

March 1990

# PANTS & BERKS



Newsletter of the Hants  
and Berks Rover Owners

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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.....

It's happened! Tom's got his new printer. A superb job it is too. As predicted, the printing will cost more, but at least my life will be made easier and the quality should be better. Last month's mag was actually done on two different printers; the difference is obvious. What do you mean, "No"?

I think the ARC article created a bit of a stir. Despite being told many times that LR Ltd would not impose any conditions associated with it's sponsorship, they have made it clear that the vehicles we use should look more like Land Rovers. Hence the enforcement of the little heeded Rule 14. The only real error in the ARC's write-up was the reference to EFI Ninetys. (There was also a tiny typo of my own which didn't affect anything.) You may not compete in a Ninety with an EFI engine fitted. Pity. I bet one would go like ..... off a ..... (suggestions on a postcard please!)

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## FWD Motors lives!

The West London Land Rover company that gave H&B so much sponsorship support over 1988/9 was going to close in late 1989 due to withdrawal of their franchise. However, due to a "phenomenal response" from customers, managing director Bob Grigg has decided to keep the business going after all but on a smaller scale. The company is to relocate to:-

FWD Motors Land Rover Centre,  
29a Dagmar Road,  
Kingston upon Thames,  
KT2 6DP  
Tel: 01-547-3307 (2 lines)  
Fax: 01-549-0485

At the moment, try 01-977-8118/9. You will be redirected by BT when the move takes place.

(01 will change to 081 after May 6th)

The style of business will change to a "Cash & Carry" format. Services on offer will be; Spare Parts Supply, Servicing, Repairs, MOT and Accident Repairs. Incredibly cheap car hire will be available if your vehicle is 'in dock' overnight.

As mentioned in the editorial, a minor error crept into the document issued by the ARC. Ninety EFI, listed as Class 5 in the Comp Safari is wrong. There is no such thing as a Ninety with a petrol injection engine and even if you were to build one, you would not be allowed to race it. An amended document is available from me on request for any of you who wish to be involved in scrutineering at HBRO (or indeed any ARC) events. If you do become involved in scrutineering, you will have to be prepared to be rigorous and forceful. Dicky Day cites the prospect of standing toe to toe in a windswept field and having to tell a driver who has driven many miles to the event that his vehicle does not comply and that he may not compete.

Once this message gets through to the competitors themselves, perhaps fewer of them will "try it on."

## CONFUSION ?

Many years ago I owned a long wheelbase Safari Land Rover, but the daily drive to work always left me confused. Surely there had to be a reason for all those things sticking out of the floor? One was self evident, it provided three useful forward gears, and one reverse. Another, OVERDRIVE said the label, was useless if the first was in fourth; but occasionally helped with overtaking on hills. (With a 2 1/4 Ltr engine occasionally means with the frequency of a Blue Moon.) But what did the others do? Determined to find out I decided to join a club, but my knowledge of them was equally limited as to that of the levers.

The All Wheel Drive Club. Well I had heard of them. They held 'Offroad races'. Surely not the place for a 109 Safari. The Anglian Rover Owners Club confused me because their name implied an operational area in that soggy bit of England towards the Norfolk Broads.

So the only option was the Hants & Berks Rover Owners. Not too far away either as it turned out, only a 96 mile round trip to the pub meets. Very friendly as well. "We don't hold competitions" said someone called Red Leader "but why not come Green Laning? There'll be room for you in Roger's Landie."

Well, Roger soon resolved my confusion over those things on the floor. They were used for driving when the tarmac had

run out. All good fun, and Roger even allowed me to drive his vehicle. But this fellow Red Leader, he soon had me even more confused with a heap of maps and comments about "This is a Road Used as a Public Path; but it may not be a Road; however if it is it will shortly become a BOAT". All very confusing, and after a few trips I got the impression that the majority (the RAMBLERS) didn't like the minority (the DRIVERS) driving on these ROADS anyway. Totally confused I took to driving in competitions called RTVs. At least I did until the HBRO started to hold competitions.

Now possibly you're confused about this last comment, but there is a perfectly simple explanation for once. As a regular competitor my services were always in demand to set out the event, marshal, or in some other way run the event. Consequently from the day of the first HBRO RTV (in 1986) I've only managed to enter one event. I'm sure the committee would add at this point that they still need help with running competitions. For most of the jobs there are no qualifications needed, the only exception being for the Clerk of the Course who sets out the sections and who should thus have competed a few times beforehand.

Anyway, back to my original subject. Skipping the confusion that arose over, and from, the fitting of a V8 into my trialler I'll come more up to date. Someone not too far away, and who will probably be EDITING (hint hint) this article, converted me to believe in coil springs. So away with the Land Rovers, and in with the Range Rover. Comfortable, quiet (well relatively so), incredible Off Road, and thirsty; but definitely the vehicle for me. Well that's what I thought at first, but as it began to get battered I decided that perhaps another vehicle should be used for playing with. And that's when the confusion really started.

You see I made the mistake of thinking that:

- 1) I knew what the HBRO competition policy would be.
- 2) I could understand the ARC regulations.
- 3) I could build a vehicle to my own requirements.
- 4) None of the above would change in the short time it would take to complete the vehicle.

With hindsight it's easy to see that only 3) would be likely to be correct.

When I started, the intention was to build a Range Rover pickup with a 'chopped' rear end. Whilst it would never have been legal in ARC events, it was at the time allowable in the HBRO competitions. Well times, and club policy, changed faster than I was building, so redesign number one came along. Thirty months after the start of the project, and an

endless amount of confusion later, the vehicle still isn't finished. Unfortunately the goal posts keep moving, rarely I hasten to add as a result of the ARC changing its competition regulations, but normally due to a change in the way the ARC rules and regulations have to be interpreted. If anyone wants a part that was acceptable in ARC events when it was fitted to the vehicle, but no longer is, then I seem have a garage full of them. However after the report in the February P&B about the ARC scrutineering meeting, perhaps we shall enter a period of stability, but some how I doubt it.

If I may offer some advice to any of you contemplating entering ARC based competitions it would be, in order of preference:

- 1) Use a Factory Standard vehicle, maintained with genuine Land Rover parts.
- 2) If you must modify a vehicle to your requirements, then make sure you can finish it inside six months and you should be able to get a year's use from it.
- 3) If neither of the above is acceptable or feasible, then be prepared for a lot of modifications and total CONFUSION.
- 4) Whatever else you do, don't try anything original or innovative. If you do someone will try to ban it.

Written by

Confused of Ruislip.

As I hope you realise the above is written somewhat tongue-in-cheek, but I would seriously recommend that anyone thinking of entering ARC type events keeps to STANDARD vehicles. The potential minefield of trying to build your own vehicle to meet the regulations takes most of the fun out of being original. It is also true to say that if your original idea does work, you may well find it banned (after the democratic processes have been gone through) within 18 months. The working life of a vehicle, and in many cases its construction period, is longer than this; so it probably pays in more ways than one to use a standard vehicle. After all most ARC members will tell you "*Land Rover make the best Off Road vehicles*", so how do you intend to improve on it?

What of the thing taking shape in my garage? Well once I've replaced the two parts that would have been acceptable before February 1990, then I only have to get it finished before the next alterations come along. Will I succeed this time? Only time will tell, but I haven't made it yet.

## DRAGON'S DRIVEL

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

As promised last month, something has happened in North Wales, our now traditional midwinter event, a driver, and marshal's, training day.

It was to follow the format of previous years with instruction and videos in the morning, then practical training in the afternoon. Accordingly the Heroes laid out about 5 trials type sections on the Saturday afternoon. There had been some comments after the last event, where we had a continuous circuit, that the experienced drivers had just driven round all afternoon, whilst the newcomers were not actually taught anything. In fact we had experienced drivers to hand, but had left it for them to ask for advise. This time we decided to go for a more formal approach with individual sections, and members were warned that experienced drivers (described as those who had won an award) may be required to act as instructors.

The plans started to go astray on Saturday evening, when we had a heavy snow fall. By coincidence we were using the same site that gave us a trial in snow last year. This led to a delayed start in the morning as people crawled there, but we had a reasonable turnout of about 30 people, with over a dozen driving. We were running marshals training at the same time, and as a major part of that was the scoring of trials, it was decided that this would be given to all present.

After lunch we moved off to the trials site. It was immediately obvious that we had problems, even the organiser, who was using his Ser I trialler, was unable to reach the sections he had planned to run first, but a quick rethink found a section we could get to. In the end we were able to reach 3 sections, which with the prevailing conditions was all we had time for anyway. This meant that the carefully planned arrangement that would have gradually introduced drivers to progressively harder hazards went out the window, but we were able to ensure everyone had one to one instruction, and I believe everyone enjoyed themselves. The biggest omission was the chance to practise a steep "feet off everything" descent, probably the most alien technique for a newcomer, but we could not get vehicles high enough to attempt a descent.

Red Leader

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KT2 6DP

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That great annual inter-club challenge, the War of the Roses, is on again. The weekend of the 14th and 15th of July sees an RTV on the Saturday followed by the main event on the Sunday. The WotR is a winching/map-reading/initiative/stamina test that lasts for seven hard-working hours. The "War" is run by the Red Rose Land Rover Club. It is now open to any ARC club having started out, as I expect you can guess, as a competition between Lancashire and Yorkshire clubs but is now held in Cumbria!

When the entry form for the "War" arrived, I had to return it quickly with a team entry based on last year's one. The nominated team at the moment consists of myself, Colin Gross, Steve Barnwell, Malcolm Whitbread, Dick Corking and Nick Jennings. Just in case any of those can't make it, we may need some stand-by names, so please get in touch with me if you are interested. If you are desperate to take part, someone who's done it before may be prepared to stand down. I've been told that our entry form dropped on Red Rose's mat along with another, the first two to be returned. This means that we should have been accepted, this will be the first full HBRO team in the event. Why not just come along to watch anyway? It's great entertainment.

There is an RTV on the Saturday before, to which we are also invited.

For those of you who want to make a holiday of it in the lovely Lake District area of Ayside, the camp site will be open from Friday the 13th to Saturday the 21st July. The camp site has full facilities with hot and cold water, showers, toilets, etc.

For information on the RTV and/or camping, please write to:-

Red Rose Land Rover Club,  
c/o Peter Hartley,  
5 Stockdale Crescent,  
Bamber Bridge,  
Preston,  
LANCS PR5 6NA

Steve Kirby.

# TOTAL HANNIBAL '89

Third and last bit!

Thursday 17/8/89

THE TRIP TO VAL D'ISERE.

We got up in plenty of time to strike camp, load the car and get to the start point. We had been told the previous evening to meet in a place called Col de l'Echelle on the road to Gap. Perusal of the map revealed that our target was in the opposite direction to Gap! We hoped the other English guys had maps too and weren't about to shoot off towards Gap hoping to find this place along the way. We drove to Col de l'Echelle arriving almost exactly at the designated time only to find the group that should have departed an hour before were still there. The departure point was actually right by the French customs post. The customs building was closed but the barrier was up! After a briefing, we just drove through the point into a surprisingly long "no man's land" to the Italian customs point. Here we were just waved through. The Italian countryside and mountains were, if anything, more spectacular than the French. The mountains here were far more extensively wooded than in France although we noted the cause to be deforestation, the neatly lined up trees being a dead giveaway. The tracks through the woods were not so much gravel surfaced as in France, tree roots and ruts making a more interesting ride. Up and up into the mountains we drove, eventually reaching 3500m in the Piemont range. It was hard to breathe at this altitude and the cars were running out of puff too! Right at the peak of Piemont, there was a very steep short gravelly track which the vehicles attempted one by one. Many ran out of traction while others ran out of steam. Some owners put chains on, but only on the front

Photos opposite:-

L'HANNIBAL TOTAL 1989.

Top:- The steepness of this ascent is difficult to capture on a photo.

Bottom:- Not unlike green laning in some parts of England.

Photos: Steve Kirby



wheels. How can people be so well equipped but not know the best place to fit chains for a steep climb! Our group managed the ascent without trouble, the two V8s having plenty of power left and the turbo diesel remaining unaffected by the altitude. On descending from this peak, we found the buggy running on three wheels. A front axle had broken but he kept going until finally stopped by the police for running a four wheeled car on three! The Road Book showed a garage in Suza that would accept French currency so we went in. Unfortunately it was siesta time so Larry had to make do with the jerricans he was carrying to top up his thirsty V8 Ninety. The directions started to point us back towards the border, so following the diagrams carefully, we took a winding road up into the hills again. Nothing appeared at the designated distance so we carried on. Further and further. I was getting worried when I noted that we had been joined by a couple of other vehicles and a few motor cycles. Still more miles. Had we all made the same mistake? Finally, the customs post appeared, only seven miles adrift! I think a 0 had been left off a figure in the Road Book so a distance of 10km showed as 1km. Literally 10m short of the customs post, we turned 179 degrees left up a gravel track. I would have loved to have seen the official's face when the first few did this. It must have looked as though we were trying to avoid him! He stopped us, demanding something in Italian then French. We eventually got the message that he wanted some souvenirs of the event, such as badges. No chance of our parting with those! We pleaded ignorance of the language and he eventually gave up. There then followed a beautiful drive through forests and mountains eventually arriving in France without having driven past any customs posts at all. We popped out onto a very main road leading to Val d'Isere. This too was very wiggly as it passed through the Col de l'Iseron before descending into Val d'Isere. It was pouring with rain at this point and we were tired and hungry. We were also happy at having completed the tour without breakdown, without having deviated by more than a few metres and without having missed a single control point. We were not, however, looking forward to pitching camp in the rain. As I mentioned before, Geoff had been wondering how to get Pat to Val d'Isere. Having failed this by any other means, he realised that he would have to drive all the way back to Briancon to collect her that night and bring her back on the "low roads" on Friday morning. He had booked rooms in the Hotel Altitude in Val d'Isere so Colin, Dave, Larry, Richard and myself didn't need much persuading to occupy these rooms for the night that

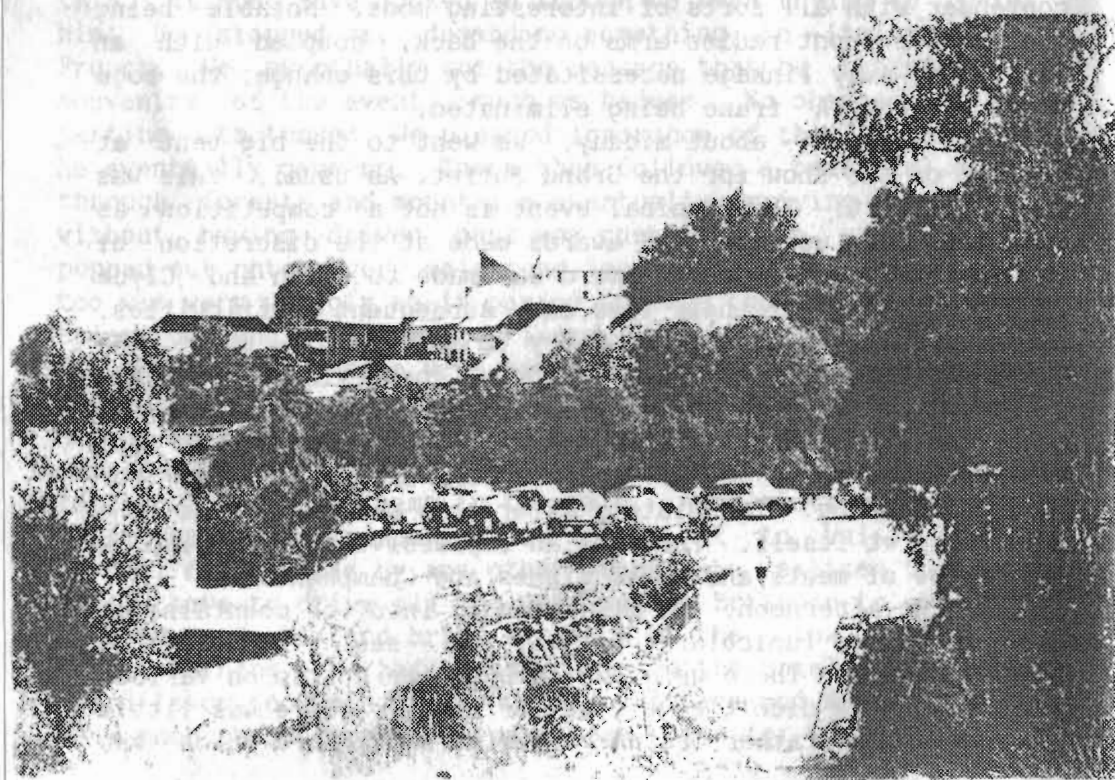
Geoff and Gary were away. The hotel facilities were heaven compared to the dirty showers and smelly toilets at the municipal, but admittedly free, campsite at Briancon. After Geoff and Gary had gone, we were told that the Grand Closing Buffet, billed for Friday night, had been brought forward to midday. I phoned through to the Parc Hotel back in Briancon and was lucky to get hold of Gary who had stayed in the hotel while Pat and Geoff went out for the evening. I told him of this change in the hopes that they would all be able to get back to Val d'Isere in time to attend it.

Friday. 18/8/89

We managed to arouse ourselves from the luxury of the hotel and went to see the 4x4 show. There were many vehicles we had not seen before, not so much because they were brand new but because many are not imported into Britain. Apart from Renault's involvement with Jeep, there are no major home grown 4x4s in France. Consequently, the Japs have a great influence on this market although Land Rover is a highly respected marque there. We also found out about all sorts of interesting looking tyres available in France. There are variants of Land and Range Rovers available in France that we can't get in the UK. Crazy, isn't it? Of great interest was a Range Rover chassis for a Paris-Dakar contender with all sorts of interesting mods. Notable being the use of front radius arms on the back, coupled with an intriguing sway linkage necessitated by this change; the boge strut and the "A" frame being eliminated.

At about midday, we went to the big tent at one end of the show for the Grand Buffet. As usual, this was late to start. The Hannibal event is not a competition as such but there were several awards made at the discretion of the organisers. A special award was made to Keith and Clyde in recognition of their loss and subsequent difficulties. They were also offered free entry to next year's event. An award was also made to Duncan Burbury for trying to complete the event in his buggy on only three wheels! Further awards went to a one-armed driver and to lady car-drivers and motorcycle riders. Geoff, Pat and Gary arrived in time for this prizegiving. Immediately after this ceremony came the Grand Buffet itself. This was an impressive affair with a wide range of meats and salad dishes and Champagne.

In the afternoon, we all ascended into the mountains on the Funival funicular railway to see the vehicle demonstrations. There were long queues for a trip on various vehicles but we didn't have time for these. There was little interest in the rather ordinary looking VW Synchro which was



a pity. If the public had seen, as we did, how remarkably well this impressive vehicle performed on the rocky mountain tracks, there would have been a bigger queue, I'm sure. Under the skin, of what appears to be only an updated version of what middle aged people like me knew as the Variant, lurks a state-of-the-art auto-sensing four-wheel-drive system using viscous couplings. The driver does nothing but drive while the system sorts itself out automatically. It has to be seen in action to be believed. There was also an articulated lorry loaded with what must have been a couple of tons of gravel driving the same routes as the other vehicles. I lost count of the number of wheels it had but they were all driven. The funicular railway station was several hundred metres from the demonstration site and several all wheel drive vehicles were being used as shuttles. The most impressive of these was a LIAZ bus, from Czechoslovakia, I believe. This was designed as a desert touring coach, probably one of the first truly purpose built vehicles of it's kind.

The trials drivers amongst you should see the way the french do it! We saw a demonstration of it but the photo does not do justice to it. The vehicle is a small lightweight machine of distant Suzuki origins. The driver is strapped in whilst the "passenger" clammers all over the outside and hangs out like the passenger on a racing motorcycle combination to stop it falling over! I tried to ascertain the rules from watchers but my French wasn't good enough to grasp the finer points. It seems that the vehicle is allowed to stop and the "passenger" is allowed to dismount to check the route; remounting when the vehicle is in motion. I would guess that the tiny vehicle weighed no more than 600 to 700 pounds or so. I can't see that a 180lb man would shift the centre of gravity of a 1½ton Land Rover enough to enable one to do the things that this trials vehicle was doing!

Geoff and Gary hadn't seen the main show in the town, so we descended again to have a better look. Geoff's various dealings with Land Rover Ltd. came to the fore and we ended

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### Photos opposite:-

L'HANNIBAL TOTAL 1989.

Top:- A brief pause for a photo and a look at the views.

Bottom:- We stop for a while in a village to await directions due to the closure of a road.

Photos: Colin Gross.



up in the hospitality caravan drinking champagne courtesy of the French Land Rover sales chief. We talked with him about the different variants of Land Rovers available in France and discussed the approach to the marketing methods applied to the very up-market Range Rover in France. The Range Rover is completely in a class of it's own worldwide of course, but even the Nineties and One-Tens are considered to be fairly up-market in France. A bit too much, in fact. If Land Rover would produce a more basic version at a reasonable price, they would sell many more. Maybe when the Discovery comes to France, the emphasis will shift to their becoming more workaday vehicles. This discussion was a far cry from the morning events when the English Land Rover people there showed little interest in answering our questions!

The evening saw us having a grand nosh-up with the Dutch people we had been socialising with all week. The location for this meal was at Le White Horse, a restaurant run by an English couple in the Les Hameaux area of Val d'Isere. Again, highly recommended! We had decided that after the meal, we would depart for England, driving through the night to miss the Saturday traffic on the mountains roads.

So at about 11 p.m., we bade our fond farewells and departed for Calais. Larry was speed limited on his Firestone SATs (55 m.p.h. according to Firestone) so we were in for a long slow trip. Geoff and co. would leave the following day for an even more leisurely trip.

Saturday 19/8/89

The long drive North was punctuated with many stops for coffee and toilets and a picnic beside the Seine in a little village several miles to the East of Paris. Locally bought fresh bread, cheese and fruit went down very well. We kept strictly off the wine as we still had many miles to go. We reached Calais at about 8:30 p.m. The ferry Colin had booked was at 06:30 the following morning, so we went to the P&O office to see if it could be changed. No trouble. Just a small payment for the price difference and we were on the 9:15 ferry! The "Pride of Kent" got on with it's job and we were in England by eleven. Colin's Rangy was suffering from a persistent misfire (later identified as a dud plug) by the time we arrived in Twickenham, so, instead of Colin taking Richard home, I took him.

Will we be doing it again in 1990? We'll see.

Steve Kirby.

## Trial at Broxhead Common

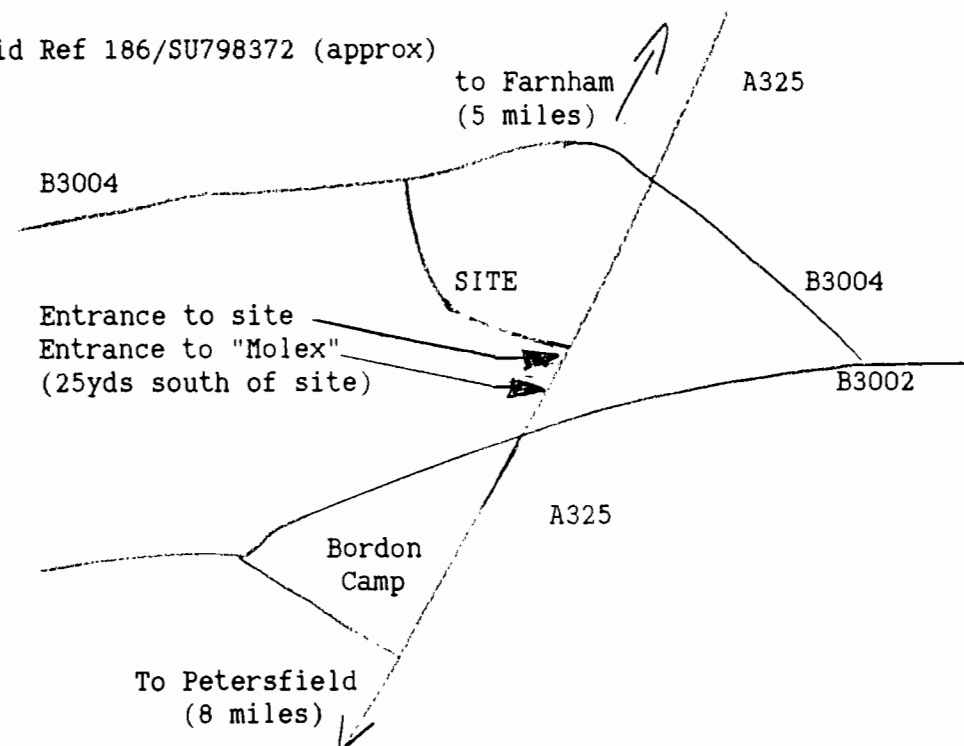
We are holding an RTV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 15th of April. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £7:50 in advance or £10 on the day. Payment 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.

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!

Broxhead Common Site:-

Grid Ref 186/SU798372 (approx)



## WANTED

\* Long Wheelbase "FV" wheels. Five, with good mud-plugging tyres or unshod. Adrian has decided he wants some tyres with knobs on! So what have you got? Phone 0705-377488(Portsmouth)

\* 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.

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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  
Mail orders welcome.

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

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## **Barnwell Motor Engineering**

LAND ROVER - RANGE ROVER SPECIALISTS

Lovatt Court  
Caldecote Street  
Newport Pagnell  
MK16 0DA

Workshop  
(0908) 611413  
Home  
(0908) 616878

## **Land Rovers on Film**

*Some time ago, in an editorial for the North Wales Land Rover Club, I questioned why Land Rover had named a vehicle (the 110) after a film. This prompted the following response from your editor. I do not see why we should suffer alone!*

*Red Leader*

Your editorial of Dec '88 referring to the naming of a vehicle after a size of film, set me thinking. Firstly, the film is "110", the Land Rover is a "One Ten". That aside, the practice described is actually quite an old one. The idea lens itself to all sorts of possibilities.

Let me enlarge on that theme. Rolls Royce first thought of trying it but they had too much on their plate. I believe it really started in Italy with the Bugatti Type 35. (mm!) An early English company moved in with the Standard 8 but failed to follow up with a super version. Fiat later named their 126 and 127 after films. The idea started to filter through to Britain. It soon clicked and with typical reflex, Jaguar responded with the XK120. Colin Chapman also had a moving experience and focussed his attention on the Lotus 16 Grand Prix car in the late fifties. Lola put a widescreen on their Lola T70 sports car which made a lot of DIN but ASA racer it was quite successful. Most compact car makers kept the shutters down on what they had projected and waited to see what developed.

Kodak took a negative attitude by naming their next product after a type of brake but the disc film did not put a stop to the idea, nor did it produce the revolution expected. The idea is now doomed to slide down the pan, rather than advance, unless someone has a flash of inspiration.

I must now zoom off now but I hope the exposure I have given to the subject has thrown some light on the matter.

During my research, I came across a couple of quotes:-

"Is this a Daguerre I see before me?" Julius Caesar, William Shakespeare.

"Someday my prints will come." Popular song.

Steve Kirby

The Editor,  
Pants & Barks.

Ruislip,  
Middlesex.  
7th February 1990.

FOR SALE

Dear Steve,

Perhaps you would like to include the following letter in the Pants & Barks; but in any case I would welcome a reply from the HBRO scrutineering committee. This may require the committee to contact the ARC but I am sure you can understand my reasons for wishing to settle the issue.

SUBJECT: Class 9 'Specials' for ARC and HBRO events.

Class 9 of the ARC Vehicle Regulations is for Coil Sprung vehicles. These are most commonly constructed using Range Rover chassis, shortened to the wheelbase for the body type being used. The latest ARC explanation of these regulations ( Feb 90 ) states that the wheels and axles may protrude beyond the body side, under 'flared' wheel arches; but is very insistent about the vehicle silhouette being correct with that single exception.

Now when any Land Rover body style is placed on a Range Rover chassis, with the wheels in correct relation to the wheel arches, you will find that the level of the Drivers floor is at at least on, (or more likely a couple of inches above,) the top of the Range Rover chassis. Now look at the vehicle silhouette. The Range Rover chassis, and the arms connecting the axles to it, are all visible below the lower edge of the bodywork. Thus these parts are defining the lower edge silhouette of the vehicle, and they are very different in shape to the original Land Rover silhouette below its body edge.

If the ARC Vehicle Regulations are strictly adhered to, as they say they must be, all Class 9 specials built in this fashion are no longer eligible for ARC events. Can you please provide me with an answer, IN WRITING, that this is not what the ARC intends; both now and in the future. After all there can be no point in building a Class 9 vehicle if it is already, or soon will be, banned from ARC and HBRO competitions.

Regards

Colin Gross

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 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.)

\* 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.

\* 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)

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.

\* 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 0734-842884.

\* 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.

\* 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.

Mar 7th Noggin & Natter at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m.

Mar 11th Green lane trip? Watch the weather!

Mar 17th ARC AGM, Land Rover Works, Solihull.

Apr 15th Trial at Broxhead Common. Details elsewhere in this issue.

May 25/29 National Rally, Trentham Park, Trentham, N.Staffs. Grid Ref:127 873390 Details were on the entry form, and you all had one. Contact the editor if you need any more.

June 9-10th HBRO Annual Rally at Harroway Farm, Ramsdean, (near Petersfield) HANTS. Details soon.

July 14-15th WAR of the ROSES weekend, Ayside, Lake District. RTV on Saturday, main event on Sunday. See article elsewhere.

Dec 2nd Trial at Broxhead Common. Details later.

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