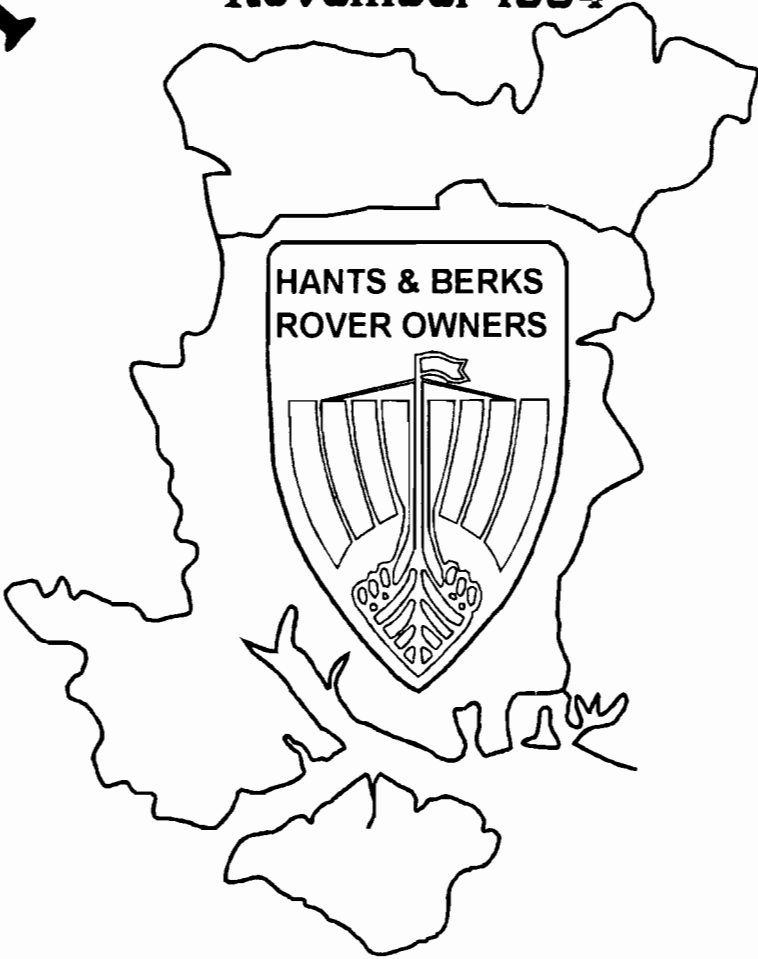


Pants & Barks

November 1994



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

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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...

With the HBRO AGM being held at the end of October, you won't read much about it until the December issue.

OOPS. The date for the Hill Rally was incorrect. This was due to my being given the date months ago and then reprinting it in each issue. If you are involved with an event, or are simply going along to participate and you see that the info in the magazine is wrong, please let me know won't you.

This month, Steve reports on the Dunsold Land Rover Trust open day and gets a good look at the new Range Rover. We have a good look at the rule change proposals. This is the first time they will have been decided under the new process. Every club newsletter will contain these and the members report back with their views to the Scrutineering Representative. This rep then forwards the outcome of these opinion(s) to the Chairman of the ARC Scrutineering Committee. He then adds up the "score" and announces the results at the AGM in 1995. This way, ALL members of the ARC get to see the proposals and to pass comment upon them. Steve also reports on the Bagshot Heath Off-Road Show. Pity no-one else was sufficiently impressed to write anything. Finally he describes the saga of a leaky petrol tank.

Next month I hope to conclude Dave Cuthbert's article that started last month.

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.

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.

BAGSHOT 94

The third running of the Bagshot Heath Off-Road Show reveals that we are beginning to get it right. At my suggestion, we ran the Alpine Course and the Cross Country section round the other way from the previous two years. This gave quite a different aspect to those parts of the site. We don't want visitors to go away saying "It's the same as last time" or they'll get bored with it. Chris Jones was inundated with applications and as in previous years, queues built up outside the gate with members of the public waving money hoping to get in without pre-booking; so I don't think we are ever going to be short of customers. The Rough Road was re-instated this year - it's not very exciting but it acts a sponge to absorb a few vehicles away from other attractions and reduce overcrowding elsewhere. Parking is still a problem but I think the number of visitors allowed in at one time is about right. As some visitors were leaving in the early afternoon, some "stand-bys" were allowed in, but the ticket-only principle is a good one and will be retained in the future.

The "off-piste" sections around the alpine course were few in number but much longer this year; some being several hundred yards long, winding through the trees into the distance. At the end of the first day, it was clear that the steep uphill sections of the alpine route were breaking up and becoming hard to climb so a small team whizzed around after everyone else had gone and turned all the signs around and reversed the direction of the Alpine Route and all the off-shoots through the trees; so by Sunday morning, the whole Alpine Route and its sections were going the other way. Only one short bit had to be closed; being impassable the other way. Hard work for us late into Saturday evening but good value for money for those (and there were surprisingly numerous) visitors who had paid for both days.

However, the things that went right showed up the things that we still have to improve on. Again, the event was well supported by the 101 Club & register (official hosts this year), HBRO, Chiltern Vale, AWDC, Twickenham Off-Roaders, Bux 4X4, Anglian and no doubt, many others. Members of these clubs do a superb job marshalling the event which could not take place otherwise. The organisers are letting these people down somewhat, and I have to include myself in that criticism. At the start of the day, I led everyone round, dropping the groups off at their marshalling points and off-road sections. The problem is that I dropped *everyone* off. Really, once they have all familiarised themselves with the location, the second "shift" should then leave to see the show or just to drive around and act as patrolling marshals whilst enjoying themselves at the same time. Half way through the day, the first shift should be relieved by the second. This isn't happening at the moment and needs to be better organised next time. If someone wants to stay in one place all day then that's fine. If you were there and have any comments to make, please do tell me; I won't be offended!

Steve Kirby

Dunsfold Land Rover Trust

The second opening of the Trust's collection was every bit as good as the first, last year. The collection consists of about 60 old and rare Land Rovers of all shapes and sizes. They have no permanent home as yet and are housed by various enthusiasts who look after them and take them to shows and displays around the country. The collection is gradually increasing and the overriding principle is that as many as possible of the vehicles are kept in working order. The majority of those on display were driven to the display area, a field just opposite Dunsfold Land Rovers (0483-200567) and Surrey Off-Road (0483-200046) in Dunsfold village and just on the South West corner of the old Dunsfold wartime aerodrome (now owned by British Aerospace). Brian Bashall basically "owns" the museum (0483-200058) which is now a registered charity while Chris and Phil Bashall run a couple of vehicle and parts businesses. Between them they can supply anything you could possibly wish for in spare parts (old and new), servicing / maintenance, vehicles and special manufacturing.

About 47 of the museum's vehicles appeared at the show. Noteworthy is the number of prototypes in the collection including the first 101 with 2.6 litre 6 cylinder engine, the first 100", the first ever lightweight, real 90" wheelbase Nineties (production ones are actually 92.9") and many experimental and contract-tender vehicles. Strangely, my favourite is the one I hated the most when I first saw it. When the Llama was launched I thought it was boring, bland and decidedly un-Land Roverish. I still think that but it's a very interesting piece of machinery. The Llama is basically a cross between a 101 and a 110 resulting in a forward control "Luton" van for want of a better description with a cab unit "robbed" from a commercial vehicle of the period (mid eighties). Looking very ordinary, only nine were made for an Army contract (which they didn't get) and no more than a handful survive. Having had a chance to drive one briefly (I thought I'd get that in!!) I really believe that LR should have promoted it as a civilian vehicle, particularly for countries with poor or no roads.

The prototype Discovery was there with over a quarter of a million miles on the clock, it still runs well too as Mike Doherty will testify as he borrowed it for a couple of days. Another of my favourites is the "Big Lightweight". This one-off looks from a distance just like a lightweight but as you walk up to it, it just gets bigger and bigger. In fact it has 110" wheelbase and is about 6 feet wide. Standing on 900x16 bar-grip tyres, it was built as a gun tractor. Based loosely on a leaf sprung forward control chassis, its called the "Bonnetted Forward Control". How's that for a crazy mixed-up vehicle? Shame it's not ARC-legal; but you could replicate one of these impressive machines very easily with its very simple shape and flat body panels.

There are lots of test / trial vehicles in the collection and there are several early Range Rovers, badged as VELAR to disguise their real identity when on road test. The word VELAR was originally made of lettering from a ROVER car, the A and the L being a modified V and E respectively. Who would have guessed

in the late 60's that this big estate car called a VELAR was actually a kind of Land Rover, a development of the experimental "Road Rover" from some years before. It really only became a serious possibility when the Land Rover guys saw the 3.5 litre V8 in the Rover Saloons and thought "that's the key part". The rest is history.

New (old) vehicles are occasionally donated to the museum and these are often handed over to enthusiasts to restore with financial and material assistance from the Museum Trust. Currently, they have a Series II forward control fire engine just given to them by the Rover company. Anyone out there keen on fire engines? If so you can have this one to restore and look after but not to own. Someone with the interest, lots of spare time but not a lot of spare cash!

You know the "derelicts" that LRO show pictures of? Well there was a Series One like that at the show being sold privately. It went for a remarkable £300 but to be fair, it was a very rare type, a series one radio body station wagon, believed to be one of only two ever built. The chassis was notable by its absence! Talk about Weetabix! The rare bodywork was in fair condition. A new chassis and bulkhead would see this complete wreck start to turn into a fine vehicle. Also there, going for a surprisingly high price, (over £1000 if I remember rightly) was a very ordinary-looking 88" station wagon found in a hedge near Salisbury. It turns out that this has a 2 litre engine and is by far the oldest Series II in existence and eminently restorable.

Not in need of restoration was the new Range Rover. This was there for only a few minutes before the bonnet was opened (no guesses as to who asked for that!) Good God it looks like a V8 powered computer under there. Hiding in the middle of all the wiring, black boxes, control valves, reservoirs, crash-switches, ABS controller etc. was the engine, about the only thing that looked familiar. So where's the 32 valve 4.5 litre quad overhead cam job that we saw at the factory a while back? The turbo-diesel version has the 2.5 litre BMW engine now, de-rated to a mere 132 bhp but with enough torque to tow the QE2 sideways. Underneath, the new Rangey is a revelation. The chassis is now much much wider. The spare wheel is under the load deck between the chassis rails now and the fuel tank has been moved forward under the back seats. The rear axle has what looks like carbon fibre radius arms and a panhard rod. No "A"-frame in sight. The air suspension is inboard of the chassis instead of outside. The wider chassis has enabled the engine to be positioned centrally at last and the transfer box carries the drive shafts to the left side of the car instead of the right. The chassis rails stay wide right up to the front doors at which point they turn inwards and upwards over the front radius arms and then forwards again to carry the engine and front suspension in the normal way. This is the first time the chassis on a Land Rover has had a spacing different from the Series Ones. The body is a whole lot smoother but rather bland. I'm still not quite sure if I really like it but it's not nearly as horrid as an artists impression I saw in a car magazine about a year ago. Will it make a good trialler in ten years time? Give me one now and I'll report back in November 2004 to let you know! If you can afford the bits, you can use the air suspension on a trialler now if you like. *Airsprung Durch*

Technic as they might say! It would be a Special but it would be worth a try. Select the ride height and mind the 10 cane!

Steve Kirby

STRATTON 4x4 TYRES

One of the exhibitors at the Bagshot show was Greyhound UK, showing their new range of Stratton tyres. These are made by BFGoodrich in the USA. The name Traction King is resurrected, but they're not the same tread pattern and they're radials. I guess these would fall into the light mud / all terrain category. The real meaty mud tyres in the range are called Mud King and Richard of Greyhound fitted a set to Tracey Doherty's 90 for the weekend. She rated them as very good within the constraints of the terrain available.

A few sample prices may help here. The Sport King All Terrain 30x9:50-R15 is around £73, standard (ish) diameter for Range Rover etc. The 225/75-R16 is about as big as you can safely swing under a Discovery without hitting the bodywork; also £73. On the bigger sizes will be the 235/85-R16 and the 265/75-R16 at £80 and £76 respectively. The steel braced MUD KING XT range (much like the BGF Mud Terrain) also comes as a 30x9:50-R15 at £75 with the two larger sizes as quoted above at £80 and £82. If you really want to go silly, then the 35x12:50-R15 at £95 might suit. This is the most expensive tyre in the range. The Traction Kings (reminiscent of the Track Edge) start at 215/85-R16 for £77. Nice size for a Rangy or a Disco again. Bigger ones are the 235/85-R16 (£80) and the 7:50-R16 (£77).

Wheels to suit are also available. Most of the R16s will fit standard Land Rover wheels but you'll need new wheels if you opt for the 15" sizes, of course. I have a list of the whole range but for the finer details, contact Richard or Peter at Greyhound UK on 0892-524431, Fax: 0892-547408, or write to:-

Greyhound (UK) Ltd. Chapman Way, Tunbridge Wells, Kent TN2 3EF
Steve Kirby

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.

Step on the Gas

That should really be step IN the gas. Let me explain.

I'd noticed an occasional whiff of petrol around the back of my going-to-work Rangy (as opposed to my playing-in-the-mud Rangy). A couple of years ago, my very old vehicle had sprung a leak in the fuel tank literally hours before its new owner was due to collect it so I had bought a second hand cheapy as a replacement to see the old bus (the blue and white 2-door, remember it?) on its way. This latest leak was a different matter. The early tanks had no protection from flying stones or lumpy ground which is why I made the big skid plate. This plate is now on the 1981 4-door I use for trialling. Later vehicles have quite a respectable stone-guard / skid-plate as part of the tank. Bad design LR! This is at least 2mm thick and forms a double skin on the bottom of the tank. It is sealed around the edge and around the drain plug fitting. However, if this seal isn't absolutely perfect, then water will get into the intervening space and start rusting. The tank material is a fraction of the thickness of the skid-plate so the tank will rust through first. This will be seen as seepage around the edge of the skid-plate and around the drain plug fitting. There is only one cure. If the engine is an EFI, your wallet will be off and running hard by now. When you catch it, extract large amounts of hard-earned gold and buy a new tank; the one with the immersed high-pressure pump. This comes in two forms. The one with the super whizz-bang fume extraction system will cost you over £200. This has 6 pipes on it! The ordinary one is over £100. A quick call to one of our advertisers (Terry Vincent, Country 4x4, 0734-412412) brought forth a genuine parts (what else) tank for £85. My vehicle did actually have the super vent system but that is now an abandoned set of pipes!

Drain the tank and get started. The Haynes manual shows helpful photos of the access panel in the load deck. Remove this and undo the fuel-pump plumbing and wiring. Then undo a few more pipes and bolts and take the tank off. Out with the load-liner, up with the carpet; no access panel. Great!. Undo bolts and lower the tank a bit so I can reach the pump wires and pipe. Remember its got the integral skid-plate so its darned heavy. Wonderful juggling trick. I should be on the stage. What do you mean "There's one leaving in 5 minutes!!" Basically the tank change is not too hard. Swop the pump and sender unit; put it all back together and refill with the salvaged fuel. I always KNEW that jerry can hiding unused for several years at the back of the garage would come in handy. Ten gallons of fuel is not easy to find a home for! No leaks, quick road test and I'm back in action or is that Acton?

There was a great temptation to find a second-hand tank but what's the point if they're all going to rot like that?

Steve Kirby

Proposals received for ARC Meeting on 17th September 1994

The following proposals were received by the September meeting of the ARC and are available for discussion at the December scrutineers meeting ready for voting on for the AGM in March 1995. If approved they will become a valid rule in January 1996 (unless specifically recommended). Each proposal (rather than the explanation) is lettered A,B,C ...etc. and is enclosed between double lines for clarity.

The proposed roll-bar regulations are enclosed as a separate document. Significant changes within it are highlighted by a black line in the margin and these items will be subject to individual voting whether they are included in this proposals document or not.

1. Hants & Berks Rover Owners

Since October 1993, all normal civilian production vehicles with petrol engines have fuel injection and consequently the supply of second-hand carburetted engines will dwindle eventually. We need to consider the use of EFI engines in all vehicles including specials. Whether this is restricted to just the V8s or whether the 2-litre MPi and the increasingly popular Rover / Honda V6 should be allowed as well, is obviously open to discussion. Many owners, Comp Safari drivers in particular, have bemoaned the cost and fiddle of fitting carburettors to the V6 engine in their racers. Although many of these are now running well, the requirement to replace the original fuel injection system has been described by some as "just plain silly". We are also in the situation where it is increasingly difficult to make a road-legal vehicle pass the emission regulations which we can expect to be tightened up in the near future. It is these very regulations that lead Land Rover to abandon the use of carburettors and fit fuel injection.

The argument about EFI V8s being more powerful than the carburetted engines really isn't valid now. Where petrol injection is used, the parts must all be standard Rover items and the pump(s) and all the plumbing MUST be up to the full specification for a fuel injection system.

This proposal constitutes a relaxation of existing rules and we request that if accepted, it should be implemented immediately.

A. SPECIAL CLASS RULE C.2.4 to read:

C.2.4. The following are prohibited:- Forced induction petrol engines; slide throttles; the inhibition of the firing of one or more cylinders to gain advantage.

New SPECIAL CLASS RULE C.2.5 to read:-

C.2.5. Where petrol injection is used, the parts must all be standard Rover items and the pump(s) and all the plumbing MUST be up to the full specification for a fuel injection system.

Many Rover owners have locking differentials fitted to their vehicles for various reasons. These may be fitted to cover business requirements, green lane driving or they may be allowable in other clubs' competitions. Currently, these may not even be fitted, let alone used in ARC events. This proposal is to allow any make of lockable axle differential to be in place on the vehicle on condition that the device is disabled to the satisfaction of the scrutineers. That is, they are allowed under the same conditions in rule A.16.2. which says that "fiddle-brakes are not allowed unless disabled to the satisfaction of the scrutineers". This disabling could be done simply by removing relay(s), pipes or connector(s) and carrying out the occasional spot-check during the event. There is no suggestion that they should be allowed to be used in competition although they may come in useful for recovery work.

This proposal constitutes a relaxation of existing rules and we request that if accepted at the AGM, it should be implemented immediately.

B. GENERAL REGULATION RULE A.17 to be renumbered A.17.1. and to read:

A.17. AXLE DIFFERENTIALS.

A.17.1. Limited slip, torque-biased or fixed axle differentials are prohibited.

New GENERAL REGULATIONS RULE A.17.2 to read:

A.17.2. Locking differentials are prohibited unless disabled (in the unlocked state) to the satisfaction of the scrutineers.

The present rules do not allow for open road-taxed vehicles - they must either have a hard-top or hood and sticks. They can be driven on the road without roof or tilt but they cannot be entered in a competition in that state. The original reason given for this rule was that the windscreen, door-tops, hard-top, tilt-sticks etc. will protect the occupants in the event of a roll-over. This proposal is to allow RTV entries to compete with neither hard-top nor tilt on condition that an ARC specification roll-bar is fitted for safety. Note that the existing rule E1.2. repeats much of what has been stated before in E.1.1.1 and E.1.1.2. and consequently is deleted; the contents being incorporated in the relevant foregoing rules which are amended accordingly.

This proposal constitutes a relaxation of existing rules and we request that if accepted at the AGM, it should be implemented immediately.

C. RTV TRIAL SUPPLEMENTARY REGULATIONS RULE E.1 to read:

E.1. BODYWORK

E.1.1. All vehicles must have one of the following:-

E.1.1.1. Soft-top vehicles:- door tops and a full set of hood sticks and tilt in place, firmly secured to the bodywork. The rear flap on the tilt may be open.

E.1.1.2. Hard-top vehicles:- The whole of the manufacturer's hardtop or truck cab with all fastenings secured and all glass in position.

E.1.1.3. Open vehicles - Windscreen raised, and an ARC specification roll-bar fitted.

RTV TRIAL SUPPLEMENTARY REGULATIONS RULE E.2 to be removed.

2. ARC Scrutineering Committee

Competitive Safari Class 4. The regulations aren't sufficiently clear that this is for turbo-diesel powered vehicles throughout the Land Rover range.

D. GENERAL REGULATIONS RULE A.2.2 to read (for class 4):

Class 4 Standard. Turbo-diesel engine; all models.

The width of the roll-bar(s), required by the current rules to be the full width of the vehicle, is impractical and unenforceable. The width specification has to be redefined. This shouldn't affect any bars in use because if they fail under the revised rule then they would by definition almost certainly have failed under the old one.

This proposed change can be seen in the "Phase 2" revised set of regs (attached).

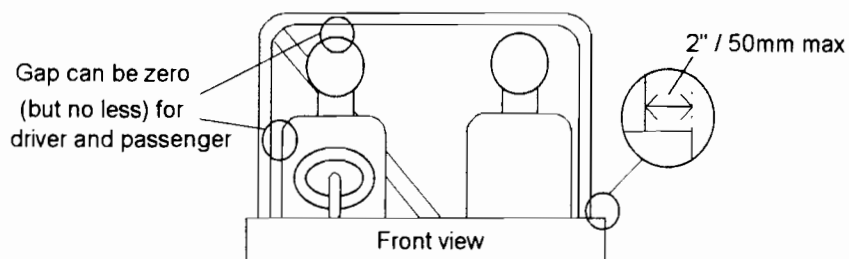
E. Proposed amendment (the accompanying drawing is part of the proposal):-

The roll-bar main hoop and the windscreen hoop (if fitted) will usually run across the width of the vehicle. The minimum width of the bar will be defined by:-

- a) i) Open vehicles; Having a maximum of 2" / 50mm inboard from the outer edge of the rear load area on both sides of the vehicle,
- ii) Closed vehicles; Having a maximum gap of 2" / 50mm between the inside of the body-work and the bar on both sides of the vehicle,

AND

- b) Being just clear of the head at the top (including helmet if worn) and arms of the driver (with his hands on the steering wheel) at the sides as shown below. The same criteria apply to the passenger if carried.



The roll-bar regulations require additional information as to the design of mounts and fabricated outriggers etc. We propose to add some drawings which are intended to provide guidance to those constructing roll-bars and cages. ALL the proposed changes are additions only and impose no restrictions on what has already been agreed. In particular, Range Rovers, Discoveries, Ninetys / OneTens and Defenders have not been well covered and these amendments should rectify the shortfall.

The revised set of regulations ("Phase 2") is a separate document.

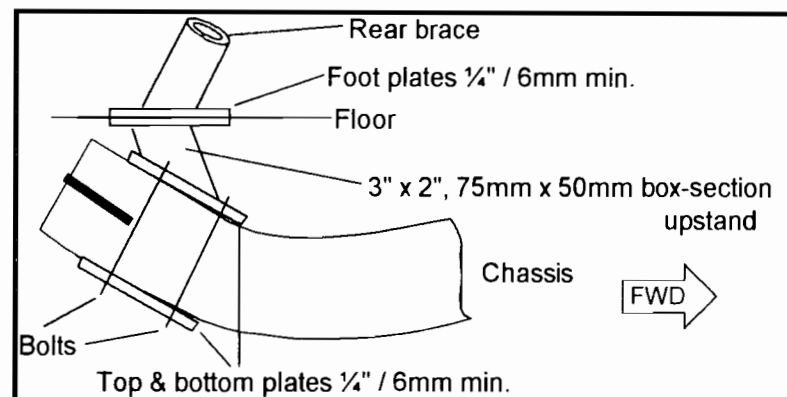
- F. Accept revised roll bar regulations containing additional information.

The order in which the various sections of the roll-bar regs was presented is rather disjointed. Hence the contents have been placed in a more logical order to improve readability and reference. This change of order has not involved any actual amendments other than those detailed elsewhere.

The revised set of regulations ("Phase 2") is a separate document.

- G. Accept new content order of roll bar regulations.

In some countries, the law forbids welding to the chassis of road-going vehicles. (Germany, France, Denmark, for example). The proposal is that an exemption be provided for vehicles registered (and normally resident) in such countries to use a bolted-on roll-bar mount. This won't be a new rule, but the retention of an old one for this specific purpose. The main hoop may be attached using the "old" bolted design(s) using plates and long high tensile steel nuts and bolts, but not U-bolts (because it's almost impossible to prove that the U-bolt



material is high tensile). The rear brace mount is to be along the lines of the drawings below also using long high tensile steel nuts and bolts. The revised set of

regulations ("Phase 2") is a separate document.

- H. Allow vehicles registered and normally resident in countries where welding to the chassis is prohibited to use bolt-on methods of roll bar attachment.

3. North Wales Land Rover Club Limited

Instead of naming the specific alternatives for use as fire extinguishants in the regulations we should refer the competitor to the current RACMSA yearbook.

- I. RTV TRIAL SUPPLEMENTARY REGULATIONS RULE E.8 to read:

It is recommended that all competing vehicles carry a fire extinguisher, minimum 1.5kg BCF/Halon or equivalent extinguishant/weight as specified in the RACMSA yearbook, operable from the driver's seat.

- CCV TRIAL SUPPLEMENTARY REGULATIONS RULE F.6 to read:

All competing vehicles must carry a fire extinguisher, minimum 1.5kg BCF/Halon or equivalent extinguishant/weight as specified in the RACMSA yearbook, operable from the driver's seat.

COMP. SAFARI SUPPLEMENTARY REGULATIONS RULE G.4 to read:
 All competing vehicles must carry fire extinguisher(s), total minimum 2.5kg BCF/Halon or equivalent extinguishant/weight as specified in the RACMSA yearbook, in not more than two extinguishers, operable from the driver's seat.

POINT TO POINT/TEAM RECOVERY SUPPLEMENTARY REGULATIONS RULE I.8 to read:

All competing vehicles must carry fire extinguisher(s), total minimum 2.5kg BCF/Halon or equivalent extinguishant/weight as specified in the RACMSA yearbook, in not more than two extinguishers, operable from the driver's seat.

4. Yorkshire Rover Owners Club Limited

J. CCV TRIAL SUPPLEMENTARY REGULATIONS RULE F.1 to read:
 All vehicles must be fitted with an ARC approved roll-cage.

K. SPECIAL CLASS REGULATIONS RULE C.2.2 to read:

Non-standard carburation and manifolds are allowed, subject to the original number of carburetors fitted by the manufacturer, as originally standard for the engine, not being exceeded.

L. Change to ARC approved roll-cage design:
 A centre or diagonal bar to be included across the 'roof' section of ARC approved roll-cages. This is to go from the top centre or top corner of the main hoop to the top centre or opposite diagonal top corner of the front hoop. This should be included in the drawings of acceptable designs in the roll-cage regulations.

5. Martyn Dransfield - YROC

M. STANDARD CLASS REGULATIONS RULE B.1.3. to read:
 Alternative engines or engine parts which may be interchanged are:-

Original	Acceptable replacement
1.6 and 2 litre	Rover 60 and/or 2.25 litre (3 bearing crank only)
2.25 litre	Rover 80
2.6 litre	Any Rover P4 range
R/Rover, Discovery	Any Rover Group or British Leyland and LWB V8 V8 aluminium engine, regardless of capacity.

6. Breckland Land Rover Club Limited

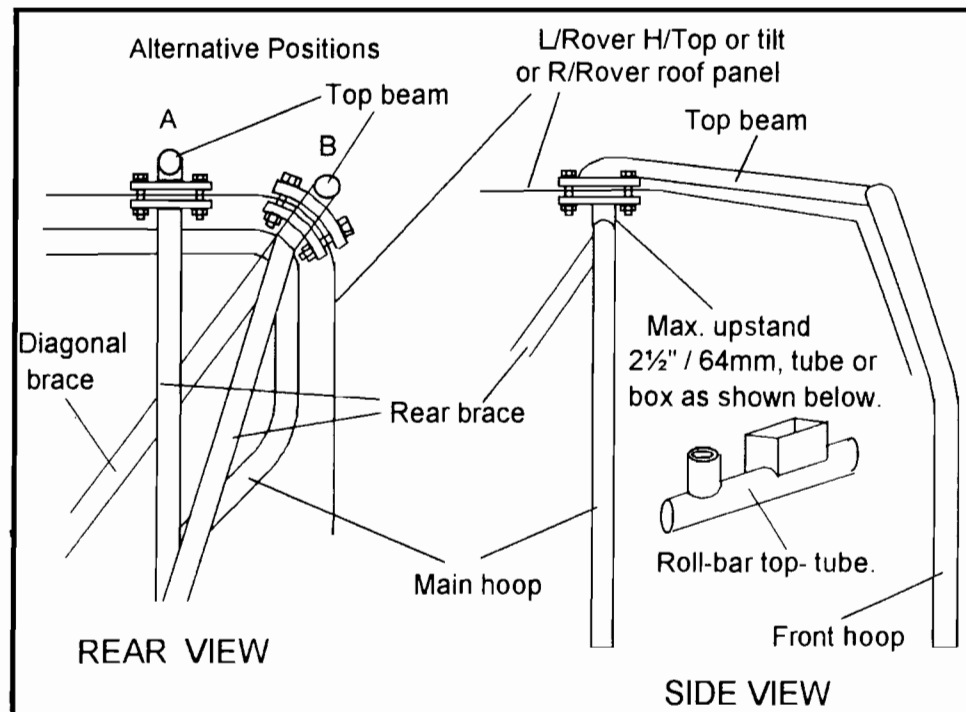
Considering the increased use of Nineties and Range Rovers in cross country events it is proposed that something along the lines of the attached sketches be adopted for use in hard and soft topped vehicles where the front of the roll-cage is external and the main hoop internal.

Existing regulations regarding the size of the sandwich plates and fixing bolts for mounting feet could apply equally to the roof sandwich plates i.e. 5"x5"x.25", 4 bolts minimum 10mm diameter x 8.8. One important point here would be that the shear load between the two plates is taken on the shank of the bolts and not the thread.

If the sandwich plates stood a maximum of about 2.5" above the main hoop this would allow sufficient room for welding in situ. The top of the rear stays could be cut to fit equally onto the main hoop and the tube that holds the sandwich plate.

Two alternative positions are shown on the enclosed sketches. Whichever position is used, the rear stay must be in line with the front stay. The 3" maximum bend on the front to rear tubes could still apply between the bottom of the tube and the sandwich plate. All other roll-cage regulations could still apply.

N. Modification to roll-cage designs.



7. Midland Rover Owners' Club

The proposed change regarding throttle springs will explicitly include diesel and fuel injected models not currently covered and will mean engines fitted with such springs on production will not need an additional spring fitted. Too many springs actually increases the likelihood of failure. This change also brings the rule more in line with RACMSA requirements.

O. GENERAL REGULATIONS RULE A.15 to read:

A spring shall be fitted acting directly on each throttle spindle or lever, to ensure positive closure of the throttle in the event of any throttle linkage failure.

8. Harold Carman - LCROC

With the large number of competitive members in the ARC, it is difficult to keep track of new motors or even new developments within the sport. We are always trying to contain members' new ideas after they have been implemented. It is therefore proposed that the onus is placed on the competitor to ask the scrutineering committee if these ideas for the motor are within the spirit of the rules.

P. GENERAL REGULATIONS RULE A.1 to have the following sentence added at the end of the existing paragraph:

Vehicles shall be in the spirit of the regulations as well as the physical dimension.

The ARC have implemented for the past three years an SR on tyres. It is proposed that this becomes part of the regulations.

Q. New GENERAL REGULATIONS RULE A.8.3 to read:

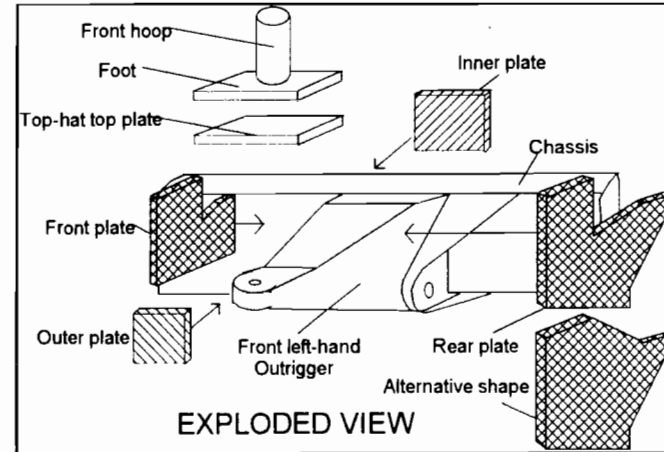
Tyres which are deemed to be over aggressive by the event organisers will be prohibited.

Please let me have your opinions on these so I know which way to vote for the club.

Steve Kirby. HBRO Scrutineering Representative for the ARC.

Proposed Revisions to the Roll-Bar Regulations

There are proposals for changes to the Roll-bar regulations. These have been mentioned several times on the previous pages. The most noticeable change is that the order of most of the contents has changed into a more logical one. There are some more drawings showing details of attachments, outriggers and mounts. Complete sets are available from me upon request but the significant changes are as follows:-



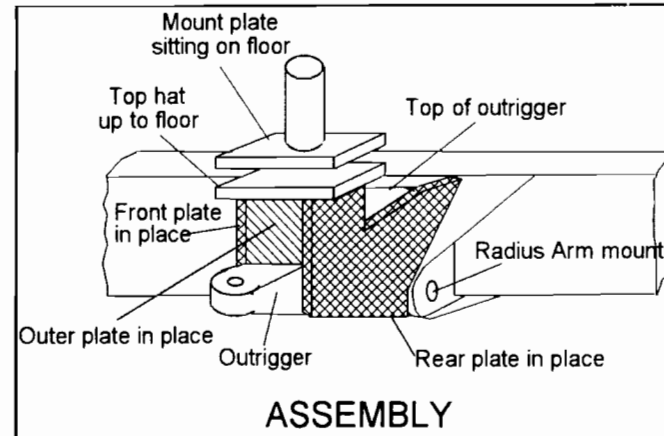
a) Main hoop width. This is shown as item E in the other proposals article.

b) Internal main hoop with external front hoop. This idea is shown as item N in the other article.

The ARC-sourced proposal is virtually identical except that they suggested a 4" / 100mm clearance between the top of the hoop and the inside of the roof.

c) There are several new sets of detail drawings showing assorted hoop mounts. One of the major ones is shown here.

d) Exemptions for foreign resident and registered vehicles. This is covered by item H.



Steve Kirby.

HBRO Scrutineering Representative for the ARC.

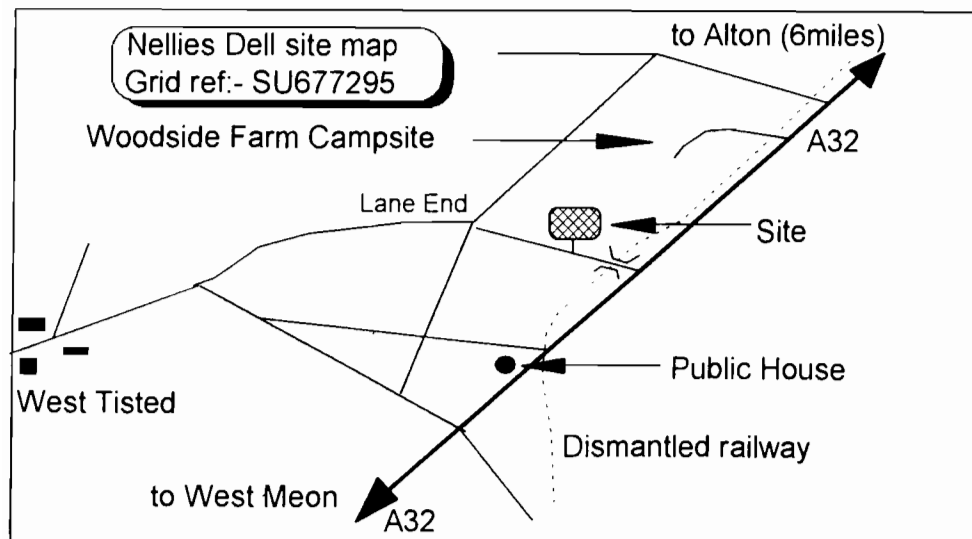
Trials at Nellies Dell November 20th

We are holding an RTV and CCVT trial at Nellies Dell, about 6 miles south of Alton, Hants on the A32 on the 20th of November. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Gary Langton. (Address inside front cover.)

Scrutineering start at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. The new 1995 ARC Yearbooks are now available. These contain the new vehicle regulations. It is up to you to ensure your vehicle complies. Don't forget your MOT certificates, and driving / RACMSA competition licence.

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

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



Winter Series

There will be a repeat of the Winter Trials Series again this Winter. (What a good time to have a Winter Series) There will be four qualifying events, each of which will be a "free-standing" trial with awards of some kind. To qualify for the Series Trophy, competitors **must** officiate at one and compete in the other three. If they miss one competing event, then they may opt to accept a set penalty to keep them in the running. Locations to be advised but will probably be two each at Brick Kiln Farm and Nellie's Dell.

Bonfire Barbecue Brick Kiln Farm, 12th Nov.

There will be an organised cooked barbecue available again this year. Nick Woodage will be cooking his excellent nosh so please pre-book with him or Gary Langton. It will be £4 per set meal.

Please bring some fireworks with you for use in a communal display.

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

HBRO Christmas Dinner

Saturday 16th December 1994
to be held at

THE WHITE SWAN, BANK STREET,
BISHOP'S WALTHAM, HAMPSHIRE

7:30 for 8 p.m.

MENU

Home-made Ham & Sweet pepper Soup

or

Fanned Melon with Honey & Mint

—o—

Roast Turkey, Bacon Rolls, Chipolatas, Roast Potatoes,
Parsley Potatoes & Selection of fresh Vegetables
Cranberry Sauce & Bread Sauce.

—o—

Christmas Pudding with Brandy Sauce

or

Mince Pies with Cumberland Butter

or

Ice Cream Sundae

or

Cheese & Biscuits

—o—

Fresh Filtered Coffee & Petit Fours

—o—

£10:45 per person.

This includes ½ carafe of wine per couple
plus party crackers & novelties.

Please advise Gary or Pennie Hodgson as soon as possible if you would like to reserve a place for you, stating your choice(s). A deposit of £2 is required for a booking.

There is one room available for B & B at the White Swan and there are several alternatives in Bishop's Waltham.

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.

RTV & CCVT, Halnaker Pit. 18-9-94

This was the first time HBRO has used this site. No report as yet but here are the results:-

CCVT

John Tester - 13

Mark Tester - 21

G. King - 37

M. Mills - 38

P. Pilcher - 54

RTV

Paul Barton - 1 (First overall)

P. Webb - 9 (1st LWB)

K. Jones - 14

Alan Smith - 14 (1st 90)

Neville Dewdney - 15 * Hugh Duffett - 16

Gary Langton - 20

S. Curtis - 26

Secretary of the meeting - Gary Hodgson. Clerk of the Course - Nick Woodage.

Scrutineer - Gary Hodgson. Steward - Nick Jennings.

Marshals - most of the above and Alf Howland.

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.

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.

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!

* Land Rover Bits. Series III hard top with side windows and alpine lights and rear door - £85. Three door tops; 1 N/S with glass - £10. 1 O/S with glass - £10. 1 N/S no glass but with runners - £5. Freewheel hubs, AVM, currently fitted to light-weight - £40 pair. Buyer collects or arrange delivery to a trial or club event. Call Nick Woodage Home - 0730-894418, Mobile 0850-408161, Nick Jennings, Home 0734-471258, Mobile 0836-604585, Business 0734-471520 Gary Langton, Home 0705-388929. (NOV94)

* Land Rover Bits SWB Series II truck cab body - £130. Pair Series III front half-shafts - £25 pair. Tarpaulin, 25' x 18' - £40. Ian Copplestone, Fareham, 0329-827015 (OCT94)

* Caravan - CI Cadet 12. Toilet compartment, three berth plus Salou awning. Spare wheel. Many accessories. It's a 1980 model but it's still in excellent Condition. It's one owner has looked after it well. £600. Contact Len or Joyce Doughty on 0181-979-2839 or phone Steve or Pam Kirby on 0181-894-3961. (OCT94)

* Michelin XC4 tyre. 750x16. Virtually unused; literally only a few miles. On RR wheel. £50, including wheel, £30 on its own. Ideal normal road tyre for 110 or similar. Only one though! Contact Steve Kirby in Twickenham on 0181-894-3961. (NOV94)

* 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)

* 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)

For Sale

- * Four Wheel vehicle trailer. £400 ono. Harvey Frost manual winch to suit; offers. Call Peter Jeffs in Hook on 01256-768136 or 0860-695183. (NOV94)
- * Parts clearout 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)
- * Series III top tail-gate. Has bigger than normal window. £30. Contact Mike Dyer on 0276-473907 (JUL94)
- * 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)
- * 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)
- * 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)

Vehicles for Sale

- * V8 90. Carter Carb on Offenhauser inlet. BFG Mud Terrains. Safety Devices steering plate. Boarded out rear. PAS. £5500 ono. Call Simon in London on 0181-397-5716 (NOV94)
- * Range Rover, Nov 1989. G-reg white ex-police Range Rover, 3.5 EFi V8, four door. £6000. Call Malcolm Whitbread in the evening on 0635-201673 or during the day on mobile 0831-281914. (NOV94)
- * Comp Safari Racer. Full ARC spec. Competition winner. Available with or without race-tuned 4.2 litre V8. New project forces reluctant sale. For details, call Malcolm Whitbread in the evening on 0635-201673 or during the day on mobile 0831-281914. (NOV94)
- * Series IIa Land Rover AMBULANCE. White, clean and tidy. 27000 miles. Blue lights and stretchers but otherwise not equipped. Ideal for paramedics or expedition vehicle. Bargain at £1400. Private sale. Contact Chris Bashall in Dunsfold on 0483-200046 (OCT94)
- * Range Rover 1984 "B"-reg, 3.9 EFi V8, 5-speed, 4-door, blue/grey, spot-lights, bull-bar, Radio-cassette, electric windows and mirrors, MOT. Needs tidying. Financial reason for sale. £3800 o.n.o. Contact Jeff Maxwell in Bracknell on 0344-885089 (NOV94)
- * 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)
- * 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

* Series One wings. Pair front wings for 86" Series I. Straight ones please!! Contact Charles on 0734-832559 (OCT94)

* Set 7:50x16 SATs. Part ex possible with same size road tyres. Call:- Nick Woodage Home - 0730-894418, Mobile 0850-408161, Nick Jennings, Home 0734-471258, Mobile 0836-604585, Business 0734-471520 Gary Langton, Home 0705-388929. (NOV94)

* 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". Sill rad with duff / leaking core. Call Charles Best on 0705-377488 (AUG94)

WARNING

Any adverts dated up to and including MAY94 may disappear next month unless you renew them!

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 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.
November 12th	Bonfire meet at Brick Kiln Farm. Please bring some fireworks. Barbecue - set meal at £4 cooked for you. Please pre-book this with Nick Woodage.
November 20th	Trials at Nellies Dell. Details elsewhere.
December 10th	ARC meeting, Solihull. Let Steve know if you are coming. Food is £3 or bring your own.
December 16th	Christmas Dinner at the White Swan, Bishop's Waltham. Details elsewhere.
December 18th	Trials at Brick Kiln Farm. First round of the Winter Series. Details later.
	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.