

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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EXTRAORDINARY GENERAL MEETING
SATURDAY 15th NOVEMBER 2014
At THE OAKS FARMHOUSE, NFU Mutual HQ
Tiddington Road, Stratford-upon-Avon, CV37 7BJ

AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 5TH July 2014.
4. Matters arising from the above minutes.
5. Chairman's report.
6. Secretary's report.
7. Treasurer's report.
8. New Club Applications.
9. Rule Change Proposals
10. Section Reports.
 - a. Caravan Secretary
 - b. Overseas Liaison Officer
 - c. Non-competitive Clubs / Show Co-ordinator
 - d. Countryside Access Officer
 - e. National Rally Liaison Officer
 - f. Press & Publicity
 - g. MSA Liaison Officer
 - h. Scrutineering & Off Road Committee Chairman
 - i. CCMSA Coordinator
 - j. ALRC Handbook Editor
 - k. Web Master
 - l. Child Protection Officer
11. Any other business.
12. Date & time of next meeting.
13. 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 05.07.14

	Present	Apologies
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BRECKLAND LRC		
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Tim Linney	Steve Murphy
CORNWALL & DEVON LRC		Guy Cashmore
CUMBRIAN ROC		
DISCOVERY OC	Janet Smart	
DONCASTER DLRC		
DORSET LRC		
DUNSFOLD CSSS	Paul Barton	
EAST NORTHANTS LROC		
ESSEX LRC		
HANTS & BERKS LRO	Steve Kirby	
LANCS & CHESHIRE LROC		Colin Gaukroger
LAND ROVER REGISTER 1948 -53	Andrew Neaves	
LAND ROVER SERIES 1 CLUB	Andrew Cross Derek Spooner	
LAND ROVER SERIES II CLUB		
LEICS & RUTLAND LRC	Simone Birch Tony Sinclair Andrew Sinclair	
LIGHTWEIGHT LRC		Sue Foster
LINCS LRC		Frank Champion
MERSEYSIDE LROC		
MIDLAND ROC	Richard Smith Richard Parry Dan Fasham	
NORTH EASTERN ROC	Mark Whaley	
NORTH WALES LRC		
NOTTINGHAM LRC	Martin Talbot	
PEAK & DUKERIES LRC	Dennis Wright	
RED ROSE LRC		
SCOTTISH LROC		
SOMERSET & WILTS LRC		
SOUTH COAST LROC		
SOUTHERN ROC	Dave Canham Tony Kempster Debby Darby Charles Darby Mark Baitup David Southcott	Denis Bourne
STAFFS & SHROPS LRC	Zam Alexander Neil Rogers Ann Cooper Simon Cooper	
WYE & WELSH LRC	Peter Gladman	Murray Wiltshire
YORKSHIRE LROC		
THE CAMEL CLUB		
THE G4 CLUB		
101 FC&RC	Les Emanuel	
TOTAL 38	15	5

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MINUTES OF THE AGM HELD ON THE 5th July 2014 AT NFU MUTUAL, TIDDINGTON ROAD, STRATFORD UPON AVON, CV37 7BJ.

1. **Paul Barton opened the meeting at 10.05am**

Welcome and thank you to everyone for coming today. Thanks again to NFU for providing us with these facilities. All future meetings will take place in The Oaks Farmhouse complex instead of the main NFU HQ building. Free drinks are available from the vending machine. If there is a fire alarm then we must congregate in the front of the main building.

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

3. **Minutes of previous meeting held on 22nd March 2014**

There was a change made on page 5 under the Treasurers Report. Line 12 / 13 should read “Some of this may be returned pro rata if the original appeal is won”.

Comment from Tony Kempster - This appeal is still ongoing and it may be some time before it is finalised.

The minutes of the meeting held on the 22nd March 2014 were then proposed as being a true record by Dave Canham, seconded by Janet Smart and agreed unanimously. Signed by Paul Barton.

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

a. The sets of cane tops and section markers (sets of 12) have now been received by all clubs. Bunting has still to be collected by Merseyside LRC and South Coast LROC. If clubs do not attend meetings then the gifts cannot be received by them. As the time for this has dragged on it was decided to close the subject. This will now be removed from the minutes.

b. ALRC Competitive Events Consultation. A working group is being organised to progress the ideas put forward with the initial meeting taking place whilst this EGM is taking place.

5. **Chairman’s Report –Paul Barton**

I know that many of you here today attended the ALRC National Rally at Stainby and the consensus was that it went very well indeed given everything we had to deal with beforehand including site selection, and for the Council to seek support from Member Clubs. There was the need to co-ordinate multiple clubs helping to run the event and despite the weather and the challenges faced by those ALRC Council members who were engaged with the event, overall it was a National to remember. Andrew Neaves did a great job on bookings and there is now a full electronic booking system that can be used for future events, Simone as event secretary had all the paperwork under control. I was grateful to Denis our excellent President for stepping in to help out with the presentations given my work commitments which resulted in three trips backwards and forwards to the event to service local and European elections over the weekend.

A number of clubs helped with competitive events and I have had a number of very positive comments and thanks at the event and also afterwards a very positive response from those attending and the site worked well and we have received lots of positive feedback.

It was agreed that any profit made would be distributed amongst the clubs that helped at the event and this has now been done.

I do want to single out Leics & Rutland LRC who did a sterling job on site services and deserve to be recognised as the backbone of the event including taking the lead on marshalling and facilitating the results (Team Birch).

There were inevitably some issues and for the second year issues with late night noise from the beer tent but overall it was another ALRC National to be proud of. These issues will be discussed under the National Rally heading.

6. **Secretary’s Report – Simone Birch**

The last few months have been extremely busy with helping to organise the National Rally but ALRC matters are now returning to normal.

a. The following has been sent to all clubs: The ALRC AGM and S&ORC meeting minutes have been sent to all club secretaries, S&ORC, log book scrutineers and club delegates who attend the meetings. Rights of Ways information has been sent to some local clubs.

Anyone attending meetings can be added to the list.

Details of club events circulated by email.

b. Letter received from Richard Smith, Chairman Midland ROC with the following wording – *Further to our committee meeting last week, the feelings were that the ALRC should be enforcing the wearing of full harnesses in all CCVT trials.*

As we feel this is a safety issue, the council can bring this in with immediate effect.

Comments from the Council meeting –

This letter has come about following an accident at a Lincs LRC trial where a competitor in a CCVT rolled twice whilst crossing a side slope too slowly, hitting his head on the roll cage and ended up under the rear body and the roll cage and unfortunately died. The police have had a look at the trial and the vehicle and are happy that the wearing of the lap belt was sufficient. It would appear that this accident would only have affected someone in a Series I vehicle. You sit high, doors come open, belts are not always tightened. There was no padding on the roll cage but his head was far enough away from the roll cage as to not need it. There is not expected to be any criticism of the vehicle used.

Lincs LRC have said they do not support a blanket ban on lap belts.

There has been no comment as yet from the MSA as they wait for the coroners decision to be reached. An inquest has been opened and then adjourned. It is the coroners duty to make a recommendation at the end of it but there is no requirement for the MSA or us to act on it.

The MSA may also be wanting a check to be made on the height from the top of the door to the squab of the seat at scrutineering. This measurement may be taken when someone is sitting on the seat – thought to be 15.5cm but this is being checked. This was not thought to be an issue with Barrie Murdoch's vehicle.

Leics & Rutland LRC were running a CCVT the next day after this accident. The committee put an ASR in stating that full harnesses, if fitted should be worn and that all seat belts should be tightly fastened. All drivers complied with this with two drivers objecting slightly. One of these drivers proceeded to roll his vehicle slowly onto its side, and the driver admitted that wearing a full harness did protect him from banging his head as he hung there. The driver with the lap belt asked again before the National Rally and was again advised to fit one but if he did not want to, to make sure the lap belt was fully tightened.

It does appear that every time we try to make motorsport safer, trials become more aggressive as members perception of danger changes.

NERO recently ran a trial where one member laid out a section and when others refused to drive it he was not happy – his comment was that “you have a roll cage”

A check should be made by the start marshal to make sure that belts are tightened.

The MSA do not recognise the fitting of seat belts with twin shoulder straps going to a single point. This is how many of our vehicles may have the fittings done and is acceptable for trials. It can also be a problem as to where to put the fittings in the older vehicles for the belt.

Just wearing a lap belt does allow for some vertical movement which can result in banged heads.

A letter has been sent to all club secretaries & log book scrutineers stating that the ALRC Council are waiting for the coroners recommendations and MSA comments to be fully informed. In the interim we recommend the use of a full harness but should members choose to wear a lap belt, regardless of the style of belt fitted all competitors should be aware that belts should be adjusted tightly. Also as a precautionary measure all scrutineers are also asked to check the height of drivers when sitting in their seat to ensure that their head is away from the roll cage. Further discussion will take place at the S&ORC meeting this afternoon on this topic.

c. Request from Dennis Wright, Peak & Dukeries LRC for the number of Privilege events to be increased from 5 to 8.

In general clubs do not have many non-ALRC members attended (this information has come from the return forms received from clubs) and it would make the running of events like comp safaris more financially viable.

Breckland have just submitted a 6th application for 2014 – two of which have been for promotional days which it is not necessary to do.

It was agreed by the ALRC Council to increase to 8 applications. This will be monitored as necessary and comes into force immediately.

d. Details of the 2014 MSA Inter-regional Off Road 4x4 Team Trail (Tyro) hosted by Hants & Berks at Harbour Hill, Aldermaston, Berks, RG7 4PH on 21st September 2014. Visit www.hbro.co.uk for more details. This is for teams of three with all drivers needing to hold a MSA competition licence.

Log book scrutineers.

Nomination proposal received from Leics & Rutland LRC signed by Viv Wing, secretary and Andrew Lester, Chairman for Andrew Sinclair to become a log book scrutineer.

It was agreed by the ALRC Council that Andrew Sinclair be accepted as a log book scrutineer with the usual proviso of attending meetings to keep up to date.

Nomination proposal received from North Wales LRC for Howard Morris to become a log book scrutineer. No CV received so this has not been discussed by the ALRC Council so cannot proceed.

Enquiry from Martin Sullivan, Breckland LRC asking what the process is to become a log book scrutineer as they have three members who may be interested – still awaiting formal applications and CV's. Andy Dennis has expressed an interest in becoming a log book scrutineer but all applications must go through the proper channels i.e. club nomination and written CV must be submitted.

Dave Southcott, Southern ROC has spoken to Simone Birch as he would like to return as a log book scrutineer and re-join the S&ORC. He has been very active in the last two years as a MSA Environmental Scrutineer and will attend meetings. It was proposed by Frank Champion, seconded by Mark Whaley and agreed unanimously that Dave Southcott could restart as a log book scrutineer and be co-opted onto the S&ORC.

Enquiry received from Mark Baitup, Southern ROC asking how to nominate members for a position on the S&ORC. Reply sent stating that voting takes place following nomination from clubs at the AGM in March but that members can be co-opted on during the year as necessary. This decision is decided on at an ALRC Council meeting. A nomination has now been received which will go forward to the next Council meeting for discussion.

Members are checked periodically for activity and always before the printing of a new ALRC Handbook to make sure details are correct.

The new log booking check sheets are now available for log book scrutineers to use. Log book scrutineers need to confirm that they are willing to continue in the position so the books can be given out. This will also act as a check for the next edition of the ALRC Handbook which is being printed at the end of the year.

We have not seen the three new log book scrutineers from Cornwall & Devon LRC at any meeting since their original training meeting. Apologies have been received for this afternoons meeting from one of them.

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

Paul Barton, 5 Juniper Close, Oxted, Surrey, RH8 0RX. 01883 674430 prbarton@live.co.uk

Log Book Scrutineer:

Andrew Sinclair, 13 Woodlands Road, Overseal, Swadlincote, Derbys, DE12 6LS. 07918 685586 / 01283 819191. mole1984@live.co.uk

David Southcott, 40 Ridgeway, Hurst Green, Etchingham, East Sussex, TN19 7PJ. 01580 860810 / 07884 060828. south40@tiscali.co.uk

7. Treasurers Report – Derek Spooner

Since the last meeting we have had an expenditure over income of circa £10K. There have been significant movements of funds both in & out.

Main general Income:-

Sales £195, Subscriptions £2057, Logbooks & Permits £280, NFU Mutual Sponsorship £3500.

Main General Expenses:-

Expenses Claims £1082, LARA Subs £2900, National Expenditure (available to all clubs in the form of competition numbers etc.) £4017, Corp Tax £133, Audit Fee £600, Cup re-silvering £95, 2015 National Loan £8000.

£25 cash missing from monies paid into Co-op Bank in Hereford. Cheques credited but not cash on same paying in slip. Have raised this with Unity Bank. This problem is the very reason I prefer going in and getting the book stamped rather than by post.

The 2014 National has come and gone. The exact figure has still to be finalized as there are a couple of items outstanding but a surplus of £7K has been divided out between those clubs that contributed to the success. Andrew Neaves came up with a formula which enabled the surplus payments to reflect the contribution.

8. New Club Applications – none received.

9. Rule Change Proposals

a. 15.5. Disc-brake handbrakes are permitted.

This rule has still to be looked at by the ALRC Council at their next meeting for consideration for ratification and if ratified will come into force on 1st January 2015.

b. Proposal received from Leics & Rutland LRC signed by Mick & Viv Wing.

Section B – Standard Class Vehicle Regulations.

B.10. Dampers

B.10.5. Damper mounts are free.

c. Proposal from Mark Whaley S&ORC, seconded by Dennis Wright.

The proposed wording is similar for all proposed Regulations listed as follows:-

F.5 SILHOUETTE

F.5.1 Body panels.....

G.3 SILOUETTE

G.3.1 Body Panels.....

H.4 SILOUETTE

H.4.1 Body Panels.....

I.6 SILOUETTE

I.6.1 Body Panels....

F.5.1 Body panels above the ‘body capping line’ or ‘window line’ as permitted by C.12.1 may be replaced in their entirety or in part by parts other than standard manufacture. All coverings to be mounted securely to the body structure or to the Roll Over Protection System (ROPS). No drilling of the ROPS is permissible and covers may be fixed via brackets welded or clamped to the ROPS. Coverings are to be fitted to be suitable for the anticipated use and not present sharp edges to the occupants or those outside the vehicle either in use or in the event of damage to the covering.

The above two rules will now go to the S&ORC meeting for their discussion and comments.

10. Section Reports

a. Caravan Secretary – Simone Birch

100 caravan permits issued for 2014. There have been no issues

This is a position that would benefit the Council by having another person doing it as has previously been the case. The way the permit system is set up it works well with checks able to be crossed referenced between applications, permits, dates and venues if necessary so could be handed to someone else to take over quite easily.

Following on from a letter asking for a volunteer to come forward, Debby Darby, Southern ROC has offered to take on this position. She will be co-opted onto the ALRC Council and start issuing permits in January 2015.

Paul Barton stated that this position has been one in its own right previously and we need to be aware of the number of jobs that Simone Birch carries out on behalf of the ALRC.

b. Overseas Liaison – Derek Spooner

It has gone very quiet but clubs are starting to think about 2018, the next anniversary year.

c. Non Competitive Clubs & Shows Co-ordinator – Sue Foster Nothing to report.

d. Countryside Access – Tony Kempster

The LARA chairman, deputy chairman, treasurer and minutes secretary were all re-elected at the May AGM.

There are now 14 associate members which now includes the Amateur Motor Cycle Association and the Vintage Motor Cycle Club which have decided not to remain full members due to their financial restraints. There are therefore now only 6 full LARA members – ALRC, British Motorcyclists Federation, Green Lane Association, MSA, Trail Riders Fellowship and the Vintage Sports Car Club. The chairman announced at the AGM that the change in membership will cause additional financial difficulties for LARA.

The Deregulation Bill which is progressing through parliament has requires considerable representation to ministers, peers and to DEFRA and cost LARA about £10k to date. Issues in the Peak District Park and the Marsden v Powys County Council s56 court appeal also continue to take a lot of LARA officer time.

At the LARA AGM the chairman warned that outgoings exceeded income during 2013/14 and several proposals were suggested to improve LARA's financial situation. However, I informed the meeting that I would not be able to make any commitment on behalf of the ALRC on any proposal before its next council meeting. The various suggestions were subsequently discussed at the June council meeting but were not considered to be equitable.

The LARA chairman had informed the AGM that any formal proposal to improve LARA's financial situation could be submitted before a special meeting to be held in September and the ALRC council resolved that it would be doing so.

The Deregulation Bill, which could potentially remove motor propelled vehicles (MPVs) from rights of way if the antis have their way, is now due to have its second reading in the House of Lords on 7th July. If any amendments are raised by their lordships which affect the use of vehicles on unsealed roads LARA could be calling for further letters objecting to further restrictions on their recreation. If this is necessary I will let Simone know so that clubs can be asked to notify their members.

Although several "probing" amendments regarding the use of vehicles on rights of way were made to MPs, they were subsequently withdrawn, including one made by Bill Wiggin.

The government has said that the issue of MPVs on unsealed roads should be considered by a new stakeholder working group. This is why they do not want amendments to be made to the current bill.

The Marsden v Powys CC appeal case rumbles on as PCC was granted a further adjournment of the case which was due to be heard on 29th April 2014! A pro-rata refund of the ALRC's donation (£6k) to LARA towards the cost of the appeal will be considered when the outcome of the case is finally known.

The original appeal decided that the correct procedure had not been carried out by Powys CC but the final outcome could take years to be decided.

Lastly, LARA is still requesting photographs of motor sport events and of recreational driving on "green lanes" but they must be in suitably high resolution of at least 2MB to enable enlargement for display purposes. Images of restricted byways becoming blocked by vegetation would also be useful.

Leaflets on byway use published by LARA have been put out for clubs to take giving guidance on driving on rights of way.

e. National Rally Liaison Officer – Janet Smart

This year there were only 11 trophies not returned before the event. All of these were collected at rally control when members arrived which did make the task of sorting out prize giving much easier.

It is a shame that there are not more entries in the Concours event as there are trophies available for different vehicles. For the 2015 National Rally there will be no charge for entry in the Concours to try and encourage members to enter on the day.

Complaint of noise in beer tent. As well as receiving a number of letters of complaint from ALRC members regarding the level of noise coming from the beer tent late at night there has also been a complaint made by a local resident to the parish council and police with regard to the noise coming from the camp site late at night. Fortunately when the police visited the site to check the licence for the beer tent it was earlier in the day. The landowner has subsequently assured the parish council that a rave was not taking place on the land and that we had permission to be there. As you probably are aware the local authority are also notified that an event is taking place by the submission of a safety plan.

This issue was discussed at the last ALRC council meeting and we would like to remind all club members of pages 18 -21 of the ALRC Handbook which covers the caravan and camping code. As we hold an exemption certificate that allows us to camp on land with the landowners permission that does not have planning permission for this, any behaviour that would put the holding of certificates in jeopardy must be avoided. In both the DEFRA code of practice and our own code of practice there is reference to noise, which should be kept to a minimum.

Zam Alexander asked why the bar was open so late?

The caterers did have a licence until 1.00am but the verbal agreement with them was that they would close at 12.00. This did not happen and a verbal apology from them has been received. This is what will happen in the future.

It must also be remembered that there is a zero tolerance to alcohol and motorsport so members should be aware, especially if they are entered in events or driving home the next day.

Simon Cooper wanted to point out that the event was a social event as well with the young members being the future of the ALRC.

Debby Darby said that this was not an issue about members socialising but one about the fact that it continued on until an unreasonable time. Members do have a right to sleep.

This was countered by Simon Cooper stating that there is often noise from engines early in the morning which does also wake members. Simone Birch said that as the weekend was for competitive events to take place, often starting around 8.00, this was to be expected.

The question of why the tent was put in the centre of the caravan field? On this site it was the only place to site it to be near a water supply. It also works well having the organisers for the results and signing on close by as the results are posted in the beer tent and prize giving takes place there. Power is provided by the caterers for signing on for office equipment and charging of radios etc.

Ann Cooper said that Staffs & Shrops LRC felt they had been unfairly singled out as they were the most visible club present at the event. They are a family oriented club and there were only four of their members present in the tent late at night.

Following the discussion Simon Cooper stated that the full facts had not been presented to the meeting so the following two letters were read out.

The letter was sent by Simone Birch to Staffs & Shrops LRC – recognised by clothing and known members and similar copies also sent to Breckland LRC and Peak & Dukeries LRC a week later, as it came to light afterwards that they had members there as well. At the meeting it was said by Ann Cooper that members of Lincs LRC were also in the beer tent. No letter has been sent to Lincs LRC.

Very regrettably following the ALRC 2014 National Rally held at Stainby, complaints have been received regarding the anti-social behaviour of some of your club members, specifically during the Monday night.

These members thought it was acceptable to party very loudly in the beer tent until 1.40 in the morning. This caused widespread annoyance and distress to those camped nearby. When they were approached by a Steward of the event and asked to leave, he was sworn at and told it was nothing to do with him and to F--- off.

This is completely unacceptable behaviour and also contravenes the ALRC Caravanning and Camping Code. The Steward was also named on the caravan permit as a marshal for the event.

This matter will be discussed at the ALRC Council meeting to be held on the 14th June 2014 and I would like your assurance before then, that these complaints will be dealt with by your club and that this behaviour will not be repeated at any other event.

The following reply has been received from Staffs & Shrops LRC, signed by Ann Cooper but in Simon Cooper's name.

Further to your letter of 1st June, followed by your telephone call with Ann, our secretary, on Sunday 8th June, and our subsequent committee meeting last night, 10th June, our response on the facts are as follows:-

Firstly we would express our apologies to anyone that was kept awake by noise on Monday night by people "enjoying themselves", but we feel that 1.40am is not particularly late when you take in to account that the bar and music did not close until 1am.

Then can we establish the fact that there were only four members of Staffs & Shrops remaining in the beer tent at that point in time. We know for a fact that there were members of at least three other clubs still in the tent at the time in question, but you did not acknowledge this until one week after your letter, obviously after you had established the facts of the matter. Also, one of those four members apologised to yourself face to face on Tuesday morning, explaining that he did not realise the time.

Your letter implied that the ALRC steward was verbally abused by a member of S&S, and we can categorically state that it was not one of those four S&S members there. But can it be pointed out that the steward entered the tent in an aggressive manner himself, using foul language, and in our opinion if such a matter is started in a confrontational manner then surely any come back would be in a similar fashion.

Also the said steward woke one of our members from his bed at 5am saying "see how you like it", this must also contravene the ALRC camping and caravanning code.

The committee have taken offence to our club being unfairly singled out as the culprits, without any attempt to ascertain the facts. We also question whether there should have been a meeting of the ALRC Council prior to the original letter being sent to ourselves, as that is how we would conduct our business.

We would also like to point out that traditionally the National event has been an opportunity for likeminded people to gather from all around the UK, and other parts of Europe, to meet up and share in our common interest of Land Rovers, but also have fun! In all our years in the ALRC it has never been any different, and Monday has always been a time to let your hair down and enjoy. As Ann said to yourself on the telephone, she was given a hug and a kiss from the three German visitors when the music and bar shut on Monday night, and they thanked "her" for a great weekend. She had not spoken to them as such, they had just

joined us on the dance floor "partying". Does this not speak for itself?

It seems Staffs & Shrops were singled out as we were the most visible club, i.e. the most campers in attendance, and showing our support for our club by wearing S&S clothing. But at no point will we apologise for what our club stands for, and that is being one of the most sociable and competitive clubs within the ALRC. As our T-shirts say "50 years of fun" and that is part of why our club continues to grow in membership and stature.

The committee feel that S&S as a whole deserve an apology for this unfair treatment. If you feel that this needs further discussion, please note that myself and Ann would like to come to the next ALRC meeting on 5th July 2014.

The member referred to in the letter as being woken at 5.00 was in fact woken at 6.30 by the same steward and another rally marshal who were already on duty as members were leaving the site. He was asleep in his car because he would not have been welcome on his father's pitch in the early hours of the morning.

Two apologies were received the following morning, by Simone Birch from Staffs & Shrops LRC members who she has known since they were young.

There was a discussion amongst the council members present at the event and Paul Barton asked Simone Birch to write the original letter.

At that time we were only aware of Staffs & Shrops members being involved and we apologise for not investigating this matter more fully to determine which club members were there.

There was concern at the meeting that the time of 1.40 is not thought by Staffs & Shrops to be too late for noise.

Andrew Neaves pointed out that this also has an adverse reaction in that the closing times will become earlier to compensate. It should be remembered that everyone has responsibility for their own behaviour.

The noise should have been stopped earlier and in future this will happen.

Dan Fasham, Midland ROC then addressed the meeting with details of the 2015 National Rally. The website is now live – www.alrcnationalrally2015.co.uk and can be accessed from the MROC website as well. A booking has already been received! This website will be updated on a regular basis.

There has been an ongoing issue with the lack of marshals for events. A decision has been made by the organising committee, backed by the ALRC Council that no competition will run unless there are enough marshals to do so. It will probably work on a first come, first served basis with the number of drivers based on the number of available marshals. No refunds will be available. This will be added to the SR's which will be very similar to those run this year. There will be an exclusive mug for marshals only.

Catering – Classic Catering are providing the catering. The licence will run until 12.00 but drinking up time will be from 11.30pm and the bar will then close.

f. Press & Publicity – Paul Barton Nothing to report.

g. MSA Liaison – Andrew Flanders

Nomination has been sent to the MSA for Andrew Flanders to remain on the Cross Country Specialist Committee. Decision to be reached in September. We are not aware of any other nominations that have been submitted.

Andrew Flanders was asked to check with John Ryan – do you still need a National Scrutineer to scrutineer a comp safari? The answer was Yes. It is not in the MSA Yearbook but the question has been asked to Ian Davis so we now know. In the MSA Yearbook it says a scrutineer from the list of technical officials but by needing to be a National Scrutineer it does limit the number available. If it is not possible to get a scrutineer to attend then an event could be cancelled. Simon Cooper is the Chief Scrutineer for the 2015 National Rally comp safari. There are probably 20 – 25 scrutineers in the ALRC with only 4 thought to be National ones.

The last meeting on the 8th May 2014 further discussed the lowering of the age limits for comp safaris and challenge events following on from the trials ones previously implemented. –

Section P. Cross Country Events. Regulation for implementation 1st January 2015.

The reason – Following a review of the various minimum ages across Cross country Events, the proposal seeks to make the minimum age criteria for competitor eligibility more progressive and structured.

Competitive Safaris

49.1.2. Vehicles may carry one passenger, *minimum age 16*, in addition to the Driver, who must be seated in accordance with the provisions of 41.1.5.

Challenge Events

55.1.1. Drivers and co-drivers must hold a valid RTA licence appropriate to the vehicle and either may drive the vehicle during the event. Navigators, *minimum age 16*, do not need to hold a valid RTA licence and may not drive during the competition.

Reason: Further review of the minimum ages of competitors in Cross Country noted that the existing minimum age in Competitive Safaris could be clearer by the proposed amendment to P49.1.2. For Challenge Events the existing minimum age is 14 which is not considered appropriate and the proposal brings Challenge Events into line with Competitive Safaris.

Clubs are not obliged to run to these but they could if they wanted to.

The following roll cage amendments have been issued for immediate implementation:

Section P –

56.15.4. A centre roof bar *being of the same material and dimensions as the main ROPS members* must be installed either diagonally or, evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced. Double crossed roof bars are strongly recommended to the minimum specification for optional members, as shown in K Appendix 2, drawing 10.

56.15.6 A *sill bar or* single longitudinal door bar *as shown in K Appendix 2, drawing 9*, of the same material and dimensions must be fitted ~~as shown in K Appendix 2, drawing 9.~~

The reason for the above amendments is to clarify the new for 2014 Regulations.

These rule changes do not appear to have been publicised in MSA News or the Scrutineering News. Andrew Flanders is to check with Ian Davis that it has been publicised. It is not thought that it will have too much impact on our members who are already complying with it.

As Andrew Flanders was not present at the meeting it was not possible to answer any questions on the above regulations.

Paul Barton stated that there might be some issues with Range Rovers and Discovery's regarding the longitudinal bar between the front and back hoop as to what the height should be.

No dates have yet been announced for meetings in 2015.

h. S&ORC – Mark Whaley

As Mark Whaley was involved in the separate meeting to discuss the ALRC Regulations no report was made. The previous S&ORC meeting minutes had been circulated and will be discussed at the next meeting this afternoon.

i. CCMSA Coordinator – Andrew Neaves Nothing new to report.

j. Handbook – Steve Kirby

Steve Kirby would like a suitable photograph for the cover for the next ALRC Handbook.

k. Webmaster – Murray Wiltshire No report

l. Child Protection – Simone Birch.

Review of ALRC Child Protection Policy and Safeguarding Children Code of Conduct - there have been no issues reported during the past year. The MSA are planning an update to their information available – not received as yet. No change required to the current policy and code of conduct.. Signed by Simone Birch at the June meeting of the ALRC Council.

Advice has been given to Red Rose LRC re publication of photos of children in club magazines. We recommend that full names are not printed and parental permission should be sought before printing any photographs of children.

11. Any Other Business

a. Neil Rogers, member of Staffs & Shrops LRC for the last five years and prior to that was a member of Anglian LRC. He has been around Land Rovers since 1978 and has an issue which he wants to ask at the S&ORC meeting later.

In the meantime he also wanted to speak to the general meeting about the ALRC.

Andrew Neaves asked Neil who he thought the ALRC were. He replied it was the member clubs. Prior to attending this meeting Neil contacted the Land Rover company to ask what interaction there was between Land Rover and the ALRC. To date he has not received a reply. Simone Birch pointed out that there was no real interaction with the Land Rover company.

A discussion he has had within Staffs & Shrops LRC is "Where is the new blood coming from?" At present this seems to be children and grandchildren of existing members.

Since this year's National Rally the following question has been put to 10 people – If you were going to get a 4x4 vehicle what would you buy? Everyone, bar two said a Japanese 4x4. The main reason seems to be that it is perceived that there are too many politics and regulations as to what you can do within the ALRC. If you buy a Japanese 4x4 you can go to an AWDC and take part without changing anything on the vehicle so we are not getting new blood to progress our branch of motorsport.

Neil admitted his competition now consists of taking part in comp safaris and he no longer takes part in trials. At this year's ALRC National rally there were 46 entries, at Staffs & Shrops comp safaris entries are around 60, these are run as an open event with approximately 75% competitors coming from the ALRC.

In his opinion we need to make the rules more understandable and easier to read. This discussion is to be taken to the S&ORC meeting this afternoon. Neil thinks that if this matter is not addressed now then in five years' time there will be no comp safari event taking place. There were no entries from the North Wales LRC this year. Some of them have vehicles that look more like Land Rovers than most entered but they do not comply with all the rules. Could the event be opened up to those that still have the silhouette of a Land Rover? The ALRC set a precedent many years ago when they allowed Series I lookalikes with 4.6 V8's sitting on coil sprung suspension. Land Rover never produced these vehicles.

Drew Bowler is now running a very successful business and we also need to move with the times.

Andrew Neaves pointed out that there is currently a meeting taking place at the same time as this one to discuss exactly these points as raised by the ALRC Competitive Consultation. This is an inaugural meeting of a group that has been tasked with progressing the ideas put forward from member clubs. There was recently a decision made on the use of replacement roofs on vehicles that was subsequently withdrawn so we must be careful not to make hasty decisions that have not been thoroughly thought through.

Simon Cooper also pointed out that 100" vehicles are now available from Land Rover yet they are not allowed in ALRC competitions.

Neil pointed out that he had spoken to Andrew Flanders plus two different log book scrutineers on a matter, receiving slightly different answers. Tony Sinclair advised attending the meeting to speak direct to members. Neil is now thinking of building a vehicle that looks like a Range Rover but with an American engine so will not be competing with the ALRC.

It was pointed out by Richard Smith and Debby Darby, that there are problems with finding land to run comp safaris as many land owners do not want the damage that goes with these events. Southern ROC members combine with other local non-ALRC clubs to go to events to take part in comp safaris.

Debby Darby said it was very important to keep motorsport safe for 17 year olds and this is what the MSA and ALRC try to do with their rules. When you join a single marque club then that is also what you would expect to be allowed to enter with.

Neil pointed out that Japanese vehicles were now available to buy cheaply so these do appeal to the younger market to go and drive with the AWDC. There are barriers put up by the rules to younger members who do not realise all the rules before they buy a vehicle, some of which do not meet the silhouette criteria. It should be remembered that the rules are designed to create a level playing field for all.

Would production and super-production vehicle classes work?

Ann Cooper said that the biggest problem was with the rules at RTVT entrance level and new members coming along with vehicles that do not fit the rules of which they are unaware. Simon Cooper said that RTVT had got too severe with several rolls – the ALRC are not aware of this.

Sections should also be set out with a vehicle for which they are intended.

Neil wanted to draw members attention to the comment of page 7 of the 2013 ALRC Handbook “*We insist that all motor sport competitions are run to the exacting standard of both the MSA and our own ALRC regulations. ALRC vehicle and event regulations ensure fairness in competition...*” In his opinion this is not a true statement which he will raise at the S&ORC meeting to be held this afternoon. Charles Darby said that members now tended to have event specific vehicles – one for trials and one for comp safaris and do not tend to use the same vehicle for all events.

Neil said it would be nice to start a championship through the clubs as well as combined trophies presented at a National Rally to run throughout the year but Paul Barton said this was not allowed under the MSA rules.

Neil Rogers intention in coming to the meeting was to encourage debate among the members and Paul Barton thanked him for coming saying it was a long time since anyone had come to a meeting to express their point of view which obviously has some support from the floor.

Debby Darby asked the question “Is it a bad thing if small site comp safaris die off?” This is not her personal view but may be a way of moving the sport forward.

Neil replied that some clubs do run events at the same time as others which obviously dilutes entry numbers. This is sometimes done by clubs changing dates of events after they have been published, with others having worked round those dates already. Could a championship be held where so many entries count towards the trophy – across all clubs – AWDC, British Off Road Club, ALRC.

Andrew Neaves said that comp safari vehicles had changed greatly over the years and we may be in danger of losing small events if we do not allow some of the bigger vehicles to enter. Neil replied that this is done at some events with the bigger vehicles going first and the smaller vehicles after that. It may be a benefit for drivers to prove they have entered previous trials before they are allowed to enter comp safaris but some drivers are wanting to go straight for the speed events. Staffs & Shrops LRC are finding this with trial entries being a major problem..

Prospective members with new motors are finding RTVT’s too severe and Tyros too tame. This could be down to clubs not laying out events correctly and may be also partly down to the land available.

Costs can also be an issue – how much money to spend on a vehicle. Some land owners are not actually aware as to what damage can occur by allowing events on their land until after the event. There are not many clubs running comp safaris and this could also be down to land availability.

Neil Rogers in summing up said we need to encourage young members to join so that our branch of motorsport can continue and this may involve looking at vehicles allowed.

Les Emanuel now drives a 101 and said that within the 101 Forward Control C&R there are a great deal of variations with room for all within the club.

The issue of club members having to enter an ALRC compliant vehicle if using an ALRC competitive club should be enforced by all clubs whilst running an event using a privilege event permit. This is seen by some clubs as being a restrictive rule but most clubs do not have a problem.

Some clubs run a log book system within their clubs to monitor vehicles to make sure they comply.

Richard Smith said that since Midland ROC had reduced the severity of their RTVT’s entries had increased.

b. Dave Canham asked if there was anything the ALRC could do to further underwrite the cost of running a National Rally as their club did not think they were in a position to financially run one. As this year’s event made a profit and next year’s is thought to be financially viable we would need to study the figures that Southern ROC are basing their decision on. Cost for land is on a par with this years, so considerably cheaper than either Eastnor or Belvoir was. Paul Barton pointed out that a National Rally had not made a loss for some years. Dave Canham is to discuss the figures with Derek Spooner and Simone Birch.

The ALRC Council have already agreed to underwrite any reinstatement costs in the future that are unavoidable from an event in addition to the package already available to cover the competitions. This would be looked at as necessary.

It is not thought that subsidising the cost of the event is necessary or desirable. It does appear that the comp safari is the event that sends the cost up.

The Tyro is thought by some to be too expensive but it does seem to be licenced drivers with newer vehicles, as opposed to children who are entering the event. It was pointed out that the National Rally was really for experienced drivers, be they licensed or unlicensed to enter and not members entering their first event.

12. Date of Next Meeting – 15th November 2014.

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

Dates for 2014:

Council – June 14th, October 11th.

AGM / EGM / S&ORC – November 15th.

Dates for 2015. Council – February 21st, June 13th, October 10th.

AGM / EGM / S&ORC – March 14th, July 4th, November 21st.

Clubs are asked to try and avoid the dates of the general meetings for club events if at all possible.

All meetings are to be in The Oaks Farmhouse instead of the main MFU Mutual HQ building. As you enter the NFU Mutual site drive down the main drive, turn left and follow the road turning left again to park within the walled car park. Park near to the covered walk way and you'll see The Oaks Farmhouse in front of you.

13. Close of Meeting at 12.08.