

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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ANNUAL GENERAL MEETING
SATURDAY 22nd MARCH 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 16th November 2013.
4. Matters arising from the above minutes.
5. Chairman's report.
6. Secretary's report.
7. Treasurer's report.
8. Election of ALRC Council / S&ORC
9. New Club Applications.
10. Rule Change Proposals
11. Section Reports.
 - a. Caravan Secretary
 - b. Overseas Liaison Officer
 - c. Non-competitive Clubs / Show Co-ordinator
 - d. Countryside Access Officer
 - e. National Rally Liaison Officer
 - f. Press & Publicity
 - g. MSA Liaison Officer
 - h. Scrutineering & Off Road Committee Chairman
 - i. CCMSA Coordinator
 - j. ALRC Handbook Editor
 - k. Web Master
 - l. Child Protection Officer
12. Any other business.
13. Date & time of next meeting.
14. Close of meeting.

You are reminded that items for inclusion on agendas should be submitted to the Chairman or the Secretary prior to the day of the meeting.

The Scrutineering and Off Road Committee Meeting will take place starting at 13.00.

CLUBS PRESENT – ALRC EGM 16.11.13

	Present	Apologies
ANGLIAN LRC		✓
AYLESBURY LRFC		
BRECKLAND LRC		✓
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	✓	
CORNWALL & DEVON LRC		✓
CUMBRIAN ROC		✓
DONCASTER DLRC		
DORSET LRC		
DISCOVERY OC	✓	
DUNSFOLD CSSS	✓	
EAST NORTHANTS LROC		
ESSEX LRC		✓
HANTS & BERKS LRO	✓	
LANCS & CHESHIRE ROC		✓
LAND ROVER REGISTER 1948 -53	✓	
LAND ROVER SERIES 1		✓
LAND ROVER SERIES II		
LEICS & RUTLAND LRC	✓	
LIGHTWEIGHT LRC		✓
LINCS LRC		
MERSEYSIDE LROC		
MIDLAND ROC		✓
NORTH EASTERN ROC	✓	
NORTH WALES LRC		✓
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	✓	
RED ROSE LRC	✓	
SCOTTISH LROC		
SOMERSET & WILTS LRC	✓	
SOUTH COAST LROC		
SOUTHERN ROC	✓	
STAFFS & SHROPS LRC	✓	
WYE & WELSH ROC	✓	
YORKSHIRE LROC		
THE CAMEL CLUB		
THE G4 CLUB		✓
101 FORWARD C&R	✓	
TOTAL 38	14	11

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MINUTES OF THE AGM HELD ON THE 16th NOVEMBER 2013 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 instead of the main NFU HQ building. Free drinks are available from the vending machine.

2. Apologies for absence were received from: Sandra & Denis Bourne, Andrew Cross, Land Rover Series One Club, Sue Foster, Lightweight LRC, Karl Reilly, Essex LRC, Richard Smith, Midland ROC, Martin Sullivan, Breckland LRC, Hazel & Neal Mellish, Harold Carman, Simon Smith, Lancs & Cheshire LRC, Alan Edwards, G4 Club, Stuart Guy, North Wales LRC, Guy Cashmore, Cornwall & Devon LRC, Andrew Flanders, Anglian LRC, Alex Cowsill, Cumbrian ROC and Tim Linney, Chiltern Vale LRC..

3. Minutes of previous meeting held on 6th July 2013

The minutes of the meeting held on the 6th July 2013 were proposed as being a true record by Dave Canham, seconded by Murray Wiltshire and agreed unanimously. Signed by Paul Barton.

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

a. Clubs still to collect their cane tops and section markers – Dorset LRC. Bunting still to be collected by Merseyside LROC, South Coast LROC. . No-one present from these clubs.

5. Chairman's Report –Paul Barton

With no Member clubs coming forward to offer to host the ALRC National Rally 2014, the ALRC Council have been looking for a site for some time and various options have been explored. I've been to Staffordshire to no avail, Belvoir has been redeveloped, Manby is no more and I tried to book a site in Yorkshire without success, however I'm pleased to report that a club venue which was thought to be too small came to notice and Stainby Quarry near Grantham was identified as a potential site and two weeks ago some of us visited the site, met with the landowner and agreed the site would be the best option for ALRC National Rally 2014.

Things have moved on rapidly, we already have volunteers from several clubs and later this morning you will hear what we have planned and who is involved. The camping fields are mostly flat, the competition areas are anything but and given the location which is almost in the centre of the country I expect we will be fully booked. Bookings will open shortly and I would ask you to go back to your clubs and spread the message that we expect the events to book up quickly.

More information will be in Janet Smart report 11.e.

Sorting out a site has been good news and the organising team has many years of previous between them. Thank you to everyone who has volunteered to help and thank you in anticipation for your support for the 2014 event.

6. Secretary's Report – Simone Birch

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. These were sent out on the 15th August 2013 but it appears that some did not arrive. They are sent out by post and then a couple of days later are sent by email to all email addresses held with club secretaries being asked to circulate to others in their clubs.

Rights of Ways information has been sent to some local clubs.

Details of club events circulated by email.

- b. Andrew Neaves, Simone Birch together with Zoe and Ian attended the Family Day organised by Land Rover and manned a stand for ALRC. Also present from the ALRC were Derek Spooner on the Series I LRC stand, MROC and G4 clubs
- c. Attended the Eastnor Land Rover Show – very quiet. The date for this show has been moved from the August Bank Holiday to the same weekend as the ALRC National Rally.
- d. 101 Forward Control Club & Register – proposal put forward at their AGM that was held on the 26th October 2013 that they leave the ALRC. Questions asked by their Treasurer, John Sellers so that it could be discussed at the meeting. A reply sent was sent and Denis Bourne attended the meeting. Outcome from the AGM – proposal was defeated by 12 for, 39 against. It is hoped that they will now take a more active part in ALRC events. There is a delegate from the club present at this meeting – Les Emanuel.
- e. Details received from ACCEO for their Public Liability Insurance. Renewal date was 1st August. Also apologies sent for not attending their AGM on 5th October 2013. Renewal form for 2014 completed.
- f. Heritage Motor Centre at Gaydon has a new show manager – Tom Caren. They are planning to organise a Land Rover Show at Gaydon, probably in early May on Sunday 4th. Sue Foster has attended a meeting to discuss this further – See 11.c.
- g. 5 copies of the 2013 ALRC Handbook has been sent to the Agency for the Legal Deposit Libraries.
- h. I was asked by a member club for an ALRC privilege event permit to allow their members to enter a Tyro where not all vehicles may comply with ALRC regulations – all entrants would be club members. This is not what the privilege event permits are for – they are to allow clubs to invite non-ALRC clubs to up to 5 events a year. Only vehicles driven by members using a non-ALRC club card need not comply to ALRC regulations.
- i. Lakeside Insurance Services has been formed from Drewe Insurance Brokers and they would like to advertise to insure caravans with the ALRC. Thought to be a conflict with the ALRC but member clubs are free to do as they wish.
- j. 2014 MSA registration paid - £70. Details of the 2014 Seminars for Club Officials received. To be run in February and March so hopefully some club members may attend.
- k. Advice given to Midland ROC re Directors & Officers Insurance.

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

Peak & Dukeries LRC – Jo Ashmole, 2A Devonshire Drive, Mickleover, Derby, DE3 9NN.
01332 905632 jsm.ashmole@sky.com

South Coast LRC – Mick Casey, 61 Overhill, Southwick, Brighton, West Sussex, BN42 4WH.
01273 593463 / 07836 777615. mickcaseyentertainment@hotmail.co.uk

Richard Smith – LBS – Elmcote, 3 Node Hill, Studley, Warks, B80 7RQ. 01527 857 630

Following training carried out at lunchtime the following members were approved as log book scrutineers.

Pete Garlick, 338 Wolseley Road, Camels Head, Plymouth. PL2 2EB

David Jeffery, 5 Churchfields Road, Cubert, Newquay, Cornwall, TR8 5HJ

Fraser Parish, Hessary View, Buclawren Road, Widgegates, Looe, Cornwall, PL13 1QS

Dave Canham, Glebe House, Hill Green Road, Stockbury, Kent, ME9 7UN.

01795 842211 / 07767 635885 chairman@sroc.co.uk

7. Treasurers Report – Derek Spooner

Since the last EGM meeting we have spent more than has come in by about £4000.

The bulk of this is the deposit for the ground ref. 2014 National Rally

Main general Income:-

Sales £84: Subscriptions £149, 2013 National loan repayment £6000 . 2013 National Levy £912

Main General Expenses:-

Expenses Claims £ 1121, . : Tax £121 : Print & Copy £259 : 2014 National £3000: LARA (Marsden Case) £6000: Directors Insurance £681

Regarding Unity Bank recouping Bank Charges for using other banks for depositing monies. The Britannia BS in Hereford is now Co-Op branch and I am advised that we can pay in Cash/cheques without charge. I have the letter of application with me today for signature.

A PayPal account has been set up for National in 2014

Council has again decided to keep Subscription levels at last year's level.

Therefore 2013 Subs: Competitive £2.76 (Cap 400), non-competitive £0.71 (Cap 300), all per member over the age of 17 years, plus £0.01per individual (Not Capped).

8. New Club Applications – none received.

9. Rule Change Proposal

Both the proposals have been signed by Steve Aston, Chairman and Kevin Wood, Membership Secretary, Hants & Berks LROC.

Proposal 1. Hants & Berks LROC propose that disc brakes are permitted (in any class) on the grounds these present no competitive advantage.

We propose to add a new rule:

B.15.5. Disc-brake handbrakes are permitted.

Proposal 2. Hants & Berks LROC propose that alpine / roof windows, sunroof windows and rear side windows (not those mounted on doors) can be replaced by sheet metal, aluminium or any other non-transparent material, on the grounds that this presents no competitive advantage, solves leaking problems (leading to rust issues) and avoids the risk of broken glass entering the vehicle should the windows be subject to contact with any external object.

As there is no current ruling, only a statement in Paragraph 2 on page 58 of the 2013 ALRC members' handbook, we propose either a re-write of this paragraph or a new ruling:

Alpine / roof windows, sunroof windows or rear side windows (not those mounted on doors) can be replaced by either sheet steel, aluminium or any other non-transparent material.

There was no number or heading with this rule change when originally submitted but the following wording has now been proposed that reads:

E.1.4. All windows (including sunroofs) apart from those mounted in doors, tailgates or rear doors can be replaced by either sheet steel or aluminium.

Comment from the ALRC Council - *There is already a rule E.1.1.2 Hardtop vehicles must have the whole of the manufacturer's hardtop or truck cab with all fastenings secured and all glass in position. Would this be affected? The glass in position does mean no holes should be there. The non-transparent material could be just a black plastic bag which is not suitable. It appears to be a move to allow more "sheds" in the RTVT which is not something we really want to encourage. It seems to be that some of these vehicles are used at play days where damage is the norm. This seems to be not about security / safety of the vehicle but more about replacing damaged parts. It would then encourage more aggressive driving.*

Dave Canham raised the question that as proposal 2 had not been a properly formulated before the July meeting why was it being allowed to go forward?

Paul Barton pointed out that it is awkward when proposals are put forward but then no member of that club is present at the meeting to join in a discussion. They were given the opportunity to correct this omission and these two proposals be further discussed at the S&ORC meeting his afternoon.

The due process will then be followed and at the S&ORC meeting it will be decided if these proposals should be recommended to proceed to the member clubs for voting on at the ALRC AGM.

After the S&ORC meeting, a meeting of the Council will be held to determine if the proposals can be sent out to the clubs for circulation by them to their membership.

10. ALRC Competitive Events Consultation

There was a general discussion at the last S&ORC meeting on what we can do and what we would like to do on how to address the issues that seem to exist with RTVT and secondly the vehicle regulations with regard to standard and modified.

How to make RTVT more standard across the clubs and not too challenging or severe.

After this year's National Rally the main comment was that drivers had not been hitting any canes. Wide gates were used with the ground being used catch drivers out, not the canes. Canes can be used to stop drivers going on certain areas. Guidance needs to be given to new C-o-C's to encourage good practice in laying out so that the sections are not too severe. It does take time and experience to lay out a trial. Sometimes trials are laid out to the capability of the C-o-C's vehicle which may not match the vehicles entered. Also sometimes clubs do not have many drivers coming forward to act as C-o-C's. Ground and weather conditions both need to be taken into account when laying out. CCVT vehicles should not be used for laying out. Should wider gates be mandatory? This would alter the way sections are driven. Could at least ¾ be at least 15feet apart?

Could penalties be given for damage on sections?

Club committees should be giving advice to the C-o-C's on events.

Some members do want a CCVT severe type section without the need for roll cages which is wrong. Some RTVT vehicles now have more aggressive tyres then CCVT vehicles as was shown at this year's National Rally. This makes a difference to where the vehicles can go.

You cannot always allow for drivers mistakes or experience. Sections can also change after they have been driven by several vehicles. (This year's National Rally CCVT was laid out in a 90 with no rolls but during the event there were several rolls).

Could limiting tyres in RTVTs in standard, modified and super-modified class be a way of controlling sections? In Tyro Trials Wye & Welsh LRC use a penalty system for aggressive tyres with drivers starting on 10 points for aggressive tyres as opposed to road tyres.

Tim Linney said that some landowners do not want the more extreme tyres on their land.

Standard class could be the mud terrain that vehicles come out of the factory on. This could affect entries. It could also make things confusing at scrutineering – not so much at club level but at interclub levels. The tyre lists are listed by the MSA all terrain, mud terrain and aggressive.

Are new members being put off by how aggressive RTVT's are? Should they be starting with Tyro's which are strictly non-damaging? Some clubs do run Tyro's which are well supported but this is not generally the case. Also some clubs do not always have land that is suitable to hold a Tyro on. The entry level for competitors does still seem to be the RTVT.

Ten, twenty years ago members could enter a RTVT in their road going vehicles and know that they could use them for work the next day. This is not always the case now with members having vehicles specific for the event.

The above comments were to encourage debate among club members to get feedback. No decisions are going to be made very quickly.

With time constraints vehicle regulations were not discussed at the S&ORC meeting in July and the consultation will be further discussed at the S&ORC meeting this afternoon to see how it can be progressed.

We have not received any further comments from any clubs and it would appear that any discussion on the consultation is not taking place outside of these meetings.

11. Section Reports

a. Caravan Secretary – Simone Birch

124 caravan permits issued for 2013. (126 in 2012). No problems have been reported at events.

b. Overseas Liaison – Derek Spooner

All still very quiet.

I called in at the Dutch LRR meet in September (Taking my Series One) and had a chat with their members and were suggesting why does not LR organise or arrange for someone else to organise a big European/World get together of clubs & members for weekend event with the National Sales centres/Companies supporting the overseas clubs to attend. I said I would suggest to Roger Crathorne that if they are serious about involving clubs more they do something on a grand scale to launch it.

Rather to my surprise I found myself on the front cover of the DLRR magazine after the above event. New treasurer & club address for DLRR.

c. Non Competitive Clubs & Shows Co-ordinator – Sue Foster

My apologies for not attending this meeting I have double booked myself.

As you may know I have not been able to attend shows this year so I must firstly thank Simone and Janet for attending some shows on my & the Associations behalf.

Next year I would like to have a few vehicles from the other ALRC single Marque clubs as well as the Lightweight LRC on the ALRC stand. If any of the member clubs can spare me a motor for any of the shows can they let me know as I will be getting the booking forms at the beginning of the New Year. Ideally it would be nice to have one of each year and type but I'll settle for one vehicle for the weekend or a different one each day.

I have also been to a meeting at the Heritage museum in Gaydon. Although they are in the middle of building works they are going to put on a two day show over the first May bank weekend next year and they are hoping to reintroduce the Classic Heritage run on the Sunday. At the moment it's watch this space. Previously the ALRC have co-ordinated the Heritage run and helped with the organisation but we are not sure what is planned as yet.

d. Countryside Access – Tony Kempster

The ALRC's pledge of £6,000 in connection with the Marsden v Powys CC has been paid to LARA with a reminder that we would expect a pro rata refund if pledges are over-subscribed.

As I received only an acknowledgement receipt from John Carroll to my email regarding an article in the July Classic Land Rover magazine about a large convoy of vehicles using byways in the Yorkshire Dales, I wrote to the Series Two club who organised the event. Their secretary replied that it was an official club event but was organised on a local level and said the club was at fault. Their members would be reminded of the green-roading code.

LARA has recently had meetings with Lincolnshire County Council, Natural England, the police and the British Horse Society regarding options for the future management of Sewstern Lane on the Lincolnshire/Leicestershire boundary. Three sections of the unsealed unclassified road are a SSSI and have suffered from inappropriate 4x4 use during very wet weather in recent years. Lincolnshire CC is now considering a permanent TRO to replace the current seasonal one.

A draft de-regulation Bill that is currently going through parliament was recently considered by a joint committee of MPs and Peers. The Bill is a first step towards removing unnecessary bureaucracy and 'red tape' to make life easier for individuals and society. The anti-vehicle lobby is seeking to have all UURs and BOATs reclassified as restricted byways and rights of way appeals dealt with by local magistrates instead of by the Secretary of State on a national basis. To counter this, LARA had a meeting with DEFRA officers to discuss LARA's concerns and submitted evidence to the committee on behalf of its members.

Earlier this month the second session of the joint committee which covered RoW issues, four witnesses were called for questioning which included three representatives from the 'antis' and one from LARA who is the ACTC RoW officer. Alan Kind and Dave Tilbury were also present.

The draft Bill will now be considered by parliament.

The Welsh minister for culture and sport recently announced a review of legislative framework relating to access and outdoor recreation in Wales. Interested parties were invited to a workshop in September to develop proposals for inclusion in a 'green paper'. Alan Kind, with ACU and TRF representatives, attended the workshop led by the head of outdoor recreation and the officer in charge of developing legislation in Wales. LARA will now need to develop its own agenda for motor sport and recreation in Wales.

Chris Marsden's challenge to the two permanent TROs that Powys CC announced during the Marsden v Powys CC s56 court hearing last May, which caused that case to be adjourned, was heard in Cardiff in early October. The judge ordered both orders to be quashed. *Both these lanes currently have voluntary TRO's due to the wet weather.*

The costs incurred in that case amounted to about £28,000 which are being covered by GLASS and the TRF, who since April are also funding the on-going costs of the original s56 challenge.

Finally, the Secretary of State for environment food and rural affairs is looking for candidates to fill various vacancies on four national park authorities -

Lake District, Northumberland, Peak District and Yorkshire Dales. If you're interested, please send your CV to Natural England! *Les Emanuel asked if we could publicise these vacancies?*

It was agreed that something could be added to the ALRC website. Tony is to liaise with Murray Wiltshire to arrange this.

e. National Rally Liaison Officer – Janet Smart

Site booked for the 2014 National Rally - Stainby Quarry, Stainby, Grantham, NG33 5QP.

O/S Map 130 Ref:910 232.

The SR's have been completed and approved by the MSA this week and will hopefully be available on the website along with a booking form for the event this coming week. Dave Barrell is co-ordinating this.

It is encouraging that volunteers have come forward to offer to run the competitions and help with the general running of the event though a C-o-C for the CCVT is still required.

A site visit is planned for the 8th February for those involved with the organisation and more information will be available after that.

The Tyro limited to 40, trials are going to 140 entries and the Comp to 65. RTVT and CCVT will start at 8.00, Tyro - Saturday 10.00, Team Recovery - Sunday 10.00, Bike Trial – Sunday 14.00.

Catering will be the same as this year with choices of menus available with real ales being sourced. A small shop will also be on site and there is a larger shop in the next village along with fuel on the A1 near to the site.

Chiltern Vale LRC have offered to run the RTVT but they are now wanting the event moved to the Saturday. They are aware that the site is quite compact and are concerned that areas shared with the CCVT will not be driveable on the Sunday.

All the events have already been timetabled and this would not be able to be accommodated as all the other events, excepting the comp safari would require being moved. It also impacts on CCVT drivers who wish to compete in the comp safari. This timetable is the one that members prefer. Paul Barton stated that the issue of ground changing had already been thought about and was not thought to be a problem due to the nature of the ground. Stainby Quarry had solid ground with the majority of the RTVT and CCVT not needing to share areas.

A map is to be given to take back to Chiltern Vale with an explanation as to the areas where the events can be laid out.

Marshals will be required for all events from all member clubs. Volunteers before the event would be useful so that planning can take place for lead marshals/ static marshals etc.

Janet Smart has had a request from clubs as to what is available for the ALRC for National Rally from the ALRC:

- Initial loan to assist in setting up the event – repayable by the 30th September after the event.
- ALRC perpetual trophies replicas plus class trophies. No trophies to be funded by the host club.
- 2 sets of trial cane tops and section markers. To be retained by host club after event.
- 200 motorsport arrows. To be retained by host club after event.
- The use of 12 waterproof weatherwriters for score marshals. To be returned after event.
- A standard set of Supplementary Regulations with only alterations as dictated by specific sites. These are to appear in future issues of the ALRC Handbook.
- An extended Caravan / Camping permit free of charge.
- The use of the NFU Marquee so long as they continue to support the ALRC. Hopefully marshals vests and lanyards will also be available.
- Flags and banners for the event.

- Wristbands for competitors.
- Competition numbers.
- Advice and contacts if needed for toilets, catering, traders etc. from previous events.
- A web site has been set within the ALRC web site for use as the National Rally one.

A new family orientated trophy to encourage family team participation across three key National events is to be introduced. The events are: Bike trial, Tyro and RTVT or CCVT. The trophy for this event is the Tony Holder Trophy.

The Bike trial allows participation and encourages the junior member of the family; The Tyro allows participation and encourages the spouse/partner or teenage members of the family while the RTVT or CCVT is self-explanatory. The term "Family" is described in the conditions of nomination below.

Conditions of Nomination:

1. Trophy is awarded for the highest scoring nominated family team of three in the Bike trial, Tyro and RTVT or CCVT.
2. **Nominations:** The Family team and CCVT or RTVT must be nominated a minimum of one hour before the first event.
3. **Tyro Entry:** Unless the nominated Tyro entrant is the spouse/partner of the RTVT/CCVT nominated entrant then the Tyro nominated entrant must be under 18 at time of event.
4. **Family:** Given the complexity of family life today it is the nominee's responsibility to be fair when nominating a Family Team. Other than the obvious direct relationship a reasonable expectation would be those considered to be living as a family unit. Direct relationship does not extend to Uncles and cousins etc.
5. **Score:** Total sum of points awarded for position in class for each event.
Position in class 1 to 10 receives 10 to 1 point respectively. Positions lower than 10 get one Point. In the event of a tie the score for the Tyro is doubled.

Example

	Position	Score
Bike	4	7
Tyro	7	4
RTVT	8	3
	Score	14

Tie Example

	Position	Score		Position	Score
Bike	4	7	Bike	4	7
Tyro	7	4x2	Tyro	8	3x2
RTVT	8	3	RTVT	7	4
	Score	18		Score	17

It is hoped that more of the non-competitive clubs may attend the National Rally. There are awards for Concours d'Elegance and non Concours d'Elegance vehicles that are not always presented due to no vehicles being entered and this is an ideal opportunity for non-competitive clubs to get involved with the event.

f. Press & Publicity – Paul Barton

Nothing really to report, there was a request from The One Show on BBC wanting Land Rovers for a feature but they then decided not to go ahead.

Dennis Wright said that Channel 4 are producing a series of programmes to be shown in the Spring and were wanting to feature "aggressive" green lanes in the Peak District. They were advised by the Peak District not to do this and a quarry in the Lake District was used instead.

Les Emanuel asked whether the ALRC had a policy on green laning? Paul Barton replied that it was down to the individual clubs as to what went on in their areas and this was governed but the nature of the land available. The ALRC do say "Do it responsibly" and there is the Drivers Countryside Code of Conduct printed in the ALRC Handbook and Tony Kempster is available for information should it be required.

Roger Wright, Red Rose LRC pointed out that all the Land Rover magazines were guilty of promoting large groups in the countryside and then drivers think that this is acceptable – this is not necessarily clubs but can just be groups of friends. Roger has run green lanes in his area for 25 years without any complaints so it can be done if carried out responsibly.

g. MSA Liaison – Andrew Flanders

There have been no meetings since April, (not sure when the meetings are next year) but there have been talks with Frank Champion, Andrew Flanders and the MSA about the side protection bars. Andrew is to write to the MSA to make sure that our interpretation of this is the same as theirs. Side protection bars / door bars are required for space frame vehicles but all our vehicles do have a chassis

so would not need the diagonal door bars as well. We do need to have side bars for comp safaris. A Freelander is a monocoque, production vehicle which is not a space frame vehicle. Frank has not been able to get an answer on this after talking to many people. The MSA's idea of a cage is something that can be totally removed but our vehicles are not built like that with doors, wings, windscreen fitted into it, etc. are all attached to it.

Request came from Kevin Peake, Breckland LRC regarding Tyro trials – how many clubs ran them, entries, sites used and whether they had rights of way on them. This was to try and influence the MSA to allow non-licenced drivers to be able to drive between sections at Tyro events. On the figures received there are not too many ROW on sites and entries are not high, nor are clubs in general running many events per year, with the exception of Essex LRC. At the MSA meeting where this was discussed Karl Reilly, Essex LRC and Andrew both supported that safety was the most important criteria irrespective of the number of ROW on sites. It was not seen as a problem by Karl for unlicensed drivers to need to change over at the start and finish of sections and would minimise the risk of accidents when driving round the trials area. Out of the total entries listed (on average 6-8) not all will be unlicensed. No change is thought to be necessary.

Club	No. of sites	ROW	No. of events	No. of entries
Essex LRC	6	1 site in trial area, 2 sites adjacent to trial area	11	8 average
Lancs & Cheshire LRC	6	2 sites	1	3 - 12
NERO	1	0	1	8
Southern ROC	9 – 4 used for Tyro	5	4	8
Yorkshire LROC			0	
Anglian LRC		3		5 - 15
Staffs & Shrops LRC	2-3	1 – use area away from ROW	2	
Leics & Rutland LRC	3	0	3	8 average
Hants & Berks LRC	4	0	4	6
Wye & Welsh LRC		2	6	6 - 8

h. S&ORC – Mark Whaley

Most topics discussed have already been discussed earlier in this meeting.

At the last ALRC Council meeting it was mentioned that log book scrutineers were sometimes being asked to log book vehicles but not all owners actually belong to an ALRC club. An ALRC log book seems to be a sellable commodity i.e. when selling on eBay etc. and we should only be carrying out checks for club members. Should this be added to future forms and log books? Dennis Wright is in the process of updating the current forms used and this will be added and then all log book scrutineers will be given new sheets to use when they are available.

Derek Spooner said he was still receiving cheques with ARC written on them. They should have Association of Land Rover Clubs or ALRC on them. Up to now the bank has accepted them but this may not always be the case. It may be possible to sort out payment through the paypal system - there is a 3.2% cost incurred. The National Rally payments will be sorted first and then the log booking can be looked at. Although banks have been told they cannot stop issuing cheques they are making it more difficult to use.

i. CCMSA Coordinator – Andrew Neaves

No permits have been issued since the last meeting.

j. Handbook – Steve Kirby

Updates are being carried out ready for the next edition in 2014.

k. Webmaster – Murray Wiltshire

The website for the National Rally is currently being set up as part of the ALRC website. This will hopefully be running in the next week. The ALRC website does have links to member clubs so is an easy way of finding them.

l. Child Protection – Simone Birch.

Disclosure & Barring Service (was CRB) application for the MSA has been approved for myself and new certificate issued on 24th August 2013.

A MSA club child protection officer seminar attended on the 10th October in Birmingham. Very worthwhile to attend but disappointing not to see other ALRC club child protection officers there. The

MSA are planning to be more pro-active with information. A child protection incident report form can be downloaded from their website.

Peter Gladman, Wye & Welsh LRC did attend at another venue and hopefully numbers of ALRC attendees will be available from the MSA.

12. Any Other Business

a. ALRC President – three year tenure. Denis Bourne became President in 2010 and the three year tenure was introduced in 2012. When should the three years run from? It was agreed by the ALRC Council at their last meeting that the three year tenure should start from 2012 and will come up for renewal in 2015.

Zam Alexander, Staffs & Shrops LRC checked that there was the facility to change the President if necessary! This is covered in the ALRC Articles of Association.

b. Les Emanuel asked whether the ALRC had any input into the Historic Vehicle Tax debate on changing the year at which tax is payable. We are consulted on some matters by the Government but this is dealt with by the Federation of British Historic Vehicle Clubs – some of our member clubs belong to this in their own right but for the ALRC to be a member would be too expensive as they charge per individual member so it is better for individual clubs to join in their own right.

c. Leics & Rutland LRC are running a RTVT at Stainby Quarry in February and this will only be open to LRLRC members.

13. Date of Next Meeting – 22nd March 2014.

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

Dates for 2014:

Council – February 15th (**CHANGE OF DATE**), June 14th, October 11th.

AGM / EGM / S&ORC – March 22nd, July 5th, November 15th.

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 NFUM 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.

To enable us to have our meetings in this building incurs a cost to Blanche Surman's department as an extra security guard needs to be on the premises and she now needs to work on the Saturdays we meet. She has already ordered all the items for the 2014 National Rally and we are grateful for her continued support.

14. Close of Meeting at 11.43