

# ASSOCIATION OF LAND ROVER CLUBS

Honorary President:



Please Reply to: Simone Birch  
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## EXTRAORDINARY GENERAL MEETING

Saturday 16<sup>th</sup> November 2024

Via Zoom Meeting

### AGENDA

10.00am

1. Reading of the notice convening the meeting.
2. Apologies for absence.
3. Accuracy of Minutes from 30<sup>th</sup> June 2024.
4. Matters arising from the above minutes.
5. Forward Plan
6. Chairman's report.
7. Secretary's report.
8. Treasurer's / Membership report.
9. New Club Applications.
10. Rule Change Proposals
11. Section Reports.
  - a. Caravan Secretary
  - b. Overseas Liaison Officer
  - c. Non-competitive Clubs / Show Co-ordinator
  - d. Countryside Access Officer
  - e. National Rally Liaison Officer
  - f. Press & Publicity
  - g. Motorsport UK Liaison Officer
  - h. Scrutineering & Off Road Committee Chairman
  - i. CCMSA Coordinator
  - j. ALRC Handbook Editor
  - k. Web Master
  - l. Facebook
  - m. Child Protection Officer
12. Any other business.
13. Date & time of next meeting.
14. Close of meeting.

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

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

**CLUBS PRESENT – ALRC EGM 29.06.2024**

	<b>Present</b>	<b>Apologies</b>
ASSOCIATION OF LAND ROVER CLUBS	Simone Birch Derek Spooner	
ANGLIAN LRC		Andrew Flanders
AYLESBURY LRFC		
BLACKPOOL & FYLDE LRC		
BRECKLAND LRC	Kevin Peake	
CAMEL TROPHY CLUB		
CHELTENHAM & COTSWOLD ROC		
CHILTERN VALE LRC	Stuart Newton	Tim Linney
CORNWALL & DEVON LRC	Guy Cashmore Phil Heys	Fraser Parish Mark Tedstone
CUMBRIAN ROC		
DISCOVERY OC		
DORSET LRC		
EAST NORTHANTS LROC		
ESSEX LRC	Mark Pycraft	Heather Pycraft Ralph Coulson
HANTS & BERKS LRO		
LAND ROVER REGISTER 1948 -53		
LAND ROVER SERIES 1 CLUB		
LAND ROVER SERIES II CLUB		
LEICS & RUTLAND LRC	Steve Limb Donald Randall	
LIGHTWEIGHT LRC		
LINCS LRC		
MIDLAND ROC		Richard Smith
NORTH EASTERN ROC		
NORTH WALES LRC	David Mitchell	
NOTTINGHAM LRC		
PEAK & DUKERIES LRC	Dennis Wright	Gordon Renshaw
PROJECT JAY PRESERVATION GROUP		
RED ROSE LRC		
SCOTTISH LROC		
SOMERSET & WILTS LRC		
SOUTHERN ROC	Dave Canham Charles & Debby Darby	Ray Booty
STAFFS & SHROPS LRC		
WYE & WELSH LRC		Ray Godwin
YORKSHIRE LROC		
TOTAL 33	8	3

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## **MINUTES OF THE ALRC EGM HELD ON THE 29<sup>th</sup> June 2024**

1. **Kevin Peake opened the meeting at 10.00am**

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

3. **Minutes of previous meeting held on 16<sup>th</sup> March 2024**

The minutes were proposed as being a true record by Dave Canham, seconded by Stuart Newton and agreed unanimously. Signed by Simone Birch.

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

5. **Forward Plan** – there are lots on ongoing discussion with MSUK to see what doors could open for us.

6. **Chairman's Report – Kevin Peake**

It was a busy time running up to the National Rally, but on a site that held concerns for many members, the event went very well. There were financial worries right up to the week prior to the event, when a significant number of entries were submitted which enabled the event to show a profit. Kevin thanked everybody who had a part in the event. The finances are all wrapped up and we are looking forward to 2025.

The Chair to Chair Zoom meeting was a first attempt. 6 clubs attended who do not attend any other ALRC meetings, increasing our engagement with member clubs and a second meeting will be held in August.

After an introduction at a Regional Association meeting, where a club (Suffolk Land Rover Club) expressed frustration that their needs were not being met by the Regional Association, Kevin attended one of their events to explain the benefits to them of joining the ALRC and hopefully this may result in a new member club.

ALRC continue to attend monthly Regional Association meetings but they continue to be focused on other disciplines with no focus on Cross Country events. There was very little positivity towards these Associations. Kevin will continue to campaign for ALRC to become a Regional Association in our own right. This may involve being the Regional Association for all Cross Country clubs and not just ALRC clubs making it a discipline specific association.

Another new initiative is the Scrutineer's Bulletin – the first of these has been circulated to bring current issues to the attention of all clubs and scrutineers. A new, online process for obtaining and updating ALRC log books is nearly ready to test. This will be discussed further at the SORC meeting. The aim is to improve communication with our members and to store the relevant data more effectively. A paper option will continue to be available to any log book scrutineers who are not able to transition to the web based process.

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

The majority of my correspondence this last quarter has been predominately connected to the running of the National Rally which is covered under that heading.

Usual correspondence:

i. The minutes for the ALRC AGM & S&ORC meetings held on the 16<sup>th</sup> March 2024 have been circulated.

ii. I also receive from MSUK the following on a monthly basis – Club News, Clerks & Stewards Bulletin and Scrutineers Bulletin. You need to sign up for these but all clubs/members could do so and occasionally there is a nugget of information that is useful.

iii. Letter sent to Sue Bennett-Dobbs re the Tom Barton Trophy. She was delighted to have been awarded this at the National Rally.

iv. Thanks received from Sandra Bourne for the donation to the two charities in memory of Denis Bourne.

v. Donation made to the RNLI in memory of Andrew Neaves.

v. Email received from the Project Jay Preservation Group saying that at their AGM it was agreed not to renew their membership of the ALRC for 2025. They do not perceive any benefit for their club as they do not compete in any events. (28.05.2024). Dave Mitchell expressed disappointment that Project Jay have decided not to renew as they are active at shows and displays.

Club Secretary / Council member / Scrutineering Change of address from those that appear in the 2023 ALRC Handbook

Council:

Chairman – changed to Kevin Peake – See Motorsport UK Liaison Officer for address details

Privilege Event Permits applied for in 2024 from the following clubs (Maximum allowed 8). The definition of a Privilege Event Permit is one issued per Motorsport UK permit issued. Some applications have already had to be cancelled due to weather conditions or low entries. CVLRC (8), C&DLRC (1), SROC (2), S&SLRC (1).

Q class now caters for vehicles which may historically necessitated a privilege permit. It was agreed that this process encompasses vehicles that are not Land Rovers. Given that we need to encourage collaboration to make events pay, and to enable non-Land Rovers to be invited, without moving away from being a Land Rover only association. Clubs using this system see a small minority of entrants that are non-Land Rover. The ALRC Council agreed to continue with the Privilege Permit system.

## **8. Treasurers / Membership Report –**

Figures in the Accounts at today's date was reported to the meeting.

This figure is drop by £1,350 when the remaining National Rally expenses have been settled. All finances for the 2024 National Rally were processed via the ALRC accounts with the Association taking the financial risk for the event, thereby protecting the clubs whose members put in so much time and effort to put the event on. The event made a profit after all expenses had been settled, which was shared between the clubs who contributed significantly to the running of the event. Once the profit share sums have been distributed, the ALRC will have broken even.

### **NON-NATIONAL RELATED ITEMS**

Major expenses since the last meeting:

£1,411.20 – new stock of cane tops and section markers – available to purchase by clubs @ £60 plus postage.

£816.00 – Mills Payatt for the production of the accounts for ALRC to 31.12.23

£210.00 – Mills Payatt for the production of the accounts for CCMSA to 31.12.23

MEMBERSHIP - We have received renewal subscriptions from all 2023 UK member clubs.

We have 4 overseas clubs whose membership has not been renewed and Derek is reaching out to them.

Total income received from membership subs from UK clubs for 2024 is £9,055.16 which is comparable with 2023 income which was £9,326.27 and 2022 income which was £9,112.36.

Overseas clubs are charged at £50 flat fee bringing in an income of between £500 and £700 per annum.

**9. New Club Applications.** None received.

## **10. Rule Change Proposals.**

i. At the SORC meeting in March a question was raised about the use of L320 D3 running gear in a competitive safari vehicle. It was agreed that the shortening of a chassis is already permitted.

Following the discussions, it was agreed that progression will be necessary to encourage the sport going into the future. The meeting agreed that it would be acceptable to replace a McPherson strut with a coil-over unit.

This was dealt with by a clarification within the existing wording and was therefore presented to ALRC Council for ratification.

Original Regulation wording:

C.5.1.

Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment.

New Regulation wording:

C.5.1

Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment. McPherson strut may be replaced with coil-over unit on independent suspension vehicles using standard wishbones.

The change to C.5.1. was ratified by the ALRC Council on the 4<sup>th</sup> June 2024 and takes immediate effect.

ii. Proposed change to Competitive Safari Class Structure received on 22.06.2024 (outside of the current cutoff date on 01.06). To be discussed at the S&ORC meeting later today.

Proposer: Mark Tedstone, Cornwall & Devon LRC. Secunder: Jon Darby, Southern ROC

BACKGROUND:

The majority of the vehicles in our sport are coil sprung and modified. Looking at the entry lists for competitive safaris across the country, there are very few 80" vehicles entering. Given that these shorter vehicles are the preferred choice for trialling, there are many of them in competition. Currently these modified vehicles are split into classes by engine size. Class 8 is up to 3600cc and Class 9 is above 3600cc. There is no separation for wheelbase and very few 80" coil sprung vehicles enter comp safaris. Perhaps because they are so disadvantaged in comparison to the longer vehicles as they cannot cross the ground with anything like the fluidity of the longer vehicles. This appears to be acting as a disincentive to entry.

Also, the smaller 3.5l and 3.6l engines are becoming scarce so as engines fail they are likely to be replaced with larger engines. It is therefore proposed that the 3.9l and 4.0. engines be moved into the 3.5l class leaving over 4.0l in a different class.

REASON FOR THIS PROPOSAL:

To increase entry numbers by removing the barrier to entry for short wheelbase (80") trial vehicles. At the same time, in response to the availability of engines, a small change in the cut-off for engine sizes is proposed.

Although engine size has a significant impact for the longer vehicles that are able to cover the ground smoothly, it is not believed to be a significant factor for the 80" wheelbase vehicles.

CURRENT REGULATION:

L.1.3 Competitive Safari:.....

8 Coil/air sprung up to 3600cc

9 Coil/air sprung above 3600cc

PROPOSED REGULATION:

L.1.3 Competitive Safari:.....

8 Coil/air sprung up to 84" wheelbase – all engine sizes

9 Coil/air sprung over 84" wheelbase – engines up to 4000cc

10 Coil/air sprung over 84" wheelbase – engines over 4000cc

iii. ALRC – CHANGING THE RULES

Debby has been giving some thought to the rule change process that we have in place currently and think that it is perhaps time to consider this. One of the things that the ALRC has been criticised for over the years is the slow pace of change and how long it takes to have new ideas ratified.

I believe that we have an opportunity with our new and pro-active approach to membership engagement to address this.

I have been looking at the difference in power between an AGM and an EGM and there is little, or no difference. There are several definitions online, but basically they all say

- When a company has a shareholder (for us, we should read stakeholder) meeting that isn't its scheduled annual meeting, it's called an extraordinary general meeting (EGM).
- The extraordinary general meeting is utilized to deal with urgent matters that come up between annual shareholders' (stakeholder) meetings.

Therefore, our EGMs have the same powers of ratification as AGMs.

The current process for changing a General Rule is relatively quick, but the process for a Vehicle Reg change is really long winded.

According to our current rule book rule change proposals have to be in by 1st June for consideration. They then go through a pretty long winded process before being presented to the AGM in the following calendar year (March) for implementation on January 1st of the next calendar year.

By that process, a rule change proposal submitted now would be considered to be submitted by 1st June 2025 for final voting in March 2026 and implementation in January 2027. Given we are trying to be more proactive and prove we are 'listening' that seems ludicrous. It is no wonder people lose the will to live when trying to put a change through.

In recent times, most changes have either been put through as safety or clarification.

I would like to put forward the following:

Vehicle Regulation Rule change proposals should be submitted to ALRC Secretary signed by a proposer and a seconder, both of whom must be members of an ALRC competitive club.

The proposal must include the complete text of the new/revised rules as they would appear if accepted.

The proposal will be circulated to the Council and SORC by email and discussed at the next meeting of the SORC. If agreed, it will be circulated to all Clubs via the Club Secretary and posted on the ALRC website with a 30 day consultation period for objections.

If no objections are received the proposal should go to the next Council meeting and then onto the next available General Meeting (either AGM or EGM) for voting and the Council should then ratify to enable implementation on the following 1st January if approved.

If objections are raised, the proposal should be referred back to the original proposer and the SORC committee for amendment if appropriate.

This could cut the time it takes to change a regulation by 2 years. ie a proposal put in now would be considered at SORC in June, then to EGM in October for implementation January 2025.

Any thoughts? I don't want to propose a system where we don't have sufficient time to consider changes and seek advice from the membership, but the current process is dishearteningly slow.

Feedback – Dennis Wright felt that the current process has been slowed by the reduction of General meetings from 4 to 3 per year. Dave Canham has concerns about introducing new regulations as a knee-jerk reaction, but agreed that using EGMs as well as AGMs for voting is a good idea. If there are concerns about this, we could perhaps introduce a test period (such as we did for Q Class). Derek Spooner agrees that the current system is too slow and was designed when all communication was by mail. Email enables this to be speeded up as long as we ensure that there is sufficient time for reflection and the avoidance of unexpected consequences. Steve Limb expressed concern about the 30 day suggestion, given that club committees generally only meet monthly. This was a common concern and it was agreed that the consultation should be a period of 70 days. Phil Heys suggested that any major rule changes could follow the new process with a delayed implementation date if necessary to allow for build changes. The new process was agreed with the change to a 70 day consultation process.

ACTION: Debby agreed to update the relevant page for circulation to the Council and all attendees of the EGM. See Appendix 1.

## **11. Section Reports**

### **a. Caravan Secretary – Heather Pycraft**

43 permits have been issued this year with no problems being reported. At least three clubs are using the online booking form which is available on the website. Thanks go to Ralph for preparing this.

#### **b. Overseas Liaison – Derek Spooner**

Derek is still trying to contact the overseas clubs whose membership has not been renewed. The Norwegian club has a 50<sup>th</sup> anniversary next year and Derek is planning to attend the event, which is in the Arctic Circle.

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

This position has been vacant for a few years. Derek suggested that we approach Project Jay Group to see whether they would be interested in promoting the ALRC at the shows they attend. Kevin will speak to them to see whether they would be interested.

#### **d. Countryside Access – Ray Booty**

LARA AGM

Chairman's Report - The Chairman reported that 2023/24 had been a far less challenging year than the previous year. The forthcoming general election will mean there will be little or no chance to engage with central government. LARA has continued to work closely with the National Motorcycle Council. The financial position remains healthy and stable.

Subscription Fees - These will remain as last year, £3000 for full members and £300 for associate members. This is due to a government u-turn on a mapping project that should have been started this year.

Election of Officers - Ian Davis was confirmed as Chairman and will continue to be the acting Treasurer. Ray Booty was elected as Vice Chair.

Business Plan - This was adopted by a unanimous vote. An abbreviated version will be produced and used as the public facing version.

LARA Steering Committee

Almost everything that involves central government has ground to a halt because of the general election. There are a few matters still active including the following:-

Natural Landscapes - The new name for Areas of Outstanding Natural Beauty (AONB). There is still no indication as to the powers they will assume but it could be similar to our National Parks with a potential threat to motorised access.

Bamford Clough - This is, or rather was a Green Lane in Derbyshire. The local authority closed it quite some time ago on safety grounds. They then laid a tarmac surface on the road but have continued to keep a TRO in place. This has not followed to correct TRO process so GLASS are looking at mounting a legal challenge to which LARA will contribute. The action by the authority could set a precedent which would threaten our use of many UCRs (Unclassified County Roads).

Electric Cycles - The illegal and converted versions of these 'bicycles' could threaten more than green lanes. There are many MP's who wish to impose a registration scheme similar to the one proposed by the EU recently. This type of legislation threatens motor sport, E-Bikes, ride-on mowers and a whole lot more. Tax and insurance could be required. LARA will support the NMC in a bid to extinguish this threat.

GLEAM - A rebuttal of the points raised by GLEAM in their publication has been prepared but will not be used. Instead it was decided to issue positive updates rather than draw further attention to GLEAM.

Proposed Closures - The PSPO renewal in East Yorkshire has been quashed which is very good news. The result of objections in Merthyr Tydfil and on Ilkley Moor are not yet known and the public consultation regarding closures on the Viking Way in Lincolnshire has been extended again.

#### **e. National Rally Liaison Officer – Liz Welch (not present)**

2024 Entries:

Tyro = 12 (plus 2 no shows), RTVT = 50 (plus 8 no shows), CCVT = 101 (plus 2 no shows), TR – 4 teams, Comp = 43 (plus 2 no shows), Camping = 224

The event made a profit, which has been distributed in line with the profit share agreement with the land owner. It is hoped that the success of this year's event will lead to more positivity and an increased entry for 2025, which will be co-ordinated by Lincs, L&R and P&D at Stainby.

Kevin expressed thanks to Liz for the time she put into showing MSUK round the event over the weekend, which has significantly improved our interaction with them.

#### **f. Press & Publicity – Vacant**

#### **g. Motorsport UK Liaison – Kevin Peake**

KP continues to try to address issues with regulations for comp safari and team recovery to make grass roots level events more affordable to run. Looking at possibilities of differentiation between Safari Plus (50mph average) and the slower events, perhaps at an average of 30mph and events at a speed of 22mph. Only the top 30% of the entries at the National Rally were faster than 22mph average. Kevin continues to promote the grass-roots level of motorsport and to emphasise its importance as a 'feeder' level to others. We are the largest customer by volume of permits issued and MSUK are recognising that and our importance to the sport.

He continues to work on the supply of MSUK scrutineers and the process by which they need to qualify.

To continue to promote grass roots motorsport, it is noted that being able to use a vehicle for more than one event e.g. trialling and safari.

A StreetCar webinar was attended on 26.06.2024 by Simone as Leics & Rutland LRC are one of the 70 clubs signed up for this. There were 13 attendees plus 3 MSUK. It is obvious that all clubs that spoke reported that there had been very little or mostly no increase in membership or entries from any enquiries received via Streetcar.

MSUK StreetCar are currently trying to organise a Festival on the 8<sup>th</sup> September at Bicester to showcase some of their disciplines (5 out of 12) but this has been left too late for LRLRC to help and run a punch hunt for them as we already have events planned around that date. It is being billed as a Taster – open for visitors to experience a Cross Country Treasure Hunt. I do not think they realise the amount of planning that goes into running such an event, especially on unfamiliar ground. There is one other Taster Cross Country event – a Trial with 3 competitive vehicles offering passenger rides to visitors. Other disciplines covered are AutoSOLO (Taster – open for visitors to compete in their own road car), Autotest (Competitive – Open to StreetCar clubs to compete against each, with clubs signing up their best competitors), Table top Rally (Indoors – open to all with a training competitive option depending on previous experience) and a Touring Assembly (Offsite – the public will start from another location and follow a set route to finish at MSUK. Limited to 30 cars).

Tickets are available from 26.06.2024.

#### **h. S&ORC –**

There is currently no chair for this committee. KP chaired the last meeting as an interim measure. KP demonstrated the online log booking process in its draft format. This will be discussed in more detail at the SORC meeting later. It is a longer term aim to produce a digital log book as well as a physical log book.

Phil Heys is yet to receive his Log Book Scrutineer Training and has no re-check labels or tags as yet. There is no published process about whose responsibility it is to set up the training and there were different views about this process. KP will address this for the future.

**ACTION:** Dennis will send tags to both Phil and Mark Tedstone. Addresses for both are in the Council minutes.

Simone will send the re-check labels. She will check if David Jeffrey or Fraser Parish can do the necessary training.

#### **i. Cross Country Motor Sports Agency Co-ordinator – Guy Cashmore**

No further permits have been issued, but Guy does get some enquiries.

#### **j. Handbook – Vacant.**

Work will commence shortly on preparation for the next production. Guy agreed to review the CCMSA pages.

#### **k. Webmaster – Ralph Coulson**

No report received but there has been a great deal of work done on the website which is seeing increased viewings as more content is added.



KP said that the booking system booked very well for the National Rally, both for competitive events and the camping booking in.

#### **I. Facebook – Adrian Neaves**

No report received. KP will try to contact Adrian to see whether this can be used for promotional purposes a little more.

#### **m. Child Protection / Safeguarding– Simone Birch.**

i. Review of ALRC Child Protection Policy and Safeguarding Code of Conduct completed at the ALRC Council meeting held on 04.06.2024 – No changes required. There have been no reported safeguarding issues raised at any events.

ii. MSUK webinar on Neurodiversity and how it affects those at motorsport events was attended on 19.06.2024. It was an informative webinar for those who are not already aware of what neurodiversity is but if everyone is treated with respect at events then I think that is not an issue at our family led events. Similar to medical conditions that may cause issues at events we are not aware unless the members inform officials running an event.

iii. MSUK Safeguarding webinar attended on 25.06.2024. Nothing to report

iv. A group chat has now been set up for club safeguarding officers (CSO) by MSUK for the member clubs of the Association of Eastern Motor Clubs (AEMC). It is hosted by SPOND and is there to provide peer to peer advice. It is being run as a trial by three associations. I have joined it and Andrew Flanders is also a member.

#### **13. Any Other Business.**

##### **a. Companies House:**

The confirmation returns for ALRC have been made to Companies House by Derek Spooner and were accepted on 18.03.2024.

The confirmation returns for the CCMSA have been made to Companies House by Derek Spooner and accepted 11.04.2024. The email address for the CCMSA has been changed to [secretary@alrc.co.uk](mailto:secretary@alrc.co.uk). Appointment of Director, Kevin Peake for ARC, ALRC and CCMSA was accepted on 11.04.2024.

b. Dave Mitchell asked whether the Chairman's meeting will have published minutes. KP clarified that it was never intended to produce and circulate minutes and was designed as a discussion forum. There is a recording held in case any contentious statements were made. The meeting was well attended and well received. The purpose was to improve the connections with our member clubs.

c. Future of Team Recovery – this will be addressed at SORC first as a competition related query, but will also be included in the discussions that KP is having with MSUK.

**14. Date of next meeting** – 16<sup>th</sup> November 2024. The EGM / S&ORC meeting will be held via a Zoom meeting.

Dates for 2025

Council: Thursdays – 13 February, 12 June and 16 October. Via Zoom starting at 19.00.

General and S&ORC – Saturdays – 15 March, 5 July, 15 November. Start time of 10.00 and 13.00.

Venue for the ALRC AGM On 15 March 2025 is Mercure Daventry Court Hotel, Sedgemoor Way, Daventry, NN11 0SG. Enquiries are under way to consider running as a hybrid Zoom / face-to-face meeting with costings being looked at.

There was discussion about having general meetings as weekday meetings and it was agreed that the Council would discuss this.

**15. Close of Meeting at 11:45**

## Changing The Rules

### **The process for General Rule Changes is:-**

- a) All Proposals must be presented in writing to the ALRC General Secretary, signed by two committee members of the proposing Club, and will normally be announced and discussed at the next General Meeting.
- b) Proposal documents must include the complete text of the new / revised rules as they would appear if accepted.
- c) Any non vehicle regulation rule change proposal shall be considered by the ALRC Council and if acceptable shall be notified to Member clubs who shall vote on it at the next AGM (and a majority vote decides the outcome) and such a change shall, if required, take effective immediately following the AGM.
- d) Note that changes to the MEMORANDUM of the ALRC & ARTICLES OF ASSOCIATION of the ALRC (generally known as the Constitution) are permitted only at an AGM.

### **The process for Vehicle Regulation changes is:-**

- a) Vehicle Regulation Rule change proposals should be submitted to ALRC Secretary signed by a proposer and a seconder, both of whom must be members of an ALRC competitive club.
- b) The proposal must include the complete text of the existing and the new/revised rules as they would appear if accepted.
- c) The proposal will be circulated to the Council and SORC by email.
- d) The next meeting of the ALRC SORC will discuss the proposal. The proposer is expected to attend to inform this discussion. Should (s)he not be available, the original proposer can request a representative via the ALRC Secretary.
- e) If the proposal is agreed at the SORC it will be circulated to all Clubs via the Club Secretary and posted on the ALRC website with a 70 day consultation period for objections.
- f) If the proposal is not agreed at the SORC meeting it will be returned to the original proposer for amendment and re-submission, or withdrawal as appropriate.
- g) Once a proposal has been posted on the website and circulated to clubs, If no objections are received the proposal should go to the next Council meeting and then onto the next available General Meeting (either AGM or EGM) for voting by the Clubs.
- h) If the Club vote taken at the General meeting passes the proposal, it will be submitted to the next Council meeting for ratification. An implementation date will be set by the Council but would normally be the next 1<sup>st</sup> January. If the change merits additional time for the membership to 'come into line' a later date can be set.