banks and Charles Darby.

The death of Dan Evans has left a gap at Motorsport UK with regard to the roll cage issues but this does not really affect the ALRC. His position on the Cross Country Committee as Chairman will also see a change. This position is appointed by the Motorsport UK board.

JTV's – 8 year old – electric maybe could be younger but this still needs discussing by Motorsport UK. This is not something that the ALRC member clubs currently promote but may bring more families into events.

Some clubs are introducing radio controlled cars as a way of encouraging children to come along to events.

Dave Canham said his daughter has driven JTV's since she was 8 years old but now at 11 she is looking to do more challenging stuff but cannot drive Tyros until she is 13.

If there was no roll cage on electric vehicles then the terrain it could be used on would not be challenging enough to engage someone at the stage she is now. This is Dave's personal experience but was agreed by others as well. It was thought that roll cages should be added but this something for Motorsport UK to progress.

Andrew Neaves said there is a big difference in capabilities of the children who are already involved in trialling through their parents and those just coming along for the day.

Maybe the age of passengers in RTVT's could be reduced?

Charles Darby said that events have moved on considerably in the last few years with Tyros becoming more competitive and wanting more arduous courses, RTVT's are getting harder as the vehicles become more capable off road and it getting harder to lay out a Team Recovery that will actually challenge the drivers and lay out something that cannot be driven.

Dennis Wright said that a Polaris type vehicle (other makes are available as well) with a cage could perhaps fit the bill for children to be able to drive. Charles said that there was a junior Polaris vehicle but production was stopped and bigger and more powerful vehicles were built. There is now an electric version. Would clubs own a vehicle or would it be down to individuals to buy their own. Cost may prohibit this to be only available to a few. Not sure if there are any electric go-karts being made?

Originally the age was set at 8 years as that was the age thought that children could wear a helmet. Helmets for BMX bikes have come on a long way in the last few years so these might now be suitable. This is really something that needs discussing and progressing by Motorsport UK.

It may be possible to have a demonstration as a promotional event at a National Rally and clubs may decide to share a vehicle – there could be transportation and storage issues. Andrew Flanders and Dennis Wright will bring information to the next Council meeting to see if this can be arranged for the 2022 National rally. They will contact Ian Gregg to see if this is a possibility.

Stuart Newton asked that following on from the discussion on unlicensed drivers what was the position on disqualified drivers?

Disqualified drivers are not able navigate for an unlicensed driver.

Can they still drive in an RTVT with a licensed driver next to them?

A disqualified driver is usually one who has lost their license due to committing driving offences but this is not always the reason. There could be a medical reason why the license has been removed and this could preclude any driving at an event due to safety concerns but this may vary with each competitor.

The self-declaration on the Motorsport UK signing on form asks for relevant licenses. Are we allowed to ask if a competitor has a license?

A Motorsport UK license would be required – not sure if one would be issued?

Richard Banks has asked Motorsport UK for their opinion on this question. No answer received as yet. This is to be chased up by Richard with Sheila Barter at Motorsport UK to see if she can help with this question.

In the Motorsport UK Yearbook this is covered and it states that anyone without a valid driving licence must have a licenced passenger.

The only question being asked is can a person who has given up their licence to drive on the road for medical reasons still be allowed to drive off road, with a licensed passenger sitting in with them. There are medical conditions listed that preclude drivers from being Motorsport UK licence holders. We do need a clarification on this. There could be medical issues for any unlicensed drivers regardless of age.

Fire Extinguishers in vehicles: The following has been received from Ian Davis

As far as Motorsport UK is concerned the phrase "all vehicles" appears in the existing regulation K3.

3. A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system.

All extinguishers must be serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner.

And yet we are all comfortable that P59 only recommends a hand held fire extinguisher to K3.1.1.

The only change for 2022 and beyond is that P59 will now cross reference to the new (currently Section K Appendix 3) K3.2.

What has actually changed?

K3.1.1 Small, hand-operated 1.75 litres AFFF

to

K3.2.3. Minimum quantity of extinguishant:

- AFFF 2.4 litres

- FireSense 2.4 litres
- FX G-TEC 2.0 kg
- Viro3 2.0 kg
- Zero 360 2.0 kg
- Novac 1230 2.0 kg
- Extreme 2.0 kg
- Powder 2.0 kg

So which event types require a fire extinguisher has not changed.

What has changed is that where required the quantity of AFFF has been increased from 1.75 to 2.4 litres.

And there is now a much wider choice of permitted extinguishants of which the acceptance of dry powder is significant.

Also note that extinguisher bottles are of similar sizes such that a 2.0kg powder will fit where an AFFF of 1.75l did. The latter invariably actually 2l bottles. Some will even fit the same brackets.

As far as Motorsport UK is concerned these are the changes, to capacities and permitted extinguishants and not to requiring extinguishers where previously they were recommended.

This has now also been clarified in the edition of the Motorsport UK November issue of Revolution with the wording slightly changed to what has previously appeared to make it clear it is only for those vehicles that already require a fire extinguisher to be carried at an event - *From 1st January 2022 all vehicles with a mandatory requirement for a fire extinguisher will need to comply with the new regulation.* See attachment at end of minutes.

It is an ALRC regulation that asks for a fire extinguisher in CCVT vehicles and recommends it for RTVT vehicles and this is not a Motorsport UK one. The ALRC regulations do refer to the specification as listed in the Motorsport UK Yearbook.

Both events are run under a same grade if permit from Motorsport UK but they mandate for fire extinguishers for vehicles in speed events.

Servicing is seen as an important necessity. Proof is shown by stickers on the fire extinguisher and this should be checked at scrutineering.

Some clubs do add an ASR's that fire extinguishers are required for RTVT's as well and this can cause confusion when members go to other club events and have not read this before arriving at an event.

There should be a level playing field as much as possible across the clubs.

h. S&ORC – Richard Banks

Various queries which will addressed at the S&ORC meeting this afternoon.

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

Nothing to report

j. Handbook – Fallowe Kirby

We do need to be looking at revisions for the next publication in 2023 and removing the Motorsport UK regulations will make the job much easier as it is often difficult to keep abreast of the changes. Now all need a Motorsport UK licence they should all have access to the Yearbook.

k. Webmaster – Ruth Smith

Updated as necessary. Some calendar entries are being added as they come in.

Some clubs do want only club members to attend at the moment so they are not publicising their events at the moment.

The National Rally pages are being updated and will go live shortly.

l. Facebook – Adrian Neaves

Quite a lot of members are using this.

In October there was a post about a driver putting his arm out as he rolled his vehicle onto its side during a timed trial which resulted in a bruised hand. There were then comments asking what the ALRC were going to do about this. Discussed at the Council but this was for information only and no regulation was being asked for. To be further discussed at the S&ORC.

Defender – size depends on wheel base. 95" to shunts so new Defenders would be allowed one as they are 101".

m. Child Protection & Covid 19 Officer – Simone Birch.

No issues reported.

Renewal of 2022 Motorsport UK Safeguarding Officer licence is being processed.

The wording in the last paragraph of the ALRC Safeguarding Code of Conduct that refers to the Local Safeguarding Children Board has been changed to read Local Safeguarding Partners in line with changes in local authority departments.

13. Any Other Business.

a. The confirmation returns for the ARC have been made to Companies House by Simone Birch.

b. Cost of club magazines being printed has increased. Some are emailed out but paper copies do seem to be preferred still by some club members. Sometimes if members do not take part in events then the magazine is all they receive for their membership fee. This is common in all clubs. Where clubs go fully to email copies they do seem to see a drop off at attending events.

It is the cost of postage that has affected the production of magazines.

Some clubs are now going to quarterly magazines and generally only one per family. Family members generally pay less per adult. When children become 18 year old they generally are charged a full membership fee. Some clubs send out to landowners and magazines as well.

Would it be a benefit to use one printer to produce the club magazines?

Midland ROC - 70 copies, 44 pages - £140 plus postage to members. Magazine is 115g A5 size in colour. It is printed in Portsmouth and delivered back for that cost.

The same cover is cheaper than doing harder covers.

Southern ROC - We send mags to Full members and Honorary members (usually landowners). Family and junior members are at the same address as a full member, so 1 per address.

We print 190 mags quarterly, though we have missed 1 or 2 during the pandemic as no content....

The mags vary between 28 and 44 pages depending on copy sent in, average about 36 pages. We have a slightly thicker card cover, full colour and a number of colours pages within. They are A5 in size.

The printer is S&P printing in Heathfield, they drop off the mags to the editor on their way home. They are also helpful in the layout etc. They usually get the finished article to us within 3 days of agreeing the proof.

We pay between £375 and £425 depending on number of pages, around £1.97 to £2.24 per mag compared to MROCs example of £2 per mag.

Postage/envelopes adds approx. £95

Camel Trophy Club - Regarding the club newsletters, many years ago we dispensed with hardcopies and moved to an email newsletter which is distributed to all our paid-up members plus a mailing list of Camel Trophy-related personalities – a total of about 300-400 copies! If we were to move back to a printed version we would only send to our paid-up members which number about 125 at my last count.

We have occasionally discussed producing an occasional or annual "yearbook" which would be a hard copy magazine. It has never been progressed due to lack of volunteers and time but is something that will no doubt resurface at some point. As a result we await the results of your investigation with interest.

Essex LRC - Sue (our editor) did say we would should way up the pros & cons of a joint club printers with the personal touch

August £575 @ 24 pages + Cover and 202 posted +10 spare copies.

June £566 @ 40 pages + Cover and 197 posted + 10 spare copies.

Leics & Rutland LRC - LRLRC currently have a monthly newsletter, this is emailed to all members and posted to 2 members, so our costs are minimal, however, I brought to the attention of our committee the discussion about using a communal printer for all clubs, and for us the cost of postage would become an issue if we were to go down this route. This is not something that would be good for our club right now, but we support the idea and maybe it would be something we could make use of in the future.

Peak & Dukeries LRC – no printed version.

To be discussed at the next Council meeting when perhaps more results may have come in.

c. Fallowe Firby gave an update on the Ultra Low Emission Zone in London - ULZ2021 – to check vehicles eligibility. Warning - This now operates between the North and South circular roads in London so has greatly increased in size.

d. Warning from Andrew Flanders - Anyone using vehicles /lawn mowers etc. that have carburettors the new E10 fuel will not do them any good. Additives can be used to combat this.

e. Unlicensed drivers can drive Tyro's, after 4 driven can drive RTVT, then after 4 of them then CCVT. This is operated by some clubs and a record does need to be shown to prove eligibility. It is usually something that is discussed by the club officials to approve.

14. Date of next meeting – 12th March 2022. The AGM will be in person held at The Ibis Hotel, Dirft East, Parklands, Crick, NN6 7EX.

It was felt that Zoom meetings cut down on travelling time but numbers are dwindling on Zoom as well. The holding of the AGM will be in person with EGM's conducted via Zoom in 2022 to assess attendance.

It is not possible to hold a hybrid meeting as these are not usually very successful.

2022 meeting dates:-

Council: 5th February, 11th June, 8th October.

AGM / EGM / S&ORC: 12th March, 2nd July, 12th November

Zoom meetings work well for Council meetings and cuts down on travelling time. This will be carried on for the next year unless it is thought better to move back to face to face meetings.

15. Close of Meeting at 11.44

NEW FIRE EXTINGUISHER REGULATIONS

From 1st January 2022 all vehicles with a mandatory requirement for a fire extinguisher will need to comply with the new regulations

Safety is paramount. In the event of an accident, escape is the key priority. The fundamental intention of any fire extinguishers carried in motorsport vehicles is to allow the occupant(s) time to escape from a burning vehicle.

- Since 1st January 2018, it has been a requirement for all extinguishers to be serviced in accordance with the manufacturer's guidelines or every 24 months, whichever is sooner
- Since 1st January 2019, new build vehicles in disciplines that require a fire extinguisher must comply with current
(K) Competitors: Safety; Appendix 3
- From 1st January 2022, all vehicles in relevant disciplines that require a fire extinguisher must comply with current
(K) Competitors: Safety; Appendix 3

So from 1st January 2022, all vehicles for which there is a mandatory requirement for a fire extinguisher will need to comply with the new regulations in current (K) Appendix 3. The individual discipline regulations will define whether the requirement is for a plumbed-in or hand-held system. If your vehicle was built before 2019, and requires a plumbed-in system, you will need to ensure that it is fitted with one homologated by the FIA. There are currently two FIA homologation standards: Fire Extinguisher Systems in Competition Cars (1999) and FIA Standard 8865-2015.

Details of the systems homologated by the FIA can be found on the relevant FIA Technical Lists on the FIA Website: <https://www.fia.com/regulation/category/761>

For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the homologation, so there is no minimum capacity as such. However, competitors should note that only certain Fire Extinguisher Systems in Competition Cars (1999) systems are homologated for use in stage rallying; these systems are indicated on FIA Technical List No.16 with a tick in the column headed 'Rally', and national regulations stipulate a minimum 3kg capacity for these systems. All FIA standard 8865-2015 homologated systems are eligible for rallying.

Hand-held extinguishers will need to comply with the regulations in (K) Appendix 3, articles 3.2.2 to 3.2.7, or comply with FIA Standard 8865-2015. The hand-held extinguisher must contain one of the permitted extinguishants and the regulations detail the minimum capacity of the extinguisher in either litres or kilograms depending on the extinguishant used.

Servicing

A fire extinguisher is not a 'fit and forget' item; regular servicing and maintenance of extinguisher systems is vital to ensure they are ready to work when needed. For any FIA-homologated extinguisher (List 16 or 52), the servicing must be carried out by the manufacturer or their agent. This is part of the FIA homologation requirements, therefore getting an FIA-homologated system serviced outside the manufacturer's network will effectively void any homologation.

For an FIA-homologated extinguisher, the homologation regulations define what work must be undertaken as part of the service. This is a very thorough service that will involve, among other checks, the internal and external examination of the bottle, replacement of all seals, cleaning and testing of the operating heads and nozzles, and replacement of the extinguisher contents. The servicing schedule mandated as part of the FIA homologation is extensive and only the manufacturer will have access to the replacement parts and specialist tools required to undertake this service.

If you have an FIA-homologated extinguisher that is overdue a service, the first thing to do is to contact the manufacturer to see if they can assist. If the manufacturer advises that the time elapsed since the last service is too long and the system cannot be serviced, then the only option is for the extinguisher to be replaced.