

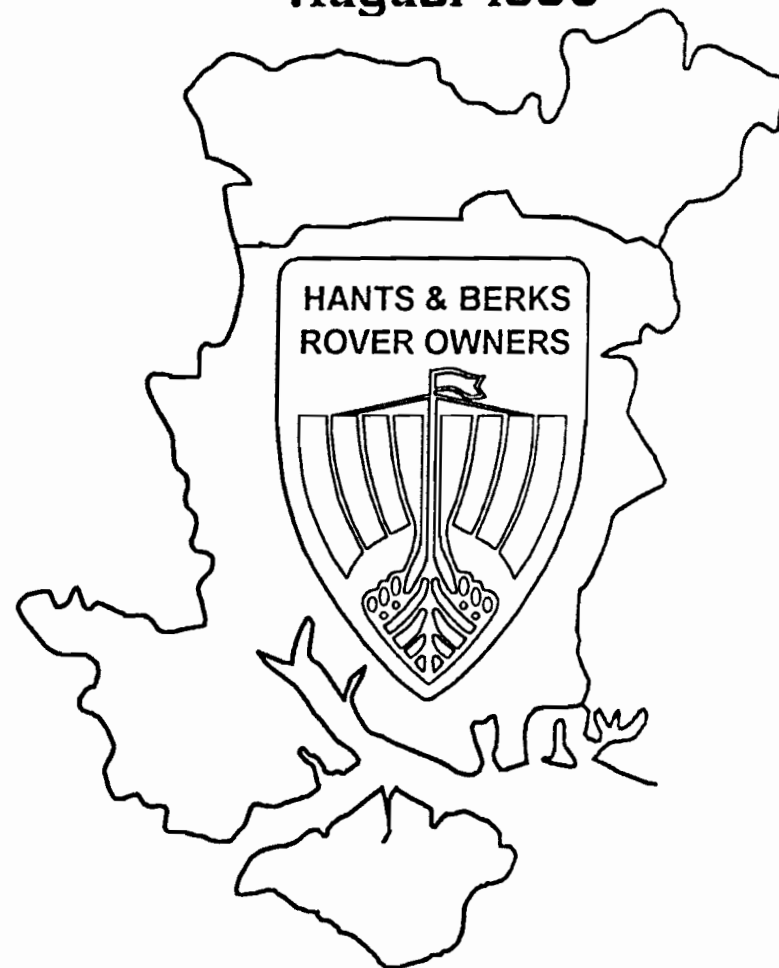
Forthcoming Events (Continued)

Sept 8th ??	RTV / CCV Trials and camping at Hook End Farm. Provisional.
Sept 15th.	Event / Show at Thruxton. HBRO entry has been applied for. See details elsewhere.
Sept 21st - 22nd	Bagshot Heath Off Road Show. Confirmed.
Sept 21st - 22nd	2-day CCV Team Trial. SROC invite.
Oct 4th - 6th	Majors Trial and Comp Safari. Eastnor Castle. Confirmed.
Oct 5 - 6th	Dunsfold Land Rover Trust Open Days. Details elsewhere.
Oct 13th	Family Fun Day in support of a charity. Proposed.
Oct 18th - 20th	Welsh Hill Rally. Based at Builth Wells.
Oct 20th	RTV / CCV trials. Harroway Farm.
Oct 25th	HBRO AGM.
Nov 3rd	RTV / CCV Trials at Nelly's Dell. Winter Series. Provisional.
Dec 1st	RTV / CCV Trials. Military Site. Winter Series. Provisional.
Dec 15th	RTV / CCV Trials at Brick Kiln Farm. Winter Series. Provisional.
December 7th	Xmas dinner. Grange Hotel, Alton. Details elsewhere.












Pants & Berks

August 1996



Newsletter of the Hants
and Berks Rover Owners

Officers of the Club

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Notes:- * denotes committee member.
denotes member of ARC Scrutineering Committee.

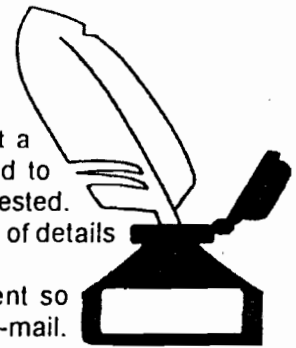
"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

Editor's bit....

Come on, make up your minds - do you want a Christmas dinner or not? Maxine Leverett has offered to organise it all, she just needs to know if you are interested. She's not after your money straight away! See full page of details elsewhere in this issue.

I'm moving about a bit at work at the moment so please restrict your phone calls to me at home or use e-mail. See info box at foot of page.

Marshals are required for the Southern Hill Rally on Salisbury Plain, August 16th - 18th. If you are interested, contact Paul Hopkinson, 225a Torbay Road, Rayner's Lane, Harrow, Middlesex, HA2 9QE.



Steve Kirby

This month...

- Nationals reports continue. Dave Cuthbert gives his account. (Obviously no-one else went!)
- Dave also continues the "discussion" on transmissions and describes the hassles of fixing a 20 year old Land Rover.
- Steve describes the details of the latest ARC meeting. The information provided by guest Ian Davies makes particularly interesting reading. It does all affect us so read it bit by bit. I'll be asking questions later!
- Mike Dyer has his regular say on rights of way and other matters.
- Ashley advertises some forthcoming events.

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 or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you use a PC, please send articles on disc (3½" or 5¼") if you can and I'll return it afterwards. Practically any word-processor format will do. If you have a fax machine, send any faxes to me at my home number. Phone first so I can set up the machine as it's not left on normally. Alternatively try e-mail:- (Please indicate in the text of your message what code you used and your own full e-mail address.)

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ARC Meeting June 15th 1996.

June's trip to Birmingham became quite a drive around. I now take Mum to visit friends near Stratford-on-Avon before driving on to Birmingham. This time, after the meeting I went to see Malcolm Whitbread. "But he's moved to Doncaster" I hear you say. Yes and No. He's moved again and, amazingly, he's now only 3 miles from Mum's friends! Small World, etc... So I popped in there to log-book a new vehicle he's building for the group he now works for.

So what happened at the meeting this time? As before, the numbers relate to agenda items and any missing ones indicates nothing significant to report. Bias is possible!

4. Matters Arising from last time.

- £5K cover needed to insure all the ARC trophies. This will cost only £100 p.a. Cover includes club equipment such as flags, banners etc.
- Club membership lists to be sent to Andrew Stavordale. This is for the distribution of Rover Runes. Clubs that don't want to send a complete listing can state number of members and that quantity of newsletters will be sent *en bloc* to that club for them to distribute.

5. Chairman's report. Denis Bourne stood in for Peter Oakden.

- A council meeting took place at Gaydon, details later.
- We are still looking for a suitable President for the ARC.
- National Rally liaison committee's remit is being defined. Other sub-committees are to submit similar 'job descriptions'.

**L.R.
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- ARC NEWS complements Rover Runes very well. Please send anything suitable to Geoff Miller.
- CCMSA - bank account has been changed as lower cost services are available elsewhere.

6. Secretary's Report. John Bradbury.

- Thanks to Andy Stavordale for all his work over the last few years and thanks for his support while John takes over.
- The club newsletters make interesting reading.
- The 1996 National event was an excellent rally.
- The Land Rover Club of Moscow has asked to join the ARC.

7. Treasurer's Report. Andy Stavordale.

- Thanks to Lawrence for all his help over the years and for the help in handing over to Andy.
- What are we doing with our money? Andy stated that he will provide detailed reports in the future.
- The current auditors are to be retained (£705 p.a.)
- Format of accounts to stay the same unless the members request changes.
- CCMSA has been closed as we were incurring £3 charges for doing nothing. A free account has been opened at another financial institution.
- Some clubs still owe money to the ARC. These were named on the day but I won't print them here as they will all have paid by the time you read this. (Oh yes they will!) HBRO wasn't one of them, by the way.
- Insurance for trophies is being arranged.
- Budget for the year
 - RAC Recovery scheme is working well.
 - Slightly down on income from subs.
 - Expenses about the same as last year.
 - Current financial status was announced. Details available.

8. Voting on the proposals raised last meeting.

- a) Change suggested to the Articles and memorandum. Rule to require any club not sending a representative to two of the four meetings each year must provide a good reason or risk expulsion. After a minor change to the proposal, this was accepted. Note that a proxy representative is acceptable.
- b) Scrutineering Committee to be given powers to veto rule change proposals that do not fit in with the ARC's image.

9. New Clubs

- Moscow Land Rover Club - more information needed.
- Shetland Islands - All application details were in order and their membership was accepted.

- Ireland - membership accepted. (Club to be classed as an overseas club.)
10. National Rally
- 1997 - North Wales to run. Forms available now. Site open from midday Thursday to midday Tuesday.
11. Gaydon 96
- Application forms widely circulated already.
 - Camping from 4 p.m. Thursday to noon Monday.
12. a) Caravan Secretary. Jim Campbell.
- Permit is actually an exemption for planning permission.
 - If you have any hassles with the council, then contact Jim. Don't try to deal with it yourself. The permit is watertight and the council can't override it. This upsets some councils and they might try to find some other way to make life difficult. They have been known to succeed!
 - There are new style application forms. Please use them.
12. b) Overseas Liaison Officer. Derek Spooner.
- The Republic of Ireland is "overseas" for our purposes. As mentioned earlier, their membership was accepted.
 - A Series One owner in Spain has written to ask if he is the only member of the Series One Club living in Spain.
12. c) Rights of Way - Tony Kempster.
- A "Best Practice" guide is being produced by consultants. To look at maintenance and management measures and leisure use.
 - MFU (Motorsports Facilities Unit) are conducting a survey of any venues used for many years for motorsports. Please submit a list to him. Legislators do not seem to consider the length of time that some venues have been used. The form in the current Rover Runes can be used to submit details. Call me for a copy.
 - Respondents to LARA are in short supply in the NW and NE of the country.
 - 1996 - 2000. Future plans now published by LARA. These plans will be submitted to the Sports Council for allowances.
 - The Precilly Hills route in West Wales is now a Bridleway. (Near Fishguard)
 - The 3.5 tonnes limit suggested as a vehicle weight for green lanes: The question had been asked as to whether this referred to laden or unladen weight. The term "Heavy Vehicles" is to be quoted in future. This doesn't address the problem. Who's opinion is to be taken as to what constitutes "heavy"? A 1½ tonnes Land Rover is "heavy" to a walker or even a driver of an "ordinary" road car.
12. d) National rally Liaison Officer - Harold Lowe.

- Various guide-lines are coming in from various directions.
12. e) Magazine (Rover Runes) Ted Ivory.
- LARA news absent this month due to non-arrival. Apparently it does exist so two lots will appear next issue.
12. f) Handbook. Steve Kirby. (Hey, that's me, foolish boy!)
- Starting to come together. Not many articles or info from the clubs. They have been widely circulated and prompted and it's up to them if they want to publicise themselves.
12. k) RACMSA Liaison Officer - Harold Carman.
(NOTE:- This section describes RACMSA deliberations which don't necessarily affect us - yet!)
- Discussions still going on about silencing and rear-mounted radiators.
 - New Class called TYRO (It's in the dictionary, look it up.) Someone suggested that this stood for "Try your Rover out" but hopefully not "Turn your Rover over!"
 - 14-year olds to be encouraged to drive off-road. However, strict controls will need to be in place. As with most things like this, it's going to be an insurance issue
 - For publicity about getting started with motor sporting events, see the RACMSA leaflet "Start Motor Sport".
12. l) Shows and Displays. June and Jack Green
- Flags now available to promote the ARC.
 - A copy of Public Liability insurance should be on display at events.
12. m) Scrutineering. Dave Marsh not present so Harold Carman and Steve Kirby raised the main items.
- There have been several alarming incidents with fuel caps coming off during roll-overs in CCV events where the filler is an external type. Spillage has occurred.
 - Tyres we can or cannot use. We should not name tyres to be banned in case the manufacturers or importers feel we are picking on them. (Which we are!)
12. n) Club Shop.
- Andrew Stavordale is now looking after the club shop inventory. It really doesn't seem to be selling at all well. Tome to call a halt?
- AOB
- Bike Trials Insurance? Clubs running a bike trial will have to review their policy to see if they are covered.
 - Fly-posting. This is mentioned in Rover Runes as a means of promoting club

events but as the HBRO have found, this practice can upset the "jobsworths" in the Council chambers! (Notably Guildford.)

- Internet - Still under investigation. HBRO member Nigel Leak has offered the ARC a good deal and this is, I understand, one of several offers under consideration.

Next meeting is on September 14th.

Guest of the day was IAN DAVIS, Competitions Manager of the RACMSA.

Many questions and comments were made. Here is a compilation.....

- Q. Are the ARC clubs applying for more or less permits?
- A. There is a small drop showing so far for Comp Safari permits. There were 127 Comp Safari permits applied for by ARC clubs in 1995.
- Q. You say the Comp Safari entries are down. Is this due to the popularity of Hill Rallies?
- A. This is a possibility particularly as the support crew for a Hill Rally are usually more numerous taking these people from Comp Safari pits.
- Q. Helmet Stickers - If a scrutineer at an event is good enough to check the car *and* the helmet, then why can't he validate the helmet and apply the sticker?
- A. He would need to be a National; B Scrutineer at least in order to be able to apply the sticker. All the event scrutineer is doing is checking that there is a sticker present and that the helmet is not obviously damaged. A helmet scrutineer has to check much more prior to stickering it. A detail examination of the condition inside and out, the specifications, the state of the straps and buckles, etc.
- Q. Can anyone from any EU country compete in any other EU country with only his National Licence or even a club-card depending upon the level?
- A. The FIA allows EU inhabitants to compete in a member state so long as he/she holds a licence of equivalent grade issued by an ASN. (An ASN is a National body recognised by the FIA as sole holder of sporting power in a country. The RACMSA is the ASN of Great Britain.) Apparently, EIRE and Northern Ireland have an arrangement whereby exchange is OK on a club card basis, so presumably that would apply to 'mainland' Britain too. This might have some relevance to the just-accepted EIRE club.
- Q. Tyres. Can we really ban aggressive tyres?
- A. Yes but be careful of naming banned tyres. There is a chance of possible legal action by the importers / manufacturers of such tyres. Most tyre rules try to address open-centre, block-pattern etc., tyres. There's not a lot you

can do so long as the tyres are BS144B approved and have the appropriate speed ratings. An event scrutineer or clerk of the Course would have the right simply to state that certain tyres are too aggressive but some guide-lines would have to be declared on the event SRs. The SRs would have to describe the 'degree' of tyre, spacing of blocks, ground contact ("land area") pattern and more. It's not easy, which is why it has never been done! Furthermore, as soon as you produce some suitable definition, then the manufacturers will find a way round it. The original Babcross tyres were "open-block" which meant you could see straight across the tread of the tyre through the blocks. All the manufacturer needed to do was to shift one of the rows of blocks by half a block to close that loophole.

- Q. Can we ban non-Rover parts?
- A. This is virtually impossible particularly where the "manufacturer" buys in parts from other OEMs and also where original parts are no longer made.
- Q. 3.5 tonne figure for vehicles on green lanes - comments please.
- A. The figure was purely a guide-line and not a 'law'. So it wouldn't be enforceable anyway. The 3.5 tonnes figure quoted in the Construction and Use Act as defining a "Heavy Motor Car" doesn't state whether this is laden or unladen weight!
- Q. Rule changes coming from the RACMSA affecting noise, radiators and seats - comment please.
- A. Serious discussions are going on the allow the noise test to be made at 2/3 the manufacturer's stated maximum r.p.m. So if your Land Rover manual says the maximum r.p.m. is 6000, then the test can be made at 4000. Radiators are still under discussion. Seats - there is some concern following the failure of some lightweight seats. A Rover-Turbo race-car slid backwards into a tyre-wall and the driver ended up in the boot after the seat came off its frame. Faulty manufacture of the seat was evident.
- Q. Emissions, comments please.
- A.. Old vehicles can be a problem. Modern high performance engines are generally very good due to the time and effort expended in producing an efficient engine.
- Q. Setaside land.
- A. MAFF started a new scheme in Jan 1995 involving four categories of setaside. It's complicated though. The "rotating period" category should allow non-agricultural use from harvest time to December. You can't use it for anything from January to Harvest time even though nothing is growing there! This is because the farmers are being paid NOT to earn any income from the setaside land.
- Q. Why is a timed trial so expensive to insure?
- A. The ARC-quoted definition doesn't match the RACMSA's one. It's a type of trial where the fastest wins, hence it's a race and commands high insurance fees. This is different from a Comp Safari and ARC timed trial which sets the time against a bogey time and allocates points accordingly.

The gates should be clearable in a set time. All sections are to be completed and any penalties incurred along the way are added.

(Thinks I can't see the difference, can you?. An "ordinary" RTV or CCV trial can have some of its sections timed. It's in the Blue Book. There are limitations but what is the difference between this, a Comp Safari and a Timed Trial? Answers on a postcard please! Seriously though, I think I should follow this up and get a positive understanding of it. Steve Kirby)

- Q. Can a driver change to a different vehicle during an event? Can the ARC issue SR (Supplementary Regulation) allow a vehicle to be replaced during an event?
- A. No. If a car 'breaks' and a competitor gets into another car and drives it, then he isn't insured and his entry is void. The entrant will, one way or another, nominate the vehicle on his entry and he has to stay with this vehicle throughout the event. If it breaks terminally, then he is out of the event. "Double-driving is a different matter - the one vehicle is nominated at the start by two drivers. That's OK. You can't issue an SR to change this. It's important to understand that ***an RACMSA affiliated club cannot allow something to take place that is prohibited by the RACMSA.*** An ARC club can (and does) *prohibit* something that is *allowed* by the RACMSA.
- Q. Young drivers (14+) are being considered for competition. How do you determine if they are capable / fit to drive? ..And in what performance of vehicle?
- A. The off-road scene is very healthy. Young drivers are allowed in Production Car Trials but not in specials. There aren't many spectators at such events (for some reason) and so insurance is possible. The size and power of Land Rovers, and the amount of spectators present may cause insurance problems. There is a new kind of trial called TYRO for simple straightforward trials using standard production 4x4s.
- Clarification on Promotional Events - the public may participate but not officiate.

Report by Steve Kirby. HBRO

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Editor,
Pants & Barks.

Colwyn Bay
June 96

Dear Steve,

I sometimes wonder when an Editor asks for articles on disc whether they actually read the articles when they put them in. To test this out I include a deliberate mistake to see if they spot it. Full marks to Steve, well perhaps not full marks, because having spotted it instead of doing his job as Editor and correcting it he humiliates me by bringing it to everyone's attention! Is it any wonder he is always asking for articles when he treats his contributors this way?



That's not quite fair as he did spot and correct my other "deliberate" mistake, for which I am particularly grateful as the gentleman whose name I spelt wrong is now responsible for MoT'ing my nephew's 101! In fact he is getting his hats mixed up as the letter was sent to him as Editor of the Green Book (are HBRO members aware that Steve has taken on yet another job so that the rest of us can enjoy our hobby?) and I was surprised to read it in Pants & Barks.

To get back to the point (at last) and Ferguson Formula. He is of course right, it is the back wheels which leave the skid marks. I am intrigued by the suggestion that the Range Rover had Schuler transmission for a while. I long ago learnt not to say "Land Rover never made that!" but it is news to me. Certainly Schuler Presses offered an after market conversion in the early eighties, but that doesn't make them ARC legal. I believe the idea was to offer automatic transmission, in those days they were still using the four speed box combined with the transfer, making mating a foreign box to the Range Rover transfer box very difficult.

We had an early four door auto conversion around N. Wales a few years ago. I delivered parts to it in three different garages, during which I believe it had two owners, and am reliably informed it was a Schuler conversion, although I never got underneath to check it myself. However it appeared to have no low range, so perhaps that conversion would not be as useful as it may seem. Does anyone out there know if this is usual for a Schuler?

It is interesting to note the Ferguson Formula had a split power shift giving the advantage of four wheel drive with the balance of rear wheel drive in a production car, the Jensen FF, in the late sixties. It took Audi until the mid eighties to produce a similar split in the Quattro, and the others were trailing behind them.

Dave Cuthbert.

Editor comments.....

It appears I'm occasionally confused as to the purpose or target for certain communications. However, there is never any intention to belittle anyone

by deliberately leaving in, or commenting upon, obvious errors. So I apologise to Dave and to anyone else who feels I have behaved in this way.

"Land Rover Fleet World", issue 11, 1994. (This is Land Rover's internal company magazine) contains an article with the following information:- In 1980-81 Land Rover marketed three notable limited-edition models; the Monteverdi four-door, the Automatic (which used the Schuler transfer box with an American auto-transmission; type not stated), and the "In Vogue" * model in conjunction with Wood & Pickett. These were all catalogued vehicles and so I would conclude that these limited-edition vehicles, and parts thereof, are ARC legal. I discussed this matter with Geoff Miller. He was testing at Gaydon in the early 80's and didn't have much to do with limited edition vehicles but he remembers that the Schuler transfer box was used. He commented that these short production-run types were to "test the water". As to ARC-legality, he regards this as a "grey area"; which means he doesn't entirely agree with me!

Steve Kirby

* Note for those new to Land Rovers. The magazine Vogue ran an article about Range Rovers and showed a Wood & Pickett conversion specially-equipped for the photo session with green wellies, picnic hamper and one or two other extras added to give yuppie and "Country Set" appeal. Vogue readers queued up to buy this model which was not, of course a production item. To meet the demand, Land Rover produced a limited edition of the vehicle to match the one seen in Vogue and called it the "In Vogue". It was sold complete with picnic hamper, green wellies and all the wood trim and fancy bits to match. LR later produced as standard a slightly watered down version without the 'toys' and simply called the "Vogue". This remained the top-of-the-range model for some years.

Festival of Motorsports. ACSMC Motor Sport Promotion Day. Thrupton, 15th September.

Ashley has applied for HBRO to participate in this event. Our display will be to show Land Rover vehicles over the years, with some positioned to demonstrate articulation, chassis, drive train, etc.. The club shop will be there and we will show action videos. Mains supply has been asked for and we have also offered to give off-road demonstrations. Six or more vehicles and personnel passes have been requested.

Watch for further news / confirmation.

Competition Comment

Well I suspect that you have all been growing weeds over the comp' machine due to the lack of HBRO events over the past couple of months. Sorry, but in June we lost a military site, and in July all convenient sites were unavailable. However at last August is upon us and a - SUMMER RALLY !! at "Costa del Nellies", our favourite camping and fun site. The dates have now been confirmed as 'Bank holiday weekend' 24/25/26 (well you didn't want to be on the roads - did you !???). Camping is open from Friday 23 through to Monday 26, with setting-out on the Saturday, trials (yes RTV and CCV) on Sunday (late start 11.00, scrutineering 0930-1030), and *Ladies Trial* on the Monday morning. In addition there will be a **grand barbecue** on Sunday night. Sound good ?? Anyone good at party tricks, kids games, organising rambles, treasure hunts etc., etc., please volunteer now, or it'll be down to Uncle Nick.W. See map and details elsewhere in the mag'.

On the 15 September the 'Association of Central Southern Motor Clubs' will be holding a **Motor Sport Promotion Day**, at Thrupton Race Circuit. HBRO has applied for space to exhibit a variety of vehicles, and possibly conduct some Off-Road demonstrations. Could anyone who is interested in exhibiting their vehicle or 'performing' preferably with their vehicle, please let me know.

Ashley Pocock

Rights of Way

Following a Committee decision earlier in the year, the HBRO has put in three official appearances at school fetes over the summer season; we knew that they would not raise Club funds significantly, but the primary aim was to 'fly the flag' and let the Club become better known.

It had been the plan to have an attendance at one school from each County, plus a negotiated appearance at a school for disabled children; in the event, not one of the five special-needs schools which I approached took up the offer. The format was debated and we arrived at the conclusion that we could cater both for children, through the 'Paint-the-Landy' competition and rides where applicable, and adults, who might be interested in either the mechanical aspects or for instance the Rights of Way issues. 'Paint-the-Landy' was a winner at all three schools; there is something about being able to attack a car with a paintbrush without being grounded that must appeal to kids!

The first occasion was at Windlesham First School, who are fortunate

insofar as they have their own private woodland; after some 'carefully-phrased' promises we were able to secure permission for a track through, and we dug out a few small craters and made a small off-road course. On the day, Sue Lea acted as chauffeur, and my old Rangey did service as the paint victim. Andy and Anita Bunyan and Steve Kirby came in their hybrid and 101 respectively, and with the 110 the line-up looked fit enough for Billing.. Since it was by way of an experiment, we did not charge the kiddies anything, and this was a decision which we regretted in view of the popularity of all the display, but particularly the rides through the woodland; Sue seemed welded to the seat.

The second appearance was at Owlsmoor Primary, where Peter Webb's girls attend and he is a PTA Committee member. This gave him a bit of leeway when it came to convincing the Head that an 'off-road course' would be possible, although the Head did go a bit pale at our preliminary meeting when I started talking about a JCB! (Just a joke, Teacher!). In the event, a very creditable series of lumps and bumps was built by Peter using old aeroplane tyres and railway sleepers. He and Sue provided the Courtesy Rides, and John Kaye (101), Jeremy Matthews (SIII) and Nick Jennings (90) were on 'static display'. Nicks vehicle looked particularly impressive with all the recovery kit laid out and labelled, and it was a little disappointing to see that adults were not drawn to it in greater numbers. C'est la vie..... This time, we charged 50p. for a five minute spell on the 'Paint-the-Chairman's-Hybrid' (brave man, our Chairman) and a ride round the course. We made £93.00 for our pains, to be split between the school and the Club. This figure shows why we regretted not charging at Windlesham!

As I said, there was a surprisingly disappointing response from the special-needs schools, and I started to think that it was to be just two appearances for the season, when the phone rang and our old friend Chris Jones - he of Bagshot Heath Show fame - asked me to repeat the performance at his daughters school; 'Yes Chris,' quoth I, 'when?' Well I should have known, shouldn't I? ' Er, next weekend?', he said. Sharp intake of breath at my end of the phone, quick mental scan of HBRO members who wont mind giving up a Saturday with six days notice' Yes, OK, Chris, no worries', I said, 'we'll use your SI as the Paint-the-Landy vehicle'. ' Er, actually, Mick,', he says, 'I'm in Cornwall on holiday on the day; still, I'll see you right'. Little does he know what 'seeing me right' will involve, but lets start with free entry to the Bagshot Heath show for life.....

Anyway, I did a 'cut-down' roadshow on my own; the 110 acted as a good backdrop for the Club literature, there was a lot of interest in the row issues, and we might even have made one or two new members. The teachers kept me supplied with tea and cakes, and the kids helped to wash down the Landy after the fete finished. The Club raised £25.00 towards the School funds, and we have the promise of an off-road course next year.

Which brings us to the subject.....was it worth it?. Well I personally feel it was, very much so, but I'd like to hear from the members mentioned and have their views; this years appearances were very much to 'test the water', and I think the same again on a bigger scale would justify the time and effort.

I attended the BCC twice-a-year ROW Liaison Group early in July. A letter which had been received by BCC , dated 6th February, was included in the agenda, which was sent out in late June (Hmmm...). In it, a member of the British Driving Society (horse-drawn carriages) requested that BCC support a change in the law to ban most motorised vehicles from Byways. Apart from the fact that BCC 'could' have dealt with it in February by saying 'sorry...not us, gov'nor, try Parliament', it was raised as a 'feeler'. I am happy to report that the meeting rejected it robustly. The RA was, admittedly, silent, and one of their (7!!!!) representatives argued fluently against my discussion points, but nevertheless, the proposal was not adopted. One side-effect may be that Newbury DC may be mindful to co-operate on this issue. Watch this space.

One point came out of that meeting; BCC presented its Milestones Statement document, and there were a total of 8 reported horse-related incidents involving unauthorised use, and only 3 vehicular ones in County-maintained areas. Hmmm.....

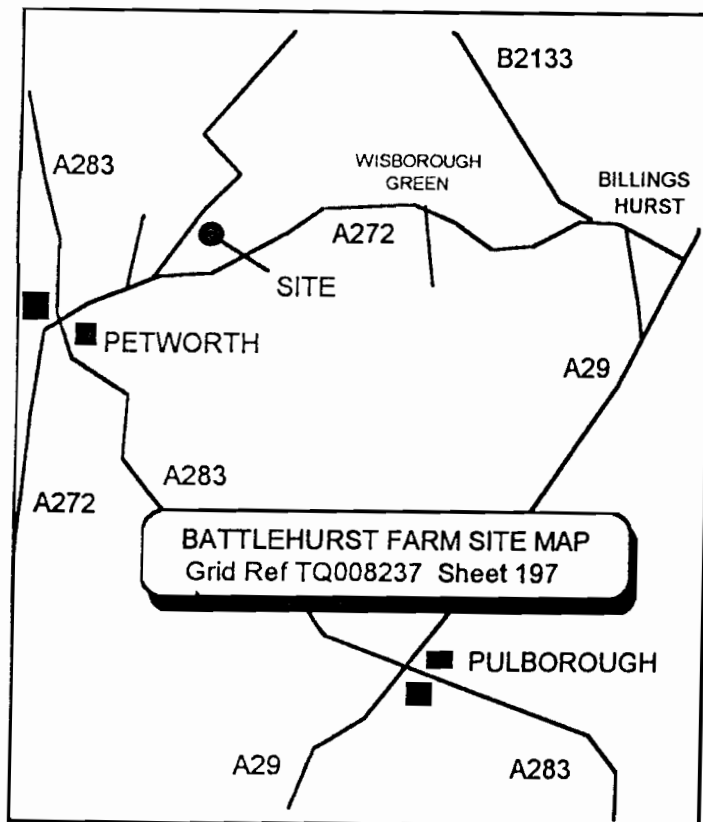
I would have much preferred to go the Rover weekend at Gaydon, but I had to wear my 'North-to-South Run hat to raise funds at the Wycombe show. Apart from Billing, it was our last chance to part the public from its pocket-money, and as such it was reasonably successful. The only small hitch was my initial arrival on the Vauxhall stand, where no-one knew anything about the arrangements that 'my' bit of Vauxhall had made for me to be part of their stand. As a result, all they saw was a complete stranger driving up in what was obviously a 'company car' Ho-hum.....

When the North-to-South Run has finally been and gone, I will (hopefully) have a bit more time to devote to RoW matters - which is, after all, what I am supposed to be doing!. I'm by no means neglecting any aspects which need an input, but I hope to be able to expand the information side after September.

Mike Dyer

**Invite to Southern Rover Owner's Club
 "RTV Interclub Challenge" Trial & 4x4
 Gymkhana, Battlehurst Farm
 August 2nd, 3rd, 4th & 5th**

We have been invited by Southern Rover Owner's Club to the RTV inter-club challenge event. There will be an RTV trial and a 4x4 gymkhana and bike trial at Battlehurst Farm, near Petworth, West Sussex. The event is open to all fully paid-up members of HBRO. Entries can be on an HBRO entry form. The gymkhana is at 10:30 on the Saturday and the fee is £3 (pay on the day only) There will be a bike trial on Saturday afternoon/evening after the gymkhana. The RTV will be on the Sunday. Fees:- £10 in advance or £15 on the day. Payment to:- Alan Pilbeam, Longreach, Old Watling Street, Gravesend, KENT, DA11 7NT



Scrutineering for the RTV will be from 8:30 a.m., signing on will close at 10:15 and the competition will start at 10:30 a.m. ARC Rules apply so don't forget your membership card, MOT certificate etc.. Babcross type tyres are not allowed and spare wheels need not be carried.

CAMPING:-
 from 16:00h on the Friday to 12:00h on the Monday. Fee £3 per night.

U.K. COVERS

**Glebe Farm House, Fringford, Bicester,
 Oxon OX6 9RJ. Tel: 01869 277679**

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 *Fold up into their own pouch *2 year guarantee *100% waterproof material

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Back seat Covers - £24.95

Complete set £49.95 All plus p&p

**AS SEEN AT WEST WYCOMBE 4x4 SHOW
 AND BAGSHOT 4X4 SHOW**



A.R.C. NEWS

From A.R.C. Press & Publicity Tel: 01789 731669
Geof Miller, Brandellbow, Wolverton, Stratford-on-Avon CV37 0HF

Issue 7 July 1996

A Statement from the ARC Council

A recent article in the magazine "Land-Rover World" contained the allegation that the 101 Forward Control Club & Register had no permit to hold an event. This allegation, which was attributed to Mr. Dennis Holmes of the Peak & Dukeries Club, was unfounded. Both Mr. Holmes and magazine now realise they were in error and have retracted. Council hope the matter may now be considered closed.

Caravan Permits for Club Events

There still seems to be some confusion 'out there' about the requirement for ARC Caravan Permits, and Jim Campbell, the ARC Caravan Secretary, from whom these permits need to be obtained, has sent me the following list of queries he has dealt with during the past few months.

Q1 Why do we have to have a permit from the ARC for a camping/caravan rally?

A *Strictly speaking you don't have to get an ARC permit, but the alternative is to apply to the local council for planning permission, which will take approx. 2-3 months, will cost £80 - £100, and could be refused anyway. The ARC permit gives exemption from the requirements of the local planning regulations.*

Q2 How many tents or vans do we have to have to require a permit?

A *One tent or one van. For even just one unit, you need a permit to protect yourselves from prosecution by the local council.*

Q3 Can a member of an ARC club that is not a member of the Caravan Club or Camping Club stay on their Certificated Locations?

A *No - our exemption covers our ARC events, C.L.'s are for their members only - there is no connection between the two.*

Q4 Can non-ARC club members stay with their van or tent at one of our rallies?

A *Officially - no! but you can make them temporary members at a cost to them, and issue them with a temporary membership card.*

Please note that Jim is not complaining about these queries, he would much rather deal with a query before the event, than handle the repercussions of an illegal rally after the event. If you have any doubts please ring him, but read pages 24-27 of the 1996 ARC Handbook first - the answers might be there!

EVENTS

August 23rd/26th (Bank Holiday)

Porthmadog 96 - North Wales Land Rover Club's Bank Holiday inter-club event in Snowdonia

Contact Dave Cuthbert 01492-534417
or Alan Brown 01248-352645

August 25th (Bank Holiday)

Yorkshire ROC are running their 4 x 4 Classic Reliability Trial at Worrall, Sheffield
Forget those roll cages and tractor tyres, just unhitch your caravan and take part. ♣

Contact John Bradbury on 01706 38801

August 23rd/25th (Bank Holiday)

Eckington 96 is Peak & Dukeries inter-club event held at Hall Farm near Hundall, N. Derbyshire, a few miles off the A61 just north of Chesterfield. The menu includes RTV, CCV, Night and Day Comp. Safari, Scenic Drive, Bike Trial, and of course caravanning/camping from 09.00 a.m. Friday.

Contact Rosine Barton, 20 Queen's Court, Newlands Estate,
Forest Town, Mansfield NG19 0LB Tel. 01623 655334

7th & 8th September

Shackerstone 96 - the country's only Balloon, Steam, Canal and Beer Festival.

Caravanning for ARC members - and a whole host of attractions throughout the weekend.

Contact Peter Oakden - 01827 880677

September 20/21/22

Red Rose Land Rover Club are holding their Series One Action Weekend at Fylde Country Life Museum, Nateby, a mile or so west of Garstang, Lancashire, half way between junctions 32 and 33 of the M6.

Caravanning/camping is available from Friday noon at £8 per unit. On Saturday and Sunday there will be winching, trailer reversing, gymkhana, autojumble etc, and on Sunday there will also be a Concours, all open only to Series 1 Landies. On Saturday evening there will be a barbecue, bike trial, and children's orienteering (bring your torch with new batteries!).

Trade stands spaces (30ft square) are available at £15 each

For more detail and booking forms contact Harold Lowe, 89 Broadwood Drive, Fulwood, Preston PR2 4TE Tel: 01772 716956

Oct 5th/6th

MROC are holding the 27th Majors Trial at Eastnor Deer Park - caravanning/camping will be available from noon on Friday 4th October at £5 per unit for 1 night, £8 for two nights and £11 for 3 nights.

Two days of trialling are available (20 sections) for teams of three, up to five teams from any one club. Each team's entry fee is £45, and must be pre-booked by 14th September.

For more detail and entry forms, contact Chris Myatt, 'Pimpernel', Lyons Boat Yard, Limekiln Lane, Warstock, Birmingham B14 4SR Tel: 0956 479411

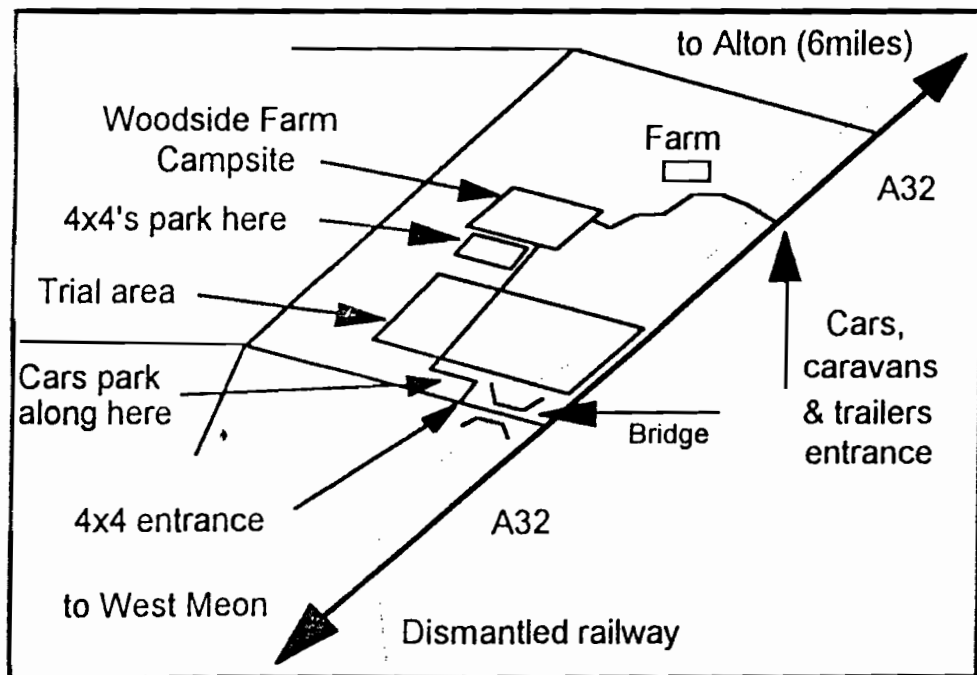
Summer Rally at Nelly's Dell with Camping and Barbecue August 23rd - 26th

We are holding an RTV / CCV trial at Nelly's Dell, about 6 miles south of Alton, Hants on the A32. 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 Ashley Pocock. (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 ARC Yearbooks contain the vehicle regulations. It is still 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!



AWDC Invite Event

11-AUG-96 Family & RTV Trials SOUTHLEIGH FOREST, Havant

Scrutineering begins at 9:00. Trial starts at 10:00.

Clerk of the course

for family..... Chris Humphries

for road-taxedChris Trussler

Steward..... Glenn Bagley

Entry fee: £15, or £11 if received before the event.

3 All entries must be made on the official entry form, be accompanied by the entry fee, and sent to the Secretary of the Meeting:

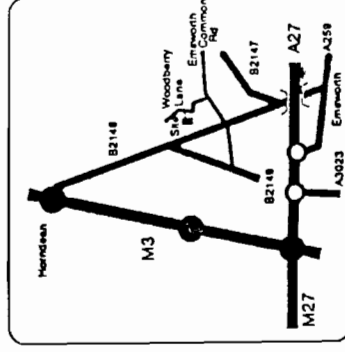
Peter Head,
32 Groveland Road,
Speen,
NEWBURY,
Berks,
RG14 1SS.
Tel: 01635 550051

day. The site is excellent. The landowner donates the land fees to cancer research, so please come and support this event.

Getting there: forest is on NE edge of Havant, and is accessed via minor roads from B2148 or B2147 north of Emsworth.

Map reference: 745 095

Sheet 197



This is a good opportunity to bring the family out

WOW, WHAT A MONTH

Having got my Land Rover back on the road it was time to sort out some of the longstanding problems before this years International Rally, in particular the clutch. This started slipping on the way to the 1994 Internationals at Belper, but until now it was just a question of not dropping below thirty in top gear. The trip to the Birthday Rally changed that, not helped by being double driven in the trial with Chris Holiday, and towing the caravan home from Cynwyd was a struggle.

Fortunately Alan Brown came to the rescue, so it was off to Bangor. As he already had everything set up for his engine swap we decided to use the engine out method. Due to a couple of non Land Rover social activities it was a couple of weeks before we got started, not helped by Alan planning to go to Lower Wollop over the May bank holiday, so I arranged to a trip to Bristol, only for Alan to decide he wasn't going after all. "Bring it over anyway," he told me on the phone, "And if I get bored I'll do a bit of dismantling."

The next time I saw it the engine was out. We had few major problems, certainly no more than I had expected, and by the following Sunday evening the job was done. Alan brought it back to Colwyn Bay on Monday ready for me to take him back to the Gors Bach Club Night. The clutch worked fine, but the speedo had packed up!

The following weekend I was going to Plas Coch, not just going, but towing John Nuttall's 80" breakdown truck, so on Wednesday I started to change the speedo cable.

I won't bore you with every detail but it was a saga of overdrive off, change my mind, but find I can't get it back on (for those familiar with overdrives, as I removed the bottom nut the stud screwed out, after changing my mind the nut then screwed in, leaving the stud sitting proud and fouling the overdrive), overdrive off, fully this time, lose the little screws etc. The job was finally finished at a quarter to nine on Friday night, ready to go and pick up the trailer on Saturday morning.

The trailer was borrowed and when I connected the lights, nothing. When connecting an almost new Ifor Williams trailer behind a 20 year old Land Rover, it is natural to suspect the LR. The last thing you expect is every bulb blown. We assume last time it was used it was coupled to a 24v wagon!

By the time I got to Plas Coch I had missed the arena parade but the 80 still attracted considerable interest. Not surprising really as it is believed to be the first Land-Rover sold new into North Wales (no. 115) and was converted into a breakdown crane in about 1951. Set off for home in the evening and found the speedo not working! Found the cable had fallen out of the speedo head, so despite the rain I was far happier when I set off on Sunday morning. This time it went into the ring, and certainly attracted a lot of interest, especially running in virtually "as found" condition (it was never actually lost, but has not been used for many years, it would appear that since conversion it was always used on

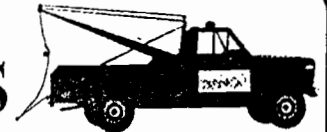
trade plates, and that concession was withdrawn some years ago, but it had taken many years to convince the last owners to sell).

Some of us have long felt the Club should be at Plas Coch but as it is usually the weekend before the Nationals there has been a reluctance for anyone to commit themselves. Still, it's not like doing a trial, you're not going to break anything. Eventually it's time to go, load up, hitch up and off. Get to the end of the lane and the Police are there to ensure I get a clear run out of the up hill junction onto the main road. Its a bit steeper than I thought, so into first. Perhaps I was a bit rough being not used to the new clutch, perhaps it's not yet bedded in and is still a bit fierce, perhaps I was just unlucky, but there was a bang and nothing. Check the gearlever, still in gear, check the transfer, still in high, check the overdrive, still engaged. By now I've stopped so it's bang on the yellow lever, much howling from the front tyres and I'm moving. At least Pete Roberts is in front of me, so I should get home alright. No he isn't, he's disappeared into the sunset never to be seen again. I got the trailer to Rhyl and the Land Rover home and decided to pull the half shafts out to find which I need on Monday. Short one, fine, long one, fine, ****. Did I say Plas Coch was a safe event! Monday night saw me changing a diff, at least for once a job went well.

Well that's it, only one relaxing weekend and the month's over; but isn't there something on that weekend?

Dave Cuthbert

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SUNNY CROCKSTEAD

At last I was ready to go to the 1996 ARC International Rally. Regular readers will know I was concerned about two things, traffic, especially around Birmingham and on the M25, and fuel. The former was no great problem. I was sure Birmingham would be OK provided I didn't hit the M6 before ten, not much danger there, that would mean leaving by seven. The M25 was a bit more of a problem. I had decided to travel on Thursday, in which case I should be alright provided I joined it by four. The Friday before a Bank Holiday would be less predictable. The only problem was I didn't know how long it was going to take me.

Fuel was a bigger problem. Apart from the sheer cost, as discussed in previous editions there was a long gap between fill ups at the southern end. I had it worked out in theory, but in practise the last couple of trips, Pen Rhos and Cynwyd, had used horrific amounts of fuel, although both had involved mechanical problems. A check over the Plas Coch weekend gave a figure of 15mpg, much of that towing a heavy trailer. Although I hoped for better, that was acceptable.

The plan involved leaving at eight and driving to my Brother's in Dorking on Thursday, and at nine I left. It seemed to be going well, I was soon running at a steady 50-55 and at Chester the gauge was still reading slightly higher than I expected, looking good. On the Wrexham by-pass I noticed the temperature creeping up. I was a bit surprised, it's behaved itself since changing the rad. and thermostat at Belper, but it was a warm day, going south the Wrexham by-pass is more up than down and I'm not hanging around. Heater on (to increase cooling) and decide to look what happens on the drop to Chirk viaduct.

By Ruabon the gauge is nudging the red, surely I can at least make it out if Wales? Strange, there's no odd smells and the air out of the heater feels normal. Even stranger I now appear to have more petrol than I had at Chester. Realisation dawns, the instrument voltage regulator is on the way out. Having full confidence in my snap diagnosis I press on, and soon both gauges drop to their expected readings.

Shrewsbury, and first booked fuel stop, I'm not sure I need it, but better play safe. It doesn't take much, confirming nearly 16mpg, so long as it stays on the right side of 15 I'll be happy. On to Birmingham, and two miles before the services the speedo drops to zero. Removing the dashboard reveals the cable has fallen out again. Replace it and more fuel. I could have done it in one hop, but not much to spare. Press on, the speedo's still not working. Still while the dash was off I prodded at the voltage stabiliser and waggled the wires, and the gauges seem to be behaving.

On to Cherwell Valley, must get petrol here. Dashboard off again, but all looks in order, still the fuel gauge seems to be working now so don't worry. Off I go again to join the M25 at three. No problem, although at the risk of sounding patronising, someone used to North Wales may find it a bit daunting. We did

come to a short halt crossing the M3, accident I think, then soon ran into the roadworks, bringing everyone else down to my speed! Fortunately I come off at the next exit.

I had originally intended fitting the SATS at Dorking, but as I had 14000 International 97 entry forms in the caravan, I had no room for them. My nephew suggested trying to borrow a set from a friend, but I took the opportunity of walking the dog at Leith Hill to check the conditions, a bit of mud in places, but basically hard underneath. The 205s will stay on.

Friday morning, and it's pouring down. Leave a bit late, so a shorter stop at my Mum's and I'm on site by early afternoon.

"We've given North Wales a flat spot," I'm told when I arrive, "I hope you remember next year."

"But are we near the beer tent?"

"No, but no one is!"

The main tracks are already getting muddy, but no problem, and I found our plots easily. Right next to the scrutineering tent. Very convenient, we'll remember that. I look to see who's already here and immediately spot a familiar caravan with a Welsh flag flying. Funny, I thought the Kellys weren't coming until Saturday evening. (Dave the Nant and Tanya were getting married on the Saturday. I doesn't seem very sociable for the Social Secretary to get married on the weekend of the International.) Janice emerged from the caravan to offer me a cup of tea, just as Jenny did the same, it seems between them they were ensuring people were greeted warmly after their long journey, almost half an hour since I left my Mum's!

I soon had the caravan set up and the motor sorted for scrutineering, which was done very quickly with little queuing, getting there early paid off. I met Tracey McCartney (Secretary SROC) at signing on, but she was busy so we were unable to say much, beyond advising me to go home and cancel next year's event whilst I still had some sanity (she doesn't know me).

We went to see if what trade stands had arrived and found signs of life on the LRO/Landcraft stand. Great, we could get one of the essential parts of any National, annoying Dave Mitchell, out of the way. I didn't expect to get things thrown at me as soon as I entered the marquee though. It turned out to be an International 1997 T-shirt. It did attract a few comments over the weekend, all good. People seem to be looking forward to coming to North Wales next year.

More surprises in the beer tent that evening when the music stopped and an illusionist came on, complete with assistant dressed as magician's assistants should be dressed, this in a marquee where everyone else was wearing jumpers, waxed jackets etc., brave girl!

Saturday morning dawned and no hangover, what's gone wrong? Even better the sun is out, looks as if it could be a good day. After lining up we set off back through the campsite up the hill passed scrutineering, suddenly I'm going sideways but manage to struggle to the top. A quick check in the mirror reveals I am not the only one having difficulties, and we haven't reached the first section yet.

This turned out to be next to the Morris/Cooper tent and involved turning into a gully then climbing up through gates each side. It was obvious that in these conditions no one was going to make it through the nine, on the gully side, in fact several of us failed to even make the turn and drop into the gully anyway. Fortunately North Wales were still having breakfast, so there were no witnesses. In fact this set the standard for the whole day, I was definitely not at my best. Perhaps I would have done better with a hangover. Fortunately few sections were failed through lack of grip, and watching others suggest that SATs would have made little difference. The biggest surprise was finding myself back at the caravan by three thirty, and we never felt we were rushing all day.

Time to go and talk to some Southern officials. It must be said that they were all extremely open and helpful and I think we all came away feeling quite confident about what we are doing.

Another night in the beer tent, which if I'm honest I don't remember much about. Morning dawned to the sound of rain on the caravan roof, followed by the sounds of motors driving up for late scrutineering. Then more motors as they drove past the caravan on the way to the forming up area. I seem to have picked up a sore throat, but no hangover so overall I'm not feeling too bad, which is more than can be said for some people.

I went to watch the CCV. there seemed to be a lot of sections where vehicles went straight to the bottom of the nearest hill, and others where they went no where. A wining score of 44 gives some indication of the conditions. I gave up watching after a while and went over to the trade stands. I think I visited most of them and encouraged them to come next year. I also learnt a lot about how we could improve things, in fact I got quite an earbending in one place.

Sunday night was spent in the beer tent. I found the Browns sitting near the stage, strange as they had been complaining about the volume last night. just as I'm finishing my first pint a live comic came on. It was soon obvious that walking across in front of the stage to reach the bar would not be a clever move, would it Jenny? Later in the night just as I was about to go for a drink I got side-tracked into another conversation, so I was gasping by the time I reached the bar - and found it closed despite the music still being in full swing. My mood was not improved when I spotted the bar manager getting a drink and rather than openly pass it across the bar he walked round and slipped it, almost unnoticed, into the hand of my "lodger." An eviction order was issued in the morning.

This time we were woken by the sounds of comp motors going for scrutineering, yes we will remember this next year, Southern. Still no hangover, but the cold's getting worse. It's a better day than Sunday, but still a bit wet. The Comp is the best I have seen for years, easy to watch and very entertaining because of the wet conditions. It's not everyday you see a 101 Comping. It was no good, by the afternoon I had to go for a lie down. Typical, the first time I've survived a National without a hangover and I get a cold! Fortunately I feel a bit better by the evening and manage to force a few pints down.

And that was it, all over until next year (I don't want to think about that too hard). The conditions discouraged me from going to look to the HBRO lines,

sorry, I'll try and find you next year. There's lots of talk of "wet" Nationals, they've obviously forgotten Heath & Reach in 83, and Harewood House in the late seventies was before my time. Just the drive home to go. The M25 was busy, as expected, but I kept moving and there were no great dramas this time, but it did take nine hours. Still the final fuel bill was seven pounds less than the best estimate. I wonder where next year's will be, I hope it's closer.

Dave Cuthbert.

THE DUNSFOLD LAND ROVER TRUST

OPEN WEEKEND 5th & 6th OCTOBER 1996

See the World's Greatest Land Rover Collection

This unique event will start at midday on the 5th October

First day's activities will include:-

*Treasure Hunt * Quality BBQ * Bar * Food
* Evening Entertainment.*

Subject to the weather, the following day's events will include:-

*Full-time Commentary * Continuous Entertainment * LR Spares Sales
Paint-a-Dredd Competition * Off-road Buggy Driving * REME Corp
Winching Display * Army PTI Demo * Recovery Demo * Vehicle
Demonstrations * Films & Videos * Kiddies Korner * Bouncy Castle
Dave Mitchell will be there in his marquee with all his models, books,
magazines, toys, and all sorts of other things for sale.*

Annual Prizes and Awards - Various categories. Results at 1400hrs.

Prizes for most outrageous / customised Land Rover.

Awards for the best vehicle in class.

*Entrance is by Programme at the gate. £_ for Friends of the Trust,
£_ per "normal" (!) Adult, Children free. (Prices not known yet!)*

Pitches available for 2nd-hand / new sales. Please apply.

*Limited Camping & Caravanning spaces will be available
for a nominal charge.*

Phone 01483-200567 for details of any of the above.

HANTS & BERKS CHRISTMAS DINNER



The summer's here and it's time to think about Christmas! This year the committee would like to invite all members and their guests to a

DINNER & KNEES-UP!

at **THE GRANGE HOTEL, ALTON**

on **SATURDAY 7th DECEMBER.**

consisting of a three course dinner (+ coffee) followed by a disco (unfortunately no muddy wellies allowed on the dance floor!)

The approximate price is only £16 per person with a deposit needed by the end of July. I know it's early but we need to know numbers a.s.a.p. so please let me, Maxine, know if you're *interested or not* by either phoning me on 01252-332372, telling me at a pub meet or by

returning this form. Thank you.

(Accommodation is available if required.)

Name(s): _____
 Membership No(s): _____
 I am /am not interested in attending the Hants & Berks Christmas dinner.
 I would like to bring _____ guests.
 Send to:-
 Maxine Leverett, 16 Ash Hill Road, Ash, Aldershot, Hants. GU12 6AE

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 (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!

- * Misc Land Rover items. Dog guard for Landrover 90 - £30. Full roofrack (and ladder) for 110 Landrover - £100. ¾ ton sankey trailer and canvas - £275. Contact Chris Cox on 01344 302364 or Mobile 0468 366659 or e-mail on sebev.eoc@pop3.hiway.co.uk. (JUL96)
- * Tyres Galore Two 7:50x16 Mud Pluggas (SAT pattern), new £75. One 7:50x16 Firestone SAT, 8-ply, £45. One 205x16 remould mud pattern, new, £25. Four 7:50x16 Firestone SAT, used, £80. All above o.n.o. Contact Brian Warn in Oxford on 01865-63985. (JUL96)
- * Truck cab for series 2 - £50. Rear hoop and plastic cover - £75. Call Kiran Raval in Southampton on 01705-350975. (JUN96)
- * Range Rover Spares. Chassis, ideal for hybrid - £60. Rear wings - £15 each. Rear axle less diff - £30. Front axle case - £20. Props - £15 each. Loads of other bits. Call Dave Hatch, Fareham, HANTS. 01329-314998. (MAY96)
- * Land Rover SWB hard-top with rear door - £125. SD1 Borg Warner 65 auto-box with LR transfer box conversion and V8 bell-housing - £180. Call Dave Hatch, Fareham, HANTS. 01329-314998. (MAY96)
- * Wheels and Tyres Four Firestone SATs on LWB wheels. Virtually unused. Selling due to theft of Land Rover 90. Call Pax Bengel in Gosport, HANTS, on 01705-581845 (MAY96)
- * 5 Defender 90 standard wheels with Michelin M+S 205R16 tyres. Tyres have done about 15k miles and have plenty life left. New tyres and small garage force sale. Price? £200 inc delivery, within reason. Can't wait forever, so in P&B this month only (then Exchange & Mart). Contact Stuart Diack on 01628-22876 (home; Maidenhead) or 01344-54445 (work Bracknell). E-Mail Stuart_Diack@deloitte.touche.co.uk (MAY96)

- * Firestone SAT 7:50x16. One only. ¼ worn. £30 o.n.o. Call John Heselton in Banstead on 01737-361752 (evenings) (MAY96)
- * Misc Land Rover bits:- Fairey overdrive, excellent condition, - £250. Pair Fairey Free wheel hubs, very little use, polished & lacquered - £35. Four BFGoodrich 7:50x16 Traction Kings on 110 rims, both wheels and tyres only a few hundred miles use. New tubes. - £250. 7:50x16 Goodyear Hi-Milers, just legal - £2 each. Engine crane, fixed jib, 30 cwt SWL, 7 ft lift, made by Mann Egerton and ex-post office. A nice bit of period machinery! - £250. Call Tony Bailey, Waterlooville, 01705-254977 (MAY96)
- * Series One 86" Land Rover bits:- Front wing - £20. Bonnet - £10. Doors - £10 and £15. Headlamp panel and grille - £10. Front bumper - £10. Swivel housings, need re-chroming - £10 pair. Brake shoes, 2 axle sets, lots of lining left - £5. Solex carb, worked perfectly, OK - £20. Petrol tank, needs repair - £10. Pair rear half-shafts - £25. Brake drums, need skimming - 4 for £5. Late 2 litre clutch cover and plate - £30. Aluminium bull-bar - £50. Call Tony Bailey, Waterlooville, 01705-254977 (MAY96)
- * Zenith 361V Carbs Brand new. Fit Series IIa or III. £55 each. Paul Bass. Frimley. Tel: 01276-500056 Mobile: 0836-713677 (APR96)
- * Rice trailer LOA 12'6"; 5'8" wide; 3' high sides and front panel, double axle, manual winch, will take an 88"LR. In need of some TLC on the woodwork but it is NOT a wreck. Sue Lea 01276-857174.(APR96)
- * 5 White 8-spoke wheels with 205/16 remould tyres. (Good condition) £250.00 ono, Tirfor winch £150.00, Series II cab top (offers), Series II 109 new hard top sides with window apertures (offers), Rear door (offers), V8 inlet manifold and Carbs (offers). Telephone Rod Robertson 01734-811831. (APR96)
E-mail address RROBERTSON@MEMTELEX.CO.UK.

Vehicles for Sale

- * 3½ ton Ford Transit vehicle transporter. New 16½ foot beaver-tail bed, new tyres and other new items. 2½ litre diesel engine. 17 foot wheelbase. £1950. Call Nick Suiter in Ashford MIDDX after 8:00 pm on 01784-251691 or in Oxford on 01993-840541. (AUG96)
- * 80" Coil Sprung Space frame trialler / Comp safari vehicle. Manufactured by Bettaweld of Doncaster on 1991 / 92 110 rolling chassis. Requires building up. £500. Call Terry McGerr in Guildford area on 01483-811094 (AUG96).

- * 1986 Land Rover 110 V8 County 5-speed box, load liner, heavy duty battery, regularly serviced, full workshop manual, one owner, 12 month's MOT. £5500 o.n.o. Call Roy or Pat on 01252-613-831 (AUG96)
- * 1976 Range Rover, whole or breaking. Would make a good club trialler; full roll cage, some tax & MOT, good strong SD1 Engine, HD suspension. £600 ono. Mick Dyer in Windlesham on 01276-473907 (JUL96)
- * Radio body Land Rover 101 Forward Control. 2.5 turbo-diesel fitted by Dunsfold Land Rovers. £7000. Fine expedition or support vehicle. Would part exchange for Land Rover 110 Station Wagon. Call Mick or Tracey Doherty in Aldershot on 01252-27198 (JUN96)
- * 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. (MAY96)
- * Land Rover lightweight series IIa. Fully refurbished, 12volt. Petrol. Soft top or truck cab. Too many parts to list. 12 months MoT. Road tax exempt.£2500. Paul Bass. Frimley. Tel: 01276-500056 Mobile: 0836-713677 (APR96)
- * Range Rover 1976 White. V8. Good oil pressure. Weber carb conversion. BFGoodrich tyres on chrome modular wheels. Alarm. Fibreglass head-lining. Stereo cassette. Straight body. Solid inner wings, sills, etc. Long MoT. Taxed. Spare lower tail-gate. £1200. May p/x SIII LR. Dave Hatch, Fareham, HANTS. 01329-314998. (APR96)

Wanted

- * Forward Control Series II wheels. 8" rim width pattern. With or without tyres. Call Steve Kirby in Twickenham on 0181-287-0377. (AUG96)
- * Military pattern bumper or bumperettes for a Lightweight. Condition need only be 'orrible and cheap. Also wanted is the bulkhead that goes behind the front seats and forms the front end of the rear load area. Mick Dyer 01276-473907 (AUG96)

* Radiator panel for Series 2 lightweight. Call Mick Dyer in Windlesham on 01276-473907 (AUG96)

WARNING

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

SERVICES / ONGOING

- * Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.
- * WHEELS & TYRES:- Call Southam Tyres on 01865-716777 for all your wheel and tyre needs. "Just Tyres" (One of the Southam Tyre Group) have depots in Reading and Southampton for example so they're not too far away. Discount is variable and there are very special deals available on wheel/tyre pre-assembled combinations. 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.
- * 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.
- * SCALE MODELS. I have a small selection of LandRover model kits which are available to club members at a special price. LandRover 101 GS £21.00 each, Land Rover 90 Defender Station Wagon £17.50 each, Series II/III Hard Top or Station Wagon £17.50 each. Others available on request. Call Alan Smith on 01252-835821.
- * Pressure Cleaning Low cost pressure washing service and equipment hire (with full accessories). Great for spring cleaning or assistance with restoration. Also wet sand blaster for chassis cleaning and stripping. 15 mile radius of Tadley (North Hampshire) Ring Bob Lloyd on 01734-816318 anytime.

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.

There seems to be masses on the calendar so I've printed the dates of everything I know about at the moment. Below and back page.

Forthcoming Events (continued over page)

August 3rd - 4th	Battlehurst Farm. Interclub RTV / CCV event with SROC.
August 11th	AWDC invite. Southleigh Forest, Petersfield, HANTS. Map elsewhere this issue.
Aug 16th - 18th	Southern Hill Rally. Salisbury Plain. Marshals needed.
Aug 23rd - 26th	RTV / CCV Trials & camping at Nelly's Dell. Map elsewhere this issue.
Aug 23rd - 26th	Porthmadog, North Wales. Call Alan Brown on 01248-352645 or Dave Cuthbert on 01492-534417 for details.
Aug 23rd - 25th	Peak & Dukeries invite to Eckington 1996. Hall Farm, North Derbyshire. Events are RTV, CCV, Day and night Comp Safari, Scenic drive, Bike trial. Excellent camping facilities. Contact Rosine Barton, 20 Queen's Court, Newlands Estate, Forest Town, Mansfield NG19 0LB. Tel: (before 21 hrs) 01623-655334.
Aug 25th	Yorkshire ROC Reliability Trial. Middlewood Hall near Sheffield. Call John Bradbury on 01706-38801.
Aug 31st	Start of North—South Run. (Scotland). Contact Mike Dyer for details.