

Feb '90

Pants & Barks



*Newsletter of the Hants and
Berks Rover Owners*

Officers of the Club

- * CHAIRMAN Malcolm Whitbread, 0635-201448
"Mallows",
Beechfield Lane,
Frilsham,
Newbury,
BERKSHIRE RG16 9XD
- * SECRETARY Gary Hodgson, 0730-67146
5 Beckham Lane,
Petersfield,
HAMPSHIRE GU32 3BU
- * COMPETITION
SECRETARY Allan Tew, 0734-812069
32 Plantation Road,
Tadley,
HANTS
- * TREASURER,
MEMBERSHIP
SECRETARY,
NEWSLETTER
DISTRIBUTION Roger Pattie, 0734-842884
Firhill Cottage East,
Whitchurch,
OXFORDSHIRE,
RG8 7HQ
- * RIGHTS OF WAY
OFFICER Steve Kirby, 01-894-3961
244 Staines Road, (081 code
Twickenham, after May 6th)
MIDDLESEX TW2 5AR
- SCRUTINEERS Gary Hodgson, Steve Kirby,
Steve Barnwell 0908-616878
- ROVER RESCUE
CO-ORDINATOR John Dowdeswell, 0329-220859
18, Lechlade Gardens,
Fareham,
HAMPSHIRE PO15 6HF
- NEWSLETTER
EDITOR Steve Kirby, 01-894-3961
244 Staines Road, (081 code
Twickenham, after May 6th)
MIDDLESEX TW2 5AR

Note:- * denotes committee member.

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

EDITORIAL.....

Any inconvenience occasioned by the long delay in producing January's newsletter is to be regretted. I'll just leave it at that. Suffice it to say that if we were to go practically anywhere else to get it printed, the subs would have to go straight up to about £15 to cover it.

A club that I know of paid a lot of money for their own photocopier, along with a service arrangement, for the production of their newsletter. Subsequent closer examination of the paperwork revealed it to be a rental contract. They don't own it after all! Read the small print, fellas.

** Please note change to Club Rally date. See events page. **

Due to Chris Noel's move to Lincolnshire, Allan Tew has agreed to take on the Competition Secretary's job. He will be co-opted until the AGM when, assuming no opposition, you will be able formally to vote him in as a committee member.

A bit of a drag?

A group of lads from Southampton University intend to pull HBRO member Mark Benger's Land Rover round the campus for charity. Mark would like to borrow some suitable rope for the purpose. Any offers? The date is to be March 8th. The charity is the Catholic Aid Foundation for Overseas Development. Any assistance or donations to Mark Benger. Don't forget to take some photos for P&B, Mark!

I do hope more of you can send some articles in. If you're typing or printing them yourself, please make the block of text the same as in the rest of the newsletter. For those of you with access to PC compatible or Atari ST computers, I can accept articles on 3½" and 5¼" discs with ASCII files on PC and Atari ST discs. Better still, send document files from "Smart", "Tasword", "First Word Plus" (GEM) and "First Choice" wordprocessors on PC discs only, either size. If you don't have a choice, send it in anyway and I'll see if I can load it. Unless otherwise requested, I'll return the disc, and any photos sent, with your newsletter.

ARC Special Meeting, 20/01/90

Over a long period of time, there have been many complaints reported regarding rule breaking. In some cases this has simply been a conflict of interpretation. Some of the rules are certainly ambiguous and it was felt that the scrutineers should get together to discuss these anomalies. An invite was sent out to all ARC clubs' registered scrutineers to attend a special meeting in Solihull on the above date. Many of the rules go back a long way and the rule makers *thought* that they had made the rule clear but someone somewhere read it differently and so confusion and misunderstanding crept in. In some instances, even the omission or inclusion of a comma has turned the rule on it's head; the proposer reading it as he proposed whereas it was in fact the reverse.

This meeting was *not* convened to make changes to the rules, but to discuss their common interpretation. Points where changes are needed were highlighted along the way. Three HBRO members, Gary Hodgson, Steve Barnwell (ARC Scrutineering Committee member) and Steve Kirby went along. ASRs were not discussed. The following is the official interpretation of the deliberations from that meeting. It is reproduced word-for-word from a document issued by the ARC. You may need to have the rules beside you to understand some of the comments:-

Clarification made to Vehicle Regulations.

1. This regulation is only an outline, it is up to the rest of the regulations to define what is required. It does not allow for prototype or limited production vehicles.
2. Discovery classes are a below:-
 - a) Trials.
Class 5 - Standard. LWB, One Ten, Discovery, One Ten fuel injection and diesel turbo, Range Rover fuel injection and diesel turbo.
 - b) Competitive Safari,
Class 3 - Standard. Range Rover, Discovery, One Ten and LWB V8. Excluding vehicles in classes 8 and 9.
Class 4 - Standard Ninety, One ten, Discovery and Range Rover, diesel turbo.

The only vehicle posing a problem was a Ninety in Comp Safari classes.

- Diesel Ninety - Class 4.
- 3 1/2 petrol injection Ninety - Class 5.
- 2.5 petrol Ninety - Class 8.
- 3.5 petrol Ninety - Class 9.

Comp Safari classes 1 and 2 were for leaf sprung vehicles.

4. (iii) The larger sized V8 engines based on the V8 3.5 litre were acceptable replacements.
7. Louvred vents were acceptable radiator shielding. The fan should be protected with a grille and all open pipework was to be protected, irrespective of pipe quality.
The basic requirements are to protect the driver, the passenger and the spectators.
If a bonnet is lost on a Comp Safari, a front radiator vehicle should not be allowed to continue until the radiator/engine compartment is protected again.
8. The word 'of' (end of line 4) should read 'or'.
9. A Land Rover wheel that has been sectioned into a spoked wheel or one with thin spokes may not be strong enough for a competitive event. This, and wear round the fixing holes should be looked for.
10. A tractor or implement tread is the 'V' shaped one fitted to the rear wheels of tractors or occasionally all wheels of a dumper truck. If there is doubt, the tyre sidewall will have 'Agricultural' or 'unfit for road use' etc. on it. (Don't forget if the outside is worn there is an inside.)
11. Narrow spring 80" Land Rovers may have the wider springs as an alternative. If the springs are self assembled, the leaves below the top two MUST be in proportional reducing steps to copy the originals. 'Tin foil' or 'spacer' designs are not acceptable. Coil assisted leaf springs where the coil is separate from the shock absorber will mean that suspension is a coil type and NOT a leaf sprung type.
12. As many shock absorbers as wanted may be fitted. 'Coil over' designs are acceptable and are classified as shock

absorbers.

13. Fuel tank(s) must be sealed from the driver/passenger compartment with the best possible method commensurate with the vehicle design. Underseat lids should be screwed down with a gasket. The very minimum protection for an early underseat filler is the cap separately sealed.

The fuel filler cap must be located in a safe place. If the fuel tank is in the rear of the vehicle, a separate metal cover must be fitted even if a truck cab is fitted.

The basic theme is to prevent fuel leaking onto the driver/navigator or out of the vehicle if it is inverted.

14. The silhouette should be strictly complied with. Inner faces of wings (those either side of the radiator panel) should be present so as not to alter the silhouette.

The back panels of the body should be complete.

Wheel arch flares/sticking out wheels & axles are accepted even though it takes the body out of profile.

15. Rear members are to be full width and not just between chassis members.

16. The battery cover does not have to be metal - if it is, check for shorting out/sparks.

17. Even if there is an additional one fitted on the final linkage by the manufacturer A FURTHER ADDITIONAL ONE must be fitted.

19. At a full ARC meeting a short time ago it was agreed that a lockable/limited slip/torque biasing differential shall not be fitted and even if one is fitted but disabled, it shall not be liable for entry.

20. Please check for reverse gear!

21. A bumper, towing or lashing-down loops are not acceptable. If a tow ball is used, welding alone is insufficient. On a Ninety, One Ten or Range Rover a Land Rover Ltd. 'chassis shackle' is alright and better used as a pair on the chassis rails.

25. Fiddle brakes are prohibited but scrutineers' judgement should be used if the system is disabled, with comment that this practice should be discouraged.

Bias braking (front to rear) is permitted but the ability to alter from the driver/passenger compartment, or whilst the vehicle is being driven, is prohibited.

29. 'Sleeved' tubes are permitted but may have to be removed at the scrutineer's discretion to allow examination of the contained part.

So there you have it. There are many vehicles around that are going to need some alteration as a result of the above. A few further comments are in order, though.....

1. Past readers of this newsletter won't be surprised to hear that I still don't agree with this. The ARC is, however, a democratic organisation!

2. a) Class 5, standard normally-aspirated carburettor Range Rovers have been inadvertently omitted. They should still be included here of course.

14. This rule has been widely ignored up 'til now. The interpretation of "silhouette" has now been defined in great detail. For instance, if you have put a Ninety/OneTen bonnet on an 88" Land Rover for any reason, then the silhouette will have changed. This is no longer acceptable because the bonnet is *below* the body capping line and is thus taken into account when considering the silhouette. The capping is the strip of edging around the top of rear load area. On a Series One, the bonnet is *above* the body capping and although it must be present (Rule 5) it's shape is immaterial. Furthermore, if you have made your own bodywork, the original capping (or something resembling it) must be in place. If you have fitted wide axles on a narrow vehicle such that the wheels protrude from the bodywork, (acceptable under rule 27) then you may have fitted wheel arch flares/spats/extensions to cover them in order to make the vehicle road-legal or simply to prevent too much mud being thrown about. Such fitments were previously considered to be illegal because they affected the silhouette. You will be pleased to know that I proposed that the fitment of these be legalised for the reasons quoted and this was accepted unanimously. On the subject of silhouette, the correct dimensions *and* shape must be maintained; including rounded corners where they appear on the silhouette.

Rule 14 also says that wings may be cut away, but does

not state by how much. It has been agreed that as a general rule, vertical metalwork on the outside and on the front of a Land Rover may be removed. Horizontal metalwork must be left in place.

29. Tubes may be slipped over steering rods but not welded to them. The welding of lengths of metal to steering system rods is not permitted.

NOTE to Scrutineers:- Any club member who gets involved in scrutineering, will be signing to state that the vehicle complies with the descriptive and safety regulations. If there is anything that you are not happy with, you *must* reject the vehicle. If there is something you cannot inspect due to inaccessibility (such as a battery under a bolted down seat) then reject the vehicle until access is provided. Vehicle owners will also be reading this (I hope!) so you know what to expect. There will undoubtedly be further tightening of scrutineering standards in the near future. Recently, a Kart driver was fined £150 by the RAC for an illicit mod to the exhaust pipe. We don't want to get into that arena in the ARC I'm sure, but be warned.

If you have any violent objections to any of the foregoing, please contact me straight away. It is likely that the above interpretations of the rules will be applied at this year's Nationals.

Steve Kirby.

Need Land Rover or Range Rover spares? Think GLE!

Need service, repairs, overhaul? Think GLE!

Need to hire a LWB Land Rover? Think GLE!

Chris & Georgina Noel,
GLE
Units 6, 7 & 8,
Redstone Industrial Estate,
Boston,
LINCS
Tel: 0205-352683

A discount will be offered to HBRO members.
So if you're in the area, pop in.

NEWS FROM THE LANES

The second in January saw us out in the lanes for the first time in the new year. The location this month was the southern edge of east Berkshire, in the Arborfield/Swallowfield areas. (Its a long time since I have put digit to keyboard so apologies for any eyeping terrors.)

The meeting point this month was a lay-by on the south bound side of the A 33 one mile from its junction with the M 4. Everybody seemed to find us quite easily. The weather was a little overcast and a lot colder than expected. At about 10.20 we set off for the first lane. This was a new one to me and ran parallel with the A 33 for about two miles. No problems here only a slightly bemused lady on horseback.

On to the next lane. This one started along side a church. I did not realise how busy they get on Sundays. Anyway, off we went down the lane. After about a mile and a half we found it. A fence across the lane, or to be more precise half way across the lane. On closer inspection it became apparent that our way was blocked more by overgrown hedges and bushes than by the fence itself. Out with the bow saw and down with the problem. At this point a lady on horse back appeared. She enquired if we intended to drive past the fence and further along the lane. Having answered her very politely in the affirmative, she advised us that an obstruction ahead usually put vehicles into the ditch, and lead to several hours of digging for her to clear the ditch as she was the landowner. We thanked her for the warning, walked along the lane to view this obstruction. Two large fallen tree trunks were the problem. Judging by the state of decay these trunks must of been casualties of the October storms a couple of years back. Two spades, one highlift, one axe, and a lot of huffing & puffing saw the trunks cleared. We finished the lane without further problem.

The next lane passed without problem, more horses though. I was surprised at the amount of surface damage a group of horses can cause, especially when fitted with 7.50's.

On to the next one. This was the lane where I said "We'll just do this one then stop for lunch". I should know better than to say that sort of thing. We descended a long muddy slope to the ford. One of the group went just a little too fast and was swamped. A tow out and then quick

RVT and CCVT TRIAL at SLAB

rub down with WD40 and we were back in action. This is where the fun started. The rest of the lane was a long gentle climb between a ditch on the offside and woods on the nearside. There were no visible ruts indicating little past usage. My XCL clad Rangey climbed the slope with no real problem. Next up was Terry in his series 3 with Armstrongs. Next was the Ser. 3 of a couple from Havant (sorry I have forgotten your names) with 6.00's. The mud claimed its first victim. Terry reversed down for the tow. He could not quite manage alone but a double headed effort with my Rangey saved the day. Next up was Kevan in his much modified 110 V8 turbo on XCLs. Nil persperatum. Next on the grid was Mark in a Ser 3 soft top on 6.00's. Having seen the last Ser 3 get stuck I think Mark thought that a bit more momentum was needed. Unfortunately a little too much speed saw him hit a hole, bounce, and end up at a jaunty angle in the ditch. This time Tirfor winch & Highlift saw the day saved. Adrian in a 110 Diesel Turbo would have made the climb but for the road biased tyres.

XCL's rule, Adrian. Ian & Marian in their lightweight brought up the rear and collected all the kit on the way. Bet you can guess what tyres the lightweight had. XCL's.

I should get a cheque from Michelin at this rate. As luck would have it, although I put it down to good planning, we joined the Tarmac right opposite a pub.

After lunch we did three more lanes before finishing at a ford in the Blackwater river. All in all a very enjoyable day. My thanks to all present. Hope you enjoyed it as much as the two boys and me did.

NICK JENNINGS

P.S.

You should have seen the colour of the washing machine water!!!!!!!!!!

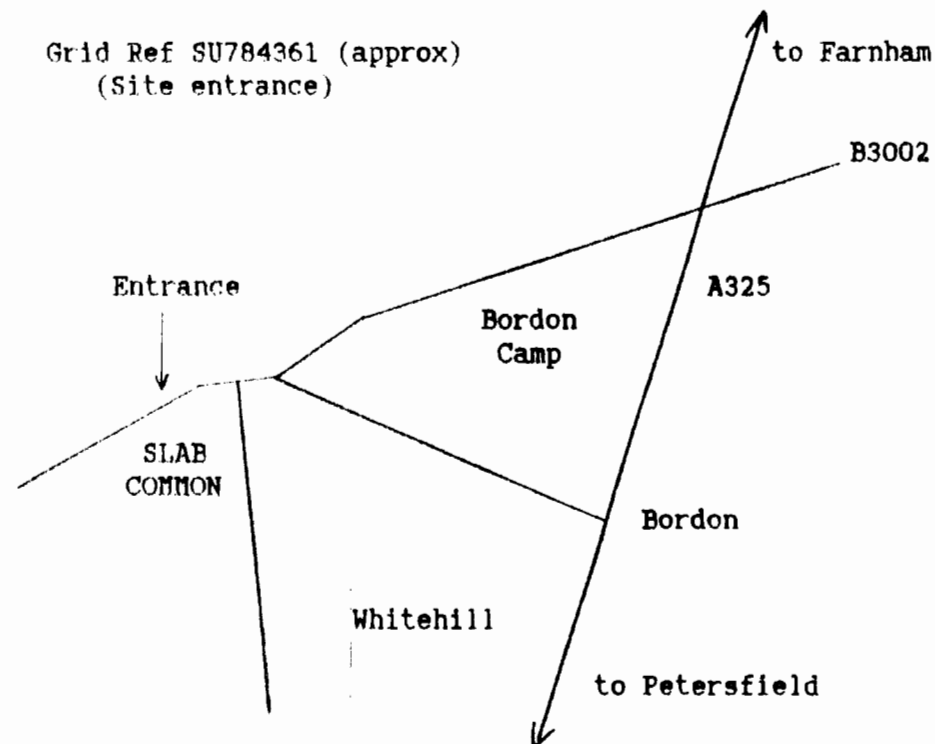
Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! Apart from the inconvenience, the mag is getting cluttered with old adverts.

We are holding an CCVT & RTV trial at Slab Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 25th of February. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £7:50 in advance or £10 on the day. Payment to Gary. (Address inside front cover.) Scrutineering will be at 9:00.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. You all have ARC Yearbooks; please ensure your vehicle complies. Don't forget your MOT certificates, (photocopies will suffice) and don't forget either that passing the MOT does not guarantee that you will pass scrutineering!

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

Please come along on Saturday to help set out the sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!

Slab Common Site:-



DRAGON'S DRIVE

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

Ignoring any question of whether the '90s start in 1990 or '91, this seems to be the time for looking back on the '80s.

On a personal front I find it difficult to look back with affection that a decade that saw me start earning more than when it ended. There seems to be a certain irony that the person who looks after the computerisation of the North Wales Land Rover Club's records is the one who saw his lifetime's trade made obsolete by modern technology!

However (if I had made any New Year Resolutions, which I didn't, it should have been to stop starting sentences with *however*), I feel that is a bit negative, so I decided to look at the positive side.

At the start of the decade I had owned a Land Rover for a couple of months, but had not yet caught the bug, but before 1980 was out I had repurchased it, and joined the All Wheel Drive Club. This was followed a couple of years later by the Hants & Berks Rover Owners, which saw a major change in my life. Apart from the obvious, (the bug now bit well & truly) having been a typical armchair member of couple of clubs earlier, I quickly found myself on the committee, and in a short time secretary. Also it is through the HBRO, and, after I moved, the North Wales Land Rover Club, that some of my best friendships have developed.

Enough of me however, what has been happening on the broader Land Rover front? The decade started with Land Rover still part of BL, although looking healthier than of late, seeing the first outcome of a massive investment. Later came the proposal to sell LR, along with Leyland trucks, to GM. Whether this would have been as disastrous as some people thought we will never know, but the response, both from enthusiasts and the general public, was astounding. I doubt that anyone who attended the "Keep Land Rover British" Rally in Battersea Park will forget that day. At the time there was much talk of "doing a Jaguar", but what many overlooked was that Jaguar had first undertaken a massive quality control exercise, LR have been following suit, let's hope with the same success. The decade ended with LR at last in new ownership, although not without some controversy, but it is too soon yet to comment. With

hindsight we now find Jaguar in very much the position we were trying to avoid at the time!

On the vehicle front things were not too promising. The Land Rover at the start of the decade was not markedly different from that at the start of the previous decade, which had even less differences to that at the start of the '60s. In turn the Ser 2 had much in common (in looks and character, if not in actual metal) with the LR of 1950. The first sign of change was already around though, with the 109 V8. We did not have to wait long for the 110, to be followed by the Ninety, and so we saw LR, if not dragged quite into the '80s, at least vastly improved, just in time as it was getting very difficult for even the most ardent enthusiast to defend them!

The Range Rover was also little changed from 10 years earlier (having missed the start of the decade by 6 months) It was not long before the improvements started with 4 doors, autos and 5speeds all coming along. Although today's Range Rover is still basically the same as 1980's, the decade has seen a steady stream of improvements, keeping the Range Rover in its well deserved top spot.

The one snag was that the RR was moving steadily up market, and despite LR's valiant attempt to follow it, a gap between the two markets was growing, so enter the Discovery. Time will tell how this vehicle goes, but all the signs are that Solihull has produced another winner.

What of the more general off road scene? The 80's saw a massive explosion in this, not all for the good. It is tempting to blame the Japanese, but I'm sure the reasons are far more complicated. Tony Hutchings had already started rebuilding early 80"s, and searching for the Pre-Production motors, so sowing the seeds that now see the Ser 1 firmly part of the Classic Car scene. Soon David Bowyer was to take the plunge and produce a magazine specially for us. I wonder if he could have dreamt of developments on that front, although I know many of us still feel the original *Overlander* was the best of them all. A bit later I (as Club Secretary) received a letter from a driving instructor sounding me out about starting an off road driving school. I had to tell him that although one was being started elsewhere, I couldn't see much future in it. Unfortunately the

letter is lost deep in HBRO files, so I can't check his name and see if he followed my advice. I hope not!

Finally we come to green roading. The vast increase in off roading, together with an increase in other outdoor activities has created a controversial position, but it is too early yet to see where things are going.

So, that's the eighties. Not all good, but not as bad as I first thought, and I think overall definitely positive. I promise that by next month something will have happened in North Wales and normal service will be resumed!

Red Leader

Easter in Wales

Plan B is now in operation and the North Wales Land Rover Club are pleased to invite members of the Hants & Berks Rover Owners to join them for Easter at Arenig, near Bala. As Colin Gross can tell you as a trials site Arenig is superb. It is within range of the main tourist points, although at Easter they are only just coming to life, but if it is Welsh scenery you want, Arenig is right in the middle of it.

The biggest snag at Arenig is the camping/caravanning. We are intending to use what we hope is a better part of the site this year, so I can't comment at this stage, but there will be no water, toilets etc! If there is any wind, it will be there! The main event will be a trial, RTV & CCVT on the Sunday, and we are hoping to have some other activities arranged, but nothing promised. The NWLRC are becoming well known for their social life. It would be nice to know in advance if you are coming, but not essential. Turn up and I'm sure you will get a warm welcome.

Location Arenig (OS sht 125 GR SH820390) Leave A4212 (Bala-Trawfynedd road) @ 816394 (X rds with B4391, but take southern unclassified rd.)

Greenroading with the AA

Many of you will have read that the Automobile Association conducted a survey last year which apparently resulted in them coming out against the use of vehicles along greenlanes.

Unfortunately I did not see the original article, I believe it was in the *Times*, or any of the various press releases and letters since. I am reluctant to comment on reports in other magazines, as they are already subject to someone else's interpretation of the facts. Because of this I wrote to the Director General, and have just received a reply.

First, the survey itself. It would appear that a survey was taken of 1505 motorists (I believe the AA has around 7 million members). They started by asking:

Have you heard of green lanes?

Yes	43%
No	53%

The important question was:

In recent years there has been a big increase in the number of cross-country vehicles/4-wheel drive vehicles produced. Drivers of such vehicles are increasingly using their vehicles on these countryside tracks and are causing a number of problems in terms of damaging the surface and disturbing the the peace and quiet of countryside users.

Do you think that usage of these Green Lanes by cross-country vehicles/4-wheel drive vehicles should be restricted?

Yes, should be restricted	71%
No, should not	15%
Don't know	14%

Whether this included the 53% who hadn't heard of green lanes, or was just 73% of 43% (i.e. 460 people) I have no idea.

In their reply to me they state that:

We have always taken the view that a vehicle right of way should not be lost without good reason.

The current controversy prompted them to make the survey, the results of which they could not ignore.

They conclude:

..that where conflicts arise that cannot be otherwise resolved, they ought to be resolved in favour of non-motorised use of the way in question.

The final paragraph reads:

The Association is not calling for a total ban on the use of green lanes by four wheel drive vehicles, and there is no Association campaign to achieve this objective. In fact, our attitude remains much as determined some twenty years ago - no vehicle right of way should be lost without good reason. In the present day, a 'good reason' would, as noted above, be a conflict that cannot otherwise be resolved.

I will be bringing the letter to future meetings if anyone wishes to read the full text, and if you wish to take the matter further, or make your views known, the reply was sent to me on behalf of the Director General by:

J T Carr, Executive Manager, Public Policy, The Automobile Association, Fanum House, Basingstoke, Hants. RG21 2EA.
Their reference was PP/JTC/RH/CC/258/1.

Dave Cuthbert

Reproduced from the February edition of Dragon's Drivel, newsletter of the North Wales Land Rover Club.

What really surprised me though was your comment that it was "unnecessary". As someone who has attended nearly as many Nationals as I have you must know that the Trials, both RTV & CCTV can go on a long time (over 12 hrs is not unheard of). There are many reasons for this, but the delays caused by double driven entries is a major one. However it is not just the delays on the day that will be eliminated. When laying out a trial, especially one that is going to have 150-200 entries, ideally each section should finish near the start to the next. Ensuring that there is a return route for the double driven entries adds significantly to the problems. (I'm sure I don't need to tell you that laying out 12 sections that will hold up under 200 motors, is a very different thing to laying out 8 sections of 20 vehicles at Ham Lane).

Although I fully appreciate the disappointment this may cause, and on a personal note it could have a totally unforeseen, and unintended, affect on the *Red Leader Shield*, I fully support the Lancs & Ches decision. I know many who would like to see it introduced at all trials!

Changing the subject, slightly, I was interested to read your report on the December ARC meeting. Interested because at times I wondered if I was at the same meeting, yet I know I was sitting only 6' away from you. At the recent scrutineers meeting you suggested that editors should await the official report so that we all used same text. I feel that your report showed the wisdom of this, and in places gave HBRO members a very biased view of what happened.

Dave Cuthbert

Editor, *Pants & Barks*.

Colwyn Bay
January 90

Dear Steve,

I was surprised at your comments in the January *Pants & Barks* regarding the prohibition of Double entries at the Nationals.

Firstly I was surprised at it being called a "sudden" announcement. Although that was its official announcement, I was under the impression it had been common knowledge for some months. Although the reaction of the meeting suggested that it was not as common as I thought, I personally warned you, and other HBRO members, about it at the "Majors" trial

The Editor replies:-

RTVs are known by some clubs as FVTs; Family Vehicle Trials; to be conducted by the Family in the Family Vehicle. Double entries are part of the fun. Looks like we'll continue to disagree on that, Dave.

In response to the last paragraph, I should point out that in a letter I sent to the secretary of the ARC recently, I wrote "*Reading reports [of ARC meetings] in other club's newsletters sometimes leads me to wonder if we were at the same meeting! Perceptions of what happened, interpretations, personal interests and prejudices make impartial reporting very difficult.*" The criticism is fair, Dave.

Steve Kirby.

Be Warned

When someone first gets involved with offroading they are usually amazed at the offroad ability of the Land Rover. Fairly soon watching the different performance of two people in similar, or even the same, vehicles makes it apparent that driving skill plays a major part.

Before too long the feeling emerges that driving style is the key, and the vehicle only comes in with extreme conditions.

This afternoon I found I had time in hand, so decided to try a short cut along unclassified roads across the mountains I had looked at many times on the map. It soon became apparent, as I suspected, that any distance advantage was eliminated by the narrow winding nature of the road, and the many gates, which were to prove my downfall.

As I opened one of the gates a Range Rover towing a trailer pulled up behind me. As it was obviously a local farmer I decided to be polite and after passing through the gate pulled onto the grass to allow him past, whilst I closed the gate. Unfortunately the grass dropped away from the road, with only just enough flat space to pull WOW3 onto. After the RR had gone I went to pull away, but nothing happened. Trying to reverse was even worse, as the front just started crabbing towards the bottom of the bank. A bit of thought suggested that the only solution was to pull forward, now it was pointing down the bank that should be possible, then swing parallel with the road to build up a bit of momentum so that I could gently ease it back up the bank with a light throttle in second gear. All went well and I was nearly back onto the road, when I must have hit a steeper bit, and—Pow—the front swung through 90° and I careered down the bank.

Now as many offroaders have found the snag of using momentum to clear a hazard is that when it goes wrong, it takes a lot more stopping. Fortunately there were no trees or rocks, and I managed to stop about a foot short of a bog. At last I accepted that self recovery was out!

Getting out to assess the situation I saw the Range Rover arriving at the farm about a mile away up the hill. Although it wasn't quite the closest that seemed the obvious place to head

for as I knew there was a RR there, and he would know how I came to be on the grass in the first place.

As I had often feared his first reaction when I approached, map in hand and sporting a Land Rover badge, was greenroader out doing a recce. However when I explained the situation he willingly set out in his tractor and recovered WOW.

So what is the point of this little tale? Driving technique can be very important, and make all the difference between being stuck and carrying on, but it's no substitute for 4 wheel drive and decent tyres. Front wheel drive, even with nearly new tyres, gives little grip, especially if you have a LR gearbox behind the rear wheels (yes I know, but to put it any further forward would mean resting it on the back of the folded rear seat, OK on the Astra, but the Escort just isn't man enough for that sort of treatment).

In fact the real key is look where you are going and don't get too cocky. Despite the comments above, short wet grass is not an easy surface, even for Solihull's best!

Red Leader

Crossword Solution

Across 1.Land Rover 6.ATV 7.VAT 8.CB 9.Ark 11.AA 12.Metre
15.Matra 16.IK 18.Ran 20.Go 21.Top 23.RRR 24.Discovery Down
1.Llama 2.Niva 3.RTV 4.Vitara 5.Rock 10.RE 12.Mantas 13.ET 14.TR
15.MA 17.Kirby 18.Road 19.True 22.PTO.

Red Leader Shield

Just a reminder for those of you with Standard Land Rovers, the RTV at the Nationals counts, miss it at your peril!

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.

* 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.

* 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)

* 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.)

FOR SALE

* Alex's Market

Alex isn't available on the phone but the following
items are for sale, so phone Niall Logan on 0836-380201 for
details or see Alex at meetings/events.

New electric winches, approx 3000lb load (max). Rear
mounting type, fits towbar. Ideal for caravan/boat owners.
Complete with fitting kit. See Alex for details - possible
part-ex for bigger winch to fit Range Rover. Winch cable,
5mm, 3600lb max load, good quality double wound stainless
steel. 10p/metre - or offers for 3000m?

185x14 tyres, suitable for Transit etc. £10 takes all
four! Range Rover front seat (ca 1978 vintage) scruffy, £10.

Tow ropes, lashing straps, ratchet straps, marquee pegs
(for ground anchors), large shackles. Ammunition boxes,
various £3.

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

* Series II LWB parts:- Gearbox, £75. Front axle, complete
£50. Rear axle less diff, £10. Radiator, £10. Phone Roy
Michael on Easleigh 611491.

* Chassis Outriggers for Series II or III SWB. Set of five,
£20. Range Rover workshop manual and parts book, £12. Phone
Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

* Range Rover bits.... Complete exhaust system (including
down pipes and Y) for late single pipe model (carb version).
No clamps but very good condition apart from one loose
baffle. Any offers? Also 2 sets (total 8) used shock
absorbers and 2 steering dampers, £10 the lot. Contact Roger
Pattie in Whitchurch, OXON on 0734842884.

* 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.

VEHICLES FOR SALE

* Land Rover Ninety. Truck cab. Turbo-diesel. "F" reg. 1000 miles(ish). Fitted with Safety Devices ARC spec comp safari roll cage and steering guard/skid-plate. Successful trials vehicle. £8000. Contact Geoff Thaine in St. Albans on 0727-74462.

* Land Rover Series IIa. SWB. Ex Army, 1965, petrol, new tilt, new door tops, comfy seats, uprated springs, bull-bar, loads spent, good runner. MOT 'til Jan 1991. £995. Phone Simon Cruttenden on 0794-68012. Near Winchester, HANTS.

WANTED

* 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

* Rover Motorcycle 1902-1925. Any model, any condition.

* Range Rover Engine post 1977, for rebuilding. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

RED ROVER SERVICES

J. C. B. WALLIS.

LAND ROVER SERVICING & REPAIRS
MOT PREPARATION
PARTS SALES.

19 TILMORE ROAD
PETERSFIELD
HAMPSHIRE
GU32 2HJ
TEL: (0730) 62057.

LAND/RANGE ROVER PARTS

Engine, gearbox, general service parts and exhausts at low prices for all Land Rovers from 1958 onwards. Telephone anytime for details including Sundays or call for advice should you run into difficulties.

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. If there is a lot of rain on the few preceeding days, anticipate postponement.

First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Usually 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.

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| Feb 7th | Noggin & Natter at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m. |
| Feb 11th | Green lane trip? Watch the weather! |
| Feb 25th | Trial at Slab Common. Details elsewhere in this issue. |
| Mar 17th | ARC AGM, Land Rover Works, Solihull. |
| Apr 15th | Trial at Broxhead Common. Details soon. |
| June 9-10th | Annual Rally. Details later. |
| Dec 2nd | Trial at Broxhead Common. Details later. |

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