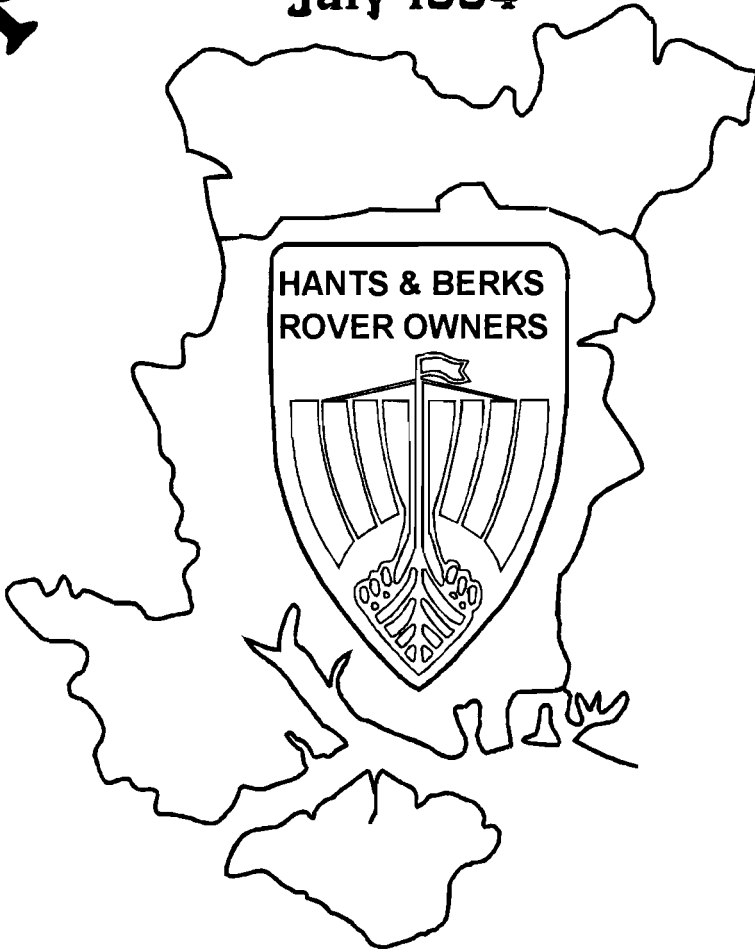


Pants & Barks

July 1994



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

Officers of the Club

*CHAIRMAN	Nick Woodage 22 Sherwood Close, Liss Forest, HANTS GU33 7BT	☎0730-894418 Mobile 0850-408161
*SECRETARY	Gary Langton, Flat 1, Hillside Court 16 Solent Road, Drayton, Portsmouth, HAMPSHIRE PO6 1HH	☎0705-388929
*COMPETITION SECRETARY	Position Vacant Enquiries to Gary Langton above.	
*TREASURER,	Adrian Bolge 36 Rectory Avenue, Farlington, Portsmouth HANTS PO6 1AL	☎ / Fax 0705-377488
*RIGHTS OF WAY OFFICER	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	☎ 081-894-3961
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Judith Frisby, 16, Lunds Farm Road, Woodley, Reading, BERKS, RG5 4PY	
SCRUTINEERS	Gary Hodgson (0730-267146) Steve Kirby #, Steve Barnwell # (0908-616878)	
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 18 Lechlade Gardens, Fareham, HAMPSHIRE PO15 6HF	☎ 0329-310623
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...

Wrong again! The dates for the War of the Roses were incorrect in the article last month - the Events page dates were OK. The great benefit of a wordprocessor is that you have only to type the text once but if it's wrong then, it will be wrong every time it's printed!! There's technology for you.

So what have I got for you this month? Well, we have the promised report on the Rickshaw Ramble and an assortment of International Rally articles; yes really!!

A quick look through the International Rally Programme shows HBRO had 13 RTV, 11 CCVT and 9 Competitive Safari entries. This is really quite impressive. Goodness knows how many we had attending altogether - our allocated site area was full to bursting. This meant that those wishing to conduct maintenance work couldn't shield their noise from other campers. Thanks for your tolerance; those competing upheld the honours of the club well.

In order to get the newsletter to you by a reasonable time each month, everything must get to me by the 20th of the month absolute latest. If you are posting something to me, give me a call to let me know it's coming in case it gets delayed.

HELP. Do any members keep their newsletters but want to get rid of a few? My "set" is incomplete and I would like to fill in a couple of spaces. Does anyone have February 1992 and April 1992 Pants & Barks that they are willing to part with?

Does anyone want to go green-laning mid-week? If you do, contact Mike Dyer on 0276-473907 who is keen to give it a go.

Next month I will bore you with the report on the June ARC meeting. Actually, much took place and the visit by Ian Davis of the RACMSA was most enlightening.

The published trial at Brick Kiln Farm clashed with an AWDC event at the same place, so we returned to Nellies Dell earlier than planned. Sincere thanks to those members concerned in re-arranging things so promptly, including urgent calls to the RACMSA to change the venue. Report next month.

OFF-ROAD & FOUR WHEEL DRIVE SHOW

It's on again this year. Free site as before, four free exhibitors passes as before, discount tickets as before but not much time to organise it (as before!!) See article elsewhere in this issue.

SECRETARY'S DRIBBLE

Hello all,

The International, what an excellent weekend ~~that~~ was. The highlight of the year, well I think so anyway. This was the first National that I have ever attended. I wish that I had been to more. We set off in a convoy of six vehicles on Friday morning but only five made it to Derbyshire. The engine in the chairman's Range Rover decided to throw a wobbly by shoving the crank through the sump. Quick phone call to a friend of Nick's who offers a recovery service with details of the location of the Rover which he said would be picked up ASAP, but before we could carry on, we had to hook Nick's caravan to Hugh's Rover who fortunately was not towing anything.

This may sound easy but when you're in a small lay-by on a busy stretch of road with a dead motor in the way, it made it very difficult. Once we had everything sorted out, we were on our way again and the rest of the journey was uneventful. We arrived at the site about 4:30ish to find many of the HBRO members already pitched. With the tent up and everything else sorted, it was off to get scrutineered. First part of scrutineering was up a steep bank for the dreaded hand-brake test. Then if you passed you could carry on down the other side and on to the rest of the scrutineering. However a large queue had built up for the scrutineering so while you waited in the queue for your hand-brake test, an official was coming down the line to test tyre pressures. Yes, slapped wrists - I failed appallingly, all four tyres well below the ARC legal limit, I wondered why the on-road handling seemed a bit strange. *(It affects the braking, tyre wear and you use more fuel too, Gary - Ed)* Out with Hugh's 12 volt air compressor and all four tyres inflated to the correct pressures. Slight movement in steering drop-arm (Range Rover Achilles heel). Back to the pits to tighten and then back to be re-scrutineered, pass, hooray. I was not the only person to fail on tyre pressures; thought I would just get that in.

Up early on Saturday morning for the RTV with Nick passengering me due to the lack of vehicle. I did offer to let him double-drive but he finds the driving position a bit cramped for his large frame. As it was I had to shoe-horn him in and out of the passenger seat all day! The cab in the hybrid is a bit compact.

Anyhow, the RTV was well set out with twelve sections. My score for the day was a grand total of 37 points, not very impressive but some other drivers were up into the 70 to 80 points so it was not that

bad. I'm not sure how many HBRO members entered the RTV as we were split into groups and I was the only HBRO member in my group. The only casualty from our club in the RTV was Steve Kirby with a modified front end to his Rangy - a tree jumped out in front of him at a crucial moment *(and went on to score only 12 for the day - Ed)*. I think that was a stop, Steve. Did you shout shunt before or after you hit the tree? *(I shouted something similar - Steve)*.

The CCVT on the Sunday was very entertaining but again I'm not sure how many we had representing our club. Jay Walker had some running problems with his hybrid but still managed to start the CCVT but unfortunately had to retire due to a broken diff.

The Comp Safari on the Monday was fast and furious excellent driving. Malcolm Whitbread was competing in his new racer; what a well turned out vehicle this is as are all of his vehicles he has built in the past. It sounded as good as it looked. I wonder how long it will be before Malcolm gets fed up with this one and builds another! I'm taking bets now.

The trade stands were OK but it was a shame that people like DLS, PRB and Paddock could not attend as they sell non-genuine parts. I particularly liked the trade stand that sold the falling-down water in the big white tent. Hic..... Roll on next year.

As I mentioned last month, we have some club stickers available and these will be on sale at pub meets and events so no excuses for not buying any.

Also, anyone who buys Land Rover World Magazine, I have some subscription forms available at reduced price to club members.

Gary Langton.

War of the Roses

Here's another chance to participate in that great annual inter-club challenge, the War of the Roses. The WotR is a winching / map-reading / initiative / stamina test that lasts for about 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. It is now held in Cumbria!

The date is the long weekend of the 8th to 10th of July. There is an RTV on Saturday 9th; this is usually very good. (Entry fee not known at time of going to press.) The main event is on Sunday 10th. We need three vehicles each with two crew to make up the team. So far we have three vehicles and four team members. Please contact Adrian Bolge if you want to fill the remaining places or have an alternative vehicle to offer. Any ARC legal vehicle will do but one with a winch of some kind is preferable. If you can't compete, just come along to watch anyway. It's great entertainment. The RTV on the Saturday is open to any ARC member; just turn up and enter, or contact the address below.

For those of you who want to make a holiday of it in the lovely Lake District area of Ayside just to the south of Windermere, you may phone the camp site on 05395-31475 to make arrangements. The camp site has full facilities with hot and cold water, showers, toilets, etc. For information on the events and/or camping, please write to:-

Red Rose Land Rover Club,
c/o Howard Blakeley,
2 Hazel, Close,
Bamber Bridge,
Preston,
LANCS PR5 6PL

Campsite:-Oak Head Caravan Site, Ayside, Cumbria.
Map Ref:- Sheet 97 - 391838.

If you are approaching from the South, leave the M6 at junction 36. Take the A591(T) towards Kendal. After 3.4 miles, turn left onto the A590(T) towards Barrow-in-Furness. 10 miles to site. Look out for the Red Rose signs. It's a very tight blind left turn into the site. There's a lay-by just beyond the entrance if you find the turn-in difficult. You may also need to loop in the caravan park to get into the campsite which is a very tight right turn!

Major's Trial. Eastnor, 7th - 9th October.

Many years ago, the first ARC National Rally was run at Eastnor Castle under the watchful eye of Major Hervey Bathurst, the land owner. As a gesture of thanks, the Midland ROC gave the Major a beautiful rose bowl for his mantle-piece. After the event, he got to hear comments that the dry summertime event was too easy and lacked real challenge. He was annoyed by this and said "You should try it when it's cold and wet later in the year" So he threw down the challenge and arranged a trial in the rainy season and put the rose bowl forward as the trophy. Ever since then, an intentionally very difficult trial has been organised by MROC in October with the Major's rose bowl as the (returnable!) prize. It is therefore in keeping with this history that the weather is usually poor, with rain often creating slippery conditions making it very much a trial for the experienced driver. It is therefore particularly pleasing that HBRO should have once won the event under these conditions. HBRO is also the only club ever to field a team of three Range Rovers but not with the same result! Note that there are no runners-up in this classless event; it's winner take all. There are, however, additional prizes for nominated teams, best team of "Standard" vehicles and other special awards.

Anyone want to have a go? Last year, we were allowed to have two teams of three vehicles with another team on reserve; depending on the size of the entry; I expect it will be the same this year. I'm not sure yet what the timescale will be for us to be told whether the third team can participate or not. Please let me know so that I can make the appropriate arrangements.

As I understand it, the Major's Trial is on the 8th with a Comp Safari on the 9th, Sunday.

That's what I have to date, (4th June) More details soon.

Steve Kirby

Copyright Notice:-

Unless otherwise indicated, articles and items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that the author and the HBRO are acknowledged. References to forthcoming events may be published only with prior written permission.

A Bloody Nose

Derbyshire? That's miles away! In fact it was only 135 from London. I expect most HBRO members actually travelled further than I did to an event, for once! The location for the 1994 ARC International Rally was Lawn Farm - some lawn. (You should see the mower!). When I arrived, only Gary Hodgson was there (having pitched his caravan where his car got stuck!) so I had the pick of our allocated area, choosing the only level bit for my tent. I pitched my tent and then shot off to scrutineering, becoming the second vehicle to be looked at. The rest of the site soon filled up and my tent was soon surrounded - nice to be in the thick of things for once, I usually end up finding that the only "flat bit" is in the next county.

The RTV itself varied from easy to impossible. Some of the sections have an impossible bit but this was usually at the end. Difficult to decide just how hard to try when you've got to drive home. I picked up the odd point here and there until it happened. I'd watched several vehicles unsuccessfully trying to avoid a tree at the bottom of a particularly slippery slope. There were three Range Rovers in my group and we'd already seen a Rangy hit the tree head on so we registered a protest. The CoC arrived and said that if we didn't like it, we should chicken out and take the 7 points. RTVs shouldn't be like that. If they are to be non-damaging, you should be able to stop at ANY point on the section. Anyway, I gave it a try and hit the tree head on. 7 points lost along with the bonnet, bumper, grille and bonnet closure panel. Some kind gent in a 101 (I want one) pulled me out with a dead engine. People came from miles to see the damage; if I'd charged them a penny a look, I could have recouped the cost! The bonnet catch was still working perfectly despite being several inches further back than normal. The main problem was a fouled fan. With the plastic shroud removed all seemed well so I handed my card to the marshal to mark. He was amazed that I wanted to continue. I don't give up that easily. The stewards and various other officials from P&D turned up to commiserate and to apologise. At least three people offered second-hand bonnets! The next Rangy down took an early bath and 7 points and the one after that collected a big dent in the roof from the tree. Afterwards, I was told that at least 5 Range Rovers hit the tree, only a couple managing to get by.

Back to the event - could I pull back all those points? Unfortunately no, but the rest of the event was a fine, enjoyable event. A total score of 12 wasn't too bad but there must have been many with less. A review of the damage revealed that all the bent items were bolt-ons; it could have been far worse. I went to see Terry Vincent at Mark Smith Range Rovers on Sunday and he was able to supply a bonnet closure panel by Monday. Roy Michael offered a bonnet at a very generous price and he, Gary Langton and Nick Woodage conspired to get it to me on the following Wednesday club-night. By Friday, the car was going together well and it was all re-assembled by Sunday. Thanks for all your help folks.

Steve Kirby

A.R.C. INTER-NATIONALS 1994 DERBY

The last Nationals we went to was the one at Cannock, I believe that was 2 years ago. The following year at the Eastnor event we only managed to get there on the Monday for the comp. safari, which I was the only day it didn't rain. (Sun shines on Ninety Owners)

The plan for this year's attack on the competitive might of the A.R.C. was hatched only a few weeks before the big event. Roy wanted to do the C.C.V. trial and the Comp. Safari and I was going to have a go at the R.T.V. trial. It was agreed that I would tow Roy's caravan up to Derby with the Ninety and Roy would tow his racer up behind the newly acquired One Ten Tdi. We (Myself Maureen & John) had accommodation booked locally and would use the caravan as a base to work from each day.

When I was at the Bowerman Ranch some time before the event the subject of tyres was raised. A subject that haunted us for weeks. It became apparent that our son John was more concerned about what tyres we would use for the Nationals than anything else in life including food. I finally put John's mind at rest and decided that specially for the BIG event we would run S.A.T.'s. I normally run the radial XCL tyre, but every little helps when you are up against the top trialers in the country. On reflection I think the choice was correct. They are a super off road tyre, and all you have to do is wear ear muffs when driving on the road.

The trip up to Derby took about three and a half hours from door to field, including a quick sample of the Little Chef's menu just north of Birmingham. When we arrived Chez H.B.R.O. was already well established in field D. The section allocated to the club was right next to the exit from the camp site. This made getting out easy and also one could nip down the exit track to gain entry just by the caravans.

I decided to get scruted A.S.A.P. So once the caravan was set up and with all the necessary paper work hopefully in hand I approached the designated area. From my personal point of view the Scrutineering was friendly, efficient, quick and thorough, but as I passed without a hitch I can say that. (well I did have a hitch but that was to put the rope on). So to signing on. Again friendly and efficient but for one thing. They didn't tell me that the letter in the bottom corner of the score card was the lane I should queue up in in the morning and so I ended up in the wrong queue.

At driver's briefing the following morning a few brief instructions were given but the emphasis was to ENJOY.

The progress of the trial was like many others. There were twelve sections, twelve groups of about 18-20 vehicles. In the group I was in, the only other H.B.R.O. member was Rob Unsworth in his auto Range Rover. I won't go into minute detail about the sections but there was a good selection from easy peasy to tricky to absolutely impossible. I finished the day with twelve points, not very good, but a lot better than most.

For the best part of the morning I was accompanied by the support crew, (JohnMaureen Carol Terrible Thomas, Carol's grandson, and the food) At 12.30 we stopped for lunch. After lunch the crew wandered off to spectate at the team recovery. The event was set out in a valley, the competition taking part in the bottom of the valley and on one side, opposite the camp site. The topography gave a good view to all the spectators.

During the afternoon the Flack mobile (a series one with V 8 power) suffered a mechanical problem. It was being double driven by father and son. I know David Flack from when he joined the H.B.R.O. and I was Membership man. Dave's dad had completed the section but all was not well. I inquired of the millions of people under the bonnet of the series one, what the problem was. The throttle cable had broken. I asked if they would like a new one (I normally carry a spare) and a look of disbelief covered the faces of the Flacks that in the middle of a field in the middle of Derbyshire the necessary parts were to hand. So with new cable and a nail from the farmer's fence the repair was made and Dave Flack went on the win first in class.

The only other memorable thing about the R.T.V. was the sight of TSE 2X (my old and Steve Kirby's current Rangey) after an argument with a tree. OUCHHHHHH!!! (*Like you, I got twelve points, 7 of which were the tree - Steve*)

So back to base camp, fire up the Bar-B-Q, shove lots of steaks and burgers and salad and things down the neck and back to the hotel.

Day two was Roy's day. The bright red ex-Whitbread machine looked in fine fettle. There was a slight indication of transmission trouble however. We arrived on site, had a fry up, then made our way the the C.C.V. trial to support the Bowerman attack on the trophy. (Remember Roy its the less points you get the better not the most). As the day progressed the transmission played up more but there was nothing that could be done.

Day three and the premier event of the weekend. The Comp. Safari. We arrived on site at about 8.30 a.m. had breakfast and then went to the trade area to browse. This didn't take long. We then made our way to the competition area. The route was a combination of the C.C.V. sections, the demonstration route and some quick bits in between. We were pit crew for Roy, checking fluid levels, trying in vain to solve the gearbox problems, and generally trying to help etc.

After a few laps the racer was left with only first gear. Not even reverse was working reliably. One wheel had to be changed because of a puncture.

To sum up John & I enjoyed the weekend very much, but then we knew we would. Maureen admitted she had enjoyed herself when she thought that she would not. I think she got as much pleasure from winding up all the H.B.R.O members camped on site as she did from the event itself. We managed to save Derby city centre from an attack with T.S.B. cheque book and pen. There was just too much going on on site. The Ninety performed well, it was only the nut behind the wheel that was not on song. The weather was just right. Some of the locals said that a few weeks earlier they had difficulty just getting about the site for the mud, let alone being able to trial. We packed up the mobile home and were on the road by about 4.00 p.m. and were home by 7.00.

Our sympathies go to the Chairman. He apparently left some of his pushrods and most of his oil together with half a crank on the A 34 just north of Oxford on the way up to Derby. Being the trooper he is though still managed to get to Derby and have a good time thanks to Hugh Duffet. Another good example of that club spirit that makes the H.B.R.O. what it is. (well that's what I think.) Keep up the good work Mr. Chairman and all the committee.

The only sting in the tail was having to start work at 4.30 a.m. the following morning. Nice to get back for a rest !!!!!

P.S. FUEL USE ANALYSIS:-

V 8 90

1 TANK FULL TO GET THERE
1 TANK FULL + 1 JERRY CAN USED WHILE THERE
1 TANK FULL TO GET HOME

Tdi 110

1 TANK FULL TO GET THERE AND BACK TOWING HEAVY TRAILER.

The figures speak for themselves, but I still love the sound of the V 8

NICK JENNINGS

ARC YEARBOOK

May I remind you that the vehicle regulations in the many 1987 and 1989 ARC Yearbooks still around are now out of date. 1994 vehicle regulations and a host of other information can be found in the ARC Yearbook., which for some strange reason, is dated 1994! These yearbooks are available free to members. The 1995 edition should be available anytime now. No, really. Why won't anyone believe me? Initially, we will be handing these out at meetings and events in order to reduce postage costs. The 1995 Handbook will define the regs valid from January 1st 1995. Please bear in mind the new Roll-bar rules will be in force from that date too. Remember that the regulations in the RAC Yearbook apply to us as well. Such a lot to read!

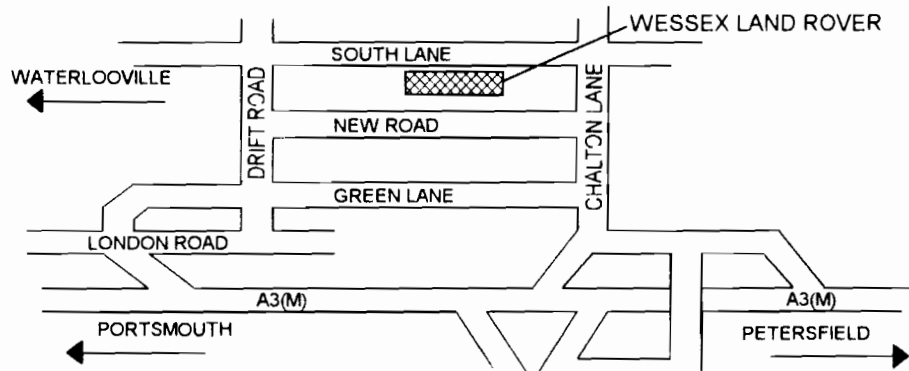
The contents of the HBRO Trials Handbook has now been incorporated, albeit in a modified form, into the ARC Yearbook. The dedicated HBRO version is still available and can be distributed to members at club meetings. So if there is an argument about crossing tracks, looping or taking a shunt, then the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

Steve Kirby

WESSEX LAND ROVER

A new Land Rover dealership has opened in Clanfield, Hampshire. They have agreed to offer HBRO members a discount on purchases from them. No specific figure has been quoted but if you live in the area and want genuine parts then pay them a visit or give them a call on 0705-595600 or fax 0705-599845.

Address is:- 33 South Lane, Clanfield, Waterlooville, Hampshire, PO8 0RB.



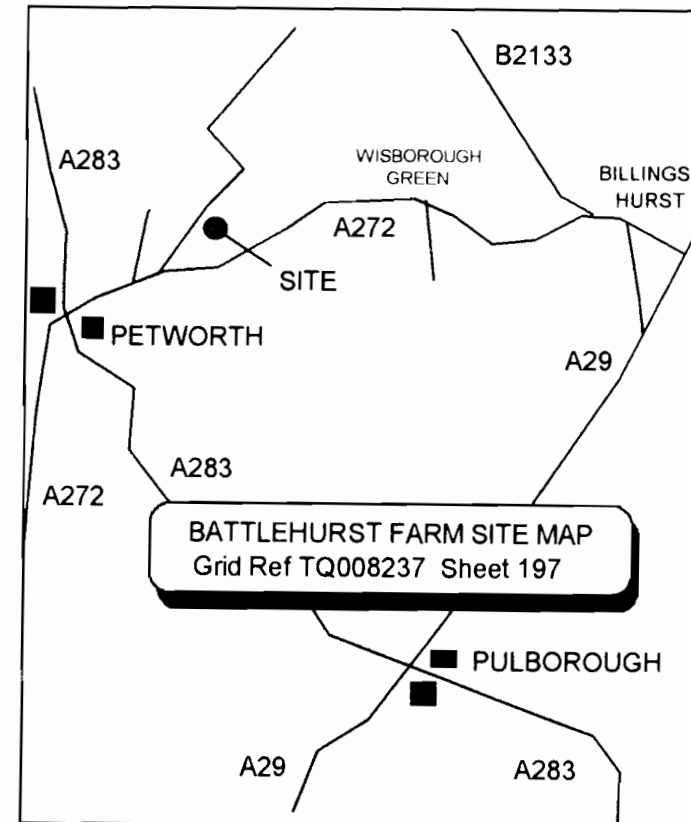
Invite to Southern Rover Owner's Club Rally. RTV Trial & 4x4 Gymkhana, Battlehurst Farm August 5th, 6th & 7th

We have been invited by Southern Rover Owner's Club to their rally. They are running an inter-club event with an RTV Challenge Trial and a 4x4 Gymkhana at Battlehurst Farm, Kirdford, between Petworth and Billingshurst, West Sussex. The event is open to all fully paid-up members of HBRO. Entries can be on an HBRO entry form. The gymkhana is on the 6th and the fee is £3 (pay on the day only). The RTV will be on the 7th. Fees:- £10 in advance or £15 on the day. Payment to:-

Cath Brown, 34 Bracondale Avenue, Istead Rise,
Northfleet, KENT, DA13 9ED

Gymkhana signing on closes 1:30 (13:30 hrs) and event starts at 2:00 p.m. (14hrs).

Scrutineering for the RTV will be from 8:30 a.m., signing on will close at 10:00 a.m. and the competition will start at 10:30 a.m. ARC Rules apply so don't forget your membership card, MOT certificate etc. Call Steve Kirby for copy of SROC SRs. CAMPING:- from 4 p.m. (16:00h) on the 5th. Fee £2 per night.



Special Services Section

This section is for members who are **self-employed** and can provide special services to club members. Entries below are free on condition that some discount is given to members.

BUILDING GENERAL:-

Steve Ellis, builder, bricklayer. 0635-38056

CARPENTRY (CONTRACT & HOUSEHOLD)

Nick Woodage. Liss. HANTS. 0730-894418

COMPUTER SYSTEMS, PCs etc.

Hugh Glossop. Home tel: 05912-231, Mobile - 0836-236564,

ELECTRICAL:-

J. W. Bull, HANTS Tel: Southampton 865675

FENCING MANUFACTURERS & ERECTORS:-

S OSBORN & SON. Newport Pagnell, BUCKS, 0908-616564

FIRE PROTECTION:-

Romsey Fire Protection Consultants/sales. HANTS. Tel: Romsey 514700.

INTERIOR DESIGN, UPHOLSTERY etc.

Winsdale Interiors Ltd. Design, upholstery, furniture restoration, carpets etc.

Bruce Cowan, Southampton. Tel: 0703-555585 Fax: 0703-559541

PLUMBING/CENTRAL HEATING:-

Dave Ridden, HANTS. Tel: -Romsey, 0794-514834

J. W. Bull, HANTS Tel: -Southampton 865675

PRINTING:-

Mark & Isobel Wardley, "KEYLINK" Croydon, SURREY.

Tel: - 081-651-5722 (home) or 081-651-1861 (works).

Nigel Leak. "MULTIPLEX". Hungerford, BERKS. Tel: 0488-685213.

TRANSPORT:-

"Group Lewis Industries". Heavy vehicle and other transport. Reading area.

Call Mark Ambler on 0831-345485(mobile)

VEHICLE REPAIRS/SERVICE/SALES/RECOVERY:-

John Dowdeswell, "Traction Force Rescue". Recovery and Transport.

Fareham, HANTS. Tel: 0831-551055 (business) 0329-220859 (residence)

P. J. Cooke, Tel: Headley 234 (workshop) Thatcham 62163 (Home)

James Wallis, West Meon, HANTS. 0730-261565

Steve Barnwell Motors, Newport Pagnell. BEDS.

Tel: 0908-611413 (Works), 0908-616878 (Home)

Andy Flanders, "Tring 4-Wheel Drive", Tring, Tel: Berkhamstead 872523

WATER TREATMENT/FILTRATION (Domestic):-

K. Chippendall-Higgins, Havant, HANTS. Tel: 0705-470183, Fax: 0705-453539

WELDING / FABRICATION:-

Neville Dewdney, Aldershot, HANTS, 0252-28185

Don't forget, you get a full page advert free if you sponsor an event!

Send your business cards/letter-heads to the Editor!

Log-book Implementation

The much heralded Log-book process is now here. Just to remind you, there are new roll-bar rules next year and the log-books should enable owners of "illegal" designs to continue to use them. So long as your roll-bar is correctly constructed in accordance with current designs, you should be OK. Obviously those constructed in accordance with next years designs (and some of the recently built vehicles do) then you will be "safe" too. Those of you at the Nellies Dell Trial will have seen me struggling through the process on Brian's and Malcolm's racers. I say struggle because, although I was involved with the design of the process, actually standing in the middle of a field and doing it was not as easy as I had expected! Included in the examination is a check on the dimensions. (See over the page for chart) The rules have always stated that the vehicle should be the right shape and size; now you'll be measured up to prove it! However, here is the process described from the point of view of the competitor. Comp Safari vehicles take priority at the moment but I'll get round to the CCVTs where possible.

Stage 1

Your vehicle will be inspected by an ARC scrutineer who will complete the details of the owner and vehicle on the triplicate check-sheet. On completion of the vehicle inspection, you will be given the top two copies of the check-sheet, with the scrutineer retaining the bottom copy for reference. The scrutineer will then affix a security tie to the diagonal of the roll-bar at a protected point noting the tie number on the check-sheets. This is a vehicle identity tag ONLY and does not indicate anything else. This tag must not be lost or defaced.

PASS or FAIL will be entered in the column next to the scrutineer's signature. If the vehicle fails, the scrutineer will point out to you the points that need correcting. He will enter these on the check-sheets.

Remember that this is not a full scrutineering operation - only with the silhouette and roll-bar will be considered unless safety is compromised.

Stage 2.

If your vehicle is failed, then you must carry out the requirements on the check-sheet entered by the first scrutineer, before you can proceed to stage 3. If your vehicle passes, then you can go straight to stage 3.

Stage 3.

Your vehicle is then inspected by a second scrutineer subject to the fulfilling of any requirements from the initial inspection. You must present the two copies of the check-sheet that the first scrutineer gave you, and the second scrutineer, if satisfied, will pass the vehicle for log-booking. The second scrutineer will sign the two check-sheet copies and enter either PASS or FAIL in the adjoining column. If the vehicle passes, the scrutineer will retain the second

Standard Vehicle Sizes Chart. (1st Revision)

copy of the check-sheet and hand you the top-copy to send to the log-book secretary with the fee of £5 (or £2:50 for an upgrade from trials to Safari) and the two photos.

If the vehicle fails for the second time (which should only be in the minority of cases) then you must correct the faults raised and then re-submit the vehicle to either the same or different scrutineer whichever is convenient.

Stage 4.

The log-book secretary will receive the top copy of the check-sheet, the fee and the photos from you, ticking them off on the check-sheet. He will then enter the relevant details onto the log-book, signing it and issuing it to you.

Stage 5.

Production of log-books will be a requirement from 1995 for Safari vehicles. Correlation between the log-book and the tie will be checked upon entry to an event. Please report the loss of either the tie or the log-book to the log-book secretary. The log-book has provision for comments with regard to safety and should be used in the event of the vehicle becoming unsafe due to an accident etc. Only the scrutineer at the event may remove the security tie and retain the log-book, invalidating the vehicle. He must send the two items to the log-book secretary stating his reasons and the competitor will then need to have the vehicle re-log-booked.

Appeals.

All the previous stages may be appealed on by you in writing to the log-book secretary who will inform and consult with the scrutineering committee. During an appeal, the vehicle will be ineligible for competitions until a decision has been made by the scrutineering committee on the vehicle.

Steve Kirby

Code =>	A	B	C	D	E	F	G	H	I
Item =>	W/B	Engine capacity, Standard	Door height	Top of front wing to bottom of front bumper	Centre line of front axle to front of front bumper	Length including bumper(s)	Width over-all	Width at bulk-head	Height of back body 5
Vehicle ↓									
Series 1	80	1595 P 1997 P	19"	20½"	23½"	128" / 10'8"	61"	60½"	16½"
Series 1	86	1997 P	19"	20½"	24"	138" / 11'6"	62½"	60½"	16½"
Series 1	88	1997 P 2052 D	19"	20½"	22"	138" / 11'6"	62½"	60½"	16½"
Series 1	107	1997 P	19"	20½"	24"	170" / 14'2"	62½"	60½"	23"
Series 1	109	1997 P 2052 D	19"	20½"	22"	170" / 14'2"	62½"	60½"	23"
Series II, III	88	2286 PD	25"	24½"	24½"	138"	64"	64½"	20½"
Series II, III	109	2625 P 2286 D	25"	24½"	24½"	175"	66"	66.8"	20½"
V8 LWB	109	3528 P	25"	24½"	24½"	177"	66"	66.8"	20½"
Lightweight series II & III	88	2286 PD	24"	18½"	19"	135½" 11'3½"	60"	59½"	22½"
Forward Control 3	109 110	2286 P 2286 D 2625 P	35"	31½"	43"	193"	69½" 75¼" #	64½"	40"
Fwd Control **	101	3528 P	2'1½"	2'10"	2'10½"	13'6¼" / 162¼"	6'1½" 73½"	6'0½" 72½"	1'1½"
Ninety	92.9	3528 P 2500 PD	25"	23"	25"	142" / 11'10"	70½"	64½"	20½"
One Ten	110	3528 P 2500 D	25"	23"	25"	175"	70½"	64½"	28"
One Ten HCPU	110	3528 P 2500 D	25"	23"	25"	175"	70½"	64½"	28"
Range Rover	100	3900 P 2500 D	27" 2'3"	14" ¹ 2'4"	28" 2'4"	174" / 14'6"	70" ² 5'10"	n/a	24" ⁶ 2'0"
Range Rover LSE	108	4200 P	27" 2'3"	14" ¹ 2'4"	28" 2'4"	182" / 15'2" ??	70" ² 5'10"	n/a	24" ⁶ 2'0"
Discovery	100	3900 P 2500 D	27" 2'3"	16½" ¹ 2'6"	30" 2'6"	176" / 14'8"	70" ² 5'10"	n/a	24" ⁶ 2'0"

Codes:-

Dimensions:-

* = Measured from a vehicle by Scrutineering Committee

** = Measured from a vehicle by SJK

= Sizes are quoted from "The Land Rover Directory" by Peter Hobson and "The Range Rover / Land Rover" by Graham Robson, both of which quote the same officially sourced information

¹ "Top-of-wing" is actually to top of front side-light unit. ² Width over metal body-work (Plastic trim on some models of RR not included.) ³ Dimensions supplied by Forward Control Register.

⁴ Includes mirrors. ⁵ Height of cross-member (min of 4¼" in all cases) to be added to this height

⁶ No external rear cross-member to measure

A blank space indicates that the dimension has yet to be measured Help wanted please!

Engines -

P= Petrol D=Diesel (Largest size for that model is quoted)



KeyLink
Business Supplies and Services

79 Mitchley Avenue, Sanderstead, South Croydon, Surrey CR2 9HN
Telephone 01-651 1861

Rickshaw Ramble

The weekend of 8/9th January 1994 saw this years first outing of the Thames Valley Police Off-Road 4 Wheel Drive team. The event was the "Rickshaw Ramble". This is a joint British Army Motoring Association and Federation of British Police Motor Clubs exercise. The team consisted of PC Drew ELGETI (Reading) and his navigator PC Mike BENNETT (Bracknell), PC Pat KNIGHT (Banbury Traffic) and his navigator DC Chris SMITH (Maidenhead). As usual this event was dominated, on the Police side, with teams from West Midlands and the Metropolitan Police. A total of 62 vehicles started the event.

Drew and Mike (Car 31) were using Drew's own Land Rover 90 pick-up, which is looked after mechanically by Stan Tooth, at Turbo Rover, Reading. Pat and Chris (Car 40) went to Firs Garage at Hook Norton and asked to borrow a Diahatsu on "Test Drive" for the weekend. They were initially offered an "L" registered Four Track but thought better of accepting it, so were given an "H" registered Four Track from the forecourt with the instructions "just don't put it on its roof". After giving the window price sticker of £8,500 back to the garage they left quickly before any minds were changed!

07.30 Saturday morning saw the team at Longmoor Army Camp, Hampshire in the queue for scrutineering. Both vehicles sailed straight through without any trouble and then it was down to plotting map references on the map that was supplied by the organisers. Roads built in the last 10 years, including the A3 dual carriageway were not shown! (Army surplus maps?). However, getting caught with any other map meant disqualification.

The first event was the Cross Country Test. This was a timed 6 mile cross-country course. In that 6 miles, there were 6 sections of between 500m and 1000m of severe ground to cover without stopping. The TVP team normally do well in this event and this was no exception. The only problems encountered were vehicular!

One section sent the crews through a lake with high banks all round, except the gentle

ramp in and a long steep gravel hill out at the other side. The idea was to drive around the edge, keeping as high as possible - but not so high as to cause the vehicle to roll over into the water (as one female army crew did). One male army crew decided the direct approach was in order and sped straight through the middle, only to come to a stop half way with suspected damp electrics!

This lake also caused problems for the TVP crews. Pat and Chris got through the lake and were almost up to the top of the hill when the tyres lost grip and they had to go back down to the bottom and try again. Drew and Mike managed to get round and out without problems but a short while later going up another steep hill, the vehicle lost power because water had got into the distributor and they were unable to complete the section. Copious amounts of WD40 fixed the fault and both vehicles went on to complete all remaining sections, collecting no further penalties.

The next task was the Scatter. This involved teams being given 20 map references and then having to drive and find the letter boards at each point - in 1 hour. Both TVP crews managed 18 out of 20. They obviously made notes of the tips gleaned from Met teams last year!

The third task of the day was the Navigational Safari. This was a very tight route with lots of turns, plotted by tracing a route from a master sheet onto the map. Again, with 20 letter boards at known locations. Both TVP crews lost marks here as they had trouble finding several letter boards. Later they found out that 5 boards were missing, but if the drivers had trusted their navigators they would not have wasted time looking for them. A hard lesson that they won't forget.

The final event on Saturday was a Night Navigation exercise. Half an hour before their respective start times, crews received their "road book" which consisted of two pages of grid references which when plotted gave the route to be travelled. Capt. Stevens (the organiser) stated on the briefing that he had got lost in daylight and he knew where he was going! One hour was allowed with a maximum lateness of 20 minutes.

Both crews set out very well and found the route reasonably easy. However, going down one very narrow track through a wood, Drew and Mike were forced to stop in the middle of a bog due to a traffic jam! Four army vehicles had got bogged in some way further along and nobody could get through. It was time to turn round. First they were towed through the bog by a West Mids team, then followed a 53 point turn, then back through the bog. This was managed at the expense of the front bumper and steering gear protector that was pushed up onto the steering gear - which miraculously continued to work(ish). This delay had set them back and after the detour they were running late, so a decision was made to "cut and run". This would mean they missed some of the route and incur penalties but would stay in the event.

Pat and Chris also got stuck due again to tyres, and they also decided to "cut and run". Unfortunately they came in 3 minutes over their maximum time which meant they got no score for that event and TVP were out of the running for the team prize.

Sunday morning, after Drew and Mike changed an overnight puncture, Drew asked Pat to use his vehicle and steel tow chain to pull his steering gear protector off the steering gear. Apparently Pat didn't hear anything after the word OFF. Five seconds later the protector was only held on by 3 of its' 4 brackets!

The task for Sunday was a vehicle orienteering exercise. Crews were given an aerial photograph (taken from orbit it seemed) with 15 points marked on it and one hour allowed to visit them all. On briefing, crews were instructed they had to visit each point in numerical order. The TVP team and most of West Midlands took that to mean you had to find each number before going onto the next.

It took 45 minutes for Drew and Mike to find number 1 and so they had to run straight back going via 3 and 4. Pat and Chris had the same problem but found No 1 slightly more quickly and were able to visit No 2 as well as 3 and 4 on the run back. A lot of the crews gave up with the first 7 and started at 8. Apparently that was allowed! Another lesson not to be forgotten!

Drew and Mike finished

17th overall

5th in class

5th Police Crew

1st Thames Valley

Pat and Chris unfortunately did not receive a final placing due to being over the time limit on night navigation. Had Pat and Chris come in just three minutes earlier on the night navigation they would have finished very high up on the leader board as well. However they did get the award of 2nd Thames Valley Police Crew!

Overall the TVP team were very happy with the event, especially as they beat many of the Metropolitan Police Teams, who always attend these events en masse.

If there are any members of the Force with their own, or who have access to, an off road 4 x 4 vehicle and would be interested in any of the above, please contact any of the officers mentioned or PS Brian Smith at the Force Driving School.

Drew Elgeti

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....

LAND ROVER WORLD

HANTS AND BERKS RO

EXCLUSIVE SUBSCRIPTION ORDER FORM TO

LAND ROVER WORLD

This special subscription order form entitles you to an exclusive offer on the next twelve issues of Land Rover World. Rather than the standard £24.00 you need only pay £18.00 and save yourself £6.00

Simply complete the details below and return this form, along with any payment, to the address shown at the bottom of the page.

Mr/Mrs/Miss/Ms _____

Address _____

Postcode _____ Telephone Number _____

I enclose a cheque for £ _____ made payable to Link House Magazines Ltd

Please debit my Visa Access Diners AMEX

Card Number _____ Expiry Date _____

Signed _____ Date _____

Please return this form and your payment to - Land Rover Club Offer, Subscriptions, Link House Magazines, Link House Dingwall Ave, Croydon, CR9 2TA

Occasionally we may make names and addresses available to carefully vetted companies who sell goods and services by mail that we believe may be of interest to our readers. If you would prefer not to receive such mailings please tick here

Source - LC41



LINK HOUSE MAGAZINES LTD · LINK HOUSE · DINGWALL AVENUE · CROYDON CR9 2TA · TELEPHONE 081-686 2599 · FAX 081-781 6042

Registered in England and Wales. Registration Number 1341568. Registered office - Link House, Dingwall Avenue, Croydon CR9 2TA



Off-Road & Four Wheel Drive Show '94
 16th, 17th July.

As in previous couple of years we have availed ourselves of a free stand at the Off Road and 4 Wheel Drive Show,

West Wycombe Park Estate, BUCKS. (sign-posted from the M40). This year, the joint sponsor is Land Rover World who take over from BFGoodrich. We have been offered the same generous deal again this year. We have a 20 x 20 metre square club stand and may display up to four vehicles (no mention of a caravan which I assume we can have as previously). Four free exhibitor's passes are available from the organisers. We had good displays for the last two years with several vehicles, the HBRO flag and pictures and display boards. More of the same will be needed this year please. Please contact me if you want to exhibit this year. Discounted tickets will be available for club members as follows:-

Tickets	Saturday	Sunday	Weekend	Amount £
£6:50 Adult single			X	
£1:75 Child single			X	
£11 Adult Weekend	X	X		
£3 Child Weekend	X	X		
£6 Scenic Off-road			X	
			Sub-Total	
			Less 10% discount	
			TOTAL	

Camping @ £5 per night Friday..... Saturday..... Sunday..... Total...£.....
 (No discount on camping)

Use the order form above (if you can copy it) and send your order & payment to Janet Belton, Link House Magazines Ltd, Link House, Dingwall Avenue, Croydon, CR9 2TA (Tel: 081-686-2599) and be quick about it!

Sorry for the short notice folks, but the organisers sent the invite to the ARC on June 14th and it got to me by the 21st. This newsletter is going to press on the 22nd.

Steve Kirby

ASSOCIATION OF ROVER CLUBS LTD

Patrons:
Tom Barton. O.B.E.
Major B. Hervey-Bathurst. O.B.E.



Hon. Secretary:
Andrew J. Stevordale, 65 Longmead Avenue,
Hazel Grove, Stockport, SK7 5PJ
Telephone: 061 456 8224 Fax: 061 456 8224

Please Reply To:

THE ALL ROVER WEEKEND

at The Heritage Motor Centre, Banbury Road, Gaydon, Warwick, CV35 0BJ

Join in and celebrate the **marque** - Saturday/Sunday 16th/17th July 1994

Name Club Mem No
Address
Telephone Number (inc. STD code)

Arriving on day with vehicle type/reg.

with a caravan/tent and party of adults and children (under 16)

Caravanning weekend £ 5.00 £

REMEMBER: You must provide your own toilet facilities and take your rubbish home!!

Event tickets include entrance to museum:

	Two Day Event	One Day Event	
Adults @ £6.00 @ £4.00	£
Children (5-16) @ £3.00 @ £2.00	£
Children (Under 5) Free Free	

Cheque enclosed payable to A.R.C. Ltd for £

All forms to be returned by June 30th 1994 to:
ARC Secretary, 65 Longmead Avenue, Hazel Grove, Stockport, SK7 5PJ

Signature Date

"The All Rover Weekend"

The Heritage Motor Centre

July 15th - 17th

Banbury Road, Gaydon, Warwick, CV35 0BJ

Join in and celebrate the **marque**

- Rover display areas including the current Rover Group range
- Rover Motoring Cinema
- Club Members' bring-and-buy
- Daily Treasure Hunts for young and old (on foot!)
- Children's Entertainment - competitions, cartoon shows, etc.
- Evening Barbecue with Bar (on Saturday)
- Best Car of the day, each day.
- PLUS of course, access to the superb museum!

Parking for ARC Club members including caravan / camping area with water supply and Elsan disposal will be available adjacent to the Heritage Motor Centre, but you must provide your own toilet facilities and all rubbish must be removed from the site at the close of the event.

Advance ticket prices:-

	<u>1 day</u>	<u>2 days</u>	
Adults	£4	£6	
Children (5-16)	£2	£3	(Under 5 are free.)
Caravan	£5	£5	

Application form opposite.

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?

NORTH WALES LAND ROVER CLUB LTD PORTHMADOG '94 August Bank Holiday Inter-Club Weekend

Invitation to an inter-club competition at Dolbenmaen, near Porthmadog at the entrance to the beautiful Lleyn peninsular on the edge of the Snowdonia National Park in North Wales.

The following events will take place:-

26th& 27th, Lloyd Motors Scenic Drive	£10 / day
27th, North Wales Land Rovers Repairs Team Recovery	£10
27th, North Wales Land Rover Club Winch Recovery	£10
28th, North Wales Land Rover Centre CCV trial	£10
28th, M & M Land Rover Services Road Taxed Vehicle Trial	£10
29th, D. K. Services Competitive Safari	£15

The weekend should give everything the seasoned competitor could desire without forgetting the all important social side of Land Rovering.

The site is on the border of the National Park and although the final approach is narrow, it is only a mile from the main A487 trunk road so the journey will be easy in any vehicle. The campsite has all the basic facilities and will suit the self-sufficient too. Camping Caravanning is £15 a pitch. Site is open from the evening of the 25th to noon on the 30th. There are also numerous other campsites, hotels and guesthouses within a few miles of the site

If you want to compete, contact me (or Steve Kirby) for a copy of an entry form or send all relevant details (Your name, address, phone number, membership number, event type, ARC Class, event fee etc) to Miss Janice Kelly, Endon, Willow Road, Coedpoeth, Wrexham, CLWYD . For more information, contact Janice on 0978-757560, Club Secretary Dave Cuthbert on 0492-534417, or Competition Secretary Dave Kelly on 0978-356157.

Dave Cuthbert

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. 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; payable in advance. These rates are very good considering the perfect targeting. 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!

* Series III top tail-gate. Has bigger than normal window. £30. Contact Mike Dyer on 0276-473907 (JUL94)

* SD1Rover Vanden Plas being broken up. All electrics, windows, mirrors, sunroof etc. Full leather interior, alloy wheels with excellent tyres. All parts available except the engine but some ancillaries for sale. All parts cheap to clear. Call Gary Langton on 0705-388929 (JUL94)

* Land Rover bits. SWB hard-top (no windows) with Safari rear door - £85. Series III gearbox - £50. Series I 86 / 88 windscreen (including glass and sunvisors) - £25. Incomplete vehicle: 110 chassis and wings, bulkhead, screen and truck-cab on axles. Many parts ready to put on and is complete with V8 but needs attention. - £1200. Call Chris Bowler on 0850-792374 weekends only please. (JUL94)

* Tyres Two Avon Ranger 7:50x16 as new, very little used, and one 7x16 with good tread. £80 the lot or will split. Contact Ian Bailey in Alton on 0420-89010 (APR94)

* Tyres Avon Rangemaster radials 7:50x16, three available, only 4mm tread. Any offers? One 7:50x16 Traction King. Done approx 100 miles. 14mm centre tread depth. Inspection invited. Start haggling above £45. Call Adrian in Portsmouth on 0705-377488 (JUL94)

* 2¼ Petrol engine Stripped ready for rebuild. All parts available. Rover V8 inlet manifold c/w twin Strombergs. Twin Solex carbs from Jaguar straight six, aluminium sump, water thermostat housing and breather / water casting from Jaguar straight six. Any offers on the above to Paul Barker in Basingstoke on 0256-469674. (FEB94)

For Sale

* 5-SPEED GEARBOX 1992 spec Discovery gearbox with double synchros; no transfer box. Removed for auto conversion and is complete with the bell-housing and the flywheel casing for Tdi engine. Less than a year old when removed. Offers to Colin Gross in Ruislip, Middlesex on 0895-638957 (FEB94)

* Two kayaks water-worthy, ideal for beginners or improvers. Fibreglass construction, similar to Snipe Tourers, c/w paddles and spray decks. £35.00. Call Paul Barker in Basingstoke on 0256-469674. (FEB94)

* Michael's Miscellany:- SD1 Auto-box, working order. Only £30.

Assortment of wheels / tyres:-

Goodyear XtraGrip 750x16 VG Tube and knackered LR LWB rim.

Firestone M&S 205R16 G With tube and RR Rostyle rim.

Desert Dueller 205R16 G With tube and RR Rostyle rim.

Avon RangeMaster 205R16 Fair With tube.

Contact Michael Dyer in Windlesham on 0276-473907 or 0831-466306 (MAY94)

* JJ's Spare Part Service SWB Hard-top complete with safari door. Four 600x16 Firestone SAT, VGC. Range Rover radiator. Range Rover / Discovery nudge-bar. Contact J Walker on 0252-28494 (ansafone) (MAY94)

* Chairman's Wares & Spares "Dead" tow-ropes in hemp with soft eyes - £10 each. Mountain-bike racks for tow-bars - £POA. Range Rover tow bracket - £15. Range Rover bits:- New water pump, distributor & electronic ignition, inlet manifold & Strombergs, exhaust manifolds (1½ pairs!), flywheel & part-worn clutch. Any offers? Contact Nick Woodage on 0730-894418 or Mobile 0850-408161 (JUL94)

Vehicles for Sale

* 3 Series Ones. One 1954 and two 1956. One robbed and suitable for spares. Two restorable - one hard-top, one soft-top. original registrations. Plus loads of bits. Offers around £800 for the lot or offer for individual vehicles. Call Peter Saint on 0734-483208 (MAY94)

* 1960 SWB Land Rover. 2¼ petrol, soft-top. New chassis in 1992. Alloy wheels with Kelly tyres (full set of 5). Kenlowe fan. Too many new parts to mention. £2000 o.n.o. or part exchange with Range Rover. Call Paul in Emsworth on 0243-376292 (JUL94)

Vehicles for Sale

* Land Rover 110 chassis and wings, bulkhead, screen and truck-cab on axles. Many parts ready to put on and is complete with V8 but needs attention. - £1200. Call Chris Bowler on 0850-792374 weekends only please. (JUL94)

* Trialler Series One 80" ARC spec trialler with 2¼ engine and full roll-cage. Complete ready-to-run CCV package for £650. Call Steve Barnwell in Newport Pagnell on 0908-616878. (MAY94)

* Range Rover Pick-ups, two. First vehicle 1977 reg. Recently fitted with recon SDI engine. Full roll-cage and front bar. Five Firestone SATs on 8-spoke wheels. Five month's tax, tested until May 94. Used daily. Second vehicle 1975 reg, suitable for spares / repair. No tax or MOT. £1500 the pair. Call Robert Shirvell at home on 0256-478821 or at work on 0256-397948. Basingstoke. (FEB94)

* SERIES IIA LWB Land Rover. Truck cab (1965). Fully rebuilt chassis including new outriggers and back. Renewed braking system including new slaves and pipes all round New suspension all round. Recon 2¼ petrol engine from Brooklyn. New hubs and swivels with all bearings and gaskets being replaced in the transmission system, including wheel bearings. Rebuilt steering box. Reworked gearbox with all bearings seals and various gears being replaced. In all, many new parts on the vehicle. This is a restoration project started about 4 years ago but the last 10 months have seen no further work on the vehicle. Unfortunately it has now got to go. It is still unfinished with bodywork and electrics still to do. All body panels are on the vehicle. The Land Rover is open to any offers. Call Paul Barker in Basingstoke on 0256-469674. (FEB94)

Wanted

* CB Radio Cheap. Green lane use only. Nothing fancy needed. Contact Mike Dyer on 0276-473907. (JUL94)

* Canoe Canadian style, not kayak. 16 or 17 foot. Contact Ian Bailey in Alton on 0420-89010 (APR94)

* 109 Rear hood and sticks Contact Michael Dyer in Windlesham on 0276-473907 or 0831-466306 (MAY94)

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.

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 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

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.

Green Lane Trips:-

Those marked with an asterisk (*) opposite, please call Adrian Bolge on 0705-377488 if you are coming.

June 28th	An afternoon at the Solihull Land Rover (BMW?) factory. Contact Gary Hodgson on 0730-267146.
July 10th	Green Lane Trip. Meet at the filling station on the A33 south-bound approx 1 mile south of junction M4 and A33. Ref OS Sheet 175, SU707672 *
July 8th - 10th	War of the Roses weekend. Details elsewhere. HBRO has been invited to participate again. Contact Adrian Bolge.
July 15th - 17th	Off-Road & Four Wheel Drive Show. Just off M40. Details elsewhere.
July 15th - 17th	"All Rover Weekend" Gaydon. Just off J12 M40. Details elsewhere.
July 16th - 17th	Invite to Lincolnshire Land Rover Club 2-day Comp Safari at Manby, Lincolnshire. Call Steve Kirby for entry forms.
July 23rd - 24th	RTV / CCVT at new site at North Marden. Details later.
August 21st	Bognor Regis Rotary Motor Gala, West Park, Bognor Regis, West Sussex. This is a cavalcade of vehicles around the town and static displays by motoring clubs. Trade and Craft fair. Contact Steve Kirby for information/entry forms.
August 26th - 29th	North Wales Land Rover Club - Porthmadog '94. Dolwgan, Dolbenmaen. North Wales. Details elsewhere.
Sept 17 - 18	Slab Common - RTV / CCVT. Details later.
Sept 24 - 25	Bagshot Heath Off-Road Show. Details later.
October 7th - 9th	Majors weekend at Eastnor Castle. Details later.
October 22 - 23	Broxhead Common. RTV / CCVT. Details later.