

Oct '89

Pants & Barks



*Newsletter of the Hants and
Berks Rover Owners*

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"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the Association of Green Lane Motor Clubs.

EDITORIAL

This is going to be another bumper issue! I've got a long(ish) report-back on the latest ARC meeting, Angie Marynicz has sent in a superb article about the Nationals and I have in store an even bigger article about the Hannibal trip in France/Italy. The latter will be left 'til next month now but will still probably have to be serialised anyway.

SCOOP! EXCLUSIVE! I have been able to secure the services of a couple of HBRO's ace illustrators, Hannah and Jake Marynicz. I have used their work to illustrate this month's main article by Angie.

Angie sent her article in on a computer disc. I can accept 3½" and 5¼" discs with the articles in ASCII/TEXT or SMART format please. Unless otherwise requested, I'll return the disc, and any photos sent, with the newsletter. Angie has given me a ticking off for criticising the time she took for the trailer reversing at our club rally. I hadn't realised that some of the men took even longer than her 10 minutes! That'll teach me to check the facts before commenting!

Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! It's true. Apart from the inconvenience, the mag is getting cluttered with old ads.

Mini Green Lane News

Many of you will be aware of the hassle over the closing of the South Downs Way. The legality of this is to be challenged by MOLARA. To this end, a "fighting fund" is to be set up. It is essential that ALL HBRO members contribute to this vital cause. If West Sussex County Council get away with it, other Councils may follow the method employed by WSCC and we'll be losing green-lanes wholesale! All we are asking for is a trifling £1 per head, equivalent to just over half a gallon of go-juice. Your support is vital.

Steve Kirby, Rights of Way Officer.

A WOMAN'S TRIAL

(A "Bird's" Eye View)

"Wouldn't it be nice if we could get a few more women trialling?". I've heard this comment several times at club events but have you ever stopped to wonder what we women go through when we do 'have a go'? This, and the fact that 'Pants and Barks' could do with a ladies page anyway, has spurred me on.

The Chesterfield Trial, organised jointly by the Peak & Dukeries and the Lancs & Cheshire Rover Clubs, over the August Bank Holiday weekend, seems a good place to start. Thursday night we packed 'Grover' (our Landie, so named because it will 'go Rover' most things - even kit cars. Watch out Steve!) with all our camping gear for the two night stay up in Derbyshire.

My intention, Friday morning, was to get up with Ted at 6:15am (he was off to work for the day and would be driving up in his Sierra in the evening), pack the food, feed and pack the kids (four) and be at Malcolm and Louise Whitbread's house, fifty miles away, ready to travel up in convoy, by 10 o'clock. After dropping some work in to my office on the way I eventually arrived at 11 and they were just finishing their packing (together with 3 children) so we were off by 11:15.

I had thought that following a big green lorry towing a caravan would be easy compared to the problems encountered, travelling to the Nationals, in following Ted's red Sierra. After all how fast can a lorry loaded up with a trialler, towing a caravan and, I suspect, a few baskets of clothes pegs and heather to sell on the way, go? Well, an awful lot quicker than a Series III with a roof rack fully loaded and full of kids. On a busy M1 in the rain you could lose just about anything and I nearly did. Malcolm must have slowed down a bit and we caught up. We resumed our game of how many vehicles can Malcolm nearly catch with the back of his caravan. Eight, but I think cutting up a learner deserves double points so we'll make it nine. We eventually arrived at the site sometime after 4pm.

Malcolm and Louise helped me pitch the frame tent and then I spent a few hours sorting out the inside. By 7:30ish the kids' bellies were just about touching their

backbones so it was off to the Chip Shop. Don't you get a lot of chips for 38p 'Up North'? I also found a petrol station and got a gallon of petrol for Malcolm's trialler. One of my tyres looked a bit soft so I thought I'd better make sure I had at least 24 psi in each - just in case the scrutineers had as inaccurate a gauge as they did at the Nationals. It was an airline where you have to put in 10p for 3 minutes worth of air. After getting the first tyre down to 10 psi I mastered it and found my way back to the site. The kids ate their tea and were soon off to bed. I took the petrol around to the caravan only to find that Malcolm and Louise were already in bed. Not a lot of fun to be found there. Well, not for me anyway!

Right, there I was. A 'single' woman on a Friday night. And what do single women do on a Friday night? No, I can't remember either! So I just sat and did the word search puzzle in the programme. I found them all too! At 11:30ish I thought I ought to wander up to Rally Control to leave a message for Ted. I didn't think he would like driving around the whole field looking for me in the dark. I met John, from the P & D RC, who wanted to turn off the generator but there were too many people still noisily enjoying themselves in the beer tent. He offered me a cup of coffee which, after careful consideration, I accepted. After my cup of coffee I went to wait for Ted. As I walked past Rally Control a pair of Sierra headlights rolled up. Off went the generator, everything went quiet and we crawled into bed.

Saturday morning arrived too quickly as usual. I fed the kids and Ted, cleared away breakfast, made a load of sandwiches for lunch, chased the kids around to brush hair and teeth and went over to scrutineering. To be fair, Ted had been queuing on his own for nearly an hour, renewing a few acquaintances made at the Nationals. We got through scrutineering alright although it was suggested that we do something rather odd with an old baked bean tin! Then it was signing on, rounding up the kids and Louise (who was going to ride passenger with me) and off to line up in our group to travel to the first section.

We did four sections before lunch in the dry. They were all very well laid out - the start of each section being close by the finish of the previous one. Ted and I both ended up with 10 penalties, I think. Then came the unexpected lunch break. And after that, the rain. It poured, and poured, and

poured. Hannah, our youngest daughter, fell out of Grover into the mud and I was just beginning to wonder why I don't stay at home with the kids like most women when it started to brighten up.

Louise eventually decided it would be better to take the kids - by now quiet well camouflaged - back to the caravan. Then I started to enjoy myself, knowing they were safe out of the way. We women always worry about the safety of our kids especially when they're being looked after by men. You see, it never ceases to amaze us that you can yell at the top of your lungs, from the kitchen to the living room, for help with the kids and it goes unheard. Yet another male only has to whisper "Weber carburettor" (or anything else that can be bolted, glued or welded onto a Rover vehicle to improve it's performance) in the middle of the woods and loads of other males appear from nowhere to discuss it. Once engrossed, men, again, can be yelled at and, again, they don't hear. So, as well as trying to drive a course, we are always on the lookout for our children.

All the sections are a bit of a blur now but shortly after Louise left, it happened. Disaster struck! Like the Nationals and the bent bit on the petrol cap, I sustained more damage. Well more of a personal injury really. A quick crack as the steering wheel swung around and my nail was broken! Never let it be said that we women go trialling without our tools though. A quick snip with the scissors, a minute with the nail file and I was on my way again. Who said RTVs were non-damaging?

The rest of the sections were all quite reasonable, given the amount of rain that had fallen in such a short space of time. Our scores rose rapidly due to the very slippery conditions but no disasters befell us. One Series I rolled over trying to go up a bank after climbing out of a rutted gully, but no injuries were sustained as they had a roll bar fitted. I had actually managed to get out of the ruts and climbed up the bank at a good angle only to be told I had hit the six gate back in the gully. On another section Ted needed a snatch out of a deep slippery spot and the recovery vehicles' rope snapped, so we lent them ours for the rest of the afternoon. More washing!

We finished a lot later than was intended so we missed the Team Recovery that Malcolm was taking part in. A

childrens' bike trial was organised for the evening which all the kids enjoyed tremendously, but those with many geared mountain bikes having a rather unfair advantage over those with BMX versions. In between I managed to feed everyone and after the bike trial it was time to chase all the kids to bed. I went over to the beer tent to check the scores. Ted had finished on 58 points - 7th place - and I had got 59 in 8th spot out of 11 entries in our class. I was the only woman in the trial so I had beaten 3 men in our class and about 4 others overall as well. I watched Ted nod off in a chair and then turned in for the night.

Sunday was the main CCV Trial and Louise was double driving their trialler with Ted passengering Malcolm. I watched the morning sections and then spent the afternoon back at the tent with the kids. At least it didn't rain and the ground conditions were much better than for the RTV. Louise was doing much better than the other two women driving in her group. Much amusement was caused as Malcolm shouted instructions to her, which she proceeded to ignore and still managed to do well.

With the trial over we packed up around 6 o'clock to come home. It had been a dry day so packing the tent was relatively easy. The toilet facilities were better than at the Nationals but only because the bushes were closer! Sometimes trips to the woods just aren't on. Probably another reason why more women don't go trialling. Men were designed better for that sort of thing.

So by 8pm we were ready to go. Guess what's more difficult than following a red Sierra or a lorry with a caravan on the M1! Following a red Sierra's tail lights in the dark on the motorway. Still we managed it and were home at 00:30. Thanks to the P & D RC for a really well run event and a great weekend.

Congratulations to Louise for winning the ladies prize in the CCV. We left it on a high (and dry). Well, there was motor racing at Castle Combe on the Monday to consider. Apart from 3 loads of washing, sleeping bags to air, and all the food and dishes to sort out, a woman's weekend of trialling was over.

Angie Marynicz

Treasure Hunt

If the magazine gets to you on time (!), this is your last reminder of Gary and Pennie's treasure hunt. Start at the Hen & Chicken in Upper Froyle on the A31 at 3.30 pm (1530hrs) Grid Ref 186755421. Entry is free and there will be prizes. Finish will be in a hostelry somewhere near the M3. Expect the usual fun and frolix as we have come to expect from their past hunts.....

Major's Trial, October 6-8th

The Major in question is Major B. Hervey-Bathurst, OBE, one of the patrons of the ARC. I believe he is the owner of the Eastnor Park site where the trial is always held.

Midlands Rover Owners Club run the event and have invited us to take part. It takes place over the weekend of 6th to 8th October. It will be a fairly hard CCVT event. We are entering three teams of three vehicles for the "Major's Rose Bowl Trophy" on the Saturday. There will be a competitive safari on the Sunday. All entries are now in but please come along to watch. The Comp Safari on Sunday should be well worth staying on for.

The location is at Eastnor Castle on the A438 just to the East of Ledbury in Hereford & Worcester. Ledbury is about 15 miles NW of Cheltenham and just North of M50 junction 2. Map reference is about SO746375 on sheet 150.

Steve Kirby.

Photos opposite:-

Top:- Steve Barnwell's One-Ten ending its timed run during the War of the Roses. (see last month's P&B) Time for the rest of the team to take five.

Bottom:- Right of way? Yes, but we decided not to upset the cows!

photos: Steve Kirby.



HOW TO GET 50mpg FROM A LAND ROVER

One concern of many Land Rover owners is how to improve the poor fuel consumption. Before looking at some of the methods, perhaps it is best to look first at the cause.

There are three main problems, the weight, the aerodynamics, and the rolling resistance.

Outside of Comp Safari competitors I have never heard of anyone seriously attacking the weight problem, probably because the general over engineered design is one of the attractions, however it may be worth thinking about whether you are making things worse. Do you really need to carry everything, including the kitchen sink, with you all the time? Why not go out now, unload it, and just put back only what you *really* need. That is probably everything, including the kitchen sink! Do you need a full tank of petrol? (Unless you have military twin tanks, probably yes.)

Similarly there is not much you can do about the aerodynamics (or lack of them) but you can avoid worsening them. You may feel that at the speeds we go at, it has little effect, but if you have driven into a headwind you will know it can. The effects of having a roof rack are well documented, but what about a bonnet mounted spare wheel? Mind you I doubt that either of these have much effect on its already brick like character.

The high rolling resistance is caused mainly by the complicated transmission, so some people have tried to convert them to 2 wheel drive, but this defeats the main feature of a Land Rover, so I will not consider it further (but if anyone can throw any light on the genuine factory built 2wd versions, I would be very interested). There are a couple of things that can be done however, that I will consider later.

What then can you do? Firstly you can change the engine. Here there are two choices, petrol or diesel. The latter will give better consumption. It must be said however that the LR diesel, whilst economical, can best be described as adequate, and is far from the best diesel around. There are many alternative diesels around, but as they will render the vehicle ineligible for ARC (and so NWLRC) events, I will ignore them. The same can be said of many petrol swaps, but one that can be used is the Rover V8. If you retain the same driving style this can be considerably more economical, although most people make use of the extra performance, so save very little fuel, and probably

spend a fortune on gearboxes, diffs etc into the bargain.

One of the most popular accessories are free wheel hubs. These tackle the rolling resistance problem by disconnecting the drive from the wheels to the front diff, half shafts etc (obviously this doesn't apply to Nineties or 110s). I have never seen tests to establish how much fuel they save, it will depend on what sort of driving you do, but will not be vast amounts. There are other advantages though, chiefly a reduction in wear. Another way of reducing resistance is to fit Radial tyres, but often the tyre choice is governed by other factors.

The other main way to save fuel is to raise the gearing, although this needs to be done with care, as it is easy to get in an over geared position, when the engine is having to work too hard to propel the vehicle, so uses even more fuel. There are several methods. A popular one is to fit an overdrive. This is quite expensive, so you will have to buy a lot of petrol to recoup your outlay, but it does have other advantages. It can make cruising quieter and more comfortable, and if your engine is a good one can increase your top speed. It can be used in any gear (not V8s) so can be useful for giving the best gear for long climbs, especially when towing. Whilst their strength is adequate for normal use they do not usually last for ever, especially if mistreated (such as fitting a bigger engine). A new method that is claimed to be stronger is a high ratio transfer box. Of course this raises all the ratios in high range, including first, so pulling away with a heavy trailer could be a problem. Low range is unaffected so the gap between low and high is increased. Both these have an advantage over the other methods to be considered, in that the changes take place before the speedo drive, all the other methods will almost certainly make it illegal.

Probably the favourite method is to fit larger tyres, say 7 50, or even 9 00, x 16s. However the tread pattern is also significant here, a 205 radial, although smaller, may offer better economy than an aggressive 7 50 cross ply. Alternatively fitting higher ratio diffs used to be popular, using diffs out of Rover saloons, but these are now getting thin on the ground, remember you need two cars for each Land Rover. This just leaves the Range Rover or Ninety/110 diffs, which will be expensive. (Just a thought, if you only use 4wd in mud, must the diffs match at each end?)

Of course all these methods assume that the vehicle is kept in perfect tune at all times, this is probably the most

effective economy aid available, and a new set of plugs and points will be a lot cheaper than an overdrive!

Finally the biggest single economy devise is the driver's right foot. You can probably save more this way than any other method, apart from a diesel.

And how do you get 50 mpg from a Land Rover? Lie!

Red Leader

Editor,
Pants & Barks,
Hants & Berks R. O.

Editor,
Dragon's Drivel,
North Wales L. R. C.
Sep 89

Sir,

May I thank you for the copy of *Pants & Barks* that you send to the North Wales Land Rover Club, which many members read with interest.

I feel that they, like me, will be very upset at the accusation in the September edition that we had someone doing a recce of tasks at the War of the Roses.

Obviously I cannot know the location of every NWLRC member throughout the day, but as far as I know they were following our own team all day.

I believe that the only member who saw another team in action was me, when I stayed to watch the ARC South East team attempt the final task. As they were following the NWLRC team on each task, it could be of no advantage.

In fact, despite the comments from that team that I should stay and "see how how it should be done" all I could have learnt was how to get a 110 stuck in a dried up bog!

Fortunately most North Wales Land Rover Club members are tolerant people and will not let the wild accusation spoil the good relationship between the two clubs, and HBRO members will still be welcome at any event, and I hope to be able to extend a specific invitation at Easter again.

Yours

D Cuthbert

DRAGON'S DRIVEL

News from the Hants & Berks Rover Owners' North Wales Correspondent

The last month or so have been relatively quiet in N Wales, at least on the Land Rover side, although much as we welcome visitors, when you are doing 120 miles every afternoon a few less could be nice. It can easily take the best part of a hour to cover the 4 miles through Conwy. In case those of you who drive into London can't see the problem, I don't mean for a couple of hours each way, but both directions from about 11 till 8 at night!

One event we have been involved in was the War of the Roses. You will have read a report last month. The North Wales team went up with two aims. Not to come last on our first attempt, and to beat the ARC South East team, many of whom we had already met. It was a good weekend in glorious sunshine. We had been warned to supply our own beer, a thing the North Wales Land Rover Club are experts at. We don't mess around with bottles, just a barrel and a pump! We were aided in emptying it by the ARC SE team, possibly a bad move on their part, as it meant the NWLRC team got an earlier night than is usual on these occasions. I will not describe the event, but just mention that we achieved both aims.

Another recent event that involved many NWLRC members was the *BFGoodrich Off Road & 4 Wheel Drive Show*. This was an excellent event, again blessed with good weather, apart from a couple of light showers. There were numerous attractions, such as a comp safari, trial;demo, winch competition (looking at the tests, the War of the Roses has a lot to answer for!), mud run, tractor, and 4x4, pulling, and many more.

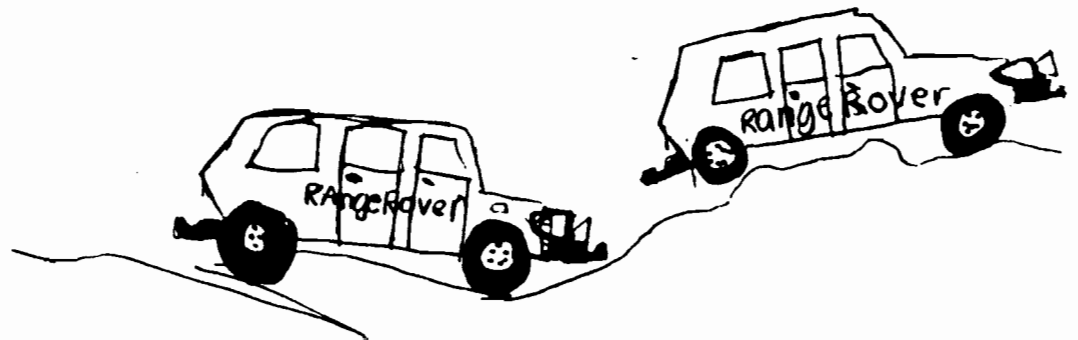
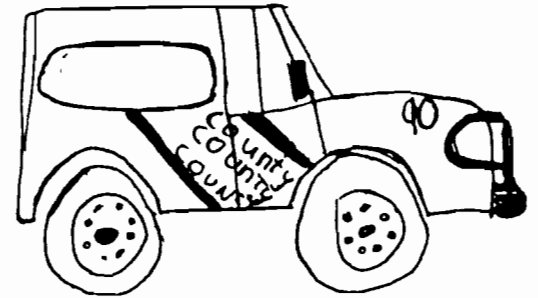
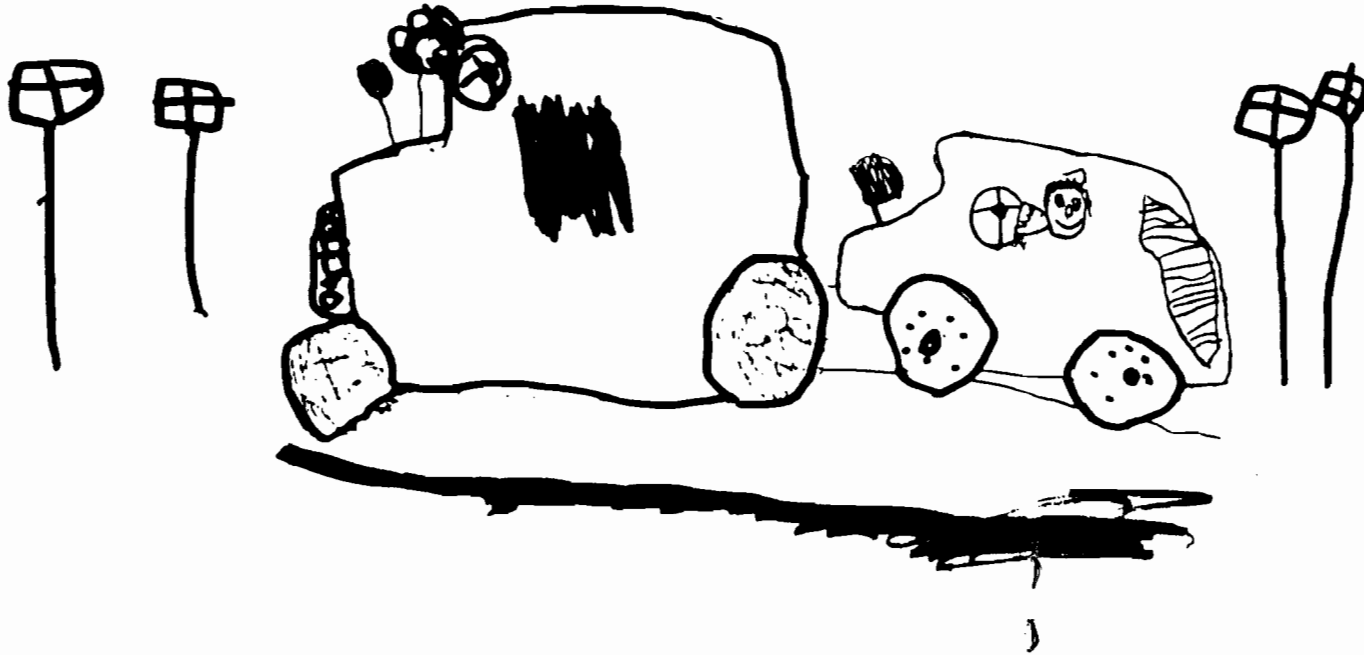
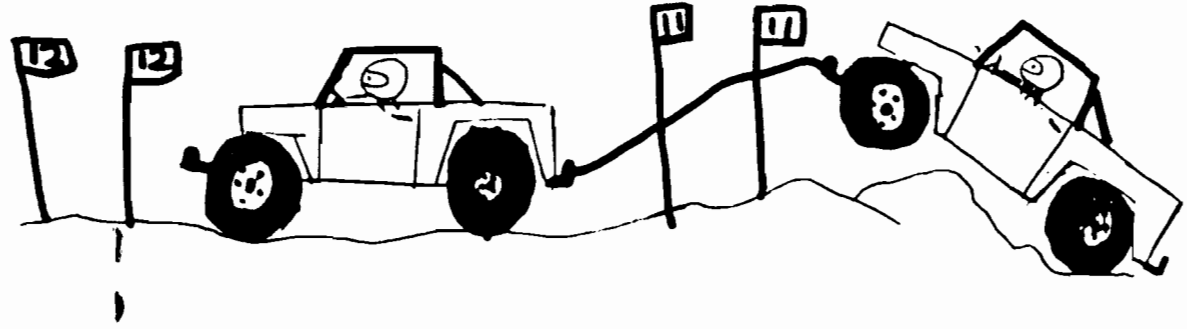
One very popular attraction was the manufactures' demonstrations round a special off road course (ably marshalled by NWLRC members), only marred by one incident when a S#### rolled. Even more popular was the Scenic Route, where you could drive your own vehicle round a cross country course. This had long queues all day, many people going round several times.

Possibly the high spot of the weekend, at least for North Wales Land Rover Club and Range Rover Register members, was when the Event Coordinator, Dave Mitchell, demonstrated the depth of the mud in the mud run.

Red Leader

Art Gallery

Hannah, 5, & Luke, 9, Marynicz.



ARC Meeting, 2nd, Sept. '89

I hadn't realised how time had flown since the last ARC meeting until the rather belated "Rover Runes" arrived on Tuesday telling me the next meeting was to be on Saturday; far too short notice to get anyone else from the club to come apart from Colin Gross, Steve Barnwell and myself. So I'll start this report by telling you that the next two meetings are planned for the 9th December '89 and 17th March '90. If anyone would like to attend, please let me know. The report on the June meeting was in the August issue, so the following may need reference to that for continuity. I have included various comments of my own in italics in parentheses.

Despite all the talking about saloon cars last meeting, and the support the off-road side of the association gave them, the P6 OC has abruptly left the ARC. So there is now very little representation by saloon-only car clubs within the ARC. Pity.

Several clubs had still not paid their 1989 fees! One was suspended for this. Dicky Day (DD) said that although he does not send out reminders for subscriptions on the basis that club treasurers should be competent enough to keep a track of it themselves, he would indeed institute a system of reminders due to the aggro non-payment causes.

The departure of the Anglian club from the ARC caused such a stir that it is still a major topic for discussion and looks like continuing to be so for some time. The AROC had written to the ARC pointing out numerous occurrences of other clubs flouting the rules and demanding that either those clubs be expelled too or the AROC reinstated. Tony Holder reiterated that all member clubs should stick to the rules and stated that any *"ARC clubs contravening the rules must think very hastily about it or leave the ARC. You, the ARC"* he said, indicating the gathered members *"have agreed to abide by the rule book. If you don't agree with it, what the hell are you doing here?"* (Almost verbatim quote.) This comment, or one very similar to it, occurred several times during the day. It was clear that the message was getting through that the rule book is still being disregarded in some areas and that this was his last warning on the matter. It was also pointed out that LRPE were not prepared to allow AROC to continue to use the Rover name in their club title but that this matter was now no longer anything to do with

the ARC. During the continuing discussion on non-conforming vehicles, a photo of a 100" LR was handed round. This picture was actually taken by me of a vehicle that had been used in an RTV. DD said that the rules had to be read carefully to determine exactly what could be done. He pointed out that a Rover 2.7 injected V6 was an eligible engine. Other members commented that this was not clear and that perhaps some clarification was necessary on this and on injected V8s. DD said *"I don't make the rules"* and Tony Holder said *"I can only point out what is not clear, as I have done this morning."*

The discussion continued with references to the Discovery and the fact that the rules made no allowance for it. It was generally considered that as it was a long wheelbase vehicle (being over 95" WB) it was a LWB vehicle and would thus be in class 5. Ninetys, One-Tens and RRs are referred to by name but although the writers of the rule book intended the term LWB to mean the 107/109/110" leaf sprung vehicles, it doesn't actually specify. Hence the general feeling was, as I have said, that the Discovery would be a class 5 machine. DD said this definitely wasn't the case but the various club scrutineers around the hall stated that if one turned up, they would definitely allow it to enter. DD then suggested that the scrutineering committee should get together to see how this new vehicle would fit in. The possibility of a new class being a possibility. This immediately stirred up the argument about 100" LRs again and that they could go in the new class with it! The old old arguments about whether it was eligible at all came up again. One member present owns a 100" LR and the feeling seems to be swinging towards the admission of these rare vehicles. Only a handful were made but this is more than the number of coil-sprung V8 powered Eighties to come from Lode Lane (i.e. none!) and they are allowed! DD suggested that LWBs be allowed two shunts in a trial, this being countered by a suggestion that the "shunt break" should be at 105". These ideas being proposed to make competition between RRs and LWBs fairer. DD said that he would ask LR Ltd for the loan of a Discovery for each of the scrutineering committee to borrow in order to assess them for classification. The ARC committee then suggested that if rule breaking was observed, then the organisers should be approached and asked why this was taking place. If the contravention continued, then the matter should be reported to the ARC with names, dates and places. The War of the Roses event came up. How had this been run as a gymkhana? If the RAC had been present they would have had a

fit. Surely it was a winching competition. Or was it orienteering? The vehicle and safety regs were ignored. Was the insurance valid? Apparently, the details of the content of the event were forwarded to the RAC who weren't quite sure themselves so they declared it to be a gymkhana. The competitors in that event didn't want to complain too much as it was such a good event, they didn't want it to be stopped! (You really had to be there to unscramble this confused discussion!)

There then followed a discussion on the activities of the Newcastle and Nantwich LRC. The club sec, Mike Griffiths had been asked by DD in a phone call to attend the meeting to explain. He didn't turn up nor did he offer his apologies for absence. The story is this:- N&N had joined the ARC on the premise that they would not run any competitions needing RACHSA permits. However a trial was advertised by word of mouth. 11 LRs and a Daihatsu turned up. Entry fees were taken and competitors signed on. Sections were marked out and Land Rover issue score cards were used. The trial then took place. On being asked, the organisers stated that no permit was needed to run a trial. The landowner did not give his permission in writing as is required. N&N are not members of the RACHSA. Mike Griffiths has stated that he does not want to be bothered with paperwork. It was also reported that N&N had been poaching trial sites from other ARC clubs in the area but that the landowners were loyal to the previous users and had informed them of the poaching attempts.

As a result of all this, N&N were suspended from the ARC forthwith pending a satisfactory explanation of this behaviour which should be made at the meeting on Dec 17th.

DD then went through correspondence received. Highlights were:-

-A letter from Joe Gregory on behalf of the Scrutineering Committee proposed that all vehicles should have their engines in the front. Current rules for specials allow the engine to be positioned anywhere. Joe was not present but two other members of the scrutineering committee were and they both said that this was the first they had heard of the proposal. The proposal was rejected on the basis that it was not representative of the committee's views.

-Letter from Chilton Vale ROC requesting ARC membership. CVROC comprises former AROC members who wished to abide by ARC rules.

-Series II Forward Control OC requested ARC membership.

-Letter from HBRO requesting views regarding co-promoting with non-ARC clubs due to the shortage of land. We were told that the ARC rules do not allow this. (Can YOU find such a rule in the Yearbook?) DD suggested that we contact the local NFU as many farmers were looking for alternative uses (and hence alternative sources of income) for their land under the "Setaside" scheme. (How about it chaps?) He also suggested that a proposal be made that ARC clubs be allowed to so co-promote. (I shall be doing just that.)

Chairman's report:- He had been handling most of the Secretary's work temporarily while the Sec was involved in a special course at work.

Secretary's report:- Due to a special course at work, he had handed most of his work to the Chairman!

Treasurer's Report:- The ARC has £2900 in the bank and £3400 in a Building Society.

Overseas Liaison Officers Report:- The OLO was not present and so no report was made.

Rights of Way Officer's Report (by Tony Kempster):-

-Monk's trod; There is a joint order planned with the two counties involved. The TRO, if it is issued, will affect vehicles with four or more wheels. Chris Tomly (I think I've spelt that right) of the RRR has a contact in Powys CC and has suggested that remedial work could be done on this route. He will arrange to submit a costed outline schedule for repair work. This will be done on a voluntary basis, the CC supplying the materials.

-South Downs Way - the TRO is now in effect - no motor vehicles. All members organisations of MOLARA must stand together and fight this otherwise any county may do the same thing: i.e. get a TRO installed regardless of need or opposition. The TRF has raised £2K for the fighting fund. Tony Kempster suggested that the members of the ARC could contribute £1 each which would raise a considerable sum. The AWDC has levied £1 per member. (The HBRO is in a "hot" area, would you give a mere £1 for this important issue? I'll put mine in first to get the ball rolling.) The Winchester Conference is to take place on 11th October. Bookings are to be made through TK. MOLARA is to publish a statement on the use of green lanes but urgently needed information on repair



projects.

-Tideswell. This site which has been used for trials for twenty years or more has been made into an SSSI by the NCC. (*Site of Special Scientific Interest by the Nature Conservancy Council!*) The ARC should fight this. The landowner wants the site to be used for trials!

-If any green lane is being overused/abused, please let TK know. There is a new voluntary restraint sign available. Erection must be by permission of the relevant council.

-A new Code of Conduct has been produced. It is similar to the old one but is sponsored by BMW Motorcycles this time. We were advised to write to MOLARA for copies. (*I will do this and issue everyone with a copy.*)

-The voluntary restraint on some lanes in Northampton seems to be working too well; they are now overgrown! They need to be used and opened up again.

The 1990 Nationals are to be at Trentham Gardens. The Confirmation is soon to be signed and sealed.

New Member Clubs:-

-East Northants Land Rover Club. As was mentioned earlier, they had applied by post but as no representative was present, the proposal was suspended until the next meeting when hopefully a rep would come.

-Chilton Vale ROC; accepted as member of the ARC.

Vehicle Regulations:- The proposal by Joe Gregory mentioned earlier was re-worded as a proposal from him as an individual. This will be raised again next time. His proposal is that all vehicles should have the engine in the front. Just how this is to be defined is not certain.

Steve Kirby.

Photos opposite:-

Top:- Dave Henry's "new" Land Rover, "Mister D"

Bottom:- Interesting conversion!

Photos: Steve Kirby

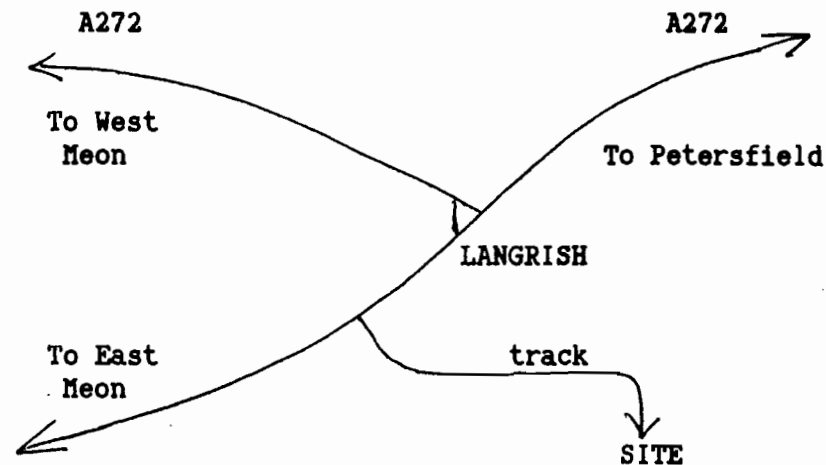
Camping, Trial, Barbecue, Firework and Trial Weekend.

We are holding a Camping/Caravanning/barbecue/Firework/RTV trial at Ham Lane Leisure Centre, Langrish, near Petersfield, HANTS, on the 4th and 5th of November. The weekend's event's will be open to all fully paid-up members of HBRO. A bonfire and barbecue facilities will be provided but please bring your own fireworks. Apart from that, it will be a case of "make your own entertainment". So bring balls, frisbees etc! Camping is free but facilities are negligible. (Bring your own toilets and water.) Set up camp by 5p.m. (1700h) on Saturday, please.

Entries for the RTV should be on an official entry form if possible. The fee is £7:50 if booked in advance or £10 on the day. Scrutineering will be at 9:00.a.m. on Sunday morning (although vehicles arriving for the Saturday's events may be scrutineered then to save time.) The competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but amalgamations are probable. You all have ARC Yearbooks; please ensure your vehicle complies.

RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.

ARC Rules Again!

Members of this club recently took part in an RTV run by another ARC affiliated club. The competition was well organised and great fun but the downside was the way the ARC rules were flagrantly disregarded. Several RTV vehicles turned up on 'ordinary' road tyres with a set of mud-pluggers in the back. These were then swapped before the trial! This seems to be common acceptable practise as there's not much difference between changing the wheels in a layby down the road or in the field just before the event! The dreaded 100" Land Rover issue reappeared with one such vehicle competing in the RTV without the host club batting an eyelid. It's owner uses it regularly in his own club's events where it is accepted. The scrutineers did however reject a vehicle with a Ford V6 engine (but why did the competitor bother to enter knowing his vehicle to be noncompliant? Does he enter it elsewhere without rejection?) In the HBRO, we issue every member with a free copy of the ARC yearbook. This is an expensive operation, but it means that no member has any excuse for not knowing the rules. To be fair to the scrutineers at the event mentioned, they did an excellent job checking the mechanical integrity and safety of the vehicles.

Another event attended by HBRO members was the War of the Roses. This event is run as a gymkhana, so the vehicle classes don't apply. The owner of the 100" mentioned could have used it legally in that event. Careful perusal of the rules reveals that you could use one in the Team Recovery or Point-to-point too. I'll say it yet again; such vehicles should also be legal in trials and comp safaris.

The Anglian ROC is the only club to admit publicly that it allowed non-ARC-compliant vehicles in it's events and you all know what the outcome of that was. Yes, the AROC was expelled from the ARC by other clubs who also break the rules but do NOT admit it. How hypocritical!

During a visit to the HBRO, the ARC chairman, Tony Holder, said "If the rules are to mean anything at all, then they have got to be right." We are currently working towards getting them right, but the effort is wasted if they are to be ignored!

Steve Kirby.

FOR SALE

Note that small ads are free but please let me know when a sale is complete so I don't keep printing an out of date ad each month. Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £1 per 1/4 page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

*** Free advertising if you sponsor a competition event! ***

* Range Rover Accessories surplus items from Kit's Sahara expedition:-

Range Rover rear fold down bull-bar, good condition, £50
Range Rover wheel (steel) and tyre, £20
Three inner tubes, new/unused, £5 each.
Super Halogen Searchlight, 12volts, boxed, amazing beam,
750,000 candlepower, £25.

Two Land Rover rear door wheel mounts, also suits RR
bonnet, roof or rear bull-bar, £18 each.

Ring Kit in Winchester on 0962-732142 or 0836-749015.

* Firestone Super All-Traction (SAT) Tyres.

7:50 x 16, 6 or 8 ply. £45+ VAT. Delivery can be arranged at extra cost. Phone Mark Jones at Gerrards Cross on 0753-887871 for more information.

* Land Rover Bits.... Hard top (c/w safari rear door) for LWB, £175. 4 LWB rims with tyres, £15ea. Bonnet, £10. Roof rack with ladder for LWB, £60. Phone Mark Jones at Gerrards Cross on 0753-887871

* Used Tyres:- Two Firestone Town & Country M+S Radials, slightly worn. One Avon Ranger II crossply, half worn. Phone Jeff on 01-898-2120.

* Land Rover bits'n'Pieces:-

Long & short half shafts with drive flanges, £25.
Fairey Overdrive, badly worn gears causing unacceptable noise, £60.

3 new sets of piston rings for 2 1/4, £5 each set.

What offers for:- new handbrake shoes, replacement door pillar, rocker arm for 2 1/4, gear lever, fan for Smith's heater, pair of drive flanges and bits.

Phone Mike Cunningham on 0252 (Fleet) 626693.

FOR SALE

* Land Rover IIa bits. LWB axles with good chrome, steering box, two 7:50x16 tyres, two 6:00x16 tyres on wheels, front wings. Plus Srs.III bonnet and loads of odds and ends. Phone John on 0895-33568

* Mobelec Magnum contactless electronic ignition unit for Rover V8, £25 Phone Steve on 01-894-3961. (W. London)

* Canvas top for 82" for sale or exchange for an 88" one. Phone Gerard Morris in Lymington, (Near Southampton) Hants on 0590-72614

* Range Rover Bits:- Pair front springs £5. Dog guard VGC £30, several 50mm ball hitches, £2 each, Set rear light protectors 90% complete, £20. Contact Nick Jennings on 0734-471258 (home) or 0734-471528 (business). Caversham, near Reading, Berkshire.

* Alex's October Sale (by proxy).

Alex is moving soon and won't be available on the phone. The following items are for sale. Phone Niel Logan on 0836-380201 for details.

Tow ropes, lashing straps, marquee pegs (for ground anchors), large shackles, ratchet straps. Four half-worn 7:50 XCLs £100. Discs and half-shafts for Mini Clubman. Mk.I & II Escort tow-bars (Saloon and Estate). Mk.I Escort boot-lid. Batteries, 3 good ones, 3 OK ones. 185x14 tyres for Transit, Volvo or similar. Four "100+" alloy wheels for Mini with 165x70:10 tyres. Ammunition boxes, various £3.

* Four used Tyres on White SWB rims. Two Avon Traction Mileage 600x16. Two Firestone Town & Country 600x16. All with loadsa tread. Offers to Dave Catlin on 0329-46235 (Fareham)

* Set of Five Tyres on LWB Rims. Michelin 205x16 M+S Radials seen about 7500 miles. Rims VGC. £120. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham, Berks.)

* TOW ROPES 12-ton, standard length, made of Nylon, £25. 7.6-ton standard length, made of Polypropylene, £18. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham, Berks.)

* Truck Cab, very good condition for Srs II/III Land Rover. Phone Mark Jones at Gerrards Cross on 0753-887871

FOR SALE

* Ramsey 8000 Electric Winch, little used, as new. £500.
Phone Malcolm Whitbread on 0635 (Newbury, Berks) 201448.

* Rover 90 Car Parts:- Engine, good chassis, good rear springs, excellent fuel tank, prop-shafts, full front suspension unit, steering box, full dashboard, Smith's heater, radiator and good front grille. Plus full aluminium body kit comprising boot, bonnet, doors and other odd items. No reasonable offer refused. Contact Dylan Smith on 0732-822236. Sevenoaks, Kent.

* Range Rover Bits'n'Pieces. Early four speed gearbox £100. Flywheel, clutch pressure-plate and driven plate (done 8000 miles) £30. Other bits'n'pieces plus workshop manual and parts books. Phone Robb Unsworth on 0703-260501. Winchester.

VEHICLES FOR SALE

* 1983 'A' reg Range Rover. 5 speed gearbox, Russet Brown colour, 78,000 miles, Waxoyled, very little off-road use, Stainless steel exhaust, Towbar & Electrics fitted, Full service history, Very good condition, 2 owners from new. Start haggling at £8250. Contact Roger Pattie on 07357-2884.

* Rare 1955 Series One Station Wagon. Good chassis, body a bit tatty. Yellow. Series II running gear throughout (2 1/4 petrol engine, gearbox, axles etc.) Good solid workhorse or restoration project. Contact Gary Hodgson in Petersfield, HANTS on 0730-67146.

* Fiat Panda 4x4 Feb '86, regularly maintained by Fiat agent. 30000 miles £2795 ovno. Phone Hugh on 0734-333409 after 2 pm

WANTED

* Square Rubber Thingy with hooks round the edge from Range Rover front seat squab that gives the seat it's 'spring'. Wanted by Alex Waugh, but if you have one please phone Steve Kirby on 01-894-3961 for the time being.

* Truck Cab & Windscreen frame & Tailgate for 88".
Phone John on 0895-33568.

* Canvas top for 88" Or exchange for an 80" one. Phone Gerard Morris in Lymington, (Near Southampton) Hants on 0590-72614

EVENTS FOR YOUR DIARY

* Green-lane trips will be as shown below. (Usually the second Sunday of the month). The rights of way officer will try to be present if available to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire.

First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Upstairs. Plus Land Rover related videos if possible)

* Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 pm). See OS sheet 185, SU555175 approx.

Oct 1st Treasure hunt run by Pennie and Gary Hodgson.

Oct 4th Annual General Meeting at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m. AGM starts at 8 p.m.

Oct 8th Green lane trip. Phone Gary as Steve will be at the next item.....

Oct 6th/8th Major's Trial, Eastnor Castle site. Inter-club cross country vehicle trial. Main trial is on Saturday, Comp Safari on Sunday. HBRO will be fielding three teams. Do come along to watch and cheer our teams on. Final details on events and how to get there elsewhere in this issue.

Nov 4th/5th Camping and RTV Trial weekend at Ham Lane. Bonfire and firework party on the evening of the 4th with RTV Trial on the Sunday. Phone Chris Noel or Gary Hodgson for details. See article elsewhere in this issue.

Dec 9th ARC Meeting, Land Rover Works, Solihull.

Dec 17th RTV Ham Lane. Details soon.

Mar 17th '90 ARC Meeting, Land Rover Works, Solihull.

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