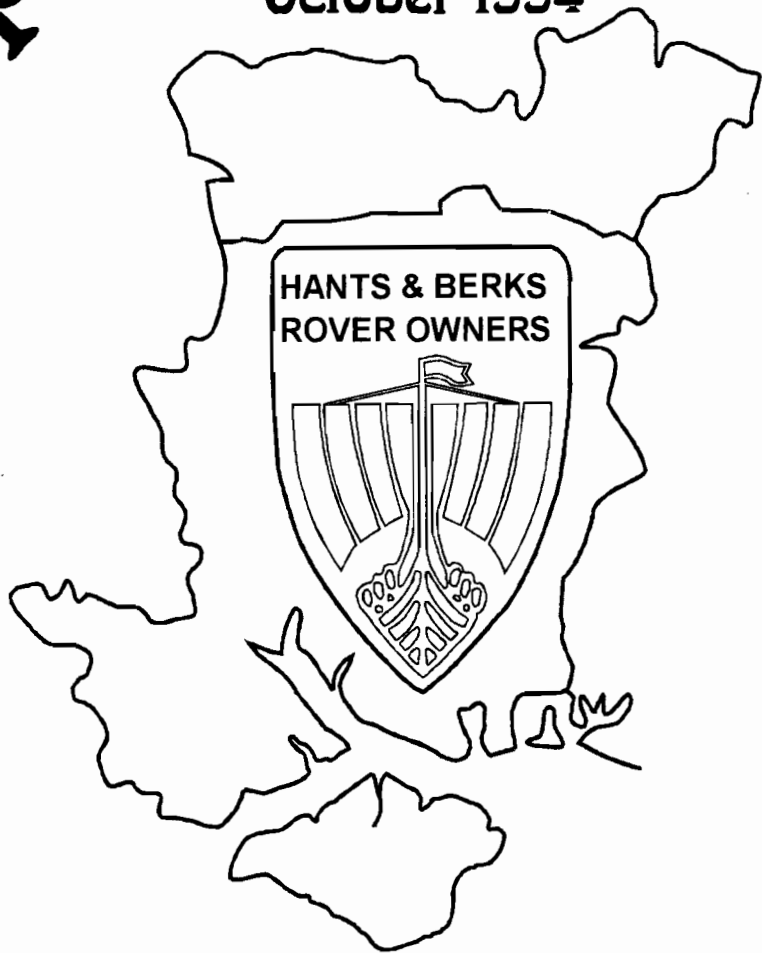


Pants & Barks

October 1994



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

Officers of the Club

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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...

The HBRO AGM will be held at the end of the month. If you have any topics that you would like to raise, then submit them to the Chairman or Secretary NOW. The current treasurer gives notice that he will not be standing for any official post at that time, so we're going to need a new treasurer! Any offers? Any other post you fancy? It's YOUR club and YOU have to run it. There are no paid members so anything that does happen gets done by volunteers. If you have a speciality (even if it's not listed on the page opposite) let us know, as your ability to do one small part of a club function may take the load off someone else.

This month, Mike Dyer gives a little warning to anyone driving the Fosse Way; Mike Clark describes a Land Rover hunt in Jersey / Guernsey, Dave Cuthbert starts an article (part 2 next month) and Steve provides more ARC news from the latest meeting at Solihull.

If you know of any event coming up, tell me. DON'T ASSUME I KNOW ABOUT IT BECAUSE I MAY NOT. Please forward details to me at the address opposite or the phone / fax numbers listed below.

HBRO's very first Comp Safari was poorly supported to say the least but the course was superb and I reckon we could run a major event there. Malcolm managed to squeeze about 2½ miles into the Brick Kiln Farm site and I couldn't even drive round it! (Shock!) The bit in the trees was very tight and twiddly with some fast bits on the open ground and round the edge of the grass field. Great stuff. Report next month (or else!!)

In order to get the newsletter to you by a reasonable time, 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. If you use a PC, please send articles on disc (3½" or 5¼") and I'll return it afterwards. If you have a fax machine, send any faxes to 0181-562-6660 marked "FAO: Steve Kirby" and if you can't get me on the phone at home, leave a message on the answering machine on 0181-562-9604. Thanks.

0181 ?? London numbers (and most of the others) work already with the extra 1. All area codes beginning with 0 will have an extra 1 after the 0 by April 1995. So if you live in Reading, your old 0734 code is now 01734, and so on. You should know this in case you are about to have any business cards or headed letter paper printed. International call-out code of 010 is now 00 to align with the EC (what else??).

THE FOSSE WAY GRID REF. (173) 862881

It might be of general interest to know when you're likely to receive a frosty reception.....

On 21st August I was driving my Range Rover along the Fosse Way with two other Range Rovers; mine was the rearmost vehicle and we were travelling slowly, out of sight of the other vehicles. At the above grid reference point, we were abeam a paddock in which several dogs ran alongside our vehicle. As the fence between the byway and the paddock was not of the highest quality, and having dogs of our own - two actually with us in the Rover - we slowed down and I perhaps paid more attention to the dogs than the track. I remember feeling a tree stump or similar object turn the front offside wheel and the vehicle turned into the fence, which was **not** severely damaged. I stopped, looked around, saw no-one, ensured that the fence was still capable of containing those animals which were present, and drove on to rejoin the other vehicles.

Some five minutes later we'd all stopped at grid reference (173)871890 by the bridge and a lady strode down the slope towards the vehicles. When she started to note down the index numbers I asked her if there was a problem, and she aggressively accused me of 'causing criminal damage' and 'trying to escape'; I immediately admitted that I had hit the fence and offered to return to the site and effect a more permanent repair within the limitations of my materials and equipment, whereupon she asked if I had fence posts - plural - and baling wire with me. I stressed that any repair that I could make would be within the limits of the materials I could find, but did confirm that I had a reasonable range of tools with which to do the job. One of my companions stated that he had seen a fence post lying in the track at an earlier point, and I said I would retrieve this for the intended repair. After the lady stated that she had seen me on the track before, I tried to reassure her that I had never been on the Fosse Way before **in my life**, but the implication hung that I was a recurring vandal, which I did - and do - resent. I retraced my steps, but at the metalled road between the stream and the site of the paddock she was waiting for me, and accused me of trying to run away. Since I had left my two dogs and Cathy at the stream, this was an unlikely intention, and she continued the hostility before I continued to the site, and the thread of the things she was saying was a general diatribe against any/all users of the public right-of-way that runs alongside her property. To cut a long story short, I repaired the fence and saw no more of her.

I have a certain sympathy for the lady, since the Fosse Way is a popular right-of-way and not all off-road enthusiasts are as considerate as they might be; but to be falsely accused of actions under such circumstances rankled, and in

view of the fact that the lady admitted that she has had to retrieve animals before - she referred to them as 'cattle' - would indicate that the property is inadequately fenced for its purpose - but this is not offered by me as any kind of excuse for hitting her fence. If, as I suspect, she had 'finally caught a live one', and was determined he should pay for the sins of possibly many others, I hope that my prompt offer of repair has left her with no further desire for a pound of flesh; I did all that could be reasonably expected at the time.

So if by some chance you happen to be there, watch out for that stump; she struck me as needing no excuse to have a go.

Michael Dyer

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.

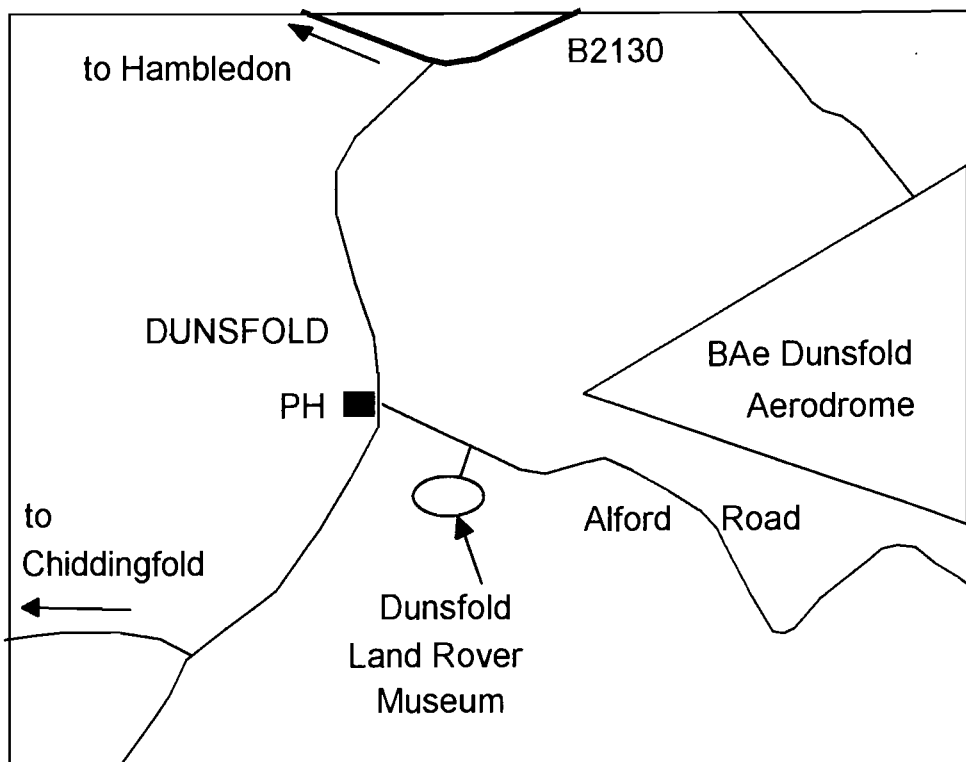
Steve Kirby

DUNSFOLD LAND ROVER MUSEUM OPEN DAY, OCTOBER 2nd.

There will be another chance to see the Dunsfold Land Rover Museum collection at their second open day, on October 2nd.

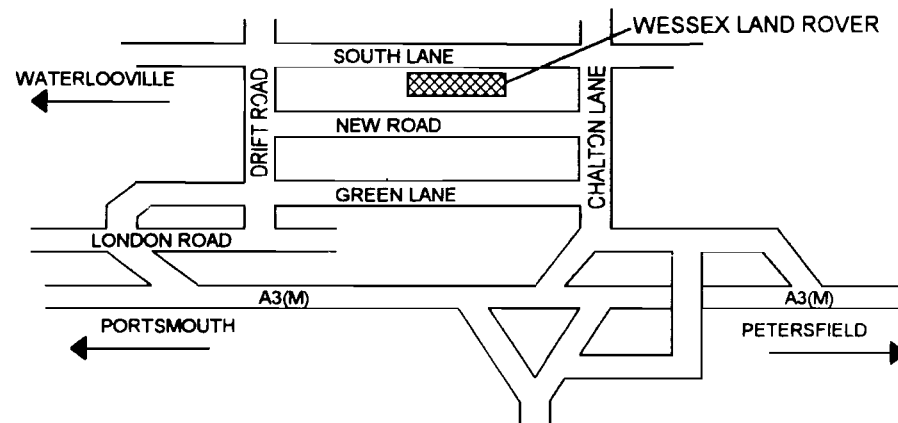
All (most) of the collection will be present along with numerous visiting vehicles, Army vehicles and cut-away training chassis's (what's the plural of chassis?) The 101 Register will be on show in force along with several Camel Trophy vehicles and, hopefully, the Land Rover balloon will make tethered flights. A Land Rover parts Bring-and-Buy sale will enable you to bring your own stuff along and buy someone else's rubbish! There will be conducted tours of the collection's vehicles and a winching demonstration.

Catering and toilet facilities will be provided. Entry fee is a nominal £2. Location is Dunsfold Land Rovers, Alford Road, Dunsfold, Surrey. Map reference is about TQ 009 358 on sheet 186, right by the famous Dunsfold aerodrome, about 8 miles, 12km, east of Haslemere. For further details, call Steve Kirby on 0181-894-3961.



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.

 **KeyLink**
Business Supplies and Services
79 Mitchley Avenue, Sanderstead, South Croydon, Surrey CR2 9HN
Telephone 01-651 1861

1994 ARC International Rally Video

Produced by B.H.Videos, Available now at £14.99 plus £1.50 p & p.

Order from:-

P & D Video, 96 Ridgeway Road, Gleadless, Sheffield, S12 2SY.

Cheques to be made payable to Peak & Dukeries Land Rover Club (1983) Ltd.

Excercise "Road Master"

A "Rickshaw Ramble" type Event,
Weaver's Down, 29th October.

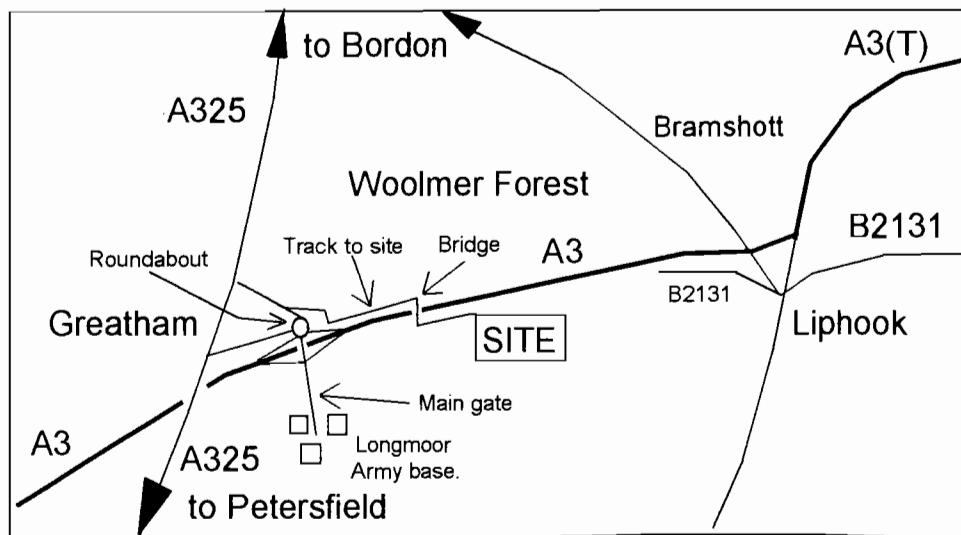
This event is a round of the British Army Championship. The event consists of several driving and navigational exercises on Saturday the 29th of October.

The tests include orienteering, navigation and some off-road driving courses, which is where our club comes in. We have again been asked to set out and marshal the observed sections around the course. We will need to set up three sections that will be challenging but should not cause the entrants to become stuck as the sections will form part of a timed drive. The setting-out will have to be done on Friday 28th as the event starts at 08:00 on Saturday. If you would like to help setting-out on the Friday, contact Gary Hodgson on 0730-267146. If you can help marshal on the Saturday, call the same number.

For the last event of this type, we met for a briefing at the Longmoor Camp main gate on the Saturday morning but Gary will give the up-to-date details when you call.

We will not necessarily be using the "track to site" shown on the map. Don't worry if you've never marshalled before; full training will be given. If you can't make it all day, still ring me as I may be able to sort out late passes.

Gary Hodgson



GBJ Land Rovers

At the age of 3 years old, my father passed away leaving my mother and older sister and me to fend for ourselves. Mother had family who lived on the island of Guernsey where I was duly taken for a holiday. After that I fell for the gorgeous islands in a bug way. In my view there's nowhere on this planet half as beautiful as the Channel Islands. (*Cheque in the post from Guernsey tourist authority, Mike*). Then after a lengthy spell away, my wish came true to return for a holiday, this time to Jersey. One hundred miles from the mainland and fourteen miles from France, Jersey is an island of leafy lanes and Norman farmhouses and the cows are a caramel colour (*Charrelais probably. Steve Kirby's uncle was one of the first farmers to introduce these from France to England in the 1950's. Little historical note there. Ed.*) with golden sands and the castles which guard the island. One to mention is the Mont Orgeil Castle in the bay of Granville which at night time is lit up and reminds me of Disney castles (I know, old habits die hard). My favourite place at night being Corbiere with its lighthouse set in hard granite rock. Whilst being a part of the Battle Harden Island, the German war-time bunkers ruined the paradise-like feel about the island reminding all who saw them what man can do to each other it filled me with anger but we must not feel this way must we? After all, they do now own Land Rover don't they!! (*Only because they couldn't make anything as good themselves. Ed*)

I came across my first Land Rover in the bay of Greve D'Azette, a series one rag-top, grey paint in good condition considering it was sat in wet sand with a sign advertising SURFING and other water sports activities. There seemed to be a lot of Range Rovers and Discoverys on the beaches and ramps with heavy duty drawbars for boats etc. Also saw a hook on a Vogue LSE, approx. age three months considering the clean polished tyres. A rather battered 90 used for horse brigade was seen up in the Trinity area. Later enquiries revealed it came from Brabant riding school. I found a 101 rag-top and a 90 SW in the areas of St. Clements Bay, the latter being one purchased from Chandler's Ford near Eastleigh!! Photos to prove.

We later travelled on to St. Aubins in the St. Brelade vicinity to the police station car park and bay areas, also really gorgeous place with yachts and fishing boats the norm. There was a police 110 CSW with its two-way radio, lights, rescue equipment stored in the back. I spoke to the officers in charge of the station on the subject of their Land Rovers. They have two, complete with County stripes. With a police badge on the spare wheel (door mounted) powered by the turbo-diesel. There was assorted Land Rover dotted all over the island all working for their livings. I found a 109 SW parked on the beach, dark brown in colour and used solely for lifting boats in and out of the water on St. Aubin's Bay regardless of where the water rose to the back axle / exhaust level. It never bothered the owners. It did sit down a bit on o/s rear springs. We spent many a night on the bay of Corbiere watching the waters splash against the granite rock, when my eye caught wind surfers and canoeist wave-riding. In front of my Rover

Metro (No, don't laugh!) a white board with red lettering said "Do not surf in this area". A red vehicle came from my right side of view at speed, a 90 was on the beach heading in their direction. If the sun hadn't gone down so much it would have made a great photo. We waited for it to screech to a halt (*on sand?*) but no, it carried on further down. Off duty perhaps? I got a glimpse of the vehicle between rock pools of it's livery "Beach Master Services" complete with lights, roof-rack and surf boards on top; yes a surf board. I worked it out; he must use it to go out to the offenders and give them a ticket. (*A kind of offender Defender? - Ed.*)

A while later we headed back to St. Aubins and what do you think I saw? Two red beach master 90s unable to identify age due to Jersey plates but only to say one was of Defender vintage (*told you! - Ed.*) probably Tdi, the other not sure. Further investigation revealed they in fact belong to the local amenities (Council), although parked outside the police station. The next morning we went out looking for them to photograph but never saw them again. (*Try surfing next to the red and white sign next time, that should bring them close - Ed.*) We even looked on the last day before flight home (brown corduroy trousers needed on that bit.). Whilst I made various enquiries about island Rovers, I was greeted with kind help. Also it helped by wearing a Hants & Berks T-shirts or sweat shirts to show genuine interest was taken in their way of life with the Land Rovers. All the vehicles in the Rover stable was represented in one form or another, mainly 90s & Range Rovers grabbing the lion's share. On the Wednesday morning we were in the Rozel Bay north side of the island. It was drizzling and the sea was under a cloud of mist. I heard a buzzing noise, looked up and saw a white roof. Cloud covered most of the view but tucked up in a mountainside park stood a white 90 with a strimmer trimming around the various furniture such as park benches etc. I photographed the 90. National Trust were the owners. We also looked at a number of tourist-type subjects in and around the island which is 32 miles long and 13 miles wide. I travelled 576 miles (work that out). I travelled every lane there was over and again. Sight seeing etc. from 9 a.m. to 11:30 p.m., seven nights, breaks in between of course although it looks like I spent all my holiday Rover-Spotting (*in a Barbour jacket instead of an anorak I hope. - Ed.*) In fact I spent no more than 4½ hours taking notes and photos.

One favourite past-time was watching kids 7 to 15 diving and bombing off the side of harbour defences into the sea with a 15 to 20 foot drop between rocks. To the uninitiated among you, the real islanders are born swimmers - they are as much at home in the sea as on land. Bearing in mind their fishing history and being on an island, they are all proud to be British; hat came across strongly. They do not forget their past, their libraries and museums prove this point but I did notice that some have an Australian-type accent which has been suggested that it is an English-French mix. One chap did comment that there was a bit of breeding along these lines. No offence caused by that remark! I'm sorry if I droned on about the island but as usual it did its magic on us. As our beloved Channel Isles do, made me proud to be British and to stand up for ourselves I adversity, but did you know, you have to live on the Isles for twenty-plus years

before you get considered for a house of your own and enough in the bank? (*Where are you supposed to live in the meantime, Mike? - Ed.*) Owing Land Rovers doesn't count! Jersey and Guernsey are priceless beyond all dreams and will never be sold even to the highest bidder. This piece of England will always be British, the German bunkers may stay for ever scarring the splendour but that's all that will remain. They bought Land Rover, granted but they won't own them as Sir Winston Churchill put it our "Beloved Channel Isles". This would not have been possible if it was not for Cathy and Mike Dyer who lovingly looked after my English springer spaniels. Big thanks.

Michael Clark

LICENSING

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.

Steve Kirby

Annual General Meeting

The AGM is to be held in the sports centre in the Lord Wandsworth College grounds on Saturday, October 29th. This will enable more members to attend who normally can't make it due to work commitments. There will also be fewer members needing to make an early start the following morning! The entrance is at SU748471 and is just to the south east of Odiham Airfield about half a mile east of Long Sutton. Start will be at 20:00, 8 p.m.

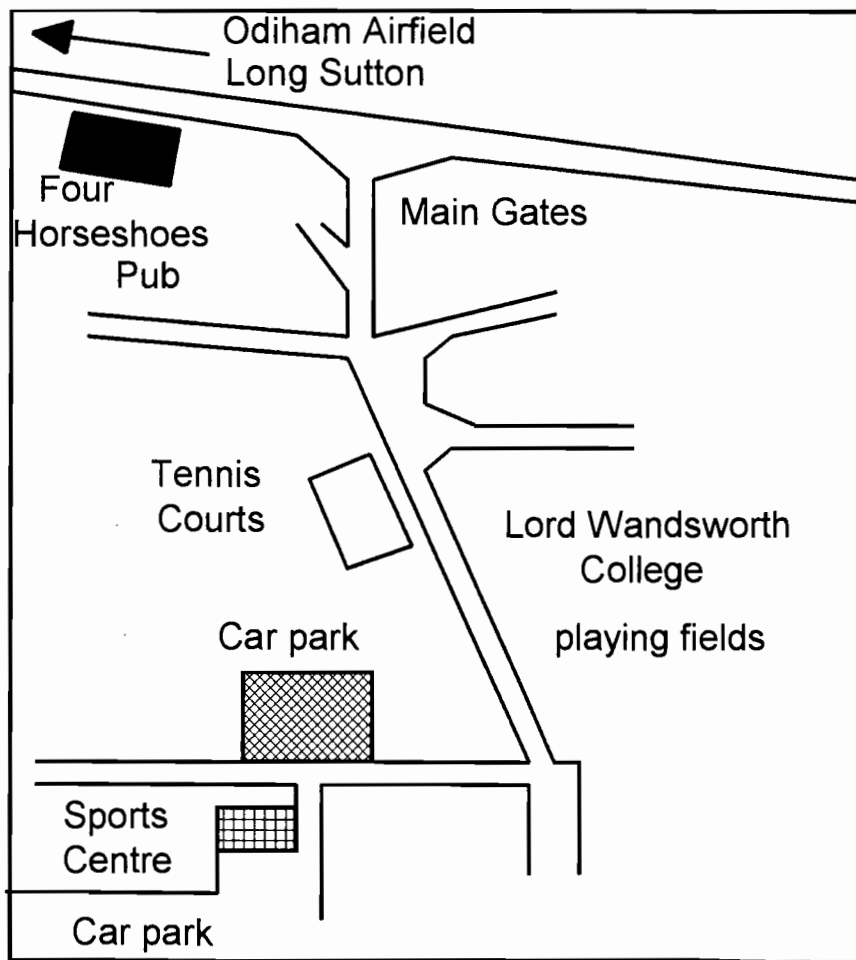
We need a competition secretary and a treasurer - offer your services and take the load off the other members of the committee for a while.

(Continued on page 12)

(Continued from page 11)

A proposal has been submitted by Adrian Bolge:-

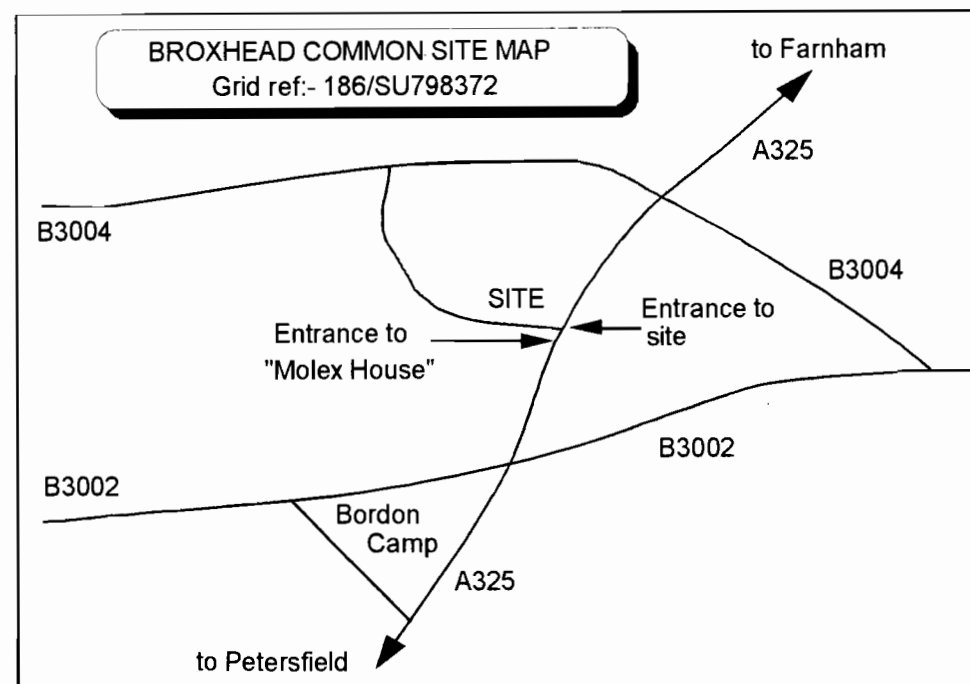
Each and every time a member enters a competitive event organised by the club, other than a gymkhana or treasure hunt, they shall score one point. Before scoring seven points, a member shall give up a day's competition by taking part in the organisation and running of a competitive event. Such assistance at a competitive event shall reduce the member's score to zero. New members shall begin their membership with a score of six points. Rejoining members shall retain the score they had at the time of the most recent lapse of their membership. An up-to-date record of competitor's scores shall be maintained by the competition secretary and be posted at all competitive events.



RTV & CCV Trial Broxhead Common, October 23rd

We are holding an RTV and CCV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 23rd of October. The event is 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 £15 on the day. Payment to Gary. (Address inside front cover.) Scrutineering will be at 9:00. a.m. and the competition will start at 10:00. a.m. prompt, so please be on time. ARC rules will apply as usual. If you haven't got your 1995 ARC Handbook yet, contact Gary Langton for it. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help lay out. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!



ARC meeting 17th September 1994

Only one HBRO member attended his meeting; Adrian Bolge our only other 'regular' wasn't able to make it this time. Are there really no other members taking an interest in the workings of the National body? The following are highlights. (Numbers and letters relate to the agenda for reference purposes and there are some gaps where there was little or nothing to report.)

5) Chairman, Peter Oakden-

- ◆ The Gaydon event was a great success. Attendance was a bit thin on the ground on the Saturday but Sunday was much better. It's been booked again for next year (14th - 16th July 95). The site owners are willing to expand it for next year and may even make the famous off-road test track available.
- ◆ A planned ARC council meeting was in progress when one of the ARC's patrons arrived and the meeting disbanded in order to act as host to him. The meeting was not concluded.
- ◆ LR are having an open day for factory employees and ARC is providing 8 to 10 vehicles for the show.
- ◆ A serious accident occurred to a visitor to an event run by a commercial organisation. The land is also used by an ARC club. Although the incident didn't involve that ARC club at all, there is always a danger that some of the aftermath may rub off on the ARC clubs as they are associated with that land and its owner. The local authority have subsequently visited an ARC event there and were perfectly happy with the way it was run. This is mentioned in order to highlight the need to keep our image clean as news of any untoward occurrences soon gets into the news.

6) Secretary - Andy Stavordale.

- ◆ Notify changes of club officials please.
- ◆ Gaydon was a great success and the Range Rover Register would like to involve it in the 25 years of Range Rover next year.
- ◆ A company exists who will produce newsletters free of charge by use of advertising to cover the cost.
- ◆ MFU matters. (Motorsports Facilities Unit) The LARA conference will be on March 8th 95 at Leamington Spa.
- ◆ Peter James of Footman James insurance has approached the ARC with an offer of some kind of partnership. Benefits should be special terms and conditions. Those present agreed to continue with discussions on the details before inviting Mr. James to come to an ARC meeting to put his proposals to the membership.
- ◆ Club of the Year award. All club sec's should have received notification of these. Why should a big club always win??
- ◆ If you spot any errors in the ARC Handbook, please advise Andy so he can correct it for the next issue.

- ◆ LRO is now in new ownership and are keen to bring the magazine back to the grass-roots enthusiast. (Perhaps we should contact them about re-establishing their advertising with us.)
- ◆ Do you need to weld aluminium? Then try Techno-Weld, a cross between low temp welding and hi-temp soldering. Very effective.
- ◆ Are you running a "Fun Day" ? Don't forget it's a "Promotional Event" and you'll need the relevant certification and insurance.
- ◆ "Wild Rovers". This company ran off-road fun days and when approached by ARC members, it turned out he knew nowt about insurance etc.!! The ARC has now put him straight and he has now introduced a set of rules. He was advised to seek RACMSA registration. He is clearly taking his responsibilities seriously now but watch out for "cowboys" and do report back to the ARC about any events you see that don't appear to have the appropriate safety items such as warning signs, fire extinguishers etc.
- ◆ North Wales Land Rover Club have offered to run the 1997 National Rally.

7) Treasurer. Lawrence Johnston.

- ◆ £4000 deficit looming this year. Subs need to be increased or, quite simply, the ARC will go broke. After much discussion, a proposal was made for the sub per member to be increased from £1 to £2 a year. The ARC has about 9000 members at present, of which about 5000 are competitive. This increase will bring in £5000 which should make the ARC self-sustaining, at least for a while! It may be worth pointing out that many European clubs pay the equivalent of £70 or so for normal membership fees and UK motorcycle clubs are paying typically £90 a year. The average ARC club fees are £15 to £20 a year. Think about that!

8) National Rallies -

- ◆ National Rally 95. Lincs. are running this and its progressing well. Booking forms are available now and should be included with this newsletter. Location is Blankney Park. 8 miles south of Lincoln. Event grounds are sandstone quarries. There will be 12 RTV and CCVT sections. The comp Safari will be split between the two quarries and the team recovery will be a dry one. Scrutineering will be available 24 hours(!) and the trailer reversing and the Gymkhana should be a continuous ongoing event at £1 a go with no limit on the number of attempts. Hospitality will feature a 100 foot long bar!!
- ◆ National Rally 96 - Southern ROC. All the usual events.
- ◆ National Rally 97 - NWLRC. No news yet.
- ◆ National Rally 98 - Lancs. & Ches. To coincide with 50 years of Land Rover. All ARC clubs are invited to run some part of this milestone event. Major involvement with LR Ltd is being sought.

9) Vehicle regulation changes.

- ◆ Now submitted. Complete set of proposals will appear next issue.

- 10) New clubs applications for ARC membership.
- ◆ Liverpool club have shown an interest but have not applied as yet.
 - ◆ "Flower of Scotland" LRC have applied. Non-competitive club.
- 11) Section Reports (as available):-
- C) Rights of Way - Tony Kempster.
- ◆ LARA HQ now at:- PO Box 9, Cannock, Staffs, WS11 2FE 0543-467218.
 - ◆ Routes in Wales :-
 - ◆ The "Gap Road" probable TRO to exclude all non-essential vehicles.
 - ◆ Claerwen Reservoir road to be a Byway. After two days of enquiry, only the Eland Valley council objected.
 - ◆ The 1995 LARA conference on "Motor Sports Issues" (1994 one was "Secret Highways") will take place on Wednesday 8th of March at Leamington Spa.
- K) RACMSA Liaison - Harold Carman.
- ◆ Clerk of the Course licensing for National "A" events. ARC is not affected.
 - ◆ Vehicle log-books - can RAC scrutineers do these?
 - ◆ Working group for roll-bars - first meeting has taken place. See later.
 - ◆ Noise - please can clubs send in results of noise monitoring. During noise monitoring, Land Rovers need only be revved to 3750 instead of the 5000 required in the blue book.
 - ◆ Land purchase for fixed event site(s). Mr. Quenby of RAC to co-ordinate regional plans for this idea.
 - ◆ Tyres - ARC has SRs relating to tyre types. Note that speed ratings are the responsibility of the driver whether on the road or on the track.
 - ◆ Safety matters - ARC member with a comp safari vehicle claims he has been told by an ARC scrutineer that there is no need to cover exposed radiator and associated plumbing etc. No names have been named but this is being looked into. ARC rules a QUITE clear on this matter.
 - ◆ The RACMSA has picked up on a set of event documentation where a member was noted as both a competitor and an organiser. This was an administrative error and an apology is being sent to the RAC. Gentle reminder here to check paperwork before submitting it to the RAC.
 - ◆ Permits (i) - Some permits are still not being filled in properly. Perhaps we should have a sample permit filled in for guidance of those not too hot on the documentation front.
 - ◆ Permits (ii) - Don't change the terms of the event after submitting the permit. If a late change is needed, phone the RACMSA to tell them. They are quite amenable to receiving this information by phone (but not too often!). They MUST know what's going on or your insurance may be void.
 - ◆ Technical Innovation - discussions are going on to examine the ramifications of new technology in the sport.
 - ◆ Crash helmets - why can't ARC scrutineers do these?
 - ◆ Accidents - Vehicles should be re-scrutineered following an accident

involving a hard bump or a roll-over. This to take place before another "run".

- L) Shows and Displays - June and Jack Green.
- ◆ Vehicle line-up at Billing looked good.
 - ◆ Attendance badges for Gaydon were a nice touch.
- M) Scrutineering - Dave Marsh.
- ◆ Log books up and running. CCVT vehicles with new-rules roll-bars won't need to be 'log-booked' until Jan 1996 but old-rules designs should still be log-booked by Jan 95.
 - ◆ Dimension chart - revised one now sent to all secretaries for publication. This supersedes the one in the 95 Handbook.
 - ◆ Club scrutineering reps to be advised to Andy Stavordale ASAP.
 - ◆ Roll-bar working group -
 - ◆ Harmonisation is sought for roll-bar regs nation-wide. Group consists of ARC, AWDC, AROC (Anglian), MORC (Midland Off-road club)
 - ◆ First meeting was on Sept. 6th to outline what needs to be examined. Basically, general design, material specification and mounting. i.e. design needs to consider vehicles with a chassis, a space-frame or monocoque construction.
 - ◆ The four bodies represented are thinking along the same basic lines but some trade-off is needed. Material spec seems to be the main issue. ARC specifies thick walled mild steel as a basis but other tubes with smaller diameter and thinner walls but made of much high grade material can give the same strength. These may need to be individually certificated and made by specialist manufacturers. There is no problem with 'home-made' bars using low grade materials but high grade materials need very careful handling, possibly beyond the scope of the 'back-yard' builder.
 - ◆ The RACMSA wants to arrange a visit to 'Safety Devices' to glean the specialist maker's point of view.
 - ◆ The FIA specs for roll-bars need to be considered.
 - ◆ Cross-ply tyres on Defenders. The Defender specification states that cross-ply tyres must not be used on any vehicle in the Defender range. Use of cross ply tyres may not be illegal as such and so use of such tyres may not contravene ARC rules. However, the fitment of such tyres almost certainly constitutes a modification to that vehicle and owners should definitely inform their insurers of this fact. This is an important matter.

AOB

- ◆ Camping - campers must be members of an affiliated club to camp at a club do.
- ◆ Next meeting - 10th December.

Steve Kirby

More Discoveries

More confessions, until this Christmas I had not driven a 1 tonne 101 Forward Control. (Again this is not strictly true, I've done about four miles in one.) However my nephew James was keen on buying a 101 and despite the advice he received that they are totally impractical (especially as he wanted it primarily for green roading) he went ahead and got an *Ex-RAF LHD* example. You may have seen it, sans canopy, heading the article on the Bagshot Off Road Show in a recent edition of *Land Rover Owner*.

Anyway one of the added attractions of Christmas was that at last I was going to see it. In the event I managed better than that as James had been told of a couple of "safe" lanes nearby and so on Boxing Day/Christmas Sunday we set off for a bit of fun.

"We" consisted of James (who had become an HBRO member the day before) and John (my brother) in the 101 and William (my other nephew) and I in John's 110 V8 County Station Wagon. After a quick stop in Dorking to pick up David (friend of James), which lead to John transferring to the back of his own motor, and we were off. Well actually we were lost as James had yet to master the skill of watching for the vehicle behind. Eventually we found each other and he suddenly dived off to the left down a narrow track.

I was a bit worried on two counts. Although it was well driven, there were no signs and I had no idea as to the status of the lane. I was breaking all my own advise, I certainly had not checked with the council myself, and had no idea about the reliability of the information. My second concern was more practical. We had no idea of the off road capabilities of a 101, (James's ideas being based more on enthusiasm than experience) apart from a propensity to wave wheels in the air, and the fact that bar grips need a lot more tread than you would think to be effective. The 110 was running on 7 50 Avon Rangemasters, a good compromise off road tyre for a vehicle that spend most of its life on tarmac, but not particularly aggressive. Although not concours, it certainly should not be bent, and still had the standard "plough" tow bracket and side

steps fitted. To add to this by my standards we were woefully ill equipped, just a couple of ropes, one more for towing than recovering.

The 101 immediately disappeared into the bushes, only just fitting down the lane, whilst we followed at a more sedate pace. The attraction of coils was immediately evident, as we just potted along as if on a gentle Sunday drive, which we were. We soon reached a tarmac road, the 101 was still out of sight, so we carried straight across. Here the track was far wider, running along the edge of some woods. It was separated from then by a row of posts to prevent (unsuccessfully, by the looks of things) people driving into the woods. This at least gave evidence that we were on a legal road. This was confirmed a bit further by a red Waymark arrow, the first I have ever seen.

This section of the track was far wider, reasonably hard, but had a number of long puddles. Although James stopped to wait a couple of times, most of these had to be tackled blind. Having watched an offroad training video the night before (doesn't everyone watch Land Rover videos on Christmas Day?), we charged (well, crept, we're not that bad) in and hoped for the best.

In time James stopped long enough for a quick chat, when we explained the importance of: a) watching for the vehicle behind, b) keeping the speed down to avoid upsetting other users, especially important in the lorry like 101 compared with a 110 County.

We set off again with John behind the wheel, much to my relief as we were soon on the most hazardous part of the day, the descent off the North Downs on chalk. It is possible that some of you may not have experienced chalk, it is a very dodgy surface when wet, the usual description being "greasy" which probably sums it up well. In the event this section was traversed with out trouble, but I was certainly glad I wasn't responsible for someone else's motor.

Having reached the road James told us of another lane starting near the first one. He was all for going back the way we

came, but John and I vetoed this idea, being doubtful that either vehicle could make it up the bank. It would certainly require a very spirited attempt that would not impress the group of walkers we knew were halfway up. We ended up coming up the road we had crossed, where we turned up the first track, whilst James continued up the road. We waited at the far end, our original start point, until he arrived to explain that the next lane started near the other end of this track, so, with me at last behind the wheel of the 101, it was onto the road, up to the nearest junction to turn round, then back along track one again.

It was some years since I had driven a left hand drive vehicle, or a vehicle of that size (not quite true as I don't suppose it is any bigger than a Sherpa, for that matter it is not actually much bigger than a Range Rover), any I was surprised quite how lorry like it felt. It was a tight fit along the first lane, I found judging how much was sticking out to my right, working mainly on the principal that if I got too close to trees on that side either David, in the passenger seat, or James, sprawled across the engine cover, would say something, or at least scream!

Part 2 next month.

20 Years of Land Rovers in Norway.

Norwegian Land Rover Club 20 years anniversary, LILLEHAMMER, NORWAY, 8th to 13th August 1995 Facilities for tents, caravans and motorhomes. Sightseeing, Green-roading, trials, social events Etc. Enquiries to:-

ERIK WINTHER-SORENSEN
KONGSSKOGEN 34
N1370 ASKER
NORWAY

TEL: +66 98 90 03 OR +66 78 78 92.

Following some phone calls on the above event, I will write for more details. Meanwhile, please let me know if you would like to go as I have one fairly certain already on my "little list".

Steve Kirby

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.

The "Green Book" 1995 ARC HANDBOOK

The 1995 edition is available now. Initially, we will be handing these out at meetings and events in order to reduce postage costs. The 1995 Handbook defines the regs valid from January 1st 1995 and supercedes any other sets of regulations. 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, and most of the relevant ones are printed in the 95 ARC Handbook. Such a lot to read!

The contents of the HBRO Trials Handbook has again 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

Regular Competitor?

If you pre-enter HBRO events on a regular basis, please let Steve Kirby or Adrian Bolge know and we'll send a wad of entry forms. In the past, we sent these in P&B to everyone 3 or 4 times a year but only about half a dozen members pre-enter on a regular basis; hence most of you are amassing a stack of waste paper. We have worked out that it's cheaper to send forms directly to those who need them most, so it is for them that we offer this service.

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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!

* NICK'S NICK-NACKS Two SD1 auto gearboxes, £30 each or £50 the pair. Ten Michelin 7:50x16 XCLs, £100 the lot. Various ropes and strops (call for details) Nick Jennings on 0734-471258 or 0836-604885 (SEP94)

* Parts clearance Flat type 2A heater - nearly new; £25. Pair brown cloth reclining seats on adjustable runners - will fit Land Rover OK. Good condition & comfy, £30. Good s/h 88" petrol / diesel tank, £15. Set of unused Goodrich braided steel brake hoses to suit 88" SWB LR, £25. Call Charles Best on 0276-476223 (AUG94)

* Land Rover 90 parts Petrol 2¼ engine with all accessories - £250. Land Rover 90 "A" frame link with new joint - £20. Call Robb Unsworth on 0703-260501 (AUG94)

* Range Rover parts Rear axle casing £15. Call Robb Unsworth on 0703-260501 (AUG94)

* TYRES Five Michelin M&S 205R16 tyres. Very low mileage, one is brand new. Call Colin Gross in Ruislip on 0895-638957 (AUG94)

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

* SD1 Rover Vanden Plas being broken up. Al 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)

* 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)

For Sale

* 110 R380 Gearbox. 5000 miles from new. Complete with transfer box. Bargain at £450. Call Mike Doherty 01252-27198 (OCT94)

* 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 sun-visors) - £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 Avon Rangemaster radials 7:50x16, three available, only 4mm tread. Any offers? Call Adrian in Portsmouth on 0705-377488 (AUG94)

* MICK's Miscellany Breaking Range Rover - all the bits except the engine. Any offers? SD1 manual gearbox, £50. Series IIa gearbox, good condition, £65. Front axle for 109 c/w diff and springs. Excellent swivel joints and brakes. £75. Contact Mick Maskelyne in Newbury on 0635-874013. (AUG94)

* 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 (SEP94)

* 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)

* 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)

* 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)

Vehicles for Sale

* Range Rover Vogue 1984 "A"-reg, V8, 5-speed, 4-door, metallic blue, power steering, central locking, 6 months MOT, 13000. Wanted (or part exchange with the RR,) a V8 90, "D" or "E" reg. **SOLO** Contact Ted Marynicz in Malmesbury on 0666-822348 (SEP94)

* Series IIa Land Rover LWB. 1969. Over £3000 spent including gearbox, transmission, brakes and starter overhaul. Any reasonable offer considered. Call 0923-853151 (evenings) or mobile 0836-730006. (SEP94)

* 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)

* 1975 SWB Land Rover Hard Top, 2¼ petrol, Full MOT, 205x16 tyres, white colour. £1150. Call Mick Maskelyne in Newbury on 0635-874013. (AUG94)

* 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)

* 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)

Wanted

* V8 90, "D" or "E" reg. Contact Ted Marynicz on 0666-822348 (SEP94)

* Parts wanted Good s/h or cheap swivel housing for leaf-sprung LR (one only required). Full canvas and sticks for 109". SIII rad with duff / leaking core. Call Charles Best on 0705-377488 (AUG94)

* WANTED: Old/ partially bent/ semi-wrecked Brownchurch or similar roofrack for experimental purposes - Mick Dyer Windlesham 0276-473907(SEP94)

WARNING

Adverts dated APR94 will disappear next month unless you renew them!

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 sign on and then 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 need to sign on for the setting-up day 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!

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.

October 2nd	Dunsfold Land Rover Museum open day. Details elsewhere. UNMISSABLE
October 7th - 9th	Majors weekend at Eastnor Castle. Come and support our two teams of three vehicles in the trial on Saturday and our entrants in the Comp Safari on Sunday.
October 9th	Green Lane trip. Meet at layby 200yds north of West Meon Hut on A32. Map ref: 185 SU650263. 10:00.
October 15-16	Welsh Hill Rally. Go along and support our first entries in this event this year.
October 22 - 23	Broxhead Common. RTV / CCVT. Details elsewhere.
October 29th	HBRO AGM. 8 p.m. Venue is the sports centre in Lord Wandsworth College grounds beside Odiham Airfield. Yes, it's on SATURDAY. See details elsewhere this issue. Be there.
October 29th	"Exercise Road Master", a Rickshaw Ramble style event at Weaver's Down. Details elsewhere.
December 10th	ARC meeting, Solihull. Let Steve know if you are coming. Food is £3 or bring your own.
	1995
APR 14 - 17	Lancs & Cheshire invite to Trentham Gardens, Stoke on Trent, Staffordshire. RTV, Team Recovery, Winch Recovery, Off-Road Driving, Bike Trial, CCVT, Comp Safari. Autojumble, Camping. Details later.
JULY 14 - 16	Gaydon All Rover Weekend.
AUG 8th - 13th	Norwegian Land Rover Club 20 years anniversary, LILLEHAMMER, NORWAY. Sightseeing, Green-roading, trials, social events etc. More later.

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.