

## 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)

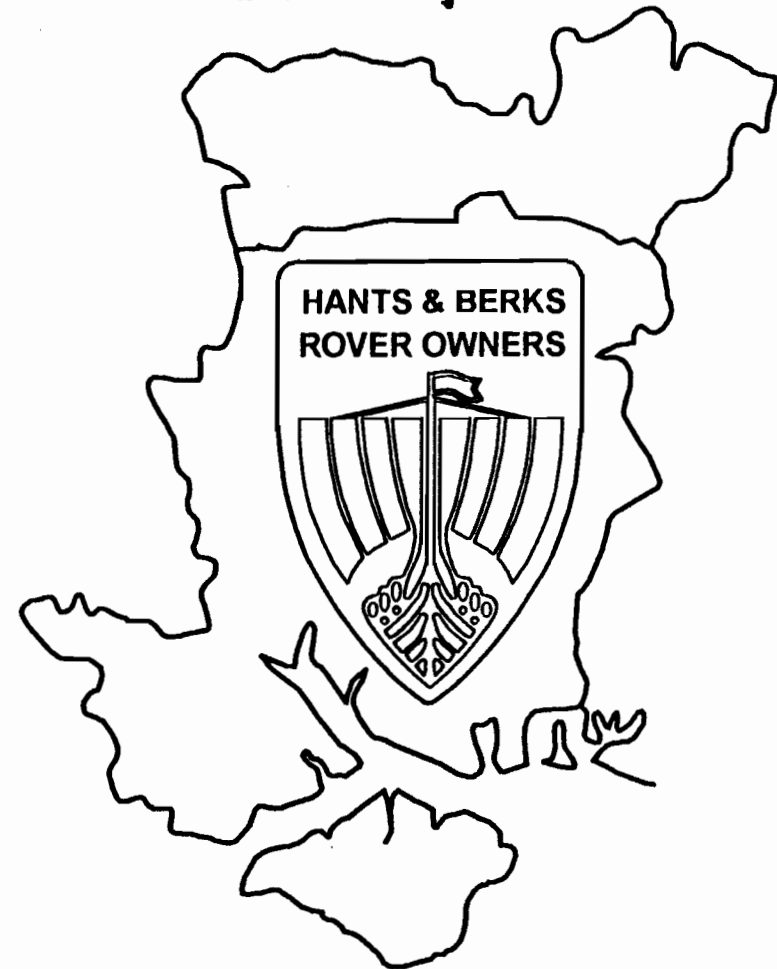
\*Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m.). See OS sheet 185, SU555175 approx.

\*Green-lane trips will usually be as advertised elsewhere. 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.

Feb 18th	Trials Harroway Farm. Winter Series. Details elsewhere.
Mar 17th	Trials Hook End Farm. Winter series. Details later.
Mar 31	Trials (or some event ! ?) Military Site. Provisional.
April 21	Trials and Camping at Nelly's Dell. Details later.
April 28th	North-South Run Open Day. Military Site. Details later.
May 25 - 27	ARC National Rally. Details later.
May 28 - Jun 3	Trials and camping at Harroway Farm. Follow-on rally from the Nationals. Night Rally. Provisional.
June 1 - 2	London 4x4 Show, Southmere Park. Details later.
June 2	Trials at Military Site. Provisional.
June 16 - 19	Solihull factory visit.
June 23	Trials at Brick Kiln Farm. Provisional.
July 5 - 7	War of the Roses.
July 6 - 7	Stag Owners event in the New Forest. Provisional.
July 6 - 7 ?	AWDC Scenic Drive at Slab Common.
July 12 - 14	Gaydon Heritage Meeting. Details later.
July 12 - 14	National Off-Road & 4 Wheel Drive Show.
July 19 - 21	Billing Off-Road Show. See LRO nearer the time.
Aug 18th	Trials at Nelly's Dell. Confirmed. Details later.
Aug 18th - 20th	Southern Hill Rally. Provisional.

# Pants & Barks

February 1996



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

# Officers of the Club

*CHAIRMAN	Dave Ridden 9, Woodlands Gardens, Romsey, HANTS, SO51 7TE	☎ 01794-514834 ☎ 0378-705479
*SECRETARY	Mike Clark, 31 Oaktree Drive Hook, HANTS RG27 9RA	☎ 01256-766409 (Not after 22h / 10 p.m. please, thanks.)
*COMPETITION SECRETARY	Ashley Pocock, 132 Badshot Park, Badshot Lea, Farnham, SURREY. GU9 9NF	☎ 01252-310893
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*RIGHTS OF WAY OFFICER &	Michael Dyer, 2 Poplar Avenue Windlesham, SURREY GU20 6PL	☎ 01276-473907
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*ARC LIAISON and NEWSLETTER EDITOR	Steve Kirby 244 Staines Road Twickenham MIDDX TW2 5AR	☎ 0181-287-0377 ☎ 0181-562-4660
SCRUTINEERS	Steve Kirby #, Chris Homewood, Neil Shawyer. Gary Hodgson, JJ Walker.	

Notes:-

- \* denotes committee member.
- # denotes member 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.)

## Editor's bit....



I have just received a couple of adverts via E-mail. We have some well equipped members out there. Perhaps I should rephrase that, but you know what I mean. If you can accept replies by E-mail, please include your full E-mail address in the text of your advert or article as the system I use doesn't automatically show the source address in a format I can print. See Peter Hubbard's article as an example. Articles also continue to arrive on computer disc. It really does save me so much time not having to re-type everything but please don't stop sending hand-written articles in! Please put your name on the disc as they often get separated

from the letter / envelope. If you've just bought a computer and want some advice on how to submit material on a disc, give me a call. I'll return your disc(s) if requested.

Please forward details of forthcoming events to me at the address opposite or use the phone / fax / E-mail numbers listed below. If published details are wrong or need to be changed, please let me know ASAP. Ta.

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. Practically any word-processor format will do. If you have a fax machine, send any faxes to 0181-562-4660 (anytime 24 hours)

**This month...**

- Nick Woodage describes the highly successful leisure drive at Broxhead Common.
- Steve has a final run-through of the rule change proposals. Let him know your views.
- John Kaye responds to Dave Cuthbert's request for info on fuel stops twixt North Wales and 1996's National Rally site.
- Steve Kirby looks at the current situation regarding RTV trials. Will it, should it, change?
- ARC NEWS issue 1 appears in this issue. It's a new publication from the ARC, a kind of 'mini' Rover Runes.
- Peter and Lena Hubbard give an update on the Lofoten Islands trip.
- Ashley has produced a Competition Secretary article.
- Rights of Way matters from Mike Dyer.
- Plus Broxhead Common results.

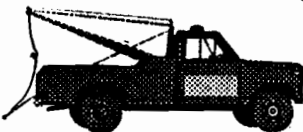
prominently marked "FAO: Steve Kirby" and if you can't get me on the phone at home, leave a message on the answering machine in my work office on 0181-562-9604 (anytime 24 hours).

Alternatively try E-mail using any one of the following:-

X.400:- C=GB A=ATTMAIL P=BA O=British Airways PLC G=STEVE I=J S=KIRBY  
Internet:- /G=STEVE/I=J/S=KIRBY@MHS-BA.ATTMAIL.COM  
IBM:- GBBAWW6U @ IBMMAIL or IBMMAIL.GBBAWW6U

Steve Kirby

# PETER GREAVES



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### Broxhead Common Trials Results

Secretary of the meeting - Ashley Pocock.

Clerk of the Course - Terry McGerr. Chief Scrutineer - Gary Hodgson.

Steward - Jackie Pocock.

Marshals:- Paul Barton, Neil Shawyer, C. Greaves, Peter Greaves, Gary Langton, N. Banyard, C. Lowes, Nick Woodage, Nick Jennings, A. Moody, P. Howells.

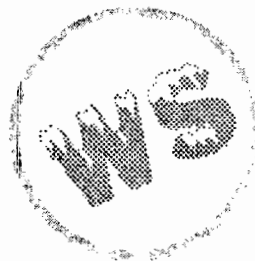
RTV Class 3 Nick Van Den Braak - 39 Neville Dewdney - 43  
Russel Vare - 50 Matthew Hewitt - 55

RTV Class 4 Hugh Duffett - 33 Alan Smith - 41

RTV Class 5 Paul Webb - 30 Keith Jones - 41 Mike Hobbs - 47  
Gareth Chambers - 49 Steve Kendall - 49

RTV Class 10 Ian Coppelstone - 27 Andrew Bunyan - 24 Steve Kirby - 61

CCVT. Brian Frankland - 57 Jon Tester - 69 Mark Tester - 75



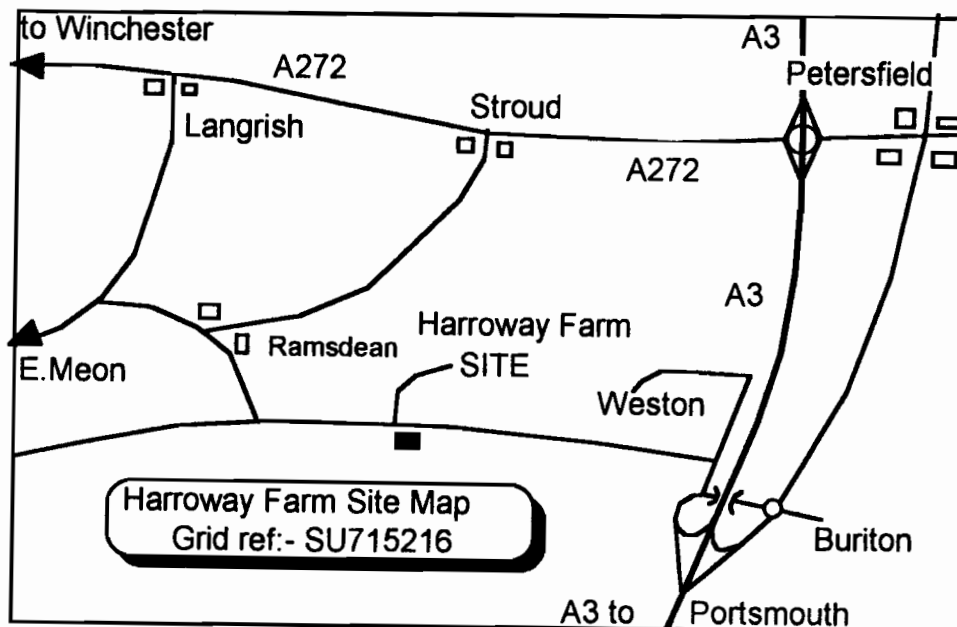
## RTV and CCV Trials at Harroway Farm, Ramsdean, Petersfield. Feb 18th.

We are holding a CCVT & RTV trial at Harroway Farm, near Ramsdean, near Petersfield, HANTS. The event will be open to all fully paid-up members of the Club. Entries should be on an official club entry form. The fee is £12 in advance or £15 on the day. Payment to Ashley Pocock, address inside front cover.

Harroway Farm is not a big site but we have had many fine trials there. The adjoining cultivated field is out of bounds and please be careful not to damage the trees. The site is suitable for tents and caravans. There is water available but no other facilities.

Scrutineering starts 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. It is up to you to ensure your vehicle complies with the regulations. Don't forget your membership cards, MOT certificates, and driving / RACMSA competition licence as applicable.

As usual, events are rounds of the Pilot Trophy, Red Leader Shield and in this instance, the Winter Series.



## RTVs and Damage.

In last month's issue, I reported on a discussion at a recent ARC meeting about Road Taxed Vehicle Trials (RTVs). This has been subject of much discussion in the RACMSA (RAC Motor Sports Association) and the ARC recently. The RACMSA are looking at an event for Family Vehicles or even "Showroom" vehicles which would guarantee no damage. Exactly how this would be specified is hard to say. By "specified" I mean how the vehicles are to be specified on the one hand and how the events are to be controlled so as to be non-damaging on the other. How do you allow for idiots who will always manage to damage a vehicle just about anywhere? (What are you looking at me for? That tree jumped out in front of me, I tell you.) What angle of side-slope should be set as a maximum? How steep should the climbs and descents be? Do we / will we know how experienced the drivers are? The view of the meeting was that from a difficulty and damage-risk point of view, the ARC RTVs have gone too far. Ours are pretty hard and anyone who went to the 1995 National Rally could see what Lincolnshire Land Rover Club's standard is (and they tell me that was an easy one!) "Should we have a new class for genuinely non-damaging events?" came the question at the meeting. The general viewpoint was "No; RTVs should be non-damaging anyway". The RTV class we have should be "pulled back" to the non-damaging status it started out as. Have we gone too far already to do this? "No", again. Members laying out sections should be quite capable of determining that the event will be non-damaging. Curiously, it's actually much more difficult to design a non-damaging RTV section than it is to lay out a CCVT one where trees and side-slopes and the risk of damage don't matter so much. We agreed to look at what the RACMSA propose when they have finalised it. An aspect of it that the ARC would not be able to support is that despite the RACMSA imposing all sorts of restrictions on alterations, they *will* allow limited-slip and locking differentials to be used freely. This is to save the scrutineers having to do any checks. Imagine how good a 90 would be with limited-slip / locking diffs. Well actually we don't have to imagine, we know. I was there when the paras drove one up Ben Nevis. Would *you* like to compete against such a vehicle in your standard ARC-spec 90?

The discussion continued with the following question:- Should CCV spec. vehicles be prohibited from RTVs or at least compete for no points? It's very unjust for a full-blooded CCV trialler that happens also to be road-legal to be allowed to compete against 'normal' road-legal family vehicles in an RTV. Cornwall & Devon Club representatives told us that they often have 45 to 50 RTV entries (including many pristine RRs and Discos) in their events. A LWB vehicle is always used in setting out and the events are truly non-damaging. A road-legal CCV-type trialler is allowed to take part but competes for no points and no awards. A widely held view is that at National Rallies, the same vehicle should not be allowed to compete in the RTV *and* the CCV trials. This has been enforced only once in the past but should be enforced for all National Rallies.

The meeting was on a Saturday and the Chairman asked "Is any club here running an RTV tomorrow?" "Yes" said one club. "Can you guarantee it will be non-damaging?" returned Chairman Pete. "Errr, No." came the reply. I'm not going to name the club concerned but their RTVs are, like ours, fairly "heavy duty".

We don't have a wide choice of sites, most of ours contain lots of trees which can be quite unforgiving if you bump into them and it is hard to run truly non-damaging events at such sites. The recent RTV event at Broxhead Common was another matter; there being only one or two locations where damage could have occurred, I would have been happy to have driven the rest of the event in my 'going-to-work' Rangy. Yes I know my 101 was the widest and tallest vehicle there and perhaps I did moan a bit about some of the narrow gates but the only damage done was at one of the above-mentioned damage-potential locations where the route could have been slightly adjusted without detracting from the event. That site does have wide open spaces and Terry (and his team of layer-outers) made good use of these despite being constrained by the Scenic Drive around the periphery of the site.

Perhaps I could include a gentle reminder here that in a trial, it should be the nature of the terrain that is the challenge; the gates merely constraining the competitor to negotiate the selected terrain. The ARC Handbook recommends gate widths of 3m / 10 feet which should be wide enough for any vehicle but narrow enough to guide the vehicle in the required direction. (Just out of interest, standard car trials sections must be 5 metres wide!) The gates can be angled to make them effectively narrower but still driveable. If a particularly twisty section is designed so as to make life *interesting* for small vehicles, the Clerk of the Course can allow extra shunts to make it *possible* for large ones!

We have tried several times in the HBRO to sound out support or interest for Family Vehicle Trials for pristine vehicles and / or novice drivers. Questions have been asked in this newsletter and questionnaires sent out but not much response was forthcoming. Members seem to be able to find £20 for the petrol to get to an event, turn up with fully equipped vehicles, all their required documentation, £15 in their pocket to pay for the entry, food and drink, fill in the event entry form etc. but are quite unable to write a letter or find 19p to return a questionnaire! Strange. Alternatively, we could consider categorising events as 'easy' or 'hard' and see who / how many turn up at each. As I stated, polling the members doesn't seem to produce much in the way of results but maybe members will 'vote with their feet' as the saying goes and may be a more accurate way of assessing what the members really want. Otherwise they will go elsewhere as some have already done.

Hmmm. I seem to have drifted off the original point a bit. If you can put pen to paper, or fingers to keyboard, please let us know what thoughts you have on the way RTVs are run and also to comment on any of the other points raised here.

Steve Kirby

Woodley  
Berkshire  
27/12/95

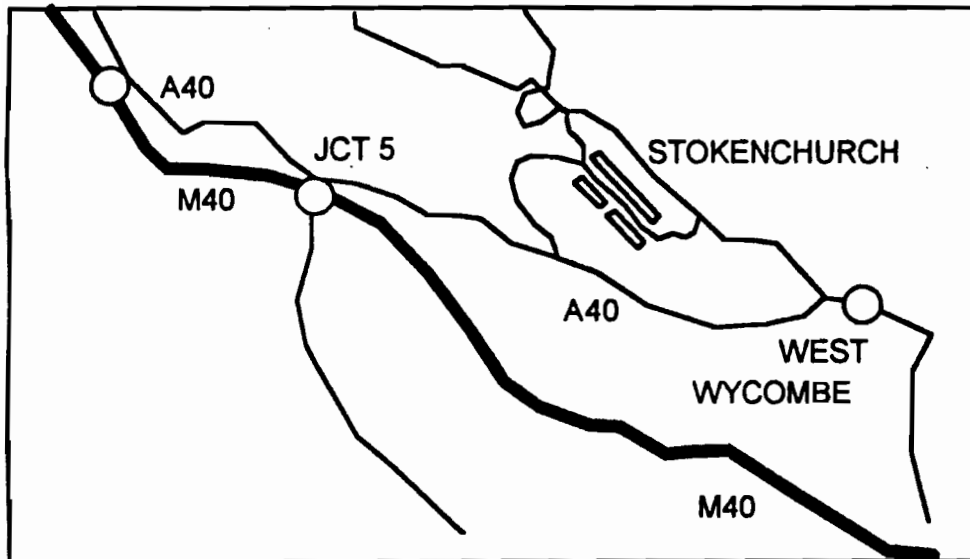
Dear Steve,

I am sorry that I have not replied sooner. Hence as a form of apology I am sending this on disk in the hope that it will save you time.

The question of Fuel from the M40 / M25 for the friends from Wales:-

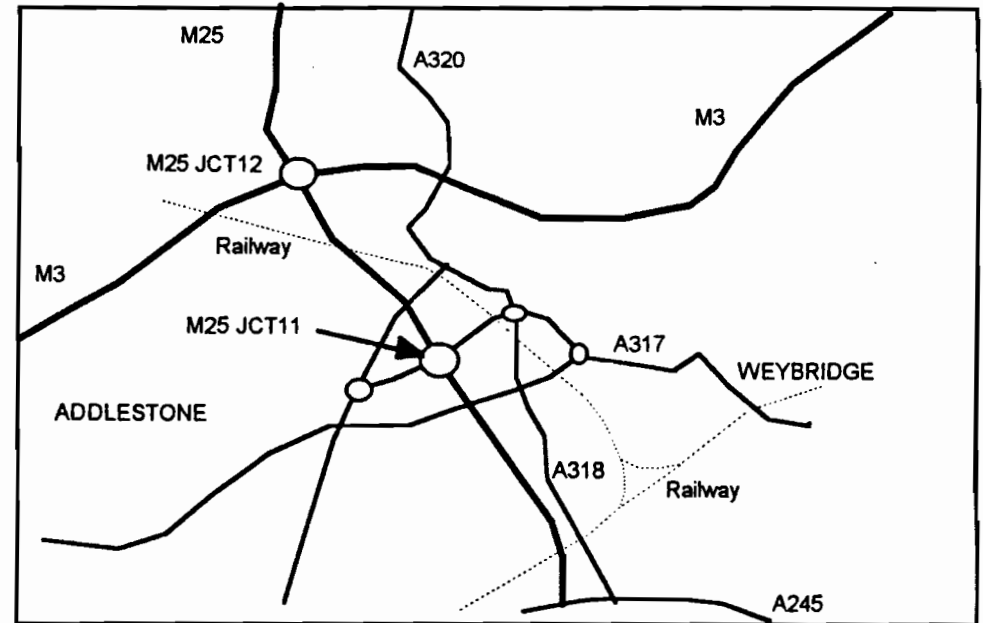
The first map shows the Junction 5 of the M40 at Stokenchurch.

- Leave the M40 onto the A40 High Wycombe.
- There is fuel in Stokenchurch village within a mile or so.



The second is at Junction 11 of the M25 near Weybridge.

- Leave at Junction 11 and take the A317 towards Weybridge.
- At the first roundabout take the A318 towards Addlestone.
- Go over the railway bridge and there is a filling station on the left within 200 yds.
- If you desire a change from the M25 for a while, follow the A318 until you meet the A245.
- Turn left onto the A245 towards Cobham.
- On meeting the A3 turn right towards Guildford.
- The M25 can then be rejoined.
- I would advise returning to the M25 by the route you left on.



A final note for our friends from Wales with nice V8 engines, the M25 has "Variable" speed limits (usually 50 mph). These are legally binding. They are indicated by illuminated signs and enforced by cameras in the overhead gantries. They are enforced very closely to the limit. Check your speedometers before coming especially if you have fitted different wheels and tyres.

Tip of the week how to check your speed:-

Beside many main roads you will see a yellow disk (about 6" diameter) on a post then a yellow disk with  $\frac{1}{4}$  red sector and  $\frac{3}{4}$  yellow. Then  $\frac{1}{2}$  red and  $\frac{1}{2}$  yellow then  $\frac{3}{4}$  red and  $\frac{1}{4}$  yellow and finally a red disk. These are over a distance of 1 mile at the  $\frac{1}{4}$  mile points. The police use them for setting and checking their speedometers. 3600 divided by the number of seconds to cover the mile will give you a fairly accurate speed. Now you know why those disks are there.

Did any other Hants and Berks members notice the letter in LRO December 1995 pages 39 & 41 from Anne Lee at the British Horse Society. Can any member who has a 31" YES 31" ground clearance on their Land Rover please put their hand up. I am strange and drive a 101" Land Rover and only have 36" diameter wheels with the big 900-16's. I understand that Mike Dyer has already been in touch with this lady.

Finally a happy now year to all members of the Hants and Berks.

Yours sincerely,

John Kaye

# ARC Rule Change Proposals

The YROC proposal on Range Rover roll-bars has been withdrawn. Leaving only the following three:-

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1) Peak & Dukeries Land Rover Club.

See copy of their proposal.

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2) Somerset & Wilts Rover Owners Club Ltd.

See copy of their proposal.

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3) Hants & Berks Rover Owners.

**Background:-**

Since October 93, all normal civilian production vehicles with petrol engines have fuel injection and consequently the supply of used carburetted engines will dwindle eventually. We are 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 in the first place. Petrol injection is allowed in Range Rover, Discovery and Defender vehicles but if another alteration is made to that vehicle that makes it into a special, then the injection system must be replaced with carburettors. This is a ridiculous state of affairs.

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), filters and all the plumbing MUST be up to the full specification for a fuel injection system.

The proposal is that the relevant rules be changed as follows:-

Fourth paragraph of **SPECIAL CLASS, C.2. ENGINES** 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. Where petrol injection is used, the parts must all be standard Rover items and the pump(s), filters 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 at the AGM, it should be implemented immediately.

None of these is subject to amendment so they can be voted on as is. Please let me have your comment for or against before the end of February. Thanks.

Steve Kirby

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## PEAK & DUKERIES LAND ROVER CLUB

### RULE CHANGE PROPOSAL (For September 1995 ARC Meeting)

#### Background

While there are a variety of standard trials vehicle classes to differentiate vehicle sizes and suspension systems for SWB vehicles, all vehicles over 93" wheelbase are put together in one standard class.

This means that there is a significant disparity between the competitiveness of, for example, a Range Rover and a Forward Control, despite their being in the same class.

There are many owners of leaf-sprung LWB vehicles who keen to enter trials events, especially RTV's, but see little point in doing so due to the inherent uncompetitiveness of their vehicles within the class system as it currently stands. It is felt that a rule change should be made to accommodate this group within a class of their own).

(There is no need to amend the Special class, as this applies to leaf-sprung vehicles only - in theory any Range Rover or 110-based special would be in the current Class 10.)

#### Proposal

##### A. 2. 1 Vehicle Classes

Class 5 Standard - over 93" Leaf Sprung

Class 6 Standard - Over 93" Coil-Sprung

The Existing Classes 6 - 11 to be renumbered 7 - 12

  
IAN JOUSTIN  
(New Sec. P & D)

## Proposal For Rule Change

Put Forward by

Somerset & Wiltshire Rover Owners Club Ltd

The rule F.1. now reads;

'All vehicles must be fitted with an ARC approved Roll-cage'.

This will not affect a very large proportion of the present band of dedicated drivers who up to now, either through choice have opted for a full cage for CCV events, or as Comp Safari drivers have no option, as it is a requirement of entry. It does, however take the sport forward, in one giant leap, away from the basic grass roots competitor.

At this point in time (pre January 1st 1996) anyone can compete in a CCV with a minimum of effort and expense. Their existing Land Rover can be used after the fitting of a roll bar, with minimal damage to the vehicle - 4 pieces of angle iron welded to the chassis and a few holes in the load area aren't going to reduce it's value that drastically.

After January 1st 1996 the new convert needs to get his vehicle log-booked, again little expense, but some effort as two signatures from two separate ARC scrutineers are required, but he perseveres and the Club has a new competing member.

From January 1st 1997 the new convert now needs to fit a full cage to upgrade his vehicle from RTV to CCV. Holes have to be cut in the front wings, front hoop welded to outriggers, side brace bars and cross brace welded between front and rear hoops. Only a truck cab can be fitted under this framework!

Yes, there is a design which enables a full hard top or tilt to be clamped between rear hoop and bracing bars from front hoop, BUT how do you go about removing the hard top, etc. in order to compete? The front hoop is welded in place and therefore does not move.

SWROC propose that the Rule F.1. be changed to read;

All vehicles must be fitted with the minimum of an ARC approved roll bar. An ARC approved roll cage is strongly advised for serious, arduous and regular competition.

Proposer:	Martyn Bourne	SWROC	Membership No. 189
Seconder:	Ken Knight	SWROC	Membership No. 1



## Winter Wander / Leisure Drive Broxhead Common.

Call it what you like; it was great fun and we were very busy. This might have something to do with a very large banner on the main road or the fact that the AWDC had advertised the same type of event all over England being held just up the road at Slab Common. How surprised people were to have change of £5 from the £15 thrust at me upon their arrival. "We are the Hants & Berks Rover owners" I said. "Who the Bloody hell are they?" came the reply. Well a small club maybe but we know a bit about off-road driving and that some people have never pulled back that other lever next to the gear stick. Mitsubishi, Toyota, Mahindra, Lada Niva, Jeep Cherokee and Daihatsu to name a but a few. We had them all including of course the odd Land Rover product. All came back round with smiling faces within. "That was great, who did you say you were again?". Well it took me and my faithful band of helpers all day on Saturday and a lot of petrol to set out our off road course but I think the club's finances would agree that it was worth it.

This being our second attempt at this kind of event, the first being back in the dry summer. But this time, guess what? Dampness! And yes, it rained on Sunday afternoon, even more fun for the marshals and drivers too. You have to admit it, we all love slipping and sliding around on 4 wheels. It comes easy to us experts; but to normal people they are amazed what their car can achieve in such conditions. They can't get enough of it even if it means tipping the car almost over in the deepest dirtiest mud hole they could find. I extracted one such Rover from such a hell hole and taped it off only to find later that someone had been back for more later.

I had about four official marshals on the day which counted as their part of the Winter Series. A deal which I had struck with the Comp Sec when he asked me if I would run the leisure drive again. Well we all had a great time I think even if, while trying to re-direct a punter onto the marked-out course, I became extremely stuck myself. Thank you Neil Shawyer and I'm sorry about the misunderstanding at the time. But because we are such good friends it was soon all sorted out. No we didn't kiss and make up but something similar. We could see the usual trials going on and that they made more of the mud than we did. They seemed to be wallowing in it. But were you loving it? At about 3 o'clock we decided that enough was enough and time to pack up. My faithful marshals turned their Rovers into workhorses and with the help of other members commandeered to help, we set about dismantling the course. All done in about an hour. Thank you, all of you; you know who you are. Alan Smith, out treasurer was gobsmacked; where did all this money come from? "Don't ask, Alan", I said, "Just bank it!". Looking back now I realise that a few faces were missing from the weekend including 2 official post holders, but maybe they were walking the dogs or riding the horses somewhere else in the mud that weekend. Their loss, not ours.

Nick Woodage.

## LANING NEWS

As a public relations exercise, the Committee have agreed to explore the possibility of a Club presence at School Fetes during 1996; the purpose is publicity for the Club and possibly fund-raising to a limited degree. Michael Dyer is having initial talks with three schools, one of which is a First School in Windlesham, and there is a real possibility that we will be allowed to lay out a small off-road track through a copse which is owned by the school. We have the offer of Andrew Bunyan's hybrid for static display - how about one of the chopped jobs and a really clean Series LR to join him. We may have the use of a 12-seater 110 for the courtesy rides. The date of the fete is 12th May; volunteers' names to Mick please. Initial interest has also been shown by Peter Webb, who sits on the PTA Committee of Owlsmoor First School, and a very worthy candidate for us is Heathermount School for Autistic Children in Ascot, so the potential for good community relations exists there in particular.

I never caught his name, but would the guy with the really neat (V8?) Lightweight who gave me a gallon of oil at the 1995 Rickshaw Ramble please phone me? I need some pointers about my own V8 LWT.

So all you 'H-reggy' owners (where the numbers come before the 'H', not after it!) thought that Our Ken had the purest of motives when he did away with your annual trip to the Tax Office, eh?. Don't you believe it!. I read a snippet in Motor Cycle News on this subject, and the writer caught the essence of it all in a nutshell. Road Tax=Right to use the Road, no Road Tax=no Right to use the Road and No facility to offer to pay for right to use the road. Scary, huh?. How many of you out there drive an old Landie just coz you want to?. I'm currently asking people for first-hand information on how other European countries go about this, so ring me please if you have info. For example, I have read that in Belgium, an old machine may only be ridden to and from police-approved events.

Well, one snippet in the January issue of P&B needs to be repeated and stressed - the fact that RoW orders no longer need to be reported in the London Gazette. Steve, in reporting this, added that this could be abused and changes could take place with little or no notice. I've talked to Tony Kempster about this and he says that the intention is to try and keep outside interests from being involved in local matters, e.g., to stop HBRO as a club from being involved in a

Newbury or Basingstoke TRO procedure. This is a very dangerous development, and (sound effects of Doom & Gloom) it is just one more opportunity for things to slip through. So please if you read in a local paper or hear any mention of any change proposed in a RoW, please inform me ASAP.

One member notified me of a proposed change in use of a section of Alice Holt Forest, so that a holiday village could be built. It appeared that every section of the local population was up in arms over this, and although no Rights of Way were 'directly' involved, it seemed to me to be worthy of investigation. Unfortunately, the notice for the Public Hearing was insufficient for me to re-arrange my shifts to attend, and the opportunity was lost. Does anyone have knowledge of how it turned out?

Showing a talent that has thankfully been hidden up to now, our industrious Secretary has applied for an EEC Grant to polish up the following 4x4 joke, which he presented to three members of the HBRO under circumstances from which there was no escape.....

Q. 'Why do Shoguns fall over when they're off-road?'

A. 'Coz the owners forget to turn the inclinometers on.'

Mike assures us that there are more where that came from, but we threatened him with using his Ninety to set out the next trial and as a result he's promised us that he won't pursue a career in comedy.

I saw the number plate of my dreams today In Hook - LRO 1L. It was on a Cherokee. I wonder if the owner is an ex-LR owner, or if he was saying that a LR uses too much O1L????

One of the club members asked me to check out a blockage on the RoW opposite the Basingstoke Country Hotel, near Hook. A large pile of pink road hogging now blocks Heather Row where it leads to the canal, and no explanation has been posted. Well, not at the A30 end, at least, coz I wandered around to the other end of the lane and an official HCC sign told me that BOAT 35 was closed for 6 months for repair. And I have to say they're making a nice job of it. I spoke to a resident who said that 4x4s have not been a problem, they were more disturbed by late-night motorcyclists, who of course can scramble



round the spoil. I don't think that this lady was telling me it was a frequent problem, probably just kids and high spirits. I'll be writing to HCC telling them I look forward to the completion of the work and the removal of the spoil in due course.....

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Does any member of HBRO have (legall!) possession of a shotgun? This is nothing to do with an official change in direction in our RoW policy, but the Open Day on April 28th - put it in your diary - could do with an extra shooter for one of the attractions. Please phone me direct on 01276-473907.

\*\*\*\*\*

Well this issue seems to have covered a lot of varied ground; I hope its been of interest.

## LANING DATES FOR THE WINTER SEASON

9/02 to 26/2 Welsh Week...phone me for details.  
10/03 Hampshire  
31/03 Berkshire

Sorry that I am unable to publish summer laning dates, but I'm involved in a Watch change at work and the wannabe Captains of Industry for whom I toil couldn't make a decision on the date to save their lives...might be sorted by next issue.

Mike Dyer



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## Competition Comment

**Happy New Year Land & Rover enthusiasts !!** Do you know, the only Land Rover related Xmas present I got this year was a Haynes Guide to restoring a Series 1 !! Wot's wrong with my Series 1, I ask myself, it got round the Rickshaw where 110s with diff locks failed. Maybe I'll give it a wash for the Nationals - better read the guide first in case I put the water in the wrong end. Enough rambling, on to the Competition stuff:

Broxhead RTV/CCV had a good turn-out, especially for the scenic drive, perhaps because of the NEW banner !! Results elsewhere.

Capt. Bernie Stevens has asked me to express his gratitude for the efforts of those Club members who kindly donated their time and fuel to help run the Roadmaster and Rickshaw events. Both competitions ran extremely well thanks to the enthusiasm of HBRO members. I have a number of mementos donated by Bernie for those who assisted at the events, so please claim one off me at a trial or meet. Bernie also awarded the Club with a Rickshaw plate, so I intend to use this as a new trophy in his honour.

**Competition plans** are going well with one event planned for every month except July, when there is just too many other tempting offers. I am now keeping a record of all 4x4 events that come to my attention, so please let me know of any new dates, and/or ask me for a copy of the calendar at trials/pub crawls.

Can anyone interested in attending Billing '96 please let me know. Unfortunately LRO will not entertain a group booking, or discounts, however if we rendezvous before entering the site they will allocate us a common area. I have spare applications, but if you intend attending, space is going fast !!

Has everyone got their application forms for the Nationals, if not I have photocopies available. Deadline for entries is 1st March 1996.

I am hoping that the Club can sponsor teams for the War of the Roses this year, but I need to know who is interested soon in order that the necessary applications can be made. The same applies to the Majors, and if members have any other events at which they would like to represent HBRO, please tell me so I can present to the committee for possible funding support.

On the matter of event management, several issues have arisen which affect how the Club runs trials. The problem essentially originates from the increasing risk of insurers refusing to pay-out on the grounds of technicalities. The RACMSA has a clear set of rules (see Blue Book), and these are supported

and in some areas expanded by the ARC (see Green Book). I don't want to dwell on the subject, but some prime regulations need to be emphasised and adhered to by all members:-

1. All drivers who turn-up to set-out or officiate (marshal) for trials, must be members and must **SIGN-ON** upon entering the site.
2. Non-members, social-members, or members who do not hold a full driving licence are **NOT** allowed to drive on site. The rules covering a member holding a provisional licence and driving under supervision are unclear and I am Investigating this.
3. Passengers participating in competitions must be members and be **14 years** or over.
4. Seat belts are mandatory in all events other than Team Recovery or Winch Recovery and must be worn, and it is recommended that windows are closed and loose parts (OK - arms and legs and ??), of the anatomy kept within the vehicle, during competition.
5. Officials including; Clerk of the Course, Secretary of the Meeting, Scrutineers, Marshals must perform their duties with **'DUE DILIGENCE**, and should consider not only the success of the meeting and the rules of the competition, but also the **SAFETY** of the drivers, passengers, spectators and other officials. More on this in the next P & B.
6. Dogs must be on **LEADS** and children **UNDER CONTROL** near vehicles, trial sections and routes across the site.
7. Speed limits as posted at the site must be **COMPLIED WITH**.

Really the rules are simply **'COMMON SENSE'**. Any driver who fails to comply, may be asked to leave the site by an official, may be penalised through a Stewards enquiry, possibly ejected from the Club, or ultimately convicted of a driving offence under the Road Traffic Regulations. The last point is fact. The rules of the road apply to all vehicles travelling a private site whilst an RACMSA permit is in force, with the exception of competition vehicles traversing a section.

Hopefully the Club will never experience an accident or situation which leads to an insurance claim, criminal proceedings or private prosecution, however if all members apply 'Due Dilligence then this will **SIGNIFICANTLY**

## REDUCE THE RISK !

Enough of the serious stuff, by the time you get this mag' the Brick Kiln trial will be over, and we'll all be getting ready for the next Harroway Farm event on 18th Feb. *Paul Entwhistle of Land Rover World* has been invited to Harroway, so let's put on a good show for him if he turns up. Also *Nick Dimbleby of LRO* has been invited to the trial at Hook End on 17 March and if he comes will no doubt want some exciting action shots. Mike Clark has volunteered his '90' for this !

Finally, the Winter Series is underway, so remember, competitors must enter three events, officiate at one, and may miss one. If four events are attempted then the lowest three scores will count.

I am now putting an announcement on my answerphone about the status of the next event, so if I can't be contacted at least you can find out whether the trial is OK.

I hope to make this column a regular feature, so please let me have your feedback, good, bad or indifferent so I know I'm covering topics of interest !!

Ashley Pocock,  
Comp' Sec'.

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## LOFOTEN ISLANDS July/August 1996 - Update

You might have read in the December 'Pants & Barks' that we're hoping to re-visit Norway next summer. The last trip, to the 20th Anniversary Rally of the Norsk Land Rover Klubb at Lillehammer, (and beyond) in August '95 (together with a couple of hundred other Land Rovers from all over Europe) went so well that going back next summer has never been in doubt!

While we were in Norway, and since returning home, we've had the same conversation several times over with Norwegians and with other Land Rover owners who've been to Norway. For example, at Dunsfold Open Day in October the owner of a well fitted out 90, attracted by the Norwegian sticker in our window, came over for a chat. His last month-long trip had been to Leningrad, then back 'over the top' via Finland, Nordkapp (the North Cape of Norway) and Sweden. In the laid-back manner of such travellers he admitted it'd been 'pushing it a bit'!

Anyway, the conversation goes something like this: we start talking about the mountains, fjords, lakes, glaciers, empty roads, and so on, and they say: 'if you were impressed by the South, you should see the North!' Well, that's

the plan.

Nothing's got beyond the hopeful stage at the moment, but we have to start somewhere. This is the outline of 'Plan B' ('Plan A' already bit the dust):

Overall dates: We'll be leaving on Saturday 13th of July and arriving back home on Sunday 4th of August, twenty-two nights (and twenty-three days) later. The first camp will be in the Peak District and the second, on Sunday night, will be a few miles from the ferry terminal in Newcastle.

The Color Line ferry (their spelling) leaves Newcastle on Monday 15th of July, arriving in Bergen on Tuesday 16th. The first camp in Norway will be not very far North of Bergen.

On the 17th, we'll start out on the most direct route to Narvik and the Lofoten Islands, which are about eight hundred miles North of Bergen and about two hundred miles North of the Arctic Circle. Believe me, this doesn't mean getting on the motorway and getting the hammer down. There isn't a motorway and the hammer is only allowed down as far as 50mph!

Anyway, there'll be no hurry. On the last trip we set off each day about 8 a.m., had morning and afternoon breaks and about an hour for lunch, and camped about 6 p.m., so the driving was easy. In Northern Norway in July, 6 p.m. is several weeks before darkness.

In the Islands (linked by bridges and ferries) we'll have various options: we can explore and camp somewhere different each night; hire a cabin (most campsites seem to have them) in one place and make day trips; go hiking or whatever.

A couple of days longer will be allowed for the return trip than for the outward trip because we aim to take a more Westerly, even more scenic and fjord-crossing route. We'll be arriving at a campsite outside Bergen on Thursday the 1st of August.

The ferry leaves Bergen on Friday, 2nd of August, and makes a coastal passage to Stavanger, then sails overnight arriving in Newcastle on Saturday morning. Driving South we'll make one more camp somewhere in the Midlands and then arrive home on Sunday.

Interested? Call us on 01329 313581, 01703 593817 (weekdays), FAX 01703 595147 (marked FAO PMH) or E-mail pmh@maths.soton.ac.uk.

Peter & Lena Hubbard



# A.R.C. NEWS

From A.R.C. Press & Publicity  
Chief Officer: Brundelhow, Woburn, Stratford-on-Avon CV37 0HF

Tel 01789 731669

Issue 1 December 1995

This is the first edition of 'ARC News'. We hope that, together with 'Runes', which goes from strength to strength under the editorship of Ted Ivory, it will become the accepted mouthpiece of the Association, both to its member clubs and to the press and media, in both the Land Rover world and Classic car world.

Chairman Peter Oakden appealed way back in the Spring 1995 'Runes' for a Press and Publicity Officer, as Wendy Costello-Roberts could no longer continue, due to ill health. We now bring you GOOD news - the vacancy has been filled - and BAD news - the new incumbent is me!

My initial thoughts are that before we can present a co-ordinated supply of information to the outside world, we have to co-ordinate the collection of news from the member clubs, so to this end I shall be making contact with all of the member club newsletter editors to discuss how to achieve this. In recent months it has been noticeable that more club newsletters are re-printing some of Ted's items from Runes. This is a good sign, I would like to see all newsletters carrying an "ARC News page" on a regular basis. I'll try to provide some of the input!

This newsheet is not intended to compete with RUNES, it is intended to supplement it by getting advance information and events reports out to the outside world as they happen, which a quarterly magazine cannot achieve.

With something like 40 member clubs, and approaching 10,000 individual members, the Association must be one of the largest single marque (or is it dual marque - Rover and Land Rover?) organisations in the world, covering a range of activities from Concours & Classic Shows, through caravanning to off-road racing and CCV trials. What's more, the pedigree of the ARC/ROA and many of these clubs goes back several decades, so with this sort of background the ARC should be leading the field, setting the standards of club life, and most of all persuading everyone to enjoy it to the full.

Currently available important UK dates for 1996 are:-

1. A.G.M. 16th March
2. (Inter)National Rally 23rd-28th May
3. E.G.M. 15th June
4. All Rover Weekend Gaydon 13/14th July
5. E.G.M. 14th September
6. E.G.M. 7th December

### 1996 Hand Book

Following difficulties at Land Rover, over getting the books delivered to the Club secretaries, all clubs should now have a stock of books. Pick one up, free of charge, at your local events. If you want one by post, your club secretary will need a stamped addressed strong C5 envelope with a 52p stamp

## For Sale

### Situations Vacant

Nominations, or volunteers, are required to take over several posts at the AGM on 16th March.

1. **Secretary** - Andrew is standing down - it is vital that a new secretary is elected.
2. **Treasurer** - the ultimate challenge - get the ARC into profit.
3. **Overseas Liaison** - cover the world from your own armchair.
4. **Car Clubs Liaison** - the car clubs are outnumbered by the 4 x 4 clubs - an energetic Rover cars enthusiast needed.
5. **Hand Book Editor** - Tony Holder has set up the framework, and the standard, you only need to pick up the reins.

**"THE FUTURE OF CLUB CARAVANNING IS AT RISK"** .....Jim Campbell 9 Dec 1995.  
Jim Campbell, ARC Caravan Secretary, reported to the EGM 9th December 1995 that several rallies run by member clubs during 1995 have severely rocked the boat through having no caravan permit, or only just getting one through Jim's 'pulling of strings' at the last minute. Jim named some culprit clubs, but let me simply remind you that if you are planning to run a caravan rally, you must get a permit from Jim, unless your rally is to be on an already licensed caravan site.  
Some landowners may tell you that the situation is covered by "the 28 day rule" - this is not so - this rule simply allows the landowner to have 1 caravan on his land for a maximum of 28 days on any one year.

To get a permit you need to fill in an application form and provide a landowner's permission form, and get them to Jim at least 4 weeks prior to the rally.  
It's all covered in the 1996 Handbook, pages 24 to 27, please read it - and stick to it!

### 1996 'Holiday' Events

1. **The First Land Rover Club Italia** are holding a 'European Rally of LR Fans' in the last two weeks of May, with luxury camping, off-roading day trips etc. based near the riviera resorts of Ligure or Adriatica. If you are interested contact me for more detail or contact direct:-  
Mr. Amedeo Valentino, 14a Via Quincinetto, 10148 TORINO, Italy,  
phone/fax 0039 11/2264252
2. **The Rover Owners Club Holland** are holding a celebration of their 25th anniversary on 22nd & 23rd June. More details later.
3. Do you fancy a 3 month expedition to northern Russia with your trusty LR/Disco/RR? Anders Hansen of Copenhagen is arranging this "well-planned, intelligent, wild tour" to Pechora and Usinsk in the Komi Republic. It should cost the price of equipping your vehicle plus approx. £1000 spending money. If interested, call me for more detail.

### Cheaper Ferry Crossings

Scandinavian Seaways based at Harwich offer 25% reductions to ARC members up to 31st March 1996 and 10% discount on cabin and vehicle fares up to July 11th and after August 18th. Packaged travel and accommodation service is also available at attractive prices. If you're interested contact me for more detail.

Seasons greetings and much Roverjoy for 1996.

*Geoff Miller*

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Registered Office: 65 Longmead Avenue, Hazel Grove, Stockport, SK7 5PJ

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 (nearest large well-known town) and dialling code in your adverts. Thanx.

Commercial Adverts:- £50 for half page, £100 full page and £150 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 3 months old, they will be dropped unless the "owners" renew them!

- \* **Wheels and Tyres** Four 205x16 Firestone Town & Country on SWB rims in good condition £100 the lot, also one 205x16 Avon Rangemaster on SWB rim, brand new never been used £25. Two 7.50x16 Firestone Transport 1000's on LWB rims in good condition £40, also three 7.50x16 Michelins on LWB rims worn but still serviceable £30. Call Jeremy Matthews, near Alton, on 01420-563663. (FEB96)
- \* **Land Rover 90 parts.** All from 2.5 petrol vehicle. Radiator with Kenlowe fan - £95. Exhaust system and silencer - £65. Transfer box LT230R - £85. 5-speed gearbox LT77 - £285. 2.5 petrol engine - £275. Electric fuel pump - £55. All in good working order following Tdi conversion. All for sale separately or make me an offer for the whole lot. Call Alan Smith in Frimley Green on 01252-336994 / 835821 (FEB96)
- \* **Roll-cage for 88"** Fits around truck-cab. Complete with all brackets to fit to chassis. Home made. ARC spec. Offers around £150. Call Mark Ambler on 01491-671846 or 0831-345485 or fax 01491-671010. (FEB96)
- \* **2.5 Petrol engine with 5-Speed Gearbox.** 65000 miles. Complete with transfer box, silencer, radiator and Kenlowe fan. Removed from Land Rover 90. Runs well. All parts for a complete transplant. Call Alan Smith in Frimley Green on 01252-336994 / 835821 (FEB96)
- \* **Standard steel wheel rims.** Four from 1995 110 Brand-new, never been on the road, make me an offer. Prices open to discussion. Call Mick Dyer in Windlesham on 01276-473907. (FEB96)
- \* **Range Rover Spares to go.** Breaking complete Range Rover, i.e. all body panels, chassis and running gear (no tailgate or engine). All cheap. Dave Hatch, Fareham, HANTS. 01329-314998. (DEC95)

- \* Full length roof rack for 90 hard-top, 2 x county style rear folding seats , Tirfor hand winch, exhaust jack, and various other bits and bobs. To view any of these items see me at any of the club trials or club nights at Aldermaston or call Nick Jennings in Caversham on 01734 471528 / 475172 Works number, 01734 471258 / 543056 Home number, 0836 604 885 Mobile number. (DEC95)
- \* Range Rover Bits. Roof - very good condition. White. £75. Slatted front light guards, £15 set. Contact Steve Kirby in Twickenham on 0181-287-0377. (FEB96)
- \* Wheels & tyres Five with serviceable 600x16 bar-grip tyres. £25 the lot. Bull-Bar for Land Rover. Slight damage. £25. Call Hugh in Fareham on 01329-220181 (NOV95)

## Vehicles for Sale

- \* Range Rover 4 door 1981 - tatty condition. White. Well proven trialler. XCLs. Electronic ignition. £1500. Contact Steve Kirby in Twickenham on 0181-287-0377. (FEB96)
- \* Radio body Land Rover 101 Forward Control. 2.5 turbo-diesel fitted by Dunsfold Land Rovers. £7000. Would part exchange for Land Rover 110 Station Wagon. Call Mick or Tracey Doherty in Aldershot on 01252-27198 (FEB96)
- \* Rover 3500S P6 1972. Almond with black vinyl roof. On-going restoration. Jobs done to date include:- new shock absorbers and springs all round, rear end re-bushed and fettled, new inner sills both sides, new exhaust, doors ½ completed, nearside refurbished & sprayed, offside in primer. Base unit good condition, engine sweet as a nut, spares include a complete second car, can be heard running. Shed and garage full of spares too many to list but includes doors, boots, bonnets, switches, lenses etc. Very reluctant sale as new job and V8 hybrid Land Rover do not permit it. Offers around £1500 to Steve Hallam in Basingstoke on 01256-768494 (JAN96)
- \* Land Rover SWB SIII. On shortened Range Rover chassis. R/R running gear. R/R box. SD1 V8. SD1 seats. New full harness belts. New swivel seals. New exhaust down-pipes and Y-piece. Needs minor things done e.g. balancing carbs, wiper blades, paint spraying and a decent set of wheels. £1500. May p/x Range Rover or Land Rover. Dave Hatch, Fareham HANTS. 01329-314998. (DEC95)

- \* Land Rover SWB Series Ila Hard top. 1970. Petrol. Average condition. Tax & MOT. £1100 o.n.o. Call Andy Bridger in Fareham on 01329-238674 or mobile 0802-253778 (DEC95)
- \* 1986 Land Rover 90 V8 auto Station Wagon. Superwinch X 9000 in winch bumper. Spot lights. Up-rated camshaft, 4 in to 1 exhaust headers, Disc brakes all round, 4 pinion heavy duty diffs front and back, heavy duty half shafts all round, side mounted protection bars, chassis mounted spare wheel carrier that operates with the rear door, 3 speed auto conversion by Ian Ashcroft, 5 x 265/75 B.F.Goodrich Mud Terrains on Disco rims, locking wheel nuts, Glass panel sunshine roof, 12 months tax, 12 months M.O.T. , New exhaust ½ system. Offers are invited in the region of £7000 o.n.o. Call Nick Jennings in Caversham on 01734-471528 / 475172 Works number, 01734-471258 / 543056 Home number, 0836 604 885 Mobile number. (DEC95)
- \* Land Rover 90 Tdi Hard Top. 1992. White. Low mileage (7,400) Roof rack. HRW. Dixon Bate tow hitch. Rear seats. Good tyres. Long MOT. FSH. £11750. Call Ashley Pocock in Badshot Lea, Surrey, on 01252-310893. (DEC95)
- \* Series III SWB Land Rover. Hard Top. T reg, 1978. 2¼ petrol 5 bearing engine. Alpine lights and sliding windows. Full tilt and sticks etc. available to convert to soft-top. 205 size tyres and spare set of 600x16 tyres. Weber carb fitted. Bull-bar. MOT to end of year. Good condition. £1595 o.n.o. Call Ian Rose in Newbury area on 01635-578840. (NOV95)

## Wanted

- \* SIII Dashboard components. After an electrical fire I'm looking for the following: fascia top rail including at least one demist outlet, one demister hose, lower fascia main section, edge trim which runs along the top of the lower fascia, everything surrounding the instrument panel except the instrument panel and the instruments themselves. Paul Oldham 01252 860090 (day) 878778 (night). (FEB96)
- \* SIII SWB Safari roof - the double skin one with top lights and side windows. SIII PTO capstan winch. Paul Oldham 01252 860090 (day) 878778 (night). (FEB96)
- \* CB Radio and Accessories Steve Hallam, 01256-768494 (JAN96)

## WARNING

Any adverts dated up to and including NOV '95 may disappear next month unless you renew them!

## SERVICES / ONGOING

- \* **WHEELS & TYRES**:- Call Sean Murphy of "Just Tyres" (One of the Southam Tyre Group) on 0836-516937 (mobile) for all your wheel and tyre needs. (BFGoodrich and Bridgestone mainly.) Discount is variable and there are very special deals available on wheel/tyre pre-assembled combinations. There are depots in Reading and Southampton for example so they're not too far away. Several club members have already found the deals to be very good.
- \* **Michelin XCL tyres** Brand new. £85 each. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893
- \* **VIDEOS** Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.
- \* **Roll-bars** In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-28185

## ARC Update

- As mentioned in January's P&B, there is a proposal for a levy on all National Rally entry fees from 1997. This has been proposed at £2 per entry and there will be a vote on it at the '96 ARC AGM in March. Your views please.
- Anyone who needs to phone Andy Stavordale, ARC Secretary, should note his new phone number which is 0161-292-0539
- ARC 1996 Handbooks available free from Secretary, Chairman or Comp Secretary. Pick it up at events or pub meets or if you need it more urgently, send a C5 size (or bigger) envelope with your address and 52p in stamps on it to the above club officials. If you are a competitor, no excuses will be accepted if your vehicle doesn't comply with current regs - so get one!

# U.K. COVERS

Glebe Farm House, Fringford, Bicester,  
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