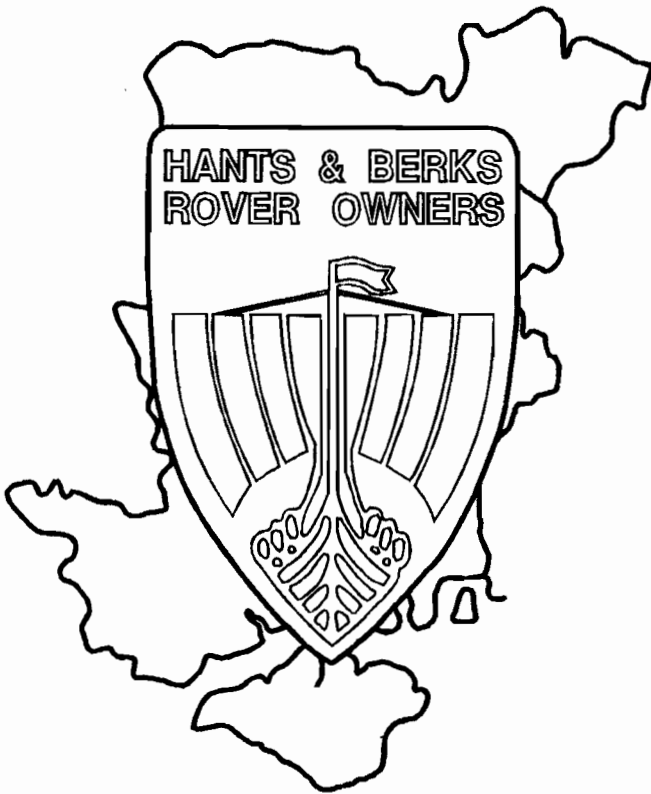


Pants & Barks

October 1993



**Newsletter of the Hants
and Berks Rover Owners**

Officers of the Club

*CHAIRMAN	Dave Ridden, 9 woodlands Gardens Romsey, HANTS SO51 7TE	☎ 0794-514834
*SECRETARY	Gary Hodgson, 5, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	☎ 0730-267146
*COMPETITION SECRETARY	Tracey Doherty, 1 Middle Hill, Talavera, Aldershot, HANTS.	☎ 0252-27198
*TREASURER, MEMBERSHIP SECRETARY, NEWSLETTER DISTRIBUTION	Adrian Bolge 36 Rectory Avenue, Farlington, Portsmouth HANTS PO6 1AL	☎ 0705-377488
*RIGHTS OF WAY OFFICER	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	☎ 081-894-3961
SCRUTINEERS	Gary Hodgson, Steve Kirby #, Steve Barnwell # (0908-616878)	
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 18 Lechlade Gardens, Fareham, HAMPSHIRE PO15 6HF	☎ 0329-220859
NEWSLETTER EDITOR	Steve Kirby, (address above)	☎ 081-894-3961

Notes:-

* denotes committee member.
denotes members of ARC Scrutineering Committee.

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

Editorial...

Last month's P&B was another biggie! I have been told off by Adrian about this because of the cost of printing it all!

When I asked Peter Jeffs (who won the Ham Lane event) for a few words, his report went on for two pages. We don't expect everyone who has a go at this to write so much but please feel free to do so even if Adrian does complain.

Fancy an HBRO sweatshirt? Gary Hodgson has arranged production of these in a range of sizes and colours. They're good quality but delivery might be a tad slow as he has to order a dozen or more to get the very good prices quoted. See the order form elsewhere in this issue.

Trials Handbook - Latest

The contents of the HBRO Trials Handbook has been incorporated, albeit in a modified form, into the ARC Yearbook which is now available. The dedicated HBRO version is still available and can be distributed to members at club meetings. So if there is an argument about crossing tracks, looping or taking a shunt, then the solution is now in writing.

Most clubs, including this one, tend to rely on the "It's always been done that way" method. That's fine for HBRO members, who pick up standard practices as they go along, but not for any visitors who may now be lent a copy before they compete.

Steve Kirby

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Christmas Dinner

HBRO Christmas dinner for 1993 will be held at the White Swan in Bishop's Waltham on December 11th. Bed and breakfast is available in the hotel if you want to stay overnight. Prices and menu details later.

Hi There!

Are you a new member attending the pub meet? Please don't just "Hover" in the background! There are about 190 members in all and the regular members of the club don't know everyone by sight and so won't know whether you are new or not. We aren't ignoring you deliberately, we are probably just carrying on with the conversation we left last time! Come and interrupt.

I know I say this every month, and the old hands will be getting fed up with it, but we are still gaining members week by week....

Scrutineering Matters

Are you entering another club's event? Have a good look at their SRs (Supplementary Regulations) if any. We recommend that you all carry a suitable spare wheel and tyre and paint your tow-points in a contrasting colour in accordance with RACMSA rules in case the scrutineers request it. HBRO's SRs (published last month) do not require tow-points to be painted nor for CCVTs to need a spare wheel. Also check that your wheels are covered by mudguards, flares etc. and that your engine bulkhead has no holes in it. Note too that engine air intakes/filters are not permitted inside the cab.

HBRO Scrutineers

HILLRALLY 1993

15th to 17th October

Following the success of the 1992 HillRally, the 1993 event will be even bigger and better. It has been granted National B status by the RACMSA.

The headquarters will be at the Baskerville Hall Hotel, Clyro Court, in the Haye-on-Wye area of Wales. **I now have a set of detailed regulations so give me a call and I'll send you a copy.**

Any HBRO members who want to compete or marshal or just watch, contact the appropriate address below.

COMPETITORS:- Regulations are now available if you send a large SAE to:-

David Mitchell, Clerk of the Course, The Steppes, Pen-y-ball Hill, Holywell, CLWYD. CH8 8SZ.

A deposit of £50 will be required to book your entry.

MARSHALS:- Those with "86" radios who wish to assist should contact:-

David Mostyn, Chief Safety Officer, 3 Woodlands Avenue, Cheadle Hulme, Cheadle, CHESHIRE, SK8 5DD.

All others wishing to assist should contact:-

Ian Howells, Chief Marshal, 33 Gethin Terrace, Llwynceilyn, RHONDDA, CF39 9TT. 0443-682879.

Secretary of the Meeting:-

Chris Tomley, Cwm Cochen, Bettws, Newtown, POWYS, SY16 3LQ. 0686-650430 (home) 0686-626641 (business) Fax 0686-628618.

Chris Tomley

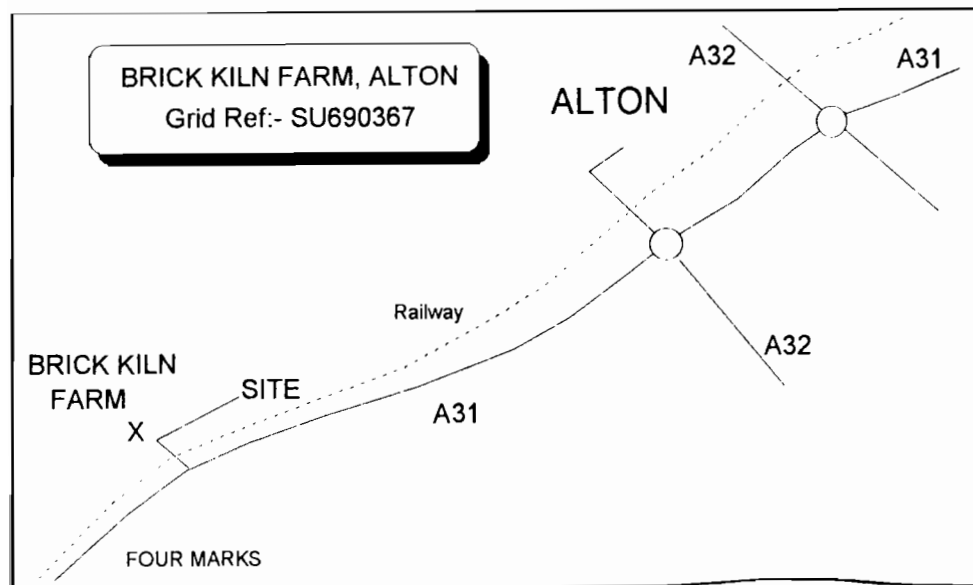
Camping and B&B is cheap and plentiful in the area. Hugh Glossop, now living near Builth Wells, will act as local host/co-ordinator for HBRO members.

BARBECUE , FIREWORK DISPLAY and TRIAL at Brick Kiln Farm November 5th, 6th & 7th.

We are holding a Bonfire Night Barbecue and bonfire with fireworks and RTV and CCV trial on the 5th, 6th & 7th of November at Brick Kiln Farm, near Alton, HANTS. 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 £12 in advance or £10 on the day. Payment to Gary Hodgson. (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. ARC rules will apply as usual. Those in your ARC Yearbooks are now out of date; revised sets of rules are available now from Steve Kirby. The new ARC handbook is delayed, so consult club scrutineers for clarification. Don't forget your MOT certificate and driving licence. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along early on Saturday to help set out the sections and organise the barbecue. Please bring all your own stuff for Saturday night. A contribution of fireworks would be appreciated. Facilities are minimal. On the Sunday, please enrol as a marshal, we'll show you how to score if you've not done it before!

More details, site fees etc. nearer the time.



ARC Vehicle Regs 1993 & 1994

We are still getting new members so it might be as well to remind you that the vehicle regulations in the many ARC yearbooks still around are now out of date. I have produced a booklet containing the current set and these are being distributed at events and club evenings or I'll send you one if you like. The 1994 one is also available now - just ask. Please bear in mind the Roll-bar rules and the Scrutineering article in the ARC Yearbook are still valid. Remember too, that the regulations in the RAC Yearbook also apply to us.

RACMSA COMPETITION LICENCES

You will need a CLUBMAN'S licence if you compete in Comp Safari, Timed Trials, Point-to-Point and Team Recovery. You won't need anything other than an ARC club membership card for RTV and CCVT events.

If you are keen to know what is going on regarding RACMSA matters, the cheap way of getting a "Blue Book" and the associated quarterly newsletters is to apply for a Clubman's licence which will cost you £10.

Steve Kirby

Adverts in P&B

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. Are they yours?

AGM

This year's AGM will be held on October 6th. Some committee members have been doing the same task for several years, so put in your bid for stardom! Please make any proposals or any other comments or input should be sent to our secretary, Gary Hodgson. Thank you.

Competition Numbers

If you enter a competition in a road-going vehicle and you have competition numbers stuck on, you must remove the numbers before going out on the road. The RACMSA have issued a warning that this is in contravention of rule E.6.2. and they will take action against anyone reported driving on the public road with competition numbers affixed. Many HBRO vehicles still carry competition numbers. Please remove them or cover them up. Thanks.

Come and Play

We have mentioned several times before that setting out a trial can be great fun. Try it; and take the load off some of the others who seem to do it all the time. There are several events advertised this month. Please contact the event secretary who will put you in touch with the clerk of the course. He or she will tell you where and when to meet the setting-out team so you can help with the design of the course. Please don't just turn up "sometime" during the day and expect to find them. You may not even be able to get onto the site as they may well lock up behind them to prevent "strays" getting into the land uninvited. You will need to sign on for the setting-up day too in order for you to be insured. Don't land the club in the mire by disregarding this important requirement. It's worth giving up the chance to compete in exchange for a whole day driving around the site while setting out!

Members' Discounts

Company	Facilities	Discounts etc.
Brooklyn Engineering. 0703-252281 0703-269990 (fax)	Spares, servicing	Depends on what you are buying, but about trade prices.
RoverTune. 0734-842777, 0734-842000, 0860-560556 0734-843019 (fax)	Spares (new and s/h), servicing. (Range Rovers a speciality)	Trade prices, regular special offers.
Wadham Kenning, Guildford	Vehicle sales, spares, servicing.	To be advised.
J.W.Clark's Exhaust and tyres 0705-671231	Exhaust systems, tyres.	Good selection of exhausts from Series One to RR. Trade price less 10%
Urquharts, Petersfield. 0730-261022	Spares.	Cost+20% on non-franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Calcott, Reading. 0734-412412, 0836-577892	Spares (new & s/h), servicing. (Range Rovers only). Custom bull-bars by SIMBARS.	No set discount but very hard to beat prices!
Southern Winch Centre, Southampton. 0703-270600	Superwinch, Warn, Ramsey, Rule winches. Winch accessories, ropes (£2:60/m incl loops), Hi-lift jacks, spotlights etc	Discounts vary but very competitive prices and free fitting on winches.

These companies / dealers are offering discounts to HBRO members on items specified.

Don't forget to take your membership card with you!

If anyone can add to this list, please contact Steve Kirby with the details.

ARC Meeting 04-09-93

Steve Barnwell and myself, Steve Kirby, attended the ARC EGM at Solihull. Here is a report put together from notes made at the time. Accuracy is not guaranteed as this is a personal view. For the official minutes, see the ARC newsletter.

- 1) Notice convening the meeting.
- 2) Apologies for absence. (you don't really want to know who wasn't there do you?)
- 3) Minutes of the AGM. Minutes agreed and accepted.
- 4) Matters arising:-
 - CCMSA exemption fees are negotiable, not set at £20 as stated last meeting.
- 5) Chairman's Report. Peter Oakden.
 - Minutes of last council meeting are available for perusal if required.
 - The 1993 Yearbook, the Green Book, is now available. The first edition is a fairly simple affair but now we have something to show, we should be able to get advertising to defray costs next time.
 - International Rover Club's meeting in Sweden - ARC was represented by Derek Spooner. His report is available if required.
 - 1993 ARC National Rally videos are now available. It has its faults but the general view is that it is worth the money.
 - Royal Show - Peter met Roger Craythorn of Land Rover Ltd, LR is looking at the club scene and hinted that he would like to reform the ROA. This is believed to be a joke but it is clear that LR may be taking an interest in us at last! A meeting is to be arranged.
 - Meeting for non-competitive clubs. (LRs and cars) to sort out what they really need. Peter suggested that those running the 1994 Rally tie up with a car club to find out what facilities are required.

6) Secretary's Report. Andy Stavordale.

Publicity stuff:-

- Do we want an entry in the MAX Land Rover Directory. YES.
- Old Sodbury's sort-out.
- Publicity from Auto-Assist. Just another recovery organisation.

Other correspondence:-

- Guidelines for RACMSA Stewards reports are available.
- Auto Trader Plot and Bash "Rally" ending at the NEC. High entry fee!!
- 4x4 magazine wants articles, club magazines etc. for off-road clubs column.
- Ryders WARN challenge. Monthly events in various parts of the country.
- MFU (Motor sports Facility Unit) has provided a list of possible competition sites. Two of these have been forwarded to Tracey for further investigation.
- Royal Show - Brand new ARC flag stolen from the RAC stand where it was on loan.
- Spare parts. Mention made a while ago about proposal in Europe that you must use only branded parts on vehicles. Letter sent to MEP has been received. 1996 seems to be the relevant date but its hard to determine just what will happen then.
- Wendy Roberts has been sending out publicity press releases. These will be published in the ARC newsletter.

Other matters:-

- ARC club information database needs to be kept up to date. Any change of club officers and / or their addresses should be notified to ARC secretary.
- Many rule change proposals have arrived. See later.
- Request by Andrew for and "electronic" means of producing letter and other printed material. (I think he wants a PC!)

7) Treasurer's Report. Lawrence Johnson was out with the Rover Rescue team looking for a little girl who eventually turned up playing truant in a hotel in Blackpool. An item was mentioned by one of the council members.

- Monies from 1992 National Rally - Settlement has now been made with "Pub Catering" but "Dorset Cross Country" is still being pursued for the money they owe.

8) National Rally 1994

- Various problems confirming availability of the land but there are other alternatives.
- 1995 - Lincs. LRC are running this one, They are fully committed and negotiations are progressing well.
- 1996 - Southern are doing this one.
- 1997 - no takers yet.
- 1998 - Lancs. and Cheshire have this one booked.

9) ARC Yearbook.

- Tony Holder presented the ARC Yearbook - at last. He has put a lot of work into getting it printed. He showed us a sample cover of the "ARC HANBOOK" I pointed out the spelling and he stated that the sample had gone through the hands of five people, designer, typesetter, printer and others and no-one noticed the missing inch high D!! The whole cover was hastily redesigned and several thousand HANDBOOKs printed. These are free to members.

10) Log books.

- See 16 k)

11) Vehicle Regulation change proposals.

See separate section at end.

12) Financing of the ARC

Members submitting expense claims to submit estimates for next year.

Breckland suggested £1 per member levy for the Yearbook and asked members not to submit excessive (i.e. greedy) expense claims. Dorset suggested that fees should be different for competitive and non-competitive clubs. So should competitive **clubs** pay more or just competitive **members**?

13) ARC and the future for non-competitive clubs.

Ross Floyd seems to be acting as spokesman on this matter. There are non-competitive LR clubs and car clubs.

14) 1993 National Rally write-up in LRO

Dave Barker's report on the ARC National Rally that appeared in LRO was highly derogatory and knocks the ARC hard at a time when we need to look at the positive side of the sport. As a former Press and Publicity representative of the ARC we should expect better of him. Peter Oakden requested his resignation. Dave Barker stated that the editor of LRO had butchered his article and printed only about a quarter of what he had written. However, he stood by the resulting article.

15) Swedish Land Rover Rally.

Derek Spooner was there to promote the ARC. The one he attended was one of a series of meetings that started in 1988 and will culminate in one in 1998 to celebrate 50 years of Land Rover production.

16 a) Caravans. Jim Campbell.

Jim was not present.

16 b) Overseas Liaison Officer. Fran Luxton.

- Letters sent to all known 13 overseas clubs. Replies are trickling in. They have been invited to send representatives to attend a meeting early in 1994
- An inquiry has been received regarding single person membership. This is not allowed, apparently.

16 c) Rights of Way and Land Use. Tony Kempster.

- At the last meeting, we agreed to a rise of only 5%. LARA has accepted this for now but are not happy with the shortfall!
- Detailed report will be available in the ARC Newsletter for those that want it.

16 d) National Rally Liaison Officer. Harold Lowe.

- All going well for 94. See item 8.

16 e) ARC Newsletter. Ted Ivory.

- All going well too. Requested copies of club newsletters. Do we send P&B to him?

16 f) Press publicity and Sponsorship. Wendy Costello-Roberts. (to be shortened to Wendy Roberts at her request.),

- Wendy has issued press releases. If any club has something suitable for a press-release, please send it to Wendy Roberts, The Old Reading Rooms, Bridgend, Lostwithiel, Cornwall. Thanks.

16 g) Rover Company liaison. Charles Whitaker,

- Not present. Apologies for absence.

16 h) Technical Officer. Ken Knight.

Ken was not present but apparently he has received requests for rules and these letters are being forwarded to Dave Marsh, chairman of the Scrutineering Committee.

16 i) Club Shop. Graham Chick.

- Windscreen stickers and pens are now available.

16 j) Car Clubs Liaison. Tony Holder.

- Tony requested information on the MOT requirements for smoke emissions from diesel engines.
- There is a Euro proposal for children's seat belts to be fitted to all vehicles regardless of age or design. Ref. 91/671/EEC.

16k) RACMSA Liaison. Harold Carman.

- Ian Davis has had a rethink regarding legislation regarding specially trained Clerks of the Course. He has decided that it is not really practicable for off-road clubs. However, club committees should instruct the club's CoC on his / her duties in respect of permits, liabilities, legislation etc. Clubs should print the CoC duties form the Blue Book. We have permission to do this it seems.
- Medical cover is now required for timed events other than hill rallies. This shall be a St John, St Andrew or Red Cross ambulance and crew.
- Noise - RAC pleased to know that noise monitoring is already being carried out by the ARC.

- Log books. RACMSA seemed to like the ARC log book proposed. It contains all that the RAC one does. The RAC have issued a set of instructions as to how to fill it in, An ARC equivalent will appear soon..

- The RACMSA wanted to introduce a standard system of classes for Comp Safari, but this has been considered to be impracticable.

16 l) Shows and Displays. June & Jack Green.

- Overseas visitors have been plentiful at various shows and displays.
- Flag was stolen from RAC stand at the Royal Show. RACMSA have refused compensation. You would think they would look after things that are lent to them. Suggestion from the floor that we don't lend them anything in the future.
- Request for a new flag and a folding / collapsible flag pole. £50 quoted although Harold Carmine says he can make one very cheaply.

16 m) Scrutineering Committee Chairman. Dave Marsh

- Dave read out the letter from the ARC Council as to the role of the Scrutineering Committee. The SC has discussed this at length at a recent dedicated SC meeting.
- He outlined the proposed change to the SC structure:-
 - a) One scrutineering committee member to be designated by each competitive club.
 - b) Discussion points, rule change proposals etc. will be presented publicly at an EGM as at present.
 - c) All discussion points, rule change proposals etc. will be sent to those committee members. (as per current practice)
 - d) Those committee members will ensure that the relevant points are publicised in the respective club newsletters (assuming all clubs have one!)
 - e) Committee members will receive feedback (if any!) from their club's members.
 - f) Make this feedback (and hence that club's views) known to you by post or by attending a meeting. Outcome of proposal determined.
 - g) Outcome presented as a *fait accompli* at the AGM.

16 n) CCMSA. Andy Neave.

- No new applications to report on. However, how will the CCMSA ensure applicants abide by the declared rules? We will have to send someone to check. What will this cost?

RULE CHANGE PROPOSALS:-

This is a long section indicating firstly the background to the proposal and followed by the wording of the new / revised rule where applicable. Please read it all carefully and let Steve Kirby have your views. Changes to whole or part of a rule is shown in bold print.

Southern Rover Owners club Ltd.

SROC are concerned about the manner in which the matter of the latest Andrew Bowler chassis design was raised, and the apparent features in its design. The club and all ARC clubs exist to further their members interest in Rover and Land Rover products. The design of the Bowler vehicle, without a chassis to original Land Rover design is considered to be outside the spirit of the rules and the spirit of Land Rover competitions. Accordingly, the club wishes to propose amendments to the rules for special class vehicles as follows.

26 SUSPENSION & AXLES.

Road springs and axle types are free (provided they have Rover part numbers or equivalent cross references). Spring shackle plates shall be of the same type as those fitted by the manufacturer and be a maximum of 6" between pin centres. If greater than 5" between pin centres, they shall incorporate a central strengthening device. Axles may have strengthening material welded to them. **Independent suspension is not permissible.**

....and special class rule 28 added

28 CHASSIS

The chassis used shall be either modified from an original Land Rover chassis or be of a Land Rover pattern.

Dave Cuthbert of North Wales LRC

To clarify the regulation and avoid the scrutineer having to check the age of the vehicle following the introduction of four wheel disc brakes by LR Ltd.

17 BRAKES.

Land Rover drum brakes may be interchanged with other Land Rover drum braking systems and **Land / Range Rover disc brakes may be interchanged with other Land / Range Rover disc braking systems. All Ninety / 90 and One Ten / 110 models of whatever age may use four wheel disc brakes.** The handbrake must operate on the transmission only and be operable whilst the driver is wearing a seat-belt.

Leics & Rutland LRC

Reference to engine sizes in a standard trials class definition is unnecessary since regulation 3 (ii) and 3 (iii) define which engines and engine parts may be used in a standard vehicle. Recent events have shown that the presence of a range of engine sizes in the class definition gives rise to some misunderstanding of its meaning. The change proposed clarifies regulation 2 without changing its meaning.

2 VEHICLE CLASSES

(a) Trials:-

Class 2 Standard 86", 88" Series I & Lightweight, petrol and diesel.

The following change would allow clubs to use criteria other than just vehicle size when deciding which classes to amalgamate. For example, some standard class could be amalgamated with each other and some special classes with each other first then further amalgamation done by vehicle size. At a well laid out trial with wide gates, the use of power-steering and non-standard engines may be more important than a few inches difference in width or length. In determining the competitiveness of a vehicle.

RTV trial SR11, CCV Trial SR 7 and Timed Trial SR 8 to read:-

AMALGAMATIONS

The basis upon which amalgamations of classes is carried out will be at the discretion of the organising club.

Lincolnshire LRC

The following proposal provides alternative wording for rule 1. The club does not consider that the first part is a change but only a clarification but feel that as some confusion appears to have arisen that it needs sorting. The last part of the proposal is designed to give us some time in the event of a structural change in Land Rover design so that for once we are ahead of the game.

1. SOURCE The vehicle shall originally be of Land Rover or Range Rover design and must use chassis components of Land Rover or Range Rover design maintaining a chassis rail separation of Land Rover or Range Rover specification. Strengthening may be incorporated as required. The grafting of two or more chassis types is permitted providing that in the scrutineers opinion sufficient strength is retained. Cross members and outriggers may be replaced by section of equal or greater strength than the original. The use of "rail", "Space" or "monocoque" chassis construction is prohibited until Land Rover or Range Rover supply a production model on the UK market incorporating one or more of these methods of construction, in which case its use shall be restricted to those vehicles in a standard class only.

Range Rover Register

A growing percentage of Range Rover Owners are finding it increasingly difficult to justify the expense of running a V8 engine and are this taking the diesel option. We appreciate that there are a variety of Rover diesel engines on the market that the owner might choose to install in his vehicle, but experience shows that "cheaper", mainly foreign engines are most commonly used. This makes the vehicle owner no less a Range Rover enthusiast! We have taken a poll of our

members and a majority of those who responded think it right that members of the club with non-Rover diesel engines conversions be allowed to compete in closed to club competitions and that is why we are putting forward this proposal.

We feel these vehicles would gain no specific advantage over standard engine vehicles in the type of events we propose they be allowed to compete in, and we are not suggesting that body conversions or petrol engine conversions be allowed to compete under this regulation change.

3 ENGINE DESCRIPTION

(vii) Range Rovers originally manufactured with V8 petrol engines, which have subsequently been converted to non-Rover diesel engines, are permitted to enter all competitive events except for competitive safaris, only in closed-to-club events.

A J Stavordale (ARC Secretary)

To provide greater clarity in reading the regulations, the following Supplementary Regulations appears in each event specific Supplementary Regulation section and can therefore be moved into the General Supplementary Regulation section (complete with the appropriate 1994 change of wording.)

RTV SR7, CCV SR 3, Comp Safari SR 3 and Timed Trial SR 3 to be removed and replaced by adding General SR (iv) (or appropriate number) with identical wording.

To provide greater clarity in reading the regulations, the current system of identifying regulations should be replaced by a letter and number system where the letter would refer to a section and the number to the regulation within that section. This would aid future rule additions in a specific section and provide easy reference to a specific rule. The system should provide for a second level of number in the case where a rule has sub-divisions.

General rules would be section A, Standard Class Regulations would be section B etc. The rule breakdown would be, for example:-

Rule 1 would become A.1.

Rule 2 (a) and 2 (b) would become A.2.1. and A.2.2.

Rule 3 , (i), (ii), (iii), (iv), (v) and (vi) would become B.1.1., B.1.2., B.1.3., B.1.4., B.1.5. and B.1.6.

RTV SR 4 states that vehicles must compete on tyres they arrive on. This, in its literal sense, allows for any tyres at all to be used. This can give an unfair advantage to the competitor.

4 TYRES

Vehicles must be entered on their normal road tyres **which must be UK road legal for the vehicle on which they are fitted.** Range Rovers and Discoveries must use radial tyres.

Scrutineering Committee.

Some rules need very minor wording changes for clarification. The committee feels that these should be incorporated in the rule-book straight away. They are as follows:-

- i) Rule 2, Trials Classes 6, 7 & 8. Competitors persistently enter coil-sprung vehicles in classes 6, 7 & 8. Words "Leaf sprung" to be added to the end of each of these classes.
- ii) The accepted wording on new 1994 RTV rule 10 inadvertently excludes RR, Disco and 110 specials which are currently allowed in 1993 rule 9.

Rule 10 in the 1994 rule-book should say:-

"Class 10 Special Coil sprung, min 86" wheelbase"

- iii) Rule 13 Silhouette - The word "**may**" in first sentence could mislead members to believe that such wheel covers are optional. This should read "**must**" as this requirement is mandatory according to RACMSA regulations. (E.13.2.7.) The reason this is mentioned at all in ARC rules is to point out that non-standard spats etc. are not deemed to be part of the silhouette.

The above are clarifications only and will be discussed in the December meeting. The scrutineers have requested that if accepted, these wording changes be implemented immediately.

Sources of the rest of the proposals vary. They are not all from the committee itself.

A) Introduction:- Many Rover owners have locking differentials fitted to their vehicles for various reasons. These may be fitted to cover business requirements, green lane driving or they may be allowable in other clubs' competitions. Currently, these may not even be fitted, let alone used in ARC events. It is highly likely that current discussions going on between the Army and Land Rover Ltd could result in lockable differentials becoming a factory fitment and a factory option. This proposal is to allow any make of lockable axle differential to be in place on the vehicle on condition that they are disabled to the satisfaction of the scrutineers. That is, they are allowed under the same conditions in rule 27 which says that fiddle-brakes "are not allowed unless disabled to the satisfaction of the scrutineers". This disabling could be done simply by removing relay(s) or connector(s) and carrying out the odd spot-check during the event. There is no suggestion that they should be allowed to be *used* in competition although they may come in useful for recovery work.

Rule 18 to read:-

18 AXLE DIFFERENTIALS

Limited slip, torque-biased or fixed axle differentials are prohibited. **Locking differentials are not allowed unless disabled (in the unlocked state) to the satisfaction of the scrutineers.**

B) Introduction:- The Electronic Traction Control (ETC) system in the Range Rover SE constitutes fiddle-brakes according to the definition in rule 27. This system is allowable by default for standard class vehicles and should remain so where factory fitted. However, ETC, where **not** factory fitted to a type, (it is possible to fit this system to almost any vehicle) and conventional fiddle-brakes should not be

allowed unless disabled to the satisfaction of the scrutineers. Rule 17 should be amended to cover this.

Rule 17 to read:-

17 BRAKES.

The handbrake must operate on the transmission only and be operable whilst the driver is wearing a seat-belt. Land Rover drum brakes may be interchanged with other Land Rover drum braking systems. **Fiddle-brakes (a means of operating individual wheel brakes independently) are not allowed unless disabled to the satisfaction of the scrutineers. Electronic Traction Control, ETC, (a form of automatic fiddle-brakes) is allowable only where factory fitted as standard.**

C) Introduction:- The Electronic Traction Control (ETC) system in the Range Rover SE constitutes fiddle-brakes according to the definition in rule 27. ETC, where not factory fitted, should not be allowed unless disabled to the satisfaction of the scrutineers. Rule 27 should be amended.

Rule 27 to read:-

27 BRAKES.

Braking type is free, although fiddle-brakes (a means of operating individual wheel brakes independently) are not allowed unless disabled to the satisfaction of the scrutineers. **Electronic Traction Control, ETC, (a form of automatic fiddle-brakes) is allowable only where factory fitted as standard.** Bias braking (front to rear) is permitted but the ability to alter the settings from the driver/passenger compartment, or whilst the vehicle is being driven, is prohibited.

A handbrake, operable by the driver whilst wearing a seat-belt, must be fitted.

D) Introduction: There should be a class for LWB leaf sprung specials to fulfil a long absent requirement. LWB coil-sprung vehicles could always go in class 9, (class 10 from 01-01-94)

Rule 2 to have a line added:-

Rule 2 VEHICLE CLASSES

(a) Trials

Class 11. Special Long Wheel Base. Leaf sprung. Any engine.

E) Introduction: Mud flaps should be fitted to comp safari vehicles. This is for safety as stones are often thrown a long way back behind comp safari vehicles. Other organisations have mandated the fitment of these with great success.

Comp Safari SR 10 to read:

10 MUD FLAPS

Mud flaps at least 12" wide, 10" deep with the lower edge no more than 6" from the ground must be fitted behind the rear wheels. The centrelines of the wheel must be in line with the centreline of the flap.

Present SR 10 & 11 to become SR 11 & 12 with 12 referring to "...SRs numbered 1 to 10.....".

F) Introduction. The roll-bar regulations, first formally presented in 1987, are in urgent need of updating. Many of those who were involved in the original introduction, have stated that many of the designs included as acceptable should not have been included. Along with changes in design philosophy, vehicle performance and vehicle design, a major revision of the roll-bar regulations is needed. Many members have contributed to the revised set and many details relating to welding and bolted assemblies have been included. Many unsuitable designs and mounting methods have been deleted. Due to the long life of trials vehicles, many would have to be scrapped or extensively rebuilt if the implementation of the new designs was hard and fast. What is proposed is a vehicle log-book to be used in conjunction with the new regs. Vehicles using "old" designs will be examined by scrutineers and if deemed acceptable, then this fact will

For Sale

be recorded in the log-book. Such vehicles will then be allowed to continue to "play" using a discontinued roll-bar or mounting design.

The proposal is that the submitted revised set of roll-bar regulations be accepted to be valid from Jan. 1st 1995

(HBRO members wanting a draft set, please contact Steve Kirby)

H) Introduction Supplementary Regulations:-There was only one SR issued for the 1993 National Rally. There should have been several. If the RACMSA had made a formal visit, they could have excluded a huge number of entrants. For example, the following should be included in the SR list for all ARC events. (All but the last are RACMSA regulations that are optional, but only if an SR is issued to that effect.) Better still, they could be included in the General SRs section of the rule book so clubs won't need to have to issue them every time.

Proposal:- The following SRs be considered for inclusion in the General SRs section of the vehicle regulations. They should be voted on independently:-

- i) Spare wheels & tyres need not be carried by CCVT vehicles. (Ref.: RACMSA reg. H.22.7.2.)
- ii) Towing points need not be painted in a contrasting colour. (Ref.: RACMSA reg. H.22.13.3.)
- iii) Vehicle may be of a commercial type. (Ref.: RACMSA reg. E.13.19.6.)
- iv) Only RTV trials vehicles need to be registered and taxed. (Ref.: RACMSA reg. H.22.13.1.)
- v) Only RTV trials vehicles must comply with all Statutory Regulations as to Construction and Use and lighting. (Ref.: RACMSA reg. H.22.13.2.)
- vi) Babcross, Canonica or similar open block tread tyres may not be used.

Apologies to our non-competing members for taking up so much of this month's P&B but we are in a period of continuing change!!

Steve Kirby

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. I know I forget sometimes so you may need to remind me more than once! Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £50 for half page, £80 full page and £100 for whole back page per annum. These rates are very good considering the perfect targetting. Current circulation is over 200.

All adverts are dated as to their first month of publication. When they become about 6 months old, they will be dropped unless the "owners" renew them!

* Breaking 1972 SIII SWB:-

Bulkhead, fully refurbished with new side plates and hinge bolt nuts, bead blasted and sprayed. No rust whatsoever - £150. Fairey Overdrive, perfect working order - £150. Rolling chassis, good overall, needs new outriggers, on 750x16s, recent new springs - £200. 2¼ petrol engine, fair condition, Weber carb, all ancillaries - £75. Gearbox, no faults - £100. Back body, no holes or dents, very straight - £75. Seatbox, very straight, soundproofed, fitted with GOOD Volvo velour seats on LR seat runners, not bodged - £40. Wings complete - £10 each. Fuel tank, known to be good - £10. Windscreen and glass - £15. Hardtop with sliding windows, recent new channels, c/w Safari door - £150. Another Safari door - £15. Bonnet, very straight - £10. Front panels, no rust - £10. 109" rear axle, complete (not 6-cylinder) - £10. Two NEW Genuine Parts doortop kits, sprayed limestone, c/w all rubbers - £60 for both. All other bits available, good condition, at less than "the usual prices". Contact Mick Dyer in Windlesham (3 mins from junction 3 of the M3) on 0276-473907 or 0831-466306 (SEP93)

* Land Rover bits... Five 750x16 Super Mud Plugga tyres on new LWB rims. Used a total of 6 days off-roading. Worth £382 retail, yours for £280 the set. SuperWinch (Fairey) overdrive for a Land Rover. 10 months old. Covered 5783 miles and used only in 3rd and 4th gears. Complete with lever and rods. Off vehicle, cleaned, filled with fresh oil and stored in original box(!). Retail £456, yours for only £350. Phone Andrew Holbrook in Camberley on 0276-686920 (AUG93)

For Sale

* Sankey Trailer. Very good condition, ¾ ton capacity. NATO hitch supplied to suit trailer's ring tow-fitting. £275. Contact Mick Pinchbeck in Pagham near Bognor Regis on 0243-267591 (OCT93)

* 1952 Series 1 80" Rolling Chassis. Complete with diffs, shock absorbers and steering rods. £250:00 o.n.o. Call Trevor in Great Bookham,, Surrey on 0323-457984 weekends, 0374-223520 weekdays. (OCT93)

* Bits and pieces Complete set Ila brakes (Master cyl, bachplates, shoes, drums, etc.) £50. Jerry can holder, brand new, £10. Army bumper stops, £10. Cibie Siper Oscars, brand new, £45 pair. Lucas 20x20 spots, £20 pair. Driving lamps, square, £15 pair. Five 16" wheels, £50 set. Range Rover EF I brand new, £80. Lightweight rear brake light in box, £8. Front wheel ground anchors (boxed) £60. P6 V8 engine, needs rebuild; includes most ancillaries i.e starter, Strombergs, inlet manifolds, flywheel, oil pump, water pump housing, PAS pump. All bits cheap. Call Tom Owen on 0734-343400 (OCT93)

* Fairey Winch. Engine driven type, complete with chain drive transfer case, levers, drive-shafts, etc. Fits series I, II and III Land Rovers. Used on 1991 and 1992 Wars of the Roses by HBRO team. New cable last year. Can bring to club evening or event. £350. Call Steve Kirby in Twickenham on 081-894-3961 (JUNE93)

* Set of 7:50x16 SATs on steel rims; 1 unused, 2 - 75% tread, 2 - 25% tread. £140 o.n.o. Bettaweld front roll-bar hoop and stays only. Fit Bettaweld or practically any other ARC spec roll-cage, £15. Contact Nick Carter in Slough on 0753-586606 (work) 0753-675659 (home) (JUNE93)

* Load Luger 380L Box Trailer. Large four-wheel braked trailer. Body is about 10' long, 6' wide, 7' high (approx dimensions.) Over £2000 new, used for hot-air balloon, now going for £1300. Contact Mick Corbett on 0344-778284 (SEP93)

For Sale

* Land Rover bits Five General Versa-Trac 235/85x16 radial tyres on 7x17 white-spokes, ½ worn (6 to 8mm tread left); look excellent on LR or RR, quiet and long-lasting - £40 per wheel/tyre. Breaking SII 1969. Good (later) 2¼ petrol engine - £50. Good suffix B gearbox - £50. Axles (rear has recent casing) £40 rear, £50 front c/w SIII ends (good balls!). Also Hardtop with side windows; SIII type radiator; front panel; etc. All to sell. Make me an offer for the lot? Call Charles Best in Windlesham on 0276-476223 (SEP93)

* Range Rover Windows Lots of Two-door Rangy side window glass including door glass. About 10 assorted panes going free to a good home. Who will take them all? Can bring to club evening or event. Call Steve Kirby in Twickenham on 081-894-3961 (JUNE93)

* Mick Maskelyne's Miscellaneous Market:-
Wrap-round bull-bar for 90, £25; 90/110 side step, new, boxed, £20; 109 rear axle complete, £40; Two 109 canvas tops, no sticks, £50 each; Some early 90 door trim, offers? Contact Mick Maskelyne in Newbury on 0635-874013. (MAR93)

Vehicles for Sale

* Land Rover 110 Safari. 1989. Left hand drive. V8 engine. Air conditioning. 28,000 miles. VGC. £10000. Contact J. J. Walker. 0252-28494 (MAY93)

* Series Ila Hard top Fitted with brand new V8 EFi engine, (4000 miles only) 190 bhp 25 m,pg on unleaded, 3.9 heads, oil cooler, Kenlowe fan, K&N filters, 5 newish Wrangler 205x16 tyres, Range Rover diffs, taxed, MOT'd, adjustable tow hitch. Will break. £2495:00. Call Tom Owen on 0734-343400 (OCT93)

* Series III SWB Hard top 1974, diesel, MOT till June, 5 new tyres, new exhaust, new cross member, side windows, safari rear door, safari foot-rack and ladder, spot lights, radio cassette. £1795:00. Call Tom Owen on 0734-343400 (OCT93)

Wanted

* Items for HiCap Defender 110 Two headrests, Interior pack, fuel tank sender unit, fog light lens. Also wanted is a capstan winch for V8. Call Tom Owen on 0734-343400 (OCT93)

If your advert has disappeared and you didn't want it to, give me a call and I'll reinstate it and redate it. This is the process described in the heading to these adverts.





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This newsletter is printed by:-

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Sweat Shirts

These will be available in time for Winter with the Hants & Berks logo in yellow on the top left hand side. They are generously sized and manufactured from 50/50 polycotton fleece material. Colours are Black, Red, Bottle Green or Navy Blue. Sizes are Small - 38/40", Medium - 42/44", Large - 46/48" and Xtra Large - 48/50". Price is £11. Children's sizes are S - 22/24", M - 26/28", L - 30" and XL - 32". Price is £10.

If you would like to place an order, please complete the order form (or a photocopy) below and send it with a cheque for the appropriate amount payable to HBRO to me, Gary Hodgson (address inside front cover). Due to the cost of printing, I have to order in batches of 12 or more so delivery may take a while

ADULT SWEAT SHIRT - £11:00

COLOUR	S 38-40"	M 42-44"	L 46-48"	XL 48-50"	QTY
BLACK					
RED					
GREEN					
BLUE					

CHILD'S SWEAT SHIRT - £10

COLOUR	S 22-24"	M 26-28"	L 30"	XL 32"	QTY
BLACK					
RED					
GREEN					
BLUE					

If you are in doubt as to size, order a size larger.

Name _____
 Address _____

STEWART VISION VIDEO PRODUCTION

Now available:-

Munich-Marrakech Rally 1992. 90 minutes of action for only £11:99.	The Video Skill Guide to Gas Welding, by Lindsay Porter. 60 mins. £14:99.
Ben Nevis 1992, record ascent, 30 mins, £9:99.	Club Off-Road event, Tixover Quarry, 7th Feb. 93, 45 mins, £9:50.
1) Raid Aneto '90, 60 mins; 2) War of the Roses '90, 45 mins 3) War of the Roses '91, 60 mins; 4) Hereford 4x4 Show, '91, 45 mins.	Electronic Night Stick - £99:95 (p&p £5) Any two tapes 1 - 4 (left) free with this item.
The above videos are £9:99 each, two for £15, three for £20 or all four for £25.	Night Stick Autobar - £44:95 (p&p £5) Any tape 1 - 4 (left) free with this item.
ECOFLOW fuel saving device, £44:95 (p&p £1:50)	Dual-Guard home fire / smoke / burglar alarm. £49:95. (p&p £2)
P&P on videos - £1:50 each plus £1 for each additional video.	
Any industrial, Commercial and Domestic Video work undertaken; let us quote you. Cine film-to-video transfer. Watch your old cine films on the TV. Prices start at £20 per minute for up to 1 hour; including video tape.	
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Events for Your Diary

*First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. 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 p.m.). See OS sheet 185, SU555175 approx.

*Green-lane trips will usually be on the second Sunday of the month. See list below. If this second Sunday clashes with an HBRO trial, then it may be moved to the first or third instead. Tracey will try to book trials on dates other than the second Sunday where possible. There will be someone present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire, or borrow the club's set. If there is a lot of rain on the few preceding days, anticipate postponement.

October 1st-3rd	Major's Trial at Eastnor, near Ledbury. See details elsewhere in this issue.
October 6th	ANNUAL GENERAL MEETING. HIND'S HEAD, ALDERMASTON. ALL ARE WELCOME. PUT YOUR VIEWS AND MAKE YOUR COMMENTS. IT'S YOUR CLUB - MAKE IT WORK!!
October 10th	Green lane trip. Meet at the Alton Layby. (On the A31 Alton to Four Marks road near Brick Kiln Farm.)
Oct. 15th - 17th	HILLRALLY 1993. Wales. Details elsewhere.
November 5-6-7	Bonfire meet at Alton. This will be the club rally, this year due to lack of suitable venue. Details elsewhere.
November 14th	Green Lane trip. Meet at A3 picnic area by M25 junction. Details later.
December 4th	ARC EGM Solihull
December 12th	Green lane trip. Details later.
December 19th	Trials at Slab Common.
December 11th	Xmas dinner.....