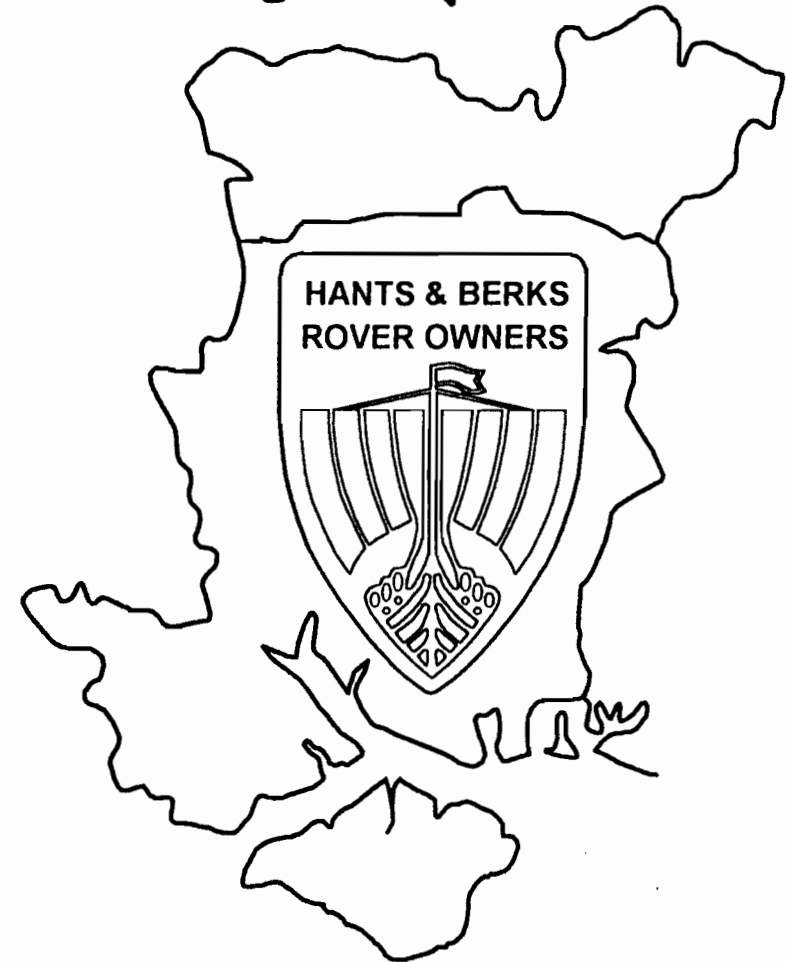


May 30 / June 1	London 4x4 Show. Thamesmead. Provisional.
June 14	ARC EGM Solihull, Birmingham.
June 15	<i>Trials, Camping. Bowlhill. Provisional.</i>
June 21 - 22	All Rover Weekend, Gaydon.
June 21 - 22	Goodwood Festival of Speed. Provisional.
June 21 - 22	Stag Owners meeting. Provisional.
June 21 - 22	National Off-Road Show.
July 5 - 6	War of the Roses. Provisional.
July 18 - 20	Billing '97. Provisional.
July 26th - 27	HBRO / Somerset & Wilts / Yorkshire Rover Owners Club Holiday Rally. Fordingbridge near Salisbury. Provisional.
August 2 - 3	Inter-Club Challenge with Southem. Battlehurst Farm.
August 16 - 17	AWDC Southern Hill Rally. Provisional.
August 23 - 24	North Wales event. Porthmadog. Provisional.
August 23 - 25	Ladies' and Gentlemen's RTV and CCV Trials. Camping. Summer Rally. Nelly's Dell. Provisional.
September 7	Trials at Broxhead Common. Provisional.
September 13	ARC EGM Solihull, Birmingham.
September 14	Thruxton Festival of Motorsport. Provisional.
September 21	Trials. Wessex Shield & Safari Engineering Challenge. Hook End Farm. Provisional.
September 27 - 28	Bagshot Heath Off-Road Show. Hosted by HBRO. Provisional.
October 4th - 5	Major's Trial. Provisional.
October 12	Trials. Slab Common. Provisional.
October 10 - 12	Welsh Hill Rally. Provisional.
October 26	HBRO AGM. Provisional.
November 2	Trials. Nelly's Dell. Provisional.
December 13th	ARC EGM Solihull, Birmingham.










Hants & Berks

January 1997



Newsletter of the Hants
and Berks Rover Owners

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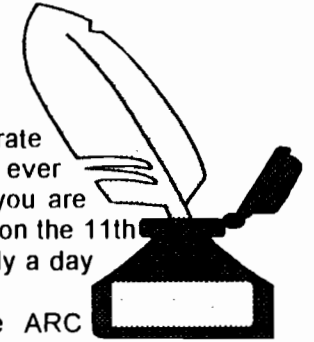
Notes:- * denotes committee member.
denotes member of ARC Scrutineering Committee.

"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....

I expect you all spotted last month's deliberate mistake. There should be a prize for this but no-one ever tells me about the odd error that I put in to see if you are awake. You aren't. The Rickshaw Ramble is actually on the 11th (no 12th now) with setting up on the Friday 10th. Only a day out.

I seem to have volunteered to edit the ARC Handbook again for the 1998 edition. Any suitable articles or stories about a trial or a holiday trip will be warmly welcomed. We should be getting the 1997 Handbooks by the time you read this.



This month...

- Award winning ARC Meeting Report. Seek and ye shall find.
- Brick Kiln Trial report and Fire training at Thrupton - Alan Smith.
- Maxine describes the Christmas Dinner and MUD (not at the same place!)

and a couple of articles that were held over until I found time to type them in:-

- Belgian National Rally by Drew Elgeti.
- Gary Langton describes the Nelly's Dell Bonfire Night event.

Your ARC Liaison man (me) gets a mention in ARC News for the quality of the ARC meeting Reports. Many club mags carry nothing at all, not even the dates of the meetings. ARC meetings are on the Saturday nearest the 15th of March, June and September with the December meeting on the Saturday *before* the 15th. That made it as early as the 7th this year. Unfortunately, this meant missing the Christmas Dinner as I couldn't guarantee to get to Alton from Birmingham in time. As it was, there was fog just about everywhere in the midlands so it wouldn't have been safe to make a race of it.

Steve Kirby

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 the code you used and your own full e-mail address.)
X.400:- C=GB A=ATTMAIL P=BA O=British Airways PLC G=STEVE I=J S=KIRBY
Internet:- Steve.J.Kirby@British-Airways.com
IBM:- GBBAAWW6U @ IBMMAIL.COM

Chairman's Chat

I hope you all had a good Christmas and I'd like to take this chance to wish everyone a happy new year. I think all who came to our Christmas dinner at the Grange Hotel had a grand time. In all the years I have attended this function, I believe we had the most members present this time. Many thanks to Maxine for taking up the challenge of organising such a good Christmas dinner and disco. Thanks also to Safari Engineering for all the prizes they provided for the raffle.

Brick Kiln Farm trial on December 15th went with a bang - 0 literally for one member. The ground was very sticky but produced some interesting sections, albeit with higher scores than usual. Congratulations to Sue Lea on her first win in class 3; also to Alan Smith and Steve Skinner in the other classes. Thanks to all those who came to set out on Saturday and to marshal on Sunday.

Trevor Jones has mentioned that he would be prepared to set out a comp safari on this site - anyone else interested? Please let us know. Hope to see some of you at Weaver's Down for the Rickshaw Ramble on January 10 / 11. Please phone Ashley for details.

I have the names of some members who are interested in practising for the War of the Roses, with the hope that we might send a better prepared team than usual. I'll contact you all with more information in the new Year. - there is no escape!

Anyone else interested please get in touch with me. There is no commitment actually to take part, but practise events could prove to be fun.

On a sad note, unfortunately our Rights of Way Officers has found it necessary to resign from the HBRO. Many thanks to Mike Dyer for all his hard work and some very enjoyable green lane trips. This energy and enthusiasm will be missed, but fortunately Steve Kirby is, I think, going to wear his Rights of Way hat again. Anyone who would like to organise some green lane trips please contact the committee.

Any suggestions for any other events whether competitive or social are welcome. Finally I'd like to wish you all a successful year's trialling.

Secretary's Scribble

Well, I hope you all enjoyed the Christmas dinner at the Grange and I think most had a good knees-up afterwards.

The evening started for me at 4:40 p.m. when I arrived at the hotel to find the staff anxiously waiting for the table arrangements. After a brief discussion, tables labelled and a couple of vodkas later, I began to relax! Everyone arrived on time, although Ashley and Jackie cut it fine after spending an hour looking for somewhere to take the owl they had knocked down on the way.

The meal commenced, party poppers exploded, crackers were pulled and plastic moustaches appeared on a couple of our female members. Although Pam kept insisting that Sue was being louder than herself that evening, I still think that their table was by far the noisiest - with Russel being the target of totally unprovoked attack of empty party-poppers.

Thankfully, the staff were in good spirits as they were bombarded by cracker and popper remains whilst serving the main course. The raffle then began with too numerous amounts of prizes to mention except for the extremely generous donation mountain of T-shirts, sweatshirts, hats, wheel-braces, hi-lift jack and the much sought after embroidered jacket all donated by

Safari Engineering

Thank you very much, Wiggy.

Also, thank you to all of you who kindly donated various prizes and thank you for the beautiful flowers.

Raffle over, time for the disco and didn't everyone go mad!? Shame it had to end but I've already requests for a repeat next year - that's if the Grange will let us back!

Brick Kiln Farm and Mud definitely go together. Peter insisted on setting out and not trialling as this meany my Landy wouldn't end up caked in mud for the following month. Off he goes early Saturday to take the trailer to the site and set up some demanding sections. (Thanks to all the fifteen people who turned up to set up even those who weren't able to attend on Sunday.)

Late that afternoon, back he comes and on opening the front door I just glared at him. Mud everywhere - even on the inside of the windscreen. Not amused.

Sunday we reach the site - it was freezing. Still, we had 13 entries all eager to tackle the mud. And there was lots of it! Wellies were definitely in order but even in these conditions everyone did really well in their vehicles and staying upright.

After eight sections, a couple of dented bumpers and losing the feeling in all my toes, it was time for results - with Sue Lea shrieking with shock at coming first in class 3 almost as loudly as she did whilst descending the biggest drops on the sections. With surprise surprise, Alan Smith coming first in class 4, we all had left to head for the jet wash.

Two jet wash tokens later, my Landy is now cleanish on the outside but still three days later the inside of the doors and especially the drivers side foot-well still covered in lumps of MUD which goes well with a suit for work!

Maxine Leverett

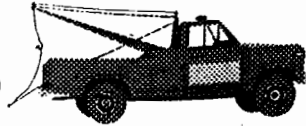
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Woodage Rampage at Nelly's Dell Roving Challenge. January 19th 1997

Nick Woodage has organised a Leisure Drive / Fun Day at Nelly's Dell to celebrate his 40th birthday.

The location is about 6 miles south of Alton, Hants on the A32. The event will be open to all members of HBRO and their friends. Bring them along with or without their own 4x4. The fee is £5 per vehicle.

There will be a Barbecue at mid-day for £2:50 per person. An assortment of food will be available. Please call Nick on 01730-894418 to advise him if you want food so he can cater accordingly.

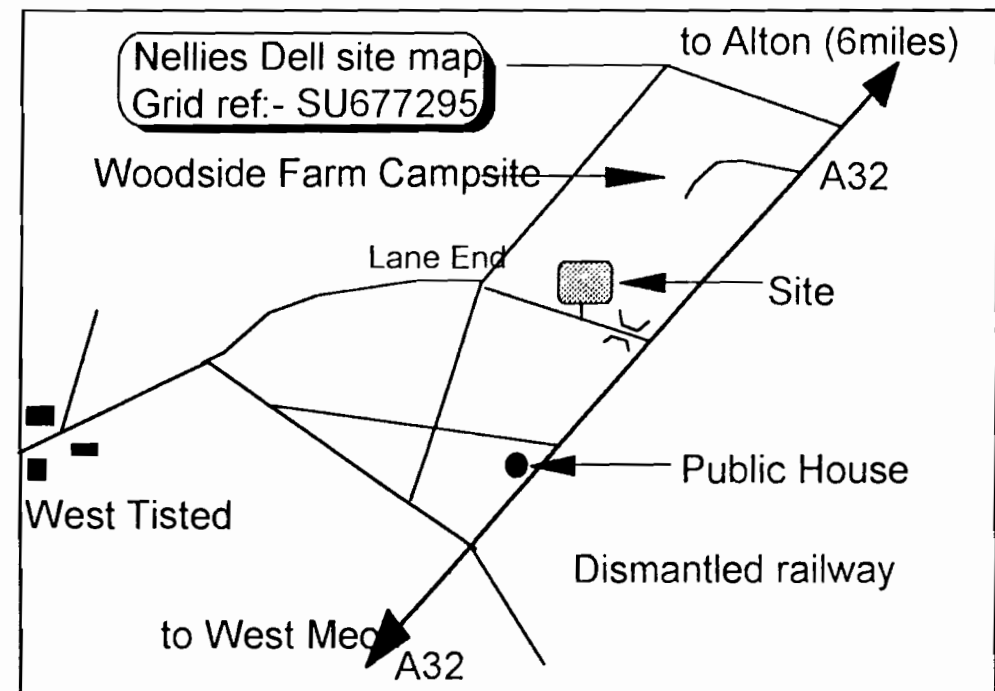
Come along and join in the fun.

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Views and opinions expressed in this publication are not necessarily those of the Club or its Committee. You should seek to verify any information, data or technical information especially where safety, finance or legislation matters are concerned.



Members' Discounts

Company	Facilities	Discounts etc.
Brooklyn Engineering 01703-252281 01703-269990 (fax)	Spares, servicing	Depends on what you are buying, but about trade prices.
RoverTune. 01734-842777, 01734-842000, 0860-560556 (mob) 01734-843019 (fax)	Spares (new and s/h), servicing. (Range Rovers a speciality)	Trade prices, regular special offers.
Safari Engineering tel: 01734-732732 fax: 01734-732732 mob: 0836-384505	Series I, II & III, 90 / 110 bits new and s/h.	No specific discount, just a jolly good deal!
Urquharts, Petersfield. 01730-261022	Spares.	Cost+20% on non-franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Calcott, Reading. 01734-412412, 0836-577892 (mob)	Spares (new & s/h), servicing. (Range Rovers only). Custom bull-bars by SIMBARS.	No set discount but very hard to beat prices!
Southern Winch Centre, Southampton. 01703-270600	Superwinch, Warn, Ramsey, Rule winches. Winch accessories, ropes (£2:60/m incl loops), Hi-lift jacks, spotlights etc	Discounts vary but very competitive prices and free fitting on winches
DroverCare. Winchester 01962-886722	Service & Spares for all Land Rover Products.	10% discount on labour. Parts prices very competitive.

These companies / dealers are offering discounts to HBRO members on items specified.

Don't forget to take your membership card with you!

If anyone can add to this list, please contact Steve Kirby with the details.



A.R.C. NEWS

From ARC Press & Publicity Tel: 01789 731669
Geoff Miller, Branch House, Walserton, Stratford-on-Avon CV37 0HP

Issue 10 December 1996

Issue 10 celebrates the first anniversary of the birth of ARC News, is it any good? - does it achieve anything? - that's for you to answer, if you have any thoughts or criticisms, let me know

The circulation list now extends to 120 recipients, which includes 40 UK clubs and 31 overseas clubs. Recipients for the UK clubs are the newsletter editors, but I am now building up a circulation list for the club delegates to ARC meetings. These enthusiasts are the dedicated club members who travel to Solihull four times a year to the General Meetings, and then (hopefully) report back to the clubs. These people are the king pins of the Rover Clubs movement, without them the ARC would come to a grinding halt. I need the names and addresses of club delegates, if you are one, please let me know, and if your club doesn't have one, get one nominated!

When enthusiasm and efficiency come together as demonstrated in the "delegate reports" in 'The Yorkie' by Kevin Andrew, in the NERO magazine by Danny Hoy, and in 'Pants & Barks' by Steve Kirby, I see a brilliant light at the end of the tunnel - well done guys!

NEWS

Building for the Future - a conference of all ARC Non Competitive Car & Land Rover Clubs is to be held in February 1997 to discuss future plans and aspirations - watch this space!

Competition Vehicle News - from Harold Carman, RACMSA Rep on the ARC Council -

"Do not drill roll bars for any other reason than the regulatory inspection holes required in each tube. Do not drill holes to fit roofs or body panels to any part of roll bar.

No new log books will be issued from now. If roll bars are drilled please contact Harold Carman 01928 564388.

A statement will be issued at the next ARC EGM December meeting.

Existing roll bars with Panels, Pop Rivets or Bolted are not affected by this statement if the vehicle has a current log book."

Caravanners with Vanroyce or Castleton caravans - have you seen the publicity about failing Delachaux road wheels? If you have one of these caravans built between 1990 and 1992, check the road wheels. If they are identified by the following -

4½J x 13 FH4 + 27 C/CD 034 and stamped with a date stamp eg 09-90 (Sept 1990), with any date between January 1990 (01-90) and February 1992 (02-92)

then contact Tyre Line OE Limited, tel 01327 79155 ext 34. There have been some wheel failures reported, very few - but be safe rather than sorry.

It's a bit late now - but better late than never! - If you are planning any "Extended" caravan rallies (longer than 5 days) ACCEO need earlier notification than hitherto, due to the increasing number of applications. If, therefore, you are planning any extended holiday rallies for 1997, ACCEO needed to know by 1st November 1996. If you are planning such rallies for next year and have not yet notified Jim Campbell, get in touch - now!

The Heritage Motor Centre at Gaydon has introduced a 24 page catalogue of items now available from the Gift Shop on a mail order basis, and payment is possible by means of credit cards. A wide range of motoring memorabilia and gifts is available, many of which are exclusive to the Centre Gift Shop.

For a copy of the catalogue contact:- The Gift Shop, The Heritage Motor Centre, Banbury Road, Gaydon, Warwick CV35 0BJ or phone 01926 645045

Chris Savidge, Chairman of the 101 FC Club & Register, has recently undergone major surgery, but after two weeks at home his recovery is said to be "ahead of schedule". Best wishes Chris (and Bonny) and get well soon

Events - Looking Back

• The Dunsfold Open Days were again a superb weekend of Land Rover nostalgia, this year also attracting many visitors on Saturday, and 18 units camping/caravanning for the weekend at the rally organised by the Range Rover Register. It's a pity that this event clashes with the MROC Majors Trial and the Malvern Classic Event

• Awards for the Majors Trial 1996 were, in brief, as follows:-

Standard Vehicle Class -

- 1st in Class (6th Overall) Yorkshire 'B' - J Firth/ N Whitley/ D Walker
- 2nd in Class (19th Overall) Lincs 'A' - Tony Somerfield/ Ben Knight/ John Dennis
- 3rd in Class (22nd Overall) Lincs 'B' - Vince Manterfield/ John Evison/ Pete Stringer

Overall -

- 1st Cornwall & Devon 'A' Paul Tucker/ Anthony Rettalack/ Dereck Rogers
- 2nd Cornwall & Devon 'B' Colin Gilbert/ Lee Sampson/ Howard Clinton
- 3rd Southern 'A' Ron Baker/ Katherine Cyster/ Keith Leonard

Congratulations one and all!

Events - Looking forward

• Gaydon 97.

In ARC News 9, issued to the Clubs on 18th September and to the 4 x 4 press on 24th September, we announced a new date for the All Rover Rally of 21st/22nd June, to avoid the clashes with the British Grand Prix, and the West Wycombe Off Road Show. Towards the end of October we were advised that the Off Road Show is changing its date - you've guessed! - to June 21st/22nd. At the Council meeting on November 23rd, this was discussed at length, but our situation "between a rock and a hard place" remains, and therefore our proposed new date of June 21st/22nd is retained.

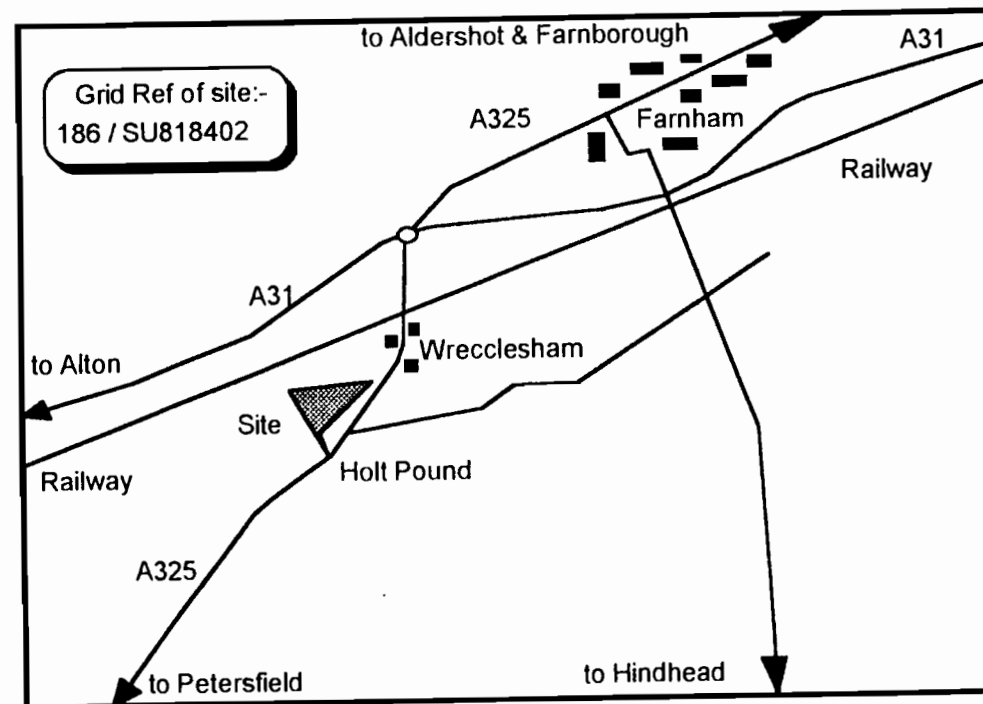
• Lancs and Cheshire are holding their usual Easter Invitation event at Trentham, 29th/30th March 1997. RTV trial, CCV trial, Comp Safari, Team Recovery, Scenic Drive, Bike Trial. Contact Andrew Stavordale 0161 292 0539.

Christmas wishes to all, and Happy Roving in 1997

RTV & CCV Trial Surrey Saw Mills Site, Wrecclesham, Surrey. 24th - 26th January 1997.

We are holding an RTV and CCV trial at this new venue near Farnham, Surrey. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £12 in advance or £15 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be at 9:00. a.m. and the competition will start at 10:00. a.m. prompt, so please be on time. ARC rules will apply as usual. New 1997 ARC Yearbooks should be available by this time. Contact the secretary or the ARC representative for your new rule book. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy". Event will also be a round of the Winter Series.

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



BRICK KILN FARM 15TH DECEMBER 1996

The last trial of 1996 and it was different. For just once we ended up with more marshals than there were triallers. Another disappointing fact to end the year on is that HBRO have almost ceased to exist as a CCVT club with no regular triallers with the exception of Brian Frankland who has more 1st in class certificates than the rest of all put together. He can in fact claim 1st, 2nd and 3rd since he is usually the only entrant.

Well, back to Brick Kiln Farm, the name seems to bring terror to some of our regular triallers. For some it is the fear of damage to what is their regular every day vehicle and for others it is the reluctance to accumulate high scores in the Winter Series. Well at least a few of us opted for driving instead of marshalling. The regulars included Hugh, Karen, Sue, Matthew, Steve, Russell, Sharon the two Nicks and a few others making a total of 12 triallers in all.

The morning started deep in the woods I and think they found every slope and water/mud hole and made us drive through them all. Brick Kiln Farm is one of those sites which defies anyone to specify what is the perfect trialling machine. In some sections the V8's were great and in others they were helpless and on others the TDI came into its own. If you want to be struck down by one of Karen's one eyed glares ask her how her day went. Karen had one of the most spectacular drives of the day, she set off up the slope, which had me struggling even after four attempts, at a very rapid accent rate. On up she went clearing all the canes as she went. At the top she had to turn sharply to begin the accent down, bounced off one tree caving in the off-side wing and bumper and then still travelling at rapid rate found another tree to cave in the near side wing and bumper. My only wish I had been closer to see the look on Karen and Sue's faces. The other Sue was very brave and let her Lightweight be double driven and, yes, they avoided any damage the whole day. Sue enjoyed the rapid decent and you could hear her squealing with either fear or delight, I am not too certain. She surprised herself by coming 1st in her class and she was over the moon with joy. Sue gave us all a good laugh when she came close to tipping her lightweight as she tried to climb out of the muddy pit. She got stuck halfway up, just like the rest of us. She tells Andy that the rope is in the back, so off he goes to get it. It was brand new and virgin white, needless to say he soon corrected that. He dropped in the mud stamped on it a few times, picked it up and dropped it in the nearest pool, declaring that it was now ready for use. Sue had the last laugh for when Andrew pulled her out of the pit he crunched his own bumper and wing into a very solid tree.

Nicks hump almost got the better of most us. There were some close calls with a tree with both of the Nicks coming to grief on it. I cleared the slope and the tree but failed to negotiate the next sharp turn. Sue got so excited with clearing the problem only to lose her way on the next gate. The next section got my passenger worried as we went the way of the ruts rather than the way I wanted to go. Then I tried to drive up a slope and we began to lean on rather a

steep side angle and my passenger started to get worried, his first time at such an event. Needless to say I was in command and if you believe that don't volunteer to passenger with me. Roll-bars take away any such doubts. By this time I was beyond caring as I felt my score was well over the top, so for the last two sections I got away first thinking that "so what?". To my surprise the TDI went up the last slope just perfect, down the next slope, back up the next, turned sharply out of the ruts down another and through the water and finally to clobber the last gate, but not bad. Then the V8's tried to follow on the slippery grass slope and they went everywhere but upwards. I still did not think I was in with a chance, Maxine who had taken the score cards would not give us any hint. My only hope came when Maxine threatened me and told me not to disappear and yes, I won my class. The budding OAP had shown the youngsters how to do it again, truth is the Ninety had done it all for me.

Another first was the breaking down of yet another female bastion when Sharon declared that Stuart would be allowed to drive her Ninety in the next trial. She had only just let him join her as an associate, things must be going well at home. Just you make sure my radiator is well protected. Sharon's daughter was chatting me up trying to get her full membership advanced by about ten years. Try me again when you are sixteen but make sure I am safely strapped into my wheel chair first.

The presentations then took place and the new engraved shields were given to those who had earned them. Perhaps Neville will now be satisfied and stop moaning, lets see how long it takes for him to win one. We will give you more information on these shields later on.

Maxine, by the way, is our new Secretary and she must wonder what she has let herself in for. She kept us all well in hand. We must also congratulate her for very enjoyable Christmas dinner dance recently held in Alton.

It was a very enjoyable day even though we short on triallers and swamped with marshals. The day has made me think how can we modify the scoring to be more representative when accessing the Winter Series so the variations between high scoring Brick Kiln can be compared with the easier Costa del Nelly's. Perhaps we can adopt Formula One scoring with 10 points for a first in class, 9 for second and so on. Alternatively we could take the 1st in class score and make that the starting reference with differences from this being used for scoring. At least this would even out the differences we get between the hard and easier sites. At Nelly's one can win with only 10 points whilst at Brick Kiln you may win on 40 points.

By the time you all read this we will be well into the new year so let's hope we have another good year and lets get on with what ever takes your fancy. You have my permission to take that anyway you want.

The only matter which feel must be raised at the next committee meeting is that Maureen Ridden failed to complete the task she won at our recent dinner dance raffle. After providing Maureen with a bottle of the necessary, a toilet roll and tooth brush at great expense to the club it cannot go on unquestioned.

Alan Smith

FIRE MARSHALS TRAINING THRUXTON

HBRO members were recently invited to take part in a RAC Fire Training Exercise to be held at Thrupton near Andover. About ten members gave up their Sunday to attend and I feel it was time well spent. So at some unearthly time we all gathered outside the main gate a Thrupton far too early. Whilst we waited for our leader to arrive we all managed to water the hedge rows of Hampshire or Thrupton at least. Our leader arrived after a strenuous journey from Andover and we all made our way to the restaurant. This was the first high light of the day with large bacon rolls which made the mouth water, most of us made do with one but there was one particular member who managed to devour two of them. About an hour later the course got under way with a brief lecture and then out into the sun drenched Thrupton race circuit. Not quite true, the weather outside was cold and very wind swept and we were ill equipped for the conditions. Our brief had been to wear only clothes made of cotton or wool, start looking through your wardrobes and you see how little meets this bill. We all thought we were going to be subjected to searing heats and the clothing may melt around us.

None of this was true since the weather meant one would have had to sit on the fire to run any risk of burning anything. They had difficulty setting fire to anything due to lack of matches or lighters so we did feel we were not much at risk.

The initial lecture got under way and we introduced to the three musketeers who were going to demonstrate the right and wrong way to meet the challenge. We were given an insight into why the fire exists, the different types of fire extinguishers and the ways in which we could tackle the fire. They described the different items, their colour and their uses, finally saying that was how it was now and with the new ECC standardisation they would all change. So what have at present is as follows on the next page.

After this introduction it was out into the very cold and wind swept Thrupton to play with fire. At first we were shown what not to do, such as standing down wind, getting too close, setting extinguisher off to soon, how to carry them and what to wear.

For those of us who had not used an extinguisher before we were shown and allowed to try out the powder and foam on an oil soaked tray. The powder was the most impressive but this failed to cool the fire and the foam was used to finish the job. Therefore to be most effective both items should be available. The only draw back with the powder was that if used on engines it would normally mean a complete rebuild. My only previous experience was to put out a fire in the ladies toilet when the sanitary towels disposal unit went wrong.

For the more experienced they went straight onto the motor car which was set alight and extinguished with great gusto using the powder and foam as a team. After a while two members were picked out as team leaders and had to show the rest of us how it was done. One leader was a strapping young lady

prancing about in her orange probane boiler suit and our very own Russell. What a charming couple they made. The young lady would keep you company as your turn came to put out the fire, get it out waggle it about, the fire extinguisher of course. As for Russell he let it all go to his head, if ever there was a budding pyromaniac he has to be a candidate. So please keep your eye on him at any trials if he starts to act funny and zap him quickly. Joking apart it was good experience for us all.

The afternoon went a little flat since they ran out of extinguishers as the refill equipment failed to do the job in hand. They went round Thrupton and stripped it of all its fire fighting equipment so we could continue to play.

The afternoon ended with some keen club members (not ours I must say) asking if they could try out their Range Rover 6x6 Fire Wagon. So off to the end of the runway they went and on a given signal came roaring down the runway lights ablaze. They were very enthusiastic and tried in vain to put out the fire using water alone. Their high pressure hoses had little effect on the fire except to blow it all away from the vehicle on fire. After a while and with no real effect on the fire one of the three musketeers came over with the last remaining powder extinguisher and very simple put the blaze out.

So in all it was a worth while day the only lingering problem could be Russell and I feel we may have to spend out and buy him a proper fireman's helmet put a blue lamp on his Land Rover so he can play to his heart's content. We as club have tried to encourage triallers to have their own unit fitted to their own vehicles and we hold large fire extinguishers in our trailer for use at trials. So please make sure they do go out with us to the trial sections and be ready to use them if necessary. We have three large FOAM and two large POWDER and these are regularly tested every 12 months.

Alan Smith

TYPE	COLOUR	USE ON	DO NOT USE ON
WATER	RED	WOOD, PAPER, FABRIC ETC.	ELECTRICAL OR FLAMMABLE LIQUID FIRES
FOAM	YELLOW	FLAMMABLE LIQUIDS, OILS, FATS, SPIRITS	ELECTRICAL FIRES
POWDER	BLUE	ALL RISKS, FLAMMABLE LIQUIDS, GASEOUS FIRES IF NO RISK OF EXPLOSION	DOES NOT COOL FIRES
CO2	BLACK	ELECTRICAL AND FLAMMABLE LIQUID FIRES	
BCF & HALON	GREEN	ELECTRICAL AND FLAMMABLE LIQUID FIRES	BANNED IN EUROPE AND NO LONGER AVAILABLE.
FIRE BLANKET	RED	USE FOR SMOTHERING	

ARC Meeting December 7th 1997

Oh no, it's the ARC meeting report again! As usual, this report is made from notes taken at the time so some bias is possible! The numbers relate to agenda items (not that you have one to refer to!) and any missing ones indicate nothing significant to report. With no rule changes this year, the balance was somewhat different from previous ones. So what happened at the meeting this time? Take a deep breath and read on...

4. Matters Arising from last time.

- Proposed new / additional patron. The chairman*of the Rover Group had been invited to the post but has declined. Other possibilities are Tom Purvis (head of sales) or Nick Stevenson (Design / engineering.). Time will tell.
- Accounts - We wish to defray the cost of an accountant for the annual audit which is no longer a statutory requirement. To enable this, the status of the CCMSA needs to be changed from being a subsidiary so that the ARC is no longer a parent organisation. This is a decisive factor.
- ARC news. Geoff Miller wants to compile a diary of events for 97. Key events to be notified to Geoff please. Distribution list to include key club members and EGM attendees representing their clubs regardless of their status within that club.
- All other matters will be dealt with in separate sections later on.

5. Chairman's report. Peter Oakden.

- A Council meeting took place at Gaydon.
- The 97 Handbook has been printed and is with the distributors and should be on its way to clubs soon. Thanks go to Steve Kirby and Tony Holder for working so well together in its production.
- Accounts - no suggestions for change in format have been received.
- The 1947-51 Register wish to leave the ARC. They invited Peter to attend their next meeting to observe or participate.
- In 1997, the ARC Council will hold a conference for all non-competitive clubs to attend - chairman and secretary only (or their nominated representatives). This will be a brainstorming / Q&A session. What can the ARC do for them? ARC to listen to them and hear what they think the ARC could or should be doing. The ultimate aim is for a Policy Statement on the non-competitive side.
- Structure of financing the ARC by subscription (or otherwise) is being examined by a working group to see if there's a better way. The group consists of Dennis Bourne, Andrew Stavordale and Norman Whiteley. Do you have any constructive ideas? Send them in writing please to Andrew. Any outcome, no matter how soon, won't affect the 1997 subscriptions.
- Subscriptions - Ceiling on numbers to be 400 for non-competitive clubs. That is, the club pays for each member up to a maximum of 400 even if

there are actually more in the club. The current figure of 300 for competitive clubs still stands.

- Fatality - No more news but the view was expressed that the ARC should be peripherally involved in the enquiry to see if there are any ramifications for the ARC.
- Policy Document (published in October's P&B) :-
 - Some response from the clubs.
 - Basically, we have drifted rather far from the "Standard". No farther please!
 - Any currently existing vehicles are OK for ever more, it appears.
 - Any rumours about banned vehicles are mischievous and untrue.
 - A Land Rover Owner reporter phoned Peter to ask how many vehicles would be "banned from racing". Peter pointed out that we don't "race" - if we did then event fees would increase by a factor of ten so we don't use the term "racing". "Well how many *would* be banned from racing then?" he asked again. I don't think he understood, do you, kiddies? The reporter seemed to be looking for a "Shock! Horror!" headline (allegedly!) but came away from the conversation empty handed.
 - "Core competition" mentioned in the document means that we wish to focus competition success on the standard vehicles.
 - The wording went through several drafts before completion but still seem to be ambiguous to many.
 - Now the Policy Document goes to the Scrutineering Committee for implementation. Just what action they are supposed to take isn't clear. John Bradbury commented that part of this process should be to recast the regulations to make them clearer and to state what you *can* do rather than list what you *can't* do. A set of regulations along these lines has already been submitted informally to the Council by Steve Kirby. He can now go ahead and present this formally to the Scrutineering Committee.

6 Secretary's Report. John Bradbury.

- Chris Savidge of the 101 club is recovering well from serious surgery. We wish him well.
- John has visited the site of the 1997 Rally. It's going to be a good one. Don't miss it!
- Harold Carman has been invited to continue as a member of the RACMSA Off Road Committee.
- "GO 4x4 IT" ("Wheels" for disable people) hope to run a co-promoted event with Cumbrian and Red Rose. There is a possibility that they can use the Greystoke Estate near Penrith on 10-11th May '97. A visit to the estate will be needed to plan it. Any help from other clubs would be gratefully received. They hope to make this an annual event.
- ARC News reaches issue 10 this month. See it elsewhere in this issue. If you've staved off the boredom and got this far, you may like to know that

this ARC meeting report and those in other magazines by Kevin Andrew (Yorkshire) and Danny Hoy (NERO), have received plaudits (look it up) from Geoff Miller.

- Yorkshire have re-instated their Classic Reliability Trial and this will take place on June 7th and 8th 1997.
- Rover Runes to be sent to all members of all clubs. Lists of addresses or numbers per club wanted please.
- Internet site still being set up by John. The current ARC one (for all you surfers out there) isn't official, it's run by the Range Rover Register and we're going to have to monitor what is on it.
- John is on e-mail. Address is johnb@arcsec.demon.co.uk

7 Treasurer's Report. Andy Stavordale.

- No replacement for the Esso Uniflo Trophy yet.
- New Trophy presented by Breckland for Inter-Club RTV Challenge awarded on average aggregate score.
- The Team Recovery Trophy originally had a silver cigarette case with it. This has disappeared. Have YOU got it?
- Lancs. & Cheshire currently hold the Team Recovery Trophy and it needs more space to engrave on. The base can be tiered to achieve this. Cost is £80. Approval given.
- Expenses claims as soon as possible please so Andy can sort out the budget.
- Andrew will be taking over the RAC Recovery documentation as Lawrence Johnson can no longer do it. All enquiries to Andrew please.
- The fighting fund needs to be bolstered as it has been used for supporting some public enquiries on rights of way.
- The CCMSA (Cross Country Motor Sport Agency, a subsidiary of ARC) is doing well.

8 Club News. See 10 b)

9 All Rover Weekend at Gaydon.

- Next year, this will be 20 & 21 June 1997. It was moved so it wouldn't clash with the West Wycombe Show and the British Grand Prix. Sod's Law intervened and the West Wycombe show has moved to the 20 and 21st too but we're not changing again. I think the British GP should have changed to save us the trouble!
- The Range Rover Register has volunteered to be principal organiser but involvement by any other club would be gratefully received.
- Day entry fees were expensive. Fees for access to the grounds could be separate from Museum building entry fee.

10 a) Caravan Secretary. Jim Campbell. (Not present. No report.)

10 b) Overseas Liaison Officer. Derek Spooner.

- Land Rover Owners Club of Japan - Membership accepted.
- Land Rover Owners Club of Greece are asking for information as they wish to join the ARC formally.
- Land Rover Club of Malta have asked for information.
- The relationship with the overseas clubs is seen as a bit "Them & Us" as the ARC is a UK company. Derek felt that the term "Overseas" was divisive and suggested "International" to improve the image despite possible confusion with the "International Rally". Agreed.

10 c) Rights of Way - Tony Kempster.

- Anyone who writes to Tim Stevens should be aware of a new address. 99 Cheshire Street, Market Drayton, Shropshire, TF9 1AE. Tel: 01630-657627. Fax. 01630-658928. E-mail timLARA@aol.com.
- LARA deals with two main arenas, Green Roads and Competition matters:-
- Competition:-
 - The 1997 LARA Conference will actually be a series of meetings in different parts of the country looking at the use of land use and associated problems. "Planning not banning" is the theme. Starting April 97.
 - Most LARA work is now on the competition side.
 - Provision of land for motorsport is arranged through District and Borough Local Plans.
 - The policy recognises that "intrusive" activities should take place in suitable locations. That must have taken a lot of committee time!
 - LARA is on the Access Committee of the National Forests Commission.
 - Clubs should join their regional motorsport federations to find new sites. Perhaps we should tell LARA how useless ours has been.
 - Ian Davis of the RACMSA has drawn our attention to discarded bunting, temporary humps and hollows, toilet facilities and any other structure(s) remaining from an event should be removed and / or the terrain restored. Land owners usually get paid enough that they don't mind but in some areas, local residents may raise objections and cause the site to be lost.
 - The CLA (Country Landowners Association) "Access 2000" conference was opened by Michael Heseltine. Knock not; he's on our side, apparently. The aim is to deal with confrontation on the access issue. LARA was represented by Tim Stevens.
 - The DoE, Welsh Office and MAFF have issued a "Consultation Document on Hedgerows". New legislation is imminent. It deals with removal or damage to hedgerows (as if you hadn't guessed). In most instances, removal or failure to replace after accidental damage is (or soon will be) a criminal offence.

- Rights of way:-

- Countryside Commission consultation document on Rights of Way. User groups should be involved in signing and restoration of rights of way. They haven't been looking, have they?! At long last they've noticed all the hard work done over the years.
- Voluntary Restraint routes. If you know of any routes you think need voluntary restraint, contact Tim Stevens for advice and information.
- Disturbing news from a LARA Rights of Way Forum. The Vice Chairman of LARA spent a day at the end of a route on which a voluntary restraint notice had been posted. The intention was to "shop" any 4x4s using the route, despite the fact that such use is not actually illegal. What he did observe were three unregistered motorcycles (one with an underage rider) emerging from a van. These then proceeded to ride on the road and adjoining land. He noted the van's registration but failed to report this illegal activity to the police. The ARC view was that this failure to report the matter is quite unacceptable and brings LARA into disrepute. Just what sort of organisation are we paying our money to? More details are being sought.
- Some members present have been involved in enquiries regarding access to certain rights of way in their areas. They expressed concern that LARA is backing TROs (Traffic Regulation Orders) and VROs (Voluntary Restraint Orders) that restrict or ban 4x4s but not motorcycles. We do recognise that vehicles often have the potential for more damage but this imbalance should be looked into. ARC representatives should visit LARA at their offices to discuss these concerns. This is to be done after the results of the above-mentioned consultations are known.
- Perhaps ARC member club Rights of Way Officers should be declared as LARA Local Reps and we could have more influence on the way things are done.
- Reports and results of consultations and enquiries that LARA is involved with are not being reported back to the ARC bearing in mind the financial support we give to LARA.

10 d) National Rally Committee - Harold Lowe.

- 97 - North Wales are involving the local council and police and great co-operation is apparent.
- 98 - The proposed site has been lost for no apparent reason. Other sites are being investigated. Involvement still wanted by other clubs to run an event.

10 e) Magazine (Rover Runes) Ted Ivory. Not present.

- Where does Runes go from here? Land Rover Ltd have undertaken to print it and distribute to all members of ARC clubs, but it's not known if Ted will continue to be its editor beyond the next AGM.

10 f) 1997 ARC Handbook. Steve Kirby.

- Sorry it's late. View from Peter Oakden and others was that the timing is actually about right! If the print date is to be after the print date of the RACMSA Yearbook, then we should get final updates from them so the ARC book is in step. Steve will enquire of the RACMSA if this is possible.
- Steve agreed to handle the 98 Handbook unless someone else has a burning desire to have a go. "What have I done?" part 2!

10 g) Press & Publicity. Geof Miller not present but John Bradbury read a letter.....

- All clubs should have official delegates at all ARC EGMs.
- Geoff would like all clubs to send a newsletter to him. Pants & Barks is not currently sent to him.

10 h) Rover Club Liaison. Peter Oakden.

- Peter will meet LR Ltd to discuss support for their dealer (Conway Land Rovers) local to the 97 Rally in North Wales.

10 i) RACMSA Liaison Officer - Harold Carman.

(NOTE:- This section describes RACMSA deliberations which don't necessarily affect us - yet!)

- Pop-riveting of roofs on roll-cages. Various events, many of an international nature and involving the FIA, have caused the RACMSA to take notice and to comment on this matter. No-one's regulations actually carry any information or guidelines on this but the recommendation is that from now on, don't pop-rivet your roof to the roll-cage. Other organisations have rejected entries of vehicles so constructed as they feel that the structure may be weakened. We have no problem with this as far as we know although there does seem to be a problem with some poor materials around. Investigations proceed.
- Laminated glass windscreens. Please make sure you have some means of proving that your glass windscreen is laminated. It's the owners responsibility to provide evidence if the glass itself isn't marked clearly.
- The National Off-Road Drivers Association held its inaugural meeting on Dec. 7th. The organisers want commonality of rules for major and National events for Comp Safaris and Hill Rallies.
- Any ARC club wishing to run a round of the Off-Road Championships, please contact Cornwall and Devon Club for advice as their event is considered to be a standard-setter.
- Where the wearing of crash helmets is mandatory during an event, the crash helmets are to be kept on at all times the vehicle is on the course whether you are continuing to compete or withdrawing for any reason. RACMSA events shown on television often show very poor examples of behaviour

including the one just mentioned. Badly damaged vehicles being driven, missing wheels, co-drivers sitting on the bonnet controlling the throttle, or sitting in the boot balancing a three wheel rally car are prominent recent examples of unacceptable behaviour. It seems the event organisers are turning a blind eye because of the money involved (allegedly!)

10 j) Shows and Displays. June and Jack Green. Not present.

10 k) Scrutineering. Dave Marsh not present so Harold Carman and Steve Kirby raised the main items.

- No rule change proposals this year so not much to say.
- Other items mentioned involved the pop-rivets and windscreens issues mentioned in 10 i) above.

10 n) Club Shop.

- Andrew Stavordale is now looking after the club shop inventory. ARC Club Shop has very little stock. It is being wound down and will eventually contain only regalia, badges, shirts etc.
- "Anything You Can Do" videos - £10. Brass ARC shield badge-bar plaques £5. (Originally £12) and numerous windscreen stickers still in stock.

10 m) CCMSA (Cross Country Motor Sports Agency) Andrew Neaves.

- No news.

AOB

- Nominations for ARC Council members:-
 - Ken Knight (Tech Officer), Harold Carman (Scrutineer), Dennis Bourne (Vice Chairman) and Dave Marsh (Scrutineer) are standing down per constitution rules but wish to stand again.
 - Ted Ivory, Graham Chick are also standing down but don't wish to stand again.
 - Scrutineering committee nomination to replace Martin Dransfield are :- Colin McCartney (SROC), Kevin Andrew (YROC), Paul Davies (YROC), Martin Dransfield (YROC), Andy Flanders (SROC) and Ray Sykes (Cumbria).
- Proposal that privilege events (co-promotions with non-ARC clubs) to be increased from 2 to 3 per annum.
- Proposal that the Fighting Fund to be topped up from the Rally Levy.
- Next meeting on March 15th 1997.

Report by Steve Kirby.
HBRO Representative.

Tyred in Belgium

During a conversation with Alan Kidd, editor of Land Rover World magazine, it was suggested that I might like to attend the Belgian National Land Rover Rally. The magazine were co-sponsors of the event and it was going to be an excellent event. "It's very reasonably priced at £190 for the weekend which will include the event, all food and campsite." Said Alan. Compared to an event I attended in the south of France last year, it was a bargain. I wasn't sure how my wife would take to the idea of camping, though. She had tried once as a girl guide and didn't like it. She is now most definitely a minimum of 3* girl. She reluctantly agreed to attend and at 0700 of Friday 6th September we set off. I had managed to get a good deal on Le Shuttle using my RAC discount. Owing to the postal strike, our tickets did not arrive, so we had to hope that they would be at Folkestone as promised. They were and we soon boarded the train. Once on board I stopped, got out and heard an ominous hiss. My offside tyre was going down. Still, with 35 minutes to kill, I started to change the wheel. Within minutes along came a lady with a uniform and radio telling me that I wasn't allowed to do vehicle maintenance whilst on the train, and I had to put the wheel back on immediately! As luck would have it I was just putting the tyre on so 'no problem' I thought. Next a man with a uniform and radio came along and gave me a ticking off for doing the wheel change. Next, the lady with the uniform and radio came back to inform me that I had to go over to the intercom where I got told off again by the Chef du Train! All I can say is it was a blooming good job I decided not to get the barbie out!

At Calais, a mere 35 minutes after leaving Folkestone, we drove off the train and straight onto the autoroute. This had been the most painless way to cross the Channel I had ever encountered!

All went well on the trip to Chateau de Burgenon in Estaimbourg, our base for the event. We had managed to arrive an hour before the official booking-in time, so after being warmly welcomed by Bruno Neef de Dainval, the event organiser, we went to the wood to pitch our tent. After finding a suitable site for our tent and Land Rover, I pitched the tent and parked the vehicle. I then got out and heard an ominous hiss! Yep! Puncture number 2. I didn't think it would be a huge problem as John Craddock the independent Land Rover parts specialist was there with his 40' articulated lorry full of tyre and tyre fitting equipment. I went to tell him my tales of woe whereupon he replied "Can't fix punctures, mate". "OK then" I said "sell me a couple of inner tubes then". "Sorry" came the reply "haven't got any inner tubes your size! I can sell you some new tyres though." I bet he could. So I went to see Bruno. He got a friend to take me and my tyres to a tyre fitter 20km away who was staying open just for me! He found that both tyres had a slash through the tread, which must have occurred during the off Road Fun Day in August and finally opened up and nipped the inner tubes. One tyre could be saved but he wasn't sure about the other. He said I should go back to the event and he would deliver the tyres when they were

fixed. Back at base, Alan Kidd had arrived with the LRW Defender towing the LRW bright yellow trial machine. The event started with a welcome speech and dinner followed by a night run starting at 2000 and finishing at 0100 with onion soup at the Chateau. At dinner time my tyres had still not arrived so I took the opportunity to sample the local Belgian ale, and most enjoyable it was.. my tyres arrives at 2030 and, as had been expected, only one was saved. However my new friend had found an all-terrain type tyre of nearly my size which I could have as a spare to get me out of trouble. Still, I had four good mud tyres left so I would still be able to participate the next day. After sampling some more local brew, it was off to camp bed!

In the morning we discovered that no-one arrived back until 0230 and the majority got home at 0330!

On the walk to the shower, Ann was mentioning that she really preferred en-suite showers. I tried to tell her that if the forest was our bedroom and the showers were at the edge of the forest then she had her en-suite. She wasn't convinced.

After breakfast of coffee, croissants and pain au chocolate, the morning briefing took place. First it was in French, which was a problem as my French is not all it should be. I did make out at the end that we should wait for a translation great, we thought. Then it came.... Flemish!

We teamed up with two lads, Steve and John from Peterborough in a Land Rover Ila circa 1967 and Alan Kidd in the LRW Defender and set off. As the road book is in kilometres and my Defender has a km speedo fitted, we lead with Ann navigating. This was not a problem as last year on the Mille Riveires, she excelled herself with this kind of navigation. The road-book consisted of little diagrams showing a junction with an arrow showing the road to take and a distance to the next diagram picture. We had a few hiccups where we turned to follow Mr. Dead-End instead of Mr. Arrow, but the other lads soon told us of our mistake over the CB.

During the day we came across little tasks that had to be completed. The first of the day was a spot of archery (*more arrows? - Ed.*) Robin Hood I'm not but I certainly scared the target!

As we returned to our vehicles, we noticed there was water coming from my vehicle. It transpired that my heater matrix had decided to spring a leak.

Our lunch stop coincided with another task. A trial section. This was completed without incident which was more than can be said of a Swiss competitor. His vehicle was carrying every type of recovery and expedition equipment you could think of and it was found on its side in the middle of a mud bath. No one is sure how he got there but it was only the first of many times he gave us the opportunity to view his prop shafts without getting dirty!

After lunch we carried on through magnificent Belgium and northern French countryside. We were held up momentarily by one French Defender belonging to the French division of the English company Allmakes. The driver had stopped to let his girl-friend take the wheel for a while. She drove sixty metres and fell off the track and put the vehicle on its side. We managed to get

the vehicle upright and on the track again but he was unwilling to let his girlfriend carry on with her turn behind the wheel.

Our next stop was at a restaurant in the middle of nowhere where we were invited to sample the local delicacies of Croc Monsieur and cider. Very welcome.

We were the last to arrive at the restaurant due to Alan wanting to stop periodically to take photos of us for the magazine and to change a wheel as he had picked up a nail in one of his brand new tyres. We therefore decided to end our day there and head back to the Chateau for a barbecue and party!

On the way back I noticed my Land Rover twitch as we went round a bend. I stopped, got out and heard an ominous hiss. Puncture number 3. On went the emergency spare and on to the party. The live band was excellent and afterwards back to our "cosy" tent.

The next morning I decided that I couldn't take part in the trial as it was quite severe and with only three mud tyres I wouldn't stand much chance of completing the course. Alan came to the rescue and said I could drive the LRW trialler. It is s series Ila with no power steering and leaf springs, but I managed 4th place so I was very pleased. After packing up our little home and loading up the Land Rover, it was time for lunch and prize giving.

We received a small award and after "goodbyes" got into my faithful Landie and found... a flat battery. Steve tow started us and said we should leave. He would leave in fifteen minutes and should we break down, he would see us. All was going well until Dunkirk. We missed the turning for Calais and were headed into the centre of the town.. we then turned round at a roundabout and headed back. All of a sudden I heard a screeching of tyres and the vehicle was diving for the central reservation. I managed to control it and get to the hard shoulder. I presumed it was axle windup due to the slight difference of tyre size on the all-terrain. I jacked the vehicle up but there was no spin off. I tried to drive and it moved with a lot of noise. I limped back onto the autoroute just in time to see Steve and John fly past. I chased after them and pulled into a lay-by whereupon it was discovered that my nearside front wheel bearing had seized and collapsed. As we were so close to Calais, we decided not to call the RAC and try to make the train. So at 65 kph with Steve following, off we crept. When we finally got to Calais and onto the train, I went up to the man with the uniform and the radio and told him that I would need the RAC at Folkestone. When we arrived 35 minutes later, the RAC man was waiting to take us off. He took us to a holding area where a matter of minutes later another recovery truck picked us up and took us back to Reading.

The Land Rover was taken to my sponsor Stan Tooth of Turbo Rova the next day. He found that the wheel bearing had totally disintegrated and the whole wheel station bar the disc brake needed renewing. On further checks he found the rear nearside wheel bearing in desperate need of renewal as well. All this work was done in one day and at very reasonable rates. I still need to buy five new mud tyres before the Rickshaw Ramble, so if anyone knows a good tyre specialist who is willing to give a large discount to HBRO members....

Many thanks to Alan Kidd and Bruno Neef de Sainval for putting on the event., Steve and John from Peterborough for being there and Stan Tooth for repairs and most of all my wife Ann who, through all this, didn't once have a sense of humour failure!

Are we going back to next year's Belgian National? You bet!!

Drew Elgeti.

Bonfire Night & BBQ at Nelly's Dell.

Best laid plans never go according to plan, do they... About three weeks before the annual bonfire night bash, Nick Woodage asked me if I would like to help him again this year to prepare and help cook the food. "Hmmm, OK then" I said; should be a good laugh.

Less than four days to the annual bonfire night, I get a call from Wendy (Nick's wife) that he is not feeling very well and if I was going to the club meeting that night, would I get people's names for the BBQ so we would know roughly how many to cater for.

I thought "That's easy, no sweat." The next evening, Wendy rings me again, Nick is now very poorly and he will definitely not be allowed out to play on Saturday so can I do the BBQ? "Er, well OK then." Panic sets in. I'm not sure what I need to buy. Give Ashley a ring - he'll know.

Phone call goes a bit like this:- "Hello Ashley, it's...." and before I get a chance to say who it is, Ashley says "Gary, glad you rang. Now this barbecue that you're organising..." Funny how word gets around so quickly. Anyway, I find out that Nick Jennings is supplying the bangers and burgers. All that leaves me to do is go to Tesco's on Saturday morning and get the rolls and while I am at it, we might as well have some salad garnish and sauces to go with it.

Saturday morning I decide to go early to Tesco's to beat the rush; bad move as it's packed. Never mind, I am a bit nifty at ram-raiding with a shopping trolley sending women scattering who decide it's a good idea to block the aisles chatting to their mates.

Managed to get everything and get to Nelly's by 1:30. No-one has got the BBQs out and I am in the wife's car; there's no way she will let me put those rusting things in her car. Karen Duffett happened to drive by in her Landy. I thought "That's handy! Oi! Karen. Give me a hand, will you. I need to pick up the BBQs from the barn down by the farm". "OK" she says.

Right then, that's the BBQs sorted and the weather's looking a bit threatening and we haven't got a tent. "That's OK" says Neil Shawyer, "we can use the two Landies and a tarpaulin to make some cover for cooking under." Thanks Chris Homewood and Neil for the loan of your motors to tie the tarpaulin to.

Time's getting on and Pam Duffett offers her help with the BBQ which

was gladly accepted. Sharon and me would never have managed on our own. Thanks for your help Pam and not forgetting Paul Homewood who has also done a splendid job.

OK, now the funny bit. Nick Jennings arrives with the bangers and burgers. S**T, they're massive and I have only bought standard size rolls. Oh never mind, they will shrink in the wash. Wrong! I should have known that Nick would supply only the best to us. So that meant I was dishing out hot dogs that were twice the size of the rolls!

Unfortunately, we didn't get to see the fireworks as we were too busy cooking and the Land Rovers holding up our makeshift cooking area were in the way. However, there were plenty of Oooohs and AAAAhs and loud bangs to be heard so I imagine it must have been a good show.

I am not sure who built the bonfire but whoever it was they made a good job. Unfortunately, Pam became a bit distressed when it was lit as the wind was blowing in the direction of the camping area and large amounts of smouldering ash was being blown from the fire on to her caravan. The fire soon settled down and so did Pam after a few scotches. Anyway, a good time was had by everyone but next year I think it must be better organised by having an event list to what time everything is going to start. Don't take this as a moan, it's just a suggestion. Thanks again to everyone who helped.

Gary Langton.



L.R.
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Fax 01252 717921

Rickshaw Ramble, Weaver's Down, 10th-11th January.

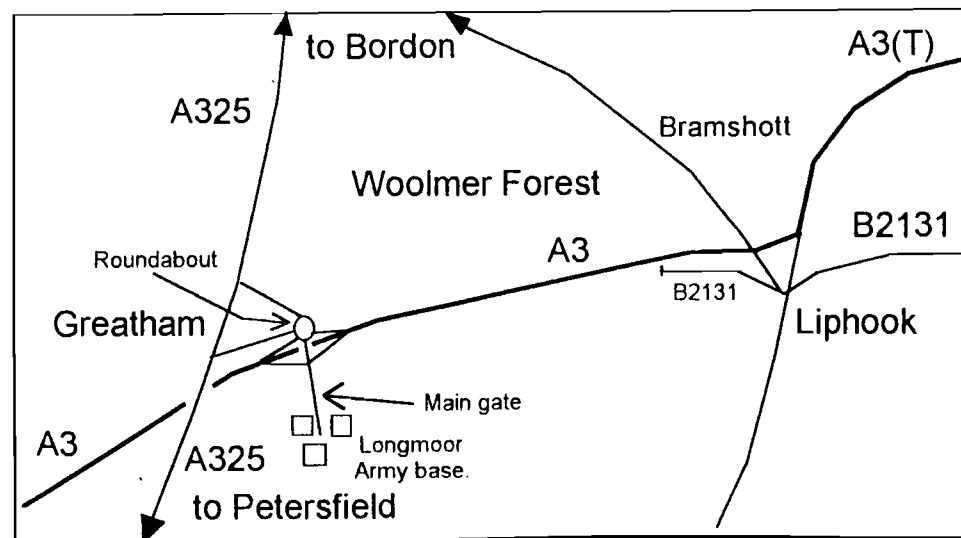
This event is run by the Army for members of the forces including the Police, Coastguards and members of the Civil Service Motoring Association. The event consists of several driving and navigational exercises on the Saturday. The tests will include Safari, Scatter, Night (well, evening anyway!) Navigation and Off-Road trials driving course which is where our club comes in. We have again been asked to set out and marshal the observed sections around the course. Marshals are also needed for the other parts of the event.

HBRO members will be setting up the trials section on the Friday; marking and testing the sections. Anyone who wants to help must contact Ashley as soon as possible as he has to get passes sorted out. Entry will be via the main gate of Longmoor Camp and everyone on the site must have a vehicle pass and a personal pass. Overnight camping can be arranged.

As last year, we will meet for a briefing at the Longmoor Camp main gate at 9 a.m. on Saturday. Don't worry if you've never marshalled before; training and guidance will be given. If you can't make it all day, still ring Ashley as he may be able to sort out late passes.

The competitors are timed, so the sections have to be designed so the participants won't get stuck as they have to make it to the finish of each section. They will be penalised points for each stop or cane hit; these point being added to an accumulative score.

Volunteer. Come along. Be a part of it....





Greystoke 97



Easter Weekend, 27 March - 1 April 1997

Organised jointly by Cumbria Rover Owners Club and Red Rose Land Rover Club, Greystoke 97 is the second in what should become a long line of this annual event to be held on the Greystoke Castle Estate. A busy programme of events is planned for the weekend - plenty to keep both big and small kids occupied, competing or not. The camping and caravanning areas are within easy walking distance of the competition sites for those who prefer to spectate, and for those who wish to venture away from the site, Greystoke is an ideal place from which to explore the beauty of the Lake District. We look forward to seeing you there!

Programme of Events

Thursday	12.00 midday	Site opens
Friday	12.00 midday	Scrutineering opens
Saturday	10.00 am	Road Taxed Vehicle Trial
	5.00 pm	Bike Trial
Sunday	10.00 am	Cross Country Vehicle Trial
Monday	10.00 am	Winch Recovery
	1.00 pm	Gymkhana
Tuesday	4.00 pm	Site closes

Over the Weekend

- Tug of War - teams of 4 - mens, ladies and childrens competitions
- 3-Legged Race
- Water Challenge
- Easter Bonnet Competition
- Barbeque Party - bring your own food, we provide the incinerator
- Orienteering Competition

Booking Form

Name _____
 Address _____
 _____ Postcode _____
 Telephone _____ No. of children attending _____
 ARC Club _____ Club Membership No _____

Camping/Caravan Details

Arrival Day _____ am/pm/eve Departure Day _____ am/pm/eve
 Vehicle Reg No(s) _____
 Vehicle Type(s) _____
 Camping in: Caravan / Tent / Camper / Lorry / Other _____
 No of Units _____ No of Nights _____ @ £6 Total £ _____

Events

Event	Entrance Fee	ARC Class	Vehicle Reg/ Log Book No	Driver
RTV	£10			
CCT	£10			
Gymkhana	£5			
Winch	£15/team	n/a		
Total	£			

Would you be willing to marshal at an event? _____

Camping Total £ _____
 Events Total £ _____
 Booking Fee £0.50
 Grand Total £ _____

I understand that this event will run to ARC rules and regulations. I agree to abide by these and the ASRs which have been issued.

Signed _____

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:- £25 for half page and £50 full page per annum; payable in advance. These rates are very good considering the perfect targeting. Current circulation is around 300.

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!

- * Tyres. Five Lassa cross-ply tyres, same pattern as SAT, not remoulds. Done 8000 miles and one is still unused. Perfect fit for trialler etc. 7:50 x 16. Plus five 7:50 x 16 tubes, new with the tyres. £80 the lot. Phone Andrew Brett in Surrey on 01737-210799 (DEC96)
- * Series II / III bits Truck Cab - £35. Solex PA40 carburettor - £10. Inlet manifold - £3. Late Series III brake servo - £5. Series III bulkhead, needs repair - £25. Call Roger Hardwick in Aldershot on 01252-376797 (DEC96)
- * Land Rover bits... Free-wheeling hubs - £15. Galvanised roof rack with ladder - £10. Stainless steel downpipe for 2¼ petrol 90 - £10. Lucas Sports Coil - £10. Lumenition ignition - £20. Cat guard for 90 fan - £8. Gunson Gas Analyser - £25. Series 1 windscreen frame - £10. Series 1 front transmission cover - £3. Call John King in Maidenhead on 01628-25909 (DEC96)
- * Land Rover LWB Series III bits. Truck-cab - £40. Wings - £35 the pair. Doors - £10 each. Dash - £15. Seat-box - £15. Bonnet - £25. Tailgate - £10. Salisbury rear axle complete - £50. Front axle complete - £40. Props - £15 each. Windscreen - £20. 2¼ petrol engine, good runner c/w carb, starter, alternator, distributor - £130. Plus other bits. Call Dave Hatch in Fareham, HANTS on 01329-314998. (DEC96)
- * Breaking 1976 Range Rover, Front axle complete or will break for the diff only. Panhard Rod, axle tiebars, radius arms. Bottom tailgate very good condition. Mick Dyer in Windlesham on 01276-473907 (DEC96)
- * SWB Chassis Bought new from Marsland in 1991 but never used. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- * 2a LWB Body and mechanical parts. Virtually everything except chassis.

Already dismantled. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)

- * Set of Five 7x16 127 / 130 wheels. Shot-blasted, ready for painting. £100. Contact Malcolm Whitbread Alcester, near Birmingham on 01527-857982 (days) or evenings on 01789-765437 (DEC96)

Vehicles for Sale

- * Range Rover, 1980. V8. Brown. P.A.S. Overdrive. Late discovery low-mileage engine. Front & rear tow points. Polybushed. Mot to October. £1700. Call Kevin Rumble on 01252-540973. (JAN97)
- * Series 3 LWB Land Rover. 2.5 diesel. Hard top. HD Chassis and suspension. Overdrive. FWH. MoT Oct 97. Tax to Jan 97. £1300. o.n.o. Call Paul Curtis after 6 p.m. on 01420-22528 (DEC96)
- * 1948 Series One 80". Chassis number 354. Last run 3 years ago, last taxed in 1989 but shouldn't need much doing for MoT. Straight panels, soft top, cobwebs. Engine is original type but has been replaced. Some repairs have been done on the chassis. Nice seats. £1000 wanted. Call Paul Bridger in Havant, HANTS, near Portsmouth on 01705-482369 (days) or 01243-573674 (evenings) (DEC96)
- * 1951 Series One Land Rover 80" Trialler Built to trialling spec. Standard condition Class 1 with full roll-cage. Original engine and gearbox. Good running order. Has competed in ARC National Trial most years since 1978. £500 to a club member and enthusiast. Phone Fred Southey in Salisbury on 01980-621068 (DEC96)
- * Vauxhall Cavalier 1988. 1600cc Automatic. Long MOT and tax. £750 ovno. Mick Dyer in Windlesham on 01276-473907 (DEC96)
- * 1957 Series One Trialler. 2¼ engine, SATs. ARC Log-book. V5 registration document. Photos of rebuilt. Receipts. £850. Call John King in Maidenhead on 01628-25909 (DEC96)
- * 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. (DEC96)

- * 1973 Range Rover. Partially restored. Rebuilt SD1 engine. Recon gearbox. Manual steering. Complete and running. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)

Wanted

- * Defender / 110 LWB Station-Wagon Left-Hand-Drive Diesel. A friend of Steve Kirby is emigrating to the Philippines and wants to take one with him. Please contact Steve on 0181-287-0377 who will forward the information. (DEC96)
- * Forward Control Series IIa wheels. 8" rim width pattern, 16" dia. 5-stud. With or without tyres. Call Steve Kirby in Twickenham on 0181-287-0377. (DEC96)
- * Offside exhaust manifold for V8 SD1 Rover car. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- * LWB hood sticks and MoD canvas and Series IIa or III gearbox. Dave Hatch, Fareham, HANTS. 01329-314998. (SEP96)

WARNING

Any adverts dated up to and including OCTOBER 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.

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. Note that **provisional** events are printed in *italics*. Please let me know when any of these is confirmed.

January 10 - 11	Rickshaw Ramble '97. Weaver's Down. Setting out on Friday. Details elsewhere.
January 19	The Woodage Rampage, Roving Challenge. Nelly's Dell. Fun Day and Leisure Drive. What is it? Come along & find out!
January 26	Trials. Wrecclesham, near Farnham. Details elsewhere.
February 16	Trials. Ash Park, Chiddingfold.
March 9	RTV / CCV Trials. Butser Lime Works.
March 15	ARC AGM Solihull, Birmingham.
March 23	<i>Trials. Broxhead Common. Provisional.</i>
March 29, 30, 31	Lancashire & Cheshire ROC. Invite to "Easter 1997" at Trentham Gardens, Staffordshire. Team Recovery, RTV / CCV trials, Day and Night Comp Safaris, Scenic Drive, Kid's Bike Trial. Call Andrew on 0161-292-0539.
April 6	<i>Trials & Camping. Hook End Farm. Provisional.</i>
April 12 - 13	<i>Bagshot Show. Hosted by HBRO. Provisional.</i>
April 26 - 27	<i>Military and 4x4 Charity weekend. Near Brighton. Organised by Twickenham Off-Roaders and Hillingdon Off-Road Club. Details later. Provisional.</i>
May 23 - 26	ARC National Rally. North Wales.
May 26 - 31	"Follow-on" rally. Details next month.