

Events for Your Diary

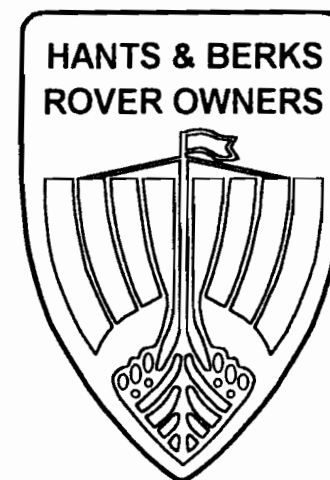
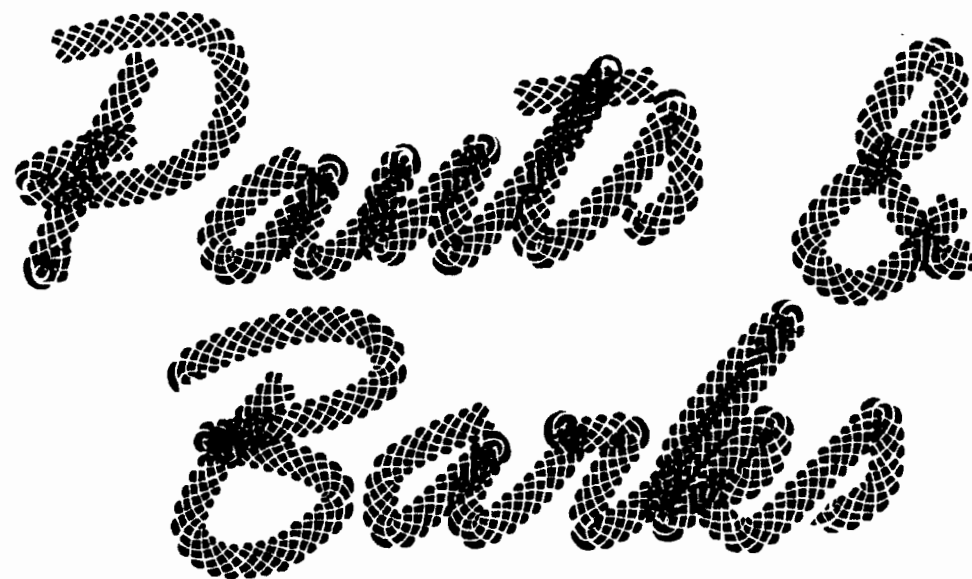
- * First Wednesday of each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible.)
- * Last Wednesday of each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). 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 so get your diaries out! Note that *provisional* events are printed in *italics* and major changes highlighted in **bold text**. Please let me know when any of these is confirmed.

By popular request, the short-term events programme has been moved to the back cover for ease of access. More inside back cover.

August 2 - 3	Inter-Club Challenge with Southern. Battlehurst Farm. Trials. BBQ. Farm Drive. Gymkhana.
August 15 - 17	AWDC Southern Hill Rally.
August 23 - 24	<i>North Wales event. Porthmadog. Provisional.</i>
August 23 - 25	<i>Ladies' and Gentlemen's RTV Trials. Camping. Summer Rally. Nelly's Dell. Gymkhana. BBQ. Disco.</i>
September 13	ARC EGM Solihull, Birmingham.
September 14	<i>Thruxton Festival of Motorsport. Provisional.</i>
September 21	<i>Trials. Wessex Shield & Safari Engineering Challenge. Hook End Farm. Provisional.</i>
September 27 - 28	<i>Bagshot Heath Off-Road Show. Hosted by HBRO. Provisional.</i>
October 4th - 5	<i>Major's Trial. Provisional.</i>
October 12	<i>Trials. Slab Common. Provisional.</i>
October 10 - 12	<i>Welsh Hill Rally. Provisional.</i>
October 26	<i>HBRO AGM. Provisional.</i>

August 1997



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

Officers of the Club

*CHAIRMAN	Dave Ridden 9, Woodlands Gardens, Romsey, HANTS, SO51 7TE	☎ 01794-514834 ☎ 0378-705479
*SECRETARY	Maxine Leverett, 16 Ash Hill, Aldershot, HANTS. GU12 6AE	☎ 01252-332372
*COMPETITION SECRETARY	Ashley Pocock, 14 Kingsmead, Little Ann, Andover, HANTS. SP11 7PN	☎ 01264-710546
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*RIGHTS OF WAY OFFICER	Tracey Doherty, 1, Middle Hill, Talavera Park, Aldershot.	☎ 01252-27198
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*ARC LIAISON and NEWSLETTER EDITOR	Steve Kirby 244 Staines Road, Twickenham, MIDDX TW2 5AR	☎ ☎ 0181-287-0377

SCRUTINEERS Steve Kirby #, Chris Homewood, Neil Shawyer,
Gary Hodgson, JJ Walker.

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

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

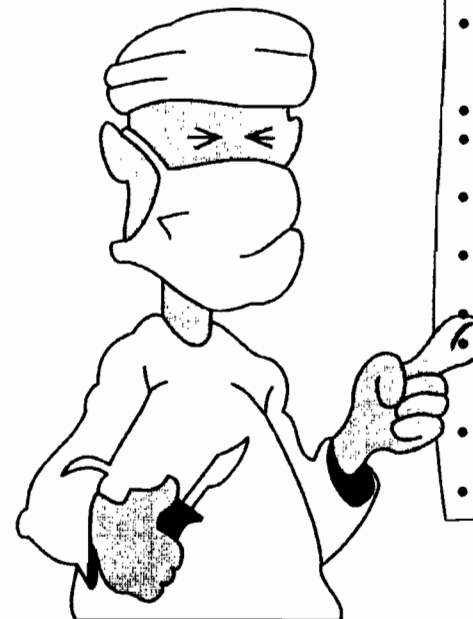
Editor's bit....

Thanx to Maxine and Alan for all their hard work as usual putting last month's newsletter together. The photos were well worth the effort - it's actually quite a fiddle scanning photos or putting them on the copier with matching captions. Thanks too for correcting the date on the Ash Park event page.

I'm reliably informed that the new baby Land Rover isn't - a baby, that is. Those who have seen one say it's almost as big as a Disco. So there's still a niche for an even smaller one... How about, um, er, Series One 80?

I've persuaded the surgeon who did my recent operation to show you what's in this month's issue...

Steve Kirby



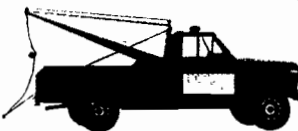
This month...

- ARC meeting report from Steve Kirby. (includes first details of the '98 National Rally.)
- ARC News.
- Gary Langton comments on the National Rally 2000 issue.
- The newsletter fairies explain where P&B comes from.
- We have another response to the National Rally 2000 debate.
- Alan Smith looks at the club's finances.
- Sam Parker looks back to the Stag Owner's do and the West Wycombe Off-Road Show.
- Alan Smith looks back at Chiddingfold and forward to the Bagshot Show.
- That's about it really....

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

PETER GREAVES



QUALIFIED MOTOR ENGINEER

Maintenance, Servicing & Repairs to all makes of Car. MOT's by Arrangement

Special Rates for Fellow Members

E-mail peter.greaves@btinternet.com



0118 9341010



0966 156402

Unit 3a, Phoenix Park, Nelsons Lane, Hurst, Reading, RG10 ORR

Copyright Notice:-

Unless otherwise indicated, articles and items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that the author and the HBRO are acknowledged. References to forthcoming events may be published only with prior written permission.

Disclaimer

, 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.



**IF YOU OWN ONE
CHERISH IT.**

“ You own a Land Rover because you love it! So keep it the way it was built.

All of our parts are Genuine Land Rover Parts - we don't sell anything else, no compromises, no this'll do's.

Strangely enough, all our parts fit correctly, come with a 12 month unlimited mileage warranty and without any charge for delivery.

So if you're into Land Rover, better to deal with an outfit that does it for a living - we're all enthusiasts.

If you bring your current Rover owners membership card you'll get up to 25% off Genuine Land Rover Parts. ”

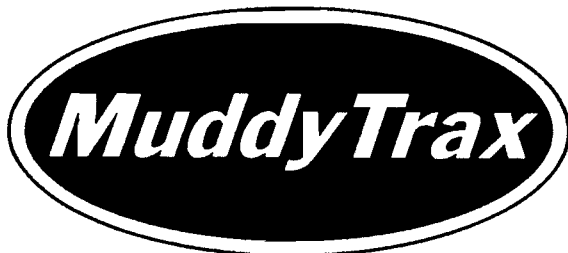
Webbers Land Rover

Southern Road, Basingstoke, Hants RG21 7NP.

Tel: (01256) 300635 Fax (01256) 300663

KEEPING LAND ROVER THE WAY IT WAS BUILT

Tel 01252 717922



**LAND ROVER SPARES &
ACCESSORIES**

Authorised dealer for:-

- Zeus Timing Gear
- BFGoodrich Tyres
- General Grabber Tyres
- La Salle Interior Trim
- Rancho Suspension

We are open from:-
8am - 6pm Mon to Fri.
8am - 4pm Sat.

MUDDYTRAX
Abbey Business Park, Monk's Walk,
Farnham Surrey GU9 8HT



Fax 01252 717921

**L.R.
SERVICES**

PAUL BASS

SPARES, REPAIRS, SERVICING, WELDING
SALES FOR ALL LAND ROVERS, RANGE ROVERS AND DISCOVERYS
FULLY MOBILE AND WORKSHOP FACILITIES
LARGE STOCK OF USED PARTS AND ACCESSORIES
LIGHTWEIGHTS A SPECIALITY
SERVICING FOR ALL MAKES OF CAR
TEL: 01276-453583 MOBILE: 0836-713677 FAX: 01276-26463

National Rally, Year 2000.

Felpham,
West Sussex
July 97.

To the editor, Steve,

I totally agree with what Sue and Nick van den Braak have to say about running the nationals.

The level of commitment and knowledge from the members MUST BE paramount to ensure the smooth running of an event of this size. If we do decide to run this event will we have the same problem as Southern had with competitors not wanting to travel down south as it was to far for them to come (even though we always have to travel up north for these events).

Lastly, Sue asks if the true voice of the club (the committee) would reply to the questions she has raised be answered, it looks like the committee have already decided to go ahead with the Nationals as reported in the same issue of Pants and Barks by the competition secretary.

Don't get me wrong, even though I am against running an event of this size for same reasons that Sue and Nick have pointed out. I wish you good luck and I hope you get the commitment from the members that you need.

Gary Langton
(GBXYRXCUCU@IBMAIL or Glangton@xyratex.com.)

ARC Meeting, June 97.

After having missed the National Rally due to an injured back, I had recovered well enough to drive the Rangy to Birmingham (an easier trip than driving a 101 to North Wales!) As usual with these reports, the numbers are from the agenda and any missing ones indicate no significant content or no report given. As usual, this report is made from notes taken during the meeting and some slight bias is possible!

4/ Matters arising

- Log-books - 708 issued to date.
- Fighting fund - Dorset have donated £100
- Pennine LRC and the Series 2a & 2b Forward Control Club have now left the ARC. No reasons given.
- 1997 AGM proposals; Increased subs, increased caravan fees and increased rates of mileage allowance - all accepted.

5/ Chairman's Report - Peter Oakden.

- Nick Stephenson was invited to the event but was unable to attend as he had a pre-arranged holiday at that time. However, his response to the invitation was positive and he has donated a fine solid metal model of the new Range Rover set on a landscape base to be used as a trophy of some sort. Any ideas what for?
- The ARC Council held a meeting at Solihull on May 17th. They discussed:-
- Additional Privilege Days granted at the 997 AGM. A special application form is being produced.
- Calendar conflicts. - Norman Whitely has agreed to co-ordinate a global calendar of events to prevent this. All clubs organising "open" events should register the event with him.
- SROC have withdrawn their offer to host the 2000 National Rally. HBRO have volunteered to take over. See article elsewhere in P&B about this.
- Dunsfold Trust wants a link with the ARC. Just what this could involve is uncertain.

6/ Secretary's Report - not present. Report by Peter Oakden.

- Special Insurance arrangement with NFU Mutual. They would like the NFU Mutual to be the ARC's "Preferred Insurer". Wouldn't they just! Nevertheless, there is more information to come. They would like to sponsor the 1998 National Rally. There is no need to be an NFU member to participate in their scheme. Several members present recounted their deals with this company and it is clear that they need to get their act together. Some members were compelled to join the NFU and some weren't. Other had difficulty in getting Land Rovers with roll-bars covered, others had no problem at all. Clearly, the rules that the NFU run to haven't

been communicated clearly to all their agents.

- Letter received from Andrew Neaves. He suggests that the ARC co-ordinate the manufacture of hitherto unobtainable spares. The ARC could provide finance to start the programme off. This would need a strict control by the ARC and proper business cases will need to be submitted by the relevant club.

7/ Treasurer's Report. - Andy Stavordale.

- Lancs and Cheshire have donated £250 to ARC funds.
- Videos, Radiator Badges and windscreen stickers still available at reduced prices.

8(a) Caravan Officer - Jim Campbell.

- 158 permits from 25 clubs last year.
- Don't forget you SAE for the reply.
- If event is in a National Park, you need to book the permit by March 31st of the previous year!
- You cannot use the facilities of an adjacent commercial camp-site as those facilities are rated to fit the number of units allocated there.
- Siting of vans at large events is inconsistent. The 20 feet spacing quoted on the Handbook actually refers to any part of the unit. So if you have a canopy or awning, then that is considered to be a part of the caravan.
- Additional tents and accompanying vehicles are not allowed on one allocated pitch.
- The rules appertaining to the ARC's exemption certificate have changed. Temporary club membership is now not permitted. Any members must be members for a year, not just a temporary membership to cover that weekend, for instance.
- Each unit has to have a member responsible for that unit. Non-members can live in the tent / van as guests.

8(b) Overseas Liaison Officer - Derek Spooner.

- Contact from Guatemala where enthusiasts want to form a Land Rover Association.

8(c) Rights of Way - Tony Kempster.

- A recent meeting took place to discuss allegations of bias towards motor cycles. ARC representatives present accepted that this was not the case and agreement was made that there should be closer co-operation with the ARC and TRF (Trail Riders Fellowship). Minutes of that meeting have now been sent to those present. Should we all see a set? After all the ARC pays nigh-on £3000 a year to LARA.
- Did anyone participate in the 1997 Green Lane Day? The HBRO didn't know about it until it was too late. If you want to know more, contact Any Bush on 01634-260495.

- The LARA Workshops this year were about motorsports planning. Attendance was poor - surely more clubs could have gone. Comment from the floor that the meetings were during the week requiring days off to attend. The problem is that planning department people were there who probably wouldn't attend on the weekend.
- LARA has a Planning Officer who is producing a best-practice guide. Alan Kind also has an input to this. Contact LARA at PO Box 20, Market Drayton, TF9 1WR.
- LARA donations for 1997-8. With the +3% rule applying, the ARC donation will be £2950. A vote was taken to accept this payment.
- A rather legally complex statement has been made during a recent enquiry. In effect it could mean that all RUPPs have no vehicular rights and we could lose access to all remaining unclassified RUPPs. We must fight this case but it could get expensive.

8(d) National Rally(s)

- 1997 All over bar the shouting. Everyone seemed to enjoy it.
- 1998 Event will be at Eastnor to celebrate 50 years of Land Rovers. Dates 22 - 31 May. Provisional programme is:-
 - Friday - get there and camp.
 - Saturday a.m. opening ceremony. Saturday p.m. Showroom Vehicle Event. (Tyro Trial?)
 - Sunday - National Trial and Concours d' élégance.
 - Monday - Competitive Safari.
 - Tuesday - Team Recovery.
 - Wednesday - New Event - Club Team Entry (3 vehicles per club) Camel Trophy type event.
 - Thursday - No specific events.
 - Friday - Winch Recovery.
 - Saturday - RTV
 - Saturday evening - Grand Closing Ceremony.
 - Sunday - Pack up and go home!
 - All week - Arena Events, Treasure Hunt, Hot Air Balloon, Bike Trials, Scenic Drive and more...
- What about overseas clubs competing? They have to be a member of a UK club.

8(e) All Rover Weekend.

- Camping is in Museum grounds this time so just drive straight in to the museum entrance.

8(f) Handbook - Steve Kirby

- Club info wanted; from last 12 months of operation.
- Articles wanted, either new or from the club magazine (within last 6 months

if possible.)

8(k) RACMSA Liaison , Harold Carman.

(NOTE:- Information in this section relates to RACMSA discussions and doesn't necessarily apply to the ARC - yet!)

- AFFF fire extinguishers. Following last meeting's information, all factory tests proved satisfactory but tests of extinguishers removed from vehicles showed the risk of the nozzle impeller jamming. In brass nozzles, the impeller seizes with some sort of water-induced corrosion and plastic nozzles can get blocked with mud. Some sort of protective cap is necessary that will blow off when the extinguisher is operated.
- Riveted-on roofs - pop-riveting of roofs to roll-cages is not allowed. No new vehicles will be log-booked in this state. Action is not retrospective.
- Comp Safari course markings have been found to be inadequate in many instances.
- Section H of the Blue Book is to be rewritten by Harold Carman and Dave Barker. Comments by 26th August please.
- Scrutineering - each club running a comp safari is to have an RACMSA Scrutineer as the chief scrutineer. Do we need or even want this? Particularly at closed events. Maybe more applicable and practical at inter-club and national events. Comments please.
- Identification of navigator in Comp Safaris. More than one navigator can be signed on to a driver. In order to stop just anyone being "given a lift", they must be signed on and identified as such by a non-transferable marker of some kind such as a hospital wrist-band for example.
- Comp Safari timing systems. Rules to be examined on how competitors are sent off, position of timing light beams etc.
- Noise - normally measured at 5000 r/min but some engines don't rev that high. We are getting close to a final decision on allowing 2/3 of the engine's maximum r/min to be acceptable.
- Helmet stickers - RACMSA Scrutineers need to be upgraded and trained to be authorised to sticker helmets.
- Log-books - some organisations not accepting ARC log-books as they don't contain enough information.

AOB

- RAC Recovery forms available. Many clubs ordered some.
- Disables access to the countryside was raised. Clubs can highlight this facility to relevant organisation including the CLA (Country Landowners Association.)

Next meeting nominally on 13th of September but there is Freelanders open-day that day so it might be changed.

Steve Kirby



A.R.C. NEWS

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

Issue 14 June 1997

Having been under attack for introducing a 'forward plan', something any respectable company or club should have anyway, the ARC Council and Scrutineering Committee now appear to be under attack for doing it wrong again!, by introducing as its first measure new rules for basic showroom vehicles for RTV's.

Having said that some vehicles, mainly in the Comp Safari and CCV Trial areas are too remote from Land Rover produced vehicles, a freeze has been applied to rules governing these vehicles. Nothing is being banned, but nothing is to go any further, and rules applicable to these vehicles have been accepted to date by all Clubs.

At the other end of the spectrum, if owners of 'showroom' type vehicles are to be encouraged to enter RTV's, or what I would rather call FVT's (Family Vehicle Trials), simple straightforward rules need to be agreed, preferably on the basis of "what is permitted" rather than "what is not permitted" in the way of 'modifications'.

Past experience has shown that this will not be easy, but the scrutineering committee are determined to come forward with proposals aimed at controlling the specification of RTV class vehicles. Nothing can be more off-putting to a family RTV entry in their shopping Defender 90 than to see next in line a full CCV spec motor that happens to be taxed and MOT'd.

In short - we have put a lid on the extremism, now let's get back to basics - and that means a new set of regulations for basics. If it works I should be able to enter an RTV (or FVT) in my restored 'Velar' with no qualms!

2. 1997

2.1 Porthmadog 97 August 22nd-25th

Following their International Rally extravaganza, North Wales LRC are again taking their steroids ready for Porthmadog 97 at Dolwgan, Dolbenmaen, just north west of Porthmadog. RTV, CCV Trials will be run, together with Comp Safari and Winch/Team Recovery. Scenic drives will also take place on Friday and Saturday.

For more info ring Dave Cuthbert on 01492 534417 or Deryck Newsham on 01492 573630

2.2 Shackerstone '97 September 6th/7th

The good folk of Shackerstone village near Market Bosworth, West Leicestershire, invite us all again to their multi-feature carnival weekend. Usual format of Hot Air Balloons -

Traction Engines - Steam Trains - Tractors - Vintage Vehicles - Fairground etc

Caravanning /camping facilities for all ARC members.

Contact Peter Oakden on 01827 880677

ARC News 14

Page 2

2.3 ARC EGM September 13th

Ian Davis of RACMSA will attend the meeting, if you have any Motorsport related questions you wish to put to him, could you please let John Bradbury have your question, in writing, as soon as possible please. John's address is 14 Bolton Road, Rochdale, Lancs OL11 4PB, or E-mail john b @ arcsec.demon.co.uk. Ian Davis will of course take any questions on the day, but cannot then guarantee a complete answer.

2.4 Major's Trial, Eastnor October 4th/5th

MROC invite you to the Major's Trial, usual date, usual format, usual keen competition. Teams of three drivers are required to represent their club, up to five teams per club are allowed. Entry fee is £45 per team of three, and must be pre-booked by 14th September. Camping as usual in the Deer Park at £5 per night from noon on Friday 3rd Oct. Contact Chris Myatt, 'Pimpernell', Lyons Boat Yard, Limekiln Lane, Warstock, Birmingham B14 4SR tel 0956 479411

3. 1998

3.1 50th Anniversary Heritage Run 26th April 1998

The first big 'anniversary event' will celebrate the launch of the 80" on 30th April 1948. It will be a one day event, organised by Land Rover, Solihull Council and the ARC. The outline plan is for 100-150 vehicles spanning all models of Land Rover to assemble at the NEC ready to set off in cavalcade at 10.00 am.

Routing is likely to be - NEC to the Lode Lane factory - to Solihull Town Centre - to Warwick Town Centre - to Gaydon for a 2 hour break.

The return run will be via Meriden (the centre of England) to the NEC, where the vehicles may be displayed.

The cavalcade is intended to include Company vehicles, Gaydon 'historic' vehicles, and ARC members' vehicles yet to be identified.

3.2 Anniversary International Rally, Eastnor.

A nine day 'Super-rally' from 22nd May to 31st May - see enclosed ARC News supplement.

3.3 Shugborough Hall, Series I Club June 27th/28th

The Series I Club, Series I Register and all Series I owners should really have one hell of a party in 1998. Britain is renowned for inventing good things and then letting someone else get the benefit, but here's one product that started in Solihull (or Islay? or Anglesey?) and stayed there, and don't we love it? It is beauty, simplicity, and functionality all wrapped up in one delightful package, which many would claim is still the best looking Land Rover ever produced.

Wouldn't it be rather nice if all the other ARC single marque clubs supported the Series I Club at their event with suitable displays of historic younger brethren. If you have any such ideas, talk to John Robinson, at 112 Hillylaid Road, Little Thornton, Cleveleys, Lancs FY5 4ED tel 01253 826016.



A.R.C. NEWS

From A.R.C. Press & Publicity Tel: 01799 731669
Geoff Miller, Brundelhow, Wolverton, Stratford-on-Avon CV37 0HF

INTERNATIONAL RALLY SPECIAL

1997

I wonder how many times over the years we have started a rally paddling through the mud, but by Sunday we were troubled by dust!

We arrived on Thursday afternoon, and, immediately after the 'Reception' caravan, found ourselves in the "free to enter, non-scrutineered, caravan towing, mudrun RTV Trial". We 'cleared' sections GB1, GB2, GB3 and GB4, and found ourselves a red Range Rover Register peg, and settled down to enjoy the spectator sport of "watch the others pitch"!

The rest of the weekend was superb weather, superb scenery, and I think a first time that the caravan site has spread over a distance of about 1 1/4 miles. I seem to have spent a fortune between the LRO Shop and NWL's Tyre & Battery Centre, and I got very close to a set of 5-spoke alloys at Conwy Land Rover marked down to £90 each, but 'er indoors' said a firm "no" and nicked the cheque book and plastic!

I had hoped to bring you a full list of trophy winners but the results haven't arrived from North Wales yet, so - perhaps next time - if you're still interested by then!

Well done North Wales LRC, and congratulations on a superb job well done. By Tuesday lunchtime I imagined the feeling would be - "the end of a nightmare, but a dream fulfilled".

1998 - 50th Anniversary of Land Rover

Following discussions with Lancs & Cheshire LRC, Eastnor Estates Ltd, and Land Rover, the Council is pleased to announce that the 1998 International Rally, celebrating 50 years of 'The Best 4 x 4 x Far' will be held at Eastnor.

Provisional plans allow for a nine-day rally, Friday 22nd May to Sunday 31st May, with all of the usual 'International' features, but many more special celebration events suitable for the whole family. Lancs and Cheshire will act as rally co-ordinators, but in view of the new location, increased scope, and duration of the rally, assistance will be sought from other clubs for running specialised events and services.

A proposed programme, subject to further discussions and confirmation, is:-

Friday 22nd May	Site opens
Saturday 23rd	Grand Opening Showroom Vehicles Competitive Event
Sunday 24th	Concours - Cars International CCV Trial
Monday 25th	Comp Safari
Tuesday 26th	Team Recovery
Wednesday 27th	Inter Club Challenge Event
Thursday 28th	Rest day
Friday 29th	Winch Recovery
Saturday 30th	RTV Trial
Sunday 31st	Site closes.

Gymkhanae, Trailer Handling competitions, Land Rover Concours, and Scenic Safaris will be ongoing throughout the week.

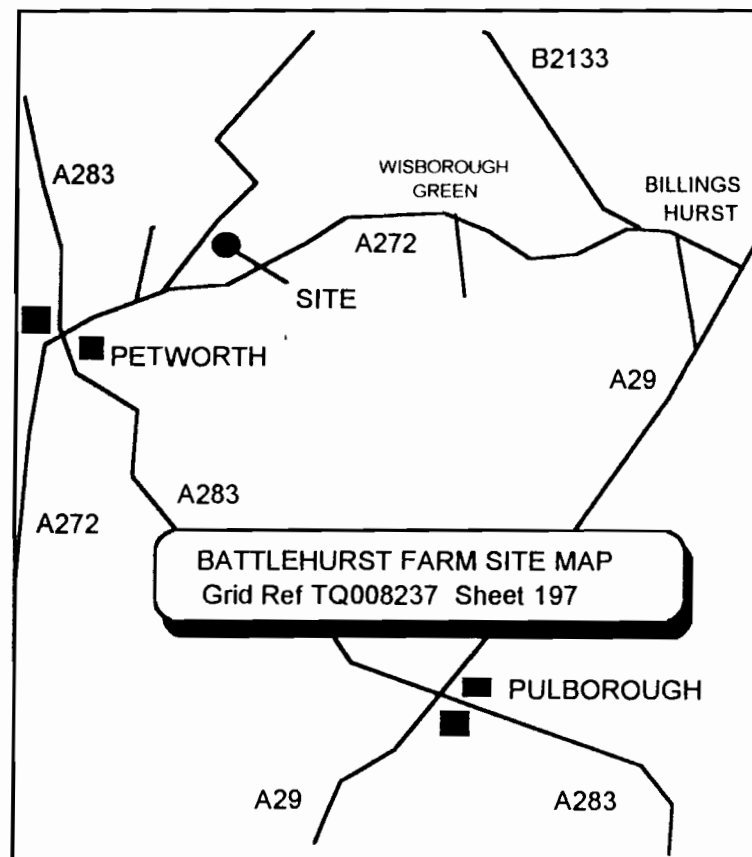
Book the date now, this is likely to be the biggest ever club event by far

Inter-Club Event with SROC. Trials & 4x4 Gymkhana, Battlehurst Farm, August 2nd & 3rd

We have invited Southern Rover Owner's Club to the annual inter-club event with an RTV trial and a 4x4 gymkhana at Battlehurst Farm, near Petworth, West Sussex. SROC normally run this and invite us; but it's our turn this year. The event is open to all fully paid-up members of HBRO and SROC. The gymkhana is on the 2nd and the fee is £3 (pay on the day only) The event will start at 2:00 p.m. (14:00h). The RTV will be on the 3rd. Fees:- £10 in advance or £13 on the day. Payment to Ashley Pocock.

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..

Hopefully, there will be a Farm Drive led by the farmer and it's well worth while.



CAMPING:-
from 16:00h on the 1st to 20:00h on the 4th. Fee £2 per night.

Laurie Wright, southern area reporter from LRO will be there.

Pants & Barks; The newsletter.

For the technically minded, (or if you're really bored, read this anyway) here is a brief run-down on how "Pants & Barks" is produced.

Hardware:- DTK computer, (100mhz Pentium, 1.2gb hard disc, CD-ROM drive.) Oki laser printer.

Software:- Microsoft Windows 3.11, The joys(!?) of Windows 95 have yet to come! Microsoft Publisher 2, Word for Windows 6c, Corel Draw 5, Serif DrawPlus 2, Paint Shop Pro 3. These enable me to convert almost any text or graphics file for use in P&B.

Front Cover:- Artwork for the cover is done with WordArt and MSDraw (included with both Word and Publisher.) The new tyre-tracks effect was kindly produced by a graphics designer friend using "Fractal Design Expression" software in which there is a tyre-tracks brush design.

Inside:- Most of the text is written using 'Word for Windows 6.0c and transferred via the clipboard. Short articles are written into Publisher direct. Contributors can send articles in on PC discs and I can accept 5 1/2" or 3 1/4" floppies. Please save it as an ASCII or text file unless you have 'Windows Write', 'Word', 'Word for Windows', 'Wordperfect', 'Wordstar' or similar. If you have a non-PC compatible computer or if you use a typewriter, please print it yourself to the layout used here and I'll paste it into the artwork; as I do with ARC NEWS and other stuff sent in. If needed, I can send PCW format files to a friend to convert to a PC-readable format. Any discs submitted can be returned if you wish. Articles can also be e-mailed to me on Steve.J.Kirby@British-Airways.com or faxed to me at home but you must phone first to ask me to switch the fax machine on. Adverts are done using a combination of all of the above!

Pictures:- These made a welcome return recently thanks to the hard work by Maxine and Alan. Most photocopiers won't do photos too well unless you can do it "First generation" i.e. with the original photos directly on the copier. Alternatively, these can be digitised (or scanned in) and printed prior to copying.

Printing:- All the above is printed out as 'hard-copy' and any "camera-ready" stuff pasted-in. It's then posted to Alan Smith to print.

Envelopes / labels:- This is where Alan comes into his own again! He uses a PC Database to hold a names and addresses list for all members and other recipients of the newsletter. He uses sheets of sticky labels which the printer fills in. Alan and Maxine then stick these onto the envelopes into which they insert any other papers that are required. Competition entry forms, subscription

reminders and even ARC Yearbooks for new members go in at this point. The whole lot is then lugged to the post office and left in their tender hands.

.....and some members think it happens by magic.

Steve Kirby.



This was only the second trip out with our caravan, and I don't think Ian enjoyed the journey much. It was about two hours long (with towing electrics intact this time) in fairly busy traffic. Towards the end, I also got us lost, taking a right turn instead of going straight ahead, missing the campsite by about a hundred yards. This meant, though, a very slow (1st gear in fact) climb up hill until we found a lay-by in which to turn round in. This being only the second time Ian has ever reversed a caravan, doing it onto a road was quite hairy. He managed superbly, and after contacting Zoe on the CB, she guided the last short way to the campsite.

We were camped on a field with basic amenities, loos and water and plenty of mud. With us were Kiran and Zoe, Zoe's mum and dad, Tina and Klim, their friends, Keith and Karen, and BOB! Having mastered the awning at Stag Owners (well sort of!) it did not take long to put up, but it was pretty late by this time, so only time for a quick feed and beer before bed.

The next day, proved to be even muddier, with the intermittent rain not helping things. But not to be put off (after spending what felt like a fortune on tickets) we headed off for the show, which was just across the road. About 10 minutes later we had more or less gone round the whole thing. I do not think disappointed was the word for it! I heard varying reports of what the show had been like the year before, and some reckon traders were put off by the rain. But if you have a space booked and you reckon you might get some business, surely it's worth the effort. There were also very few landrovers there, our's, K&Z's and Bobs making up most of the numbers! I know it is an Off - Road and not Land Rover event, but it was definitely for those with a bit of money who wanted an on the road four wheel drive. Judging by the trouble most were having on the off-road course, and even the demonstration vehicles, they are definitely not for the person who wants good grip off road. Among the examples were a defender that slewed into the fence whilst on a demonstration drive and remained stuck for around 1/2 hour, and a range rover, that after doing the off road course, tried to drive away down the tarmacked lane and promptly rolled. (He definitely beat your one Tricia!) The motor was a write off and the occupants taken to hospital, one with a neck injury.

Having slated it quite badly, there were some good bits. Bob scaring the pants off Tina by trying to make his Landrover go sideways on the off-road course. Nick's (Kiran's friend who joined us on Saturday) face as he emerged from the other side of a very large puddle that required him to put on his wipers and do some serious roof cleaning on return home. (Yes, he did go through that fast, certainly some competition for Karen and Tricia). Zoe and Tina's faces when they were bundled into the helicopter for their ride. And the ferret, falcon and dog display. Yes, I did find this one of the most interesting things despite it having nothing to do with Landrovers. Oh, sorry, the ferret man drove some flash-harry motor of the four wheel kind.

I have to admit, I was glad to get home after this weekend, and not just because of the rain. I would suggest to people to think hard before going to this event. It is expensive for what you get (not a lot) and even the trade is sometimes there only in representative sense (to advertise the company, not to sell). Billing by far is more fun, more facilities, more trade etc, etc and about the same cost. But if you've got a spare forty grand, then go, you'll have a field day!

P.S Anyone going to Billing, look out for us, we're the mad crowd.

Sam Parker.

**Stag Owners Rally, Roundhill, New Forest
13th - 15th June, 1997.**

Well, seeing as everyone else is putting in their articles. I thought I'd better do my bit. You see, my last article was a bit of a con (the one about Xmas frolicking and Tricia rolling) as that had been written for a mag at work, and done because I have to write something. And Landrover are far more interesting than peeling skin and warts!

And for your sins, you will have to suffer two articles from me this month. This first one, if put into the mag the right way round, is about Stag Owners.

Ian and I managed to arrive in the New Forest rather late Friday night after Ian having to roll around under the caravan (yes, we too are in the 'CC' now) for about 3/4 hour. Unfortunately, while he was under there, he discovered severely frayed towing electrics that needed fixing before we could leave. Thinking we'd arrive and have to struggle to get the caravan set up for the first time, there were plenty of willing, and not so willing volunteers (thanks Jenny and Bob). And it was then a race to the death to who should get their awning up first between us and Karen and Tricia. Yes, Karen is also a 'CC'er now. However small our erections were compared to the one Tricia mentioned in last month's P&B, they were still very technical and needed to support Tricia's acrobatics. Several swear words, beers and spare ribs later, we decided we'd disturbed our hosts enough and retired to bed.

Saturday, and glorious it was. Could not spoil a day like this, so how does Ian like to spend it? Working on the caravan. While Nick and Hugh went to work, and some of the others went for a walk, we were ferried into Lyndhurst by Jenny and Bob to get a water pump (yes that bust too) and various other bits. The fridge had to be turned off too as that was gassing us out! (This was proving to be nearly as good as Wales when we bust a spring!)

But who cares, when at the end of the day we had our celebratory BBQ for birthday girl Karen. My Dad and Merrill joined us for the frivolities in the evening, including chocolate cake, beer, beer and more beer, followed by the in house entertainment of Pam trying, with the assistance of Tricia, to get on the roof of our Landrover. They left fairly early though, finding us all a bit too much to handle all at once for too long! They said they had a good time. I think Karen especially liked the candles and the singing though! (It's about time for you to 'have a duff' isn't it Karen!) I'm not too sure how the Stag Owners received us, especially when Karen won the raffle twice, clearing them out of most of their booze, and we played football with their motors as make-shift goal posts.

Sunday morning and Tricia and Karen finally emerged after a round of 'happy birthday' sung by Pam and several balloons popped by the caravan door. We all sat around most of the day soaking up the sun. The suggestion of a game of rounders didn't go down too well, people preferring to veg out.

In all, the weekend was a really enjoyable social time. Hopefully we will still be on the invite list for next year. Maybe if we apologise in particular to the poor woman who was pushed forward from their club to venture over and take our camping money, Tricia Duffett and Karen's BOT!

Sam Parker.

Dear Steve

Re: Running the National Rally in 2000.

I was very interested to read Sue and Nick's letter. It certainly gives food for thought.

Working up in Scotland for the last year has meant that I have not been able to get to many of the meetings but I am still very interested in what is going on as when I return South I will start taking part in events again. I agree with the sentiments they raise. I also enjoy the club as it is and hope it will remain a friendly and informal club regardless of the changes it will go through.

During the years I have been a member I have seen various problems within the club and a number of them relate to personality issues. Not that it is any different in our club than in many others. In fact I believe we do rather well. My point is that in a small(ish) club such as ours we have problems with the events we are currently managing and I just see it being worse if we undertake a huge event such as the (Inter)National.

As with most clubs it's the same few who do all the jobs and the hard core who attend the events. I do not see any evidence that the club will be able to manage the National in 2000. The club, for whatever reason, is more focused on RTV's and social events. Consequently, as our current active members are not interested enough to run or support CCV's, Comp Safaris, and Team Recovery how can we have confidence there will be enough support to run a National?

I would like the club to run the National but not at the price of either doing it badly or at the cost of ruining what we currently have. If the members decide to take on the event I will give it what support I can. However, I believe it is essential everyone understands the implications, cost and consequence of taking on such an enormous task.

We must be confident the majority of the members of this club will actively support running the National before we go ahead with it. What I don't know is how we guarantee the commitment will be there at the time it is needed!

I would also like to thank all of the committee and the hard core of members for all the work they do. It's not easy and at times can be very frustrating.

Currently, my vote would be not to go for the 2000 National but spend the time and effort expanding the club's activities. We could consider taking on the National at a later date.

Just as an aside, I noticed that there was another Land Rover Club opening in Southampton. (LRO July 97 page 12). Do any of our members know of any background to this?

Best wishes,

Keith Jones

BAGSHOT HEATH OFF-ROAD SHOW 27/28th September 1997

The Bagshot Off Road Show is almost on us again and HBRO are to the lead club for this year. We are looking for assistance in preparing the course on Friday 26th and for marshals on the 26/27th the two driving days.

We require 25 marshals and 2/4 members to run the club stand. The marshals will be required to work both days and camping will be available for anyone who wishes to stay overnight. Anyone interested should contact Alan Smith on 01252 835821 as soon as possible.

As lead club we should try to set a good example and lets hope the weather is not to kind making our job more interesting. We are talking to Chris Jones to see if we can divide the course into four zones with each club taking full responsibility for all of the sections within it. Then to give us all a change we swap zones on the Sunday. This allows each club to place the marshals where they are required and give rest breaks as appropriate. We would also have to take care of the hills as well as the off road sections ensuring all were driven safely.

The organisers are aware of some the problems that have arisen over the last few years and he hopes to take steps to control them and give us all a chance on the more challenging sections.

So lets hear from you, please do not leave it till the last moment and we hope some of you can help out on Friday. Friday gives you a chance to drive the sections after setting out has been completed.

Alan Smith.

TREASURER'S REPORT JULY 1997

The year seems to be flying by again and I am sorry to say funds seem to be joining it on the wing. We have seen a notable drop in funds which is due to several reasons. Funds currently stand at just over £2000.00 (£3500.00 at the last AGM)

The main reason for the drop in funds has been the absence of any off road fun days. Last year we had Weavers Down (The Mike Dyer Extravaganza), the April Bagshot Off Road Show and the West Wickham Off Road Show. All of these events gave us 50 new members, these tend to be new members who only stay with the club for one year, but so long as we can find another 50 the following year the club subscriptions stay about the same. This year we have not managed to replace them, resulting in a loss of almost £1000.00 in club subscriptions. These shows also earn the club a small fee and can help pay for

some of our standing charges, such as insurance and equipment.

On the up side the club has purchased two tents, the large and magnificent Steve Kirby marquee and smaller one for more general use. We have also purchased four very compact CB's for use at Rick Shaw Rambles and such. These have accounted for £1400. of the funds.

This year has not seen many profitable trials or camping events. We had a total wipe out at Chiddingfold with an over generous management giving a full refund leaving the club with site and insurance fees still to be paid. Camping weekends when we lay on barbecues and discos are expensive and we hope the members appreciate the money spent. The most profitable weekend was the Nick Woodage Fun Weekend and this was not even an HBRO event and yet we still managed to make loss over it. I still live in hope of resolving this given time.

We also seem to be short on trial events allowing non profit making events of other clubs or organisations to use up valuable time. The latter part of the year is more hopeful with Thrupton and Bagshot Off Road Show giving us a chance to attract new members. Even the trials, which are joint club events should yield some income for the club.

I know the club does not set out to make a profit on all it does but we must generate enough income to hold our own. If we do not then we will have to consider increasing subscriptions or cutting costs further on the magazine or putting up trial fees. The ARC is not shy at putting up its levy which we have to find out of a set subscription per member. So lets keep our fingers crossed and I hope we can still hold the subscription for next year at £20.00 per member.

I am looking forward to the future, what with the prospects for the club running the Nationals in the year 2000. Not a fact yet but lets hope we can convince the doubters that it is possible. If all clubs took the attitude that they could not do it then we would not have the nationals each year. Perhaps those clubs which do not want to make the effort should rethink their right to enter the nationals expecting others to make the effort they themselves are not prepared to make. It is intended that we call a special meeting to try and explain the commitment required.

Please do not be put off by what you hear till you give us a chance to see how we can achieve it.

Alan Smith

CHIDDINGFOLD BELLY-ACHES BY GROUCHO SMITH

Well at last the club managed to hold a trial at what we hope will become a regular site. It was a nail biting few days prior to the event, partly due to Ashley swanning off on a tour of Europe, the uncertain weather and Penny Hodgson hogging the telephone all night chatting to Jaquie about goodness knows what.

Both Maxine and myself kept getting telephone calls asking is it or is it not on and the weather forecast saying you must be joking. From my point of view I was worried thinking of the loss incurred last time. Well eventually Penny had to go to bed and Gary was able to reply to our questions. Yes it was decided to go ahead and hope for the best, with me screaming no refunds.

I am pleased to say that both the weather and the small group who set out the trial did us proud. It was good and I made my usual blunders to delight of some no doubt.

Never the less I have a few belly-aches which you may or may not agree with. If you do agree please bend the ear of our comp sec telling him so.

The first is that we were going to try and rotate the starting order. What happened was that order did not seem to change much with Ash bringing up the rear every time, not from choice but because he could not get by the vehicles in front. We all have our preferences some like to hold back, for myself I am happy to go first and show the way. On this site the ground cut up and the later you went the more difficult it got.

The next was modifying the course after one or two vehicles have driven it. This I can accept providing the drivers who have already driven it are made to drive it again or they must accept the score they achieved before the change. No one has the right to simply change a score making the assumption that they would have cleared the gate. Only the scores achieved whilst driving are valid.

All sections must be consistent in length 10 or 12 and never 15 as earlier trials have allowed. The ARC handbook says that 10 is the usually the correct number. So please all future Clerks of the Course please note. This makes a big difference when one is running a competition such as the winter or summer trial over four or five trials.

The last but one comment is that class four, the 90 group, are fed up with having the odd balls included in our group since they seem to win on many occasions. Leave them in their own group no matter how small it is. After all they still can be overall winner, whereas an ever increasing group class four is denied a true group winner on too many occasions.

Alan Smith

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 250.

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!

Bits & Pieces...

- * LAND ROVER 90 parts Radiator & Kenlow Fan - £95. Exhaust & Silencer Box - £65. Transfer Box LT230R - £85. 5-Speed Gearbox LT77 - £285. 2500cc Petrol Engine 65000 miles - £275. Electric Fuel Pump - £55.00. All for sale separately or as job lot for £600 in total. Buyer collects. Please call Alan Smith in Frimley on 01252 336994 or 01252 835821. (AUG97)
- * Land Rover Parts Four Discovery steel wheels - £80. One Discovery tyre, brand new, GoodYear Eagle, 235/70-16 - £50. Five Pirelli Scorpion 255/65-16 tyres, 3000 miles only, on Discovery steel wheels - £350. Land Rover Series truck cab with all fittings - £20. 90 / 100 / Defender truck cab with full interior trim - £200. Call Ian Woolls in Bracknell, Berks on 01344-50360. (AUG97)
- * Rover 3.9 V8 engine. Lightened and balanced by J.E. Modified heads. Complete with SU carbs, distributor etc. Low mileage. Can be test-driven in vehicle - £1500. Reason for sale - buying larger engine! Call Brian Warn in Oxford on 01865-763985 or 0468-808780. (AUG97)
- * Bits and Pieces:- Range Rover chassis - £50. V8 with ancillaries - £150. 4-speed gearbox - £150. Also breaking lightweight. Call Mr. West on 01489-894223 anytime. (JUL97)
- * Breaking 2-door 1978 White Range Rover (or make me an offer for the whole thing.) Chassis poor / repairable. It's all there except rear dampers. Contact Mike Dyer in Windlesham on 01276-473907 (JUL97)
- * Range Rover Parts (2-door 1980) Top tail-gate - £65. Latest style rear side windows (no runners to go rusty, similar design to 90 side windows) - £45 pair. Front wings - £10 each. Rear wings - £15 each. Bonnet - £35. Full internal

Safety Devices internal roll-cage - £100. Rear seat - £10. Dash board - £10. Front & rear wiper motors - £10 each. Heater unit - £15. Front inner wings - £25 pair. Parts can be delivered to any trial or club meeting. Contact Gary Langton in Felpham, West Sussex at home on 01243-582473 or at work on 01705-486363 ext 8204 or e-mail glangton@xyratex.com (AUG97)

- * Land Rover Series 2a Parts:- Wings - £15 ea. Driver's door, glazed, needs paint - £25. Door-top, no glass - £2. Rear safari door, poor - £2. Front panel including headlight bowls, not perfect - £30. LRO / LRW magazines, about 20 - £20. Highlift jack - £30. Radiator muff for Series 3, £10. Light guards front & rear - £15. Work lamps - £10 each. All or nearest offer - everything must go! Phone Andy Fellows in Abingdon on 01235-818878 (JUL97)
- * Brian James Trailer. 16'x6' bed. 4-wheeler. New tyres. including spare with less than 400 miles use. Hand winch. £900. Contact Peter Golding in Winchester on 01264-860505 (eves or w/ends) or 01962-760515 (daytime) (JUL97)
- * Wheels. Four steel Discovery wheels £20 each. Four WolfRace alloy wheels, multi-spoke type. New. £160 the set of 4 includes special nuts. Gary Grange - 01189-813138 Reading area.(JUN97)

Vehicles for Sale

- * Series 3 SWB Land Rover Dark blue with cream roof. A-reg. 2¼ petrol. Fully serviced. 72000 miles. New front seats. Two folding rear seats. Full sound proofing. Fully carpeted. BFGoodrich Trac-Edge tyres. 40-channel hand-held CB with external aerial (worth £100 and only 3 months old.) Ex-RAF. MOT to September 97. £4475 o.v.n.o. or trade / swap with a Range Rover. Contact Martin Heydon in Basingstoke on 01256-463764 (work, 9 to 5 Monday to Friday) or at home on 01256-322487. (AUG97)
- * Range Rover 1977 2 door Extensively restored with many 1993 body panels and Interior. 3.9 Efi Engine 36000 Miles on engine. 4 Speed Manual gearbox recently overhauled. New front diff. Turbo-BEC alloy wheels with General Grabber AT tyres. To be sold by John Kaye on behalf of a neighbour. He is looking for £3,500. Contact John in the Reading area on 01189-441292 or e-mail on jkaye@compuserve.com (JUL97)
- * Series 3 Lightweight 1973 Hard-top. 2½litre Mercedes diesel engine. High quality professional installation, engineer's report available. Economical, 30 m.p.g. 750x16 tyres. FWH. Soundproofed. County seats. 12 volt. Drives and steers excellently, Reluctant sale. £1950 o.n.o. Call Andy Fellows in Abingdon on 01235-818878 (JUL97)

- * Range Rover 1978 White. V8. Needs a couple of repairs on the chassis and a new rear "cross-member". Body is fine and engine runs well. £600. Contact Mike Dyer in Windlesham (near Bagshot) on 01276-473907. (JUL97)
- * Series IIa / 110 Hybrid-Truck. Cab extended to include passenger seating (all Range Rover). Rover V8 engine - unleaded. Free-Wheel Hubs, Kenlowe Fan, K&N filters, Rear roll-bar. General Grabber tyres. Grey spoke wheels. New MOT. Tax exempt. Year-long rebuild and respray. £3,900. Contact Peter Golding in Winchester on 01264-860505 (eves or w/ends) or 01962-760515 (daytime) (JUL97)
- * Series III Lightweight. W-reg. White 5-spoke steel wheels. Mud-Pluggers tyres (SAT type remoulds). Bull-bar. Air intake snorkel. MOT to 5th September 97. In good condition and running order. Must be seen (Reading). New family and re-location forces sale. £3400 o.v.n.o. Call Tony Clark on 0370-570998 (mobile) anytime. (JUL97)
- * 100 inch V8 hybrid. 4-speed auto. EFi V8. Stainless steel exhaust system. WolfRace alloy wheels. Hardtop and safari rear door. Ninety side windows. Goodrich tyres. Good reliable vehicle. £4950 o.v.n.o. Call Bob Barber 01239-810050 (JUN97)
- * 100 inch V8 hybrid Red and Silver, MOT to April 1998, Free Tax. Including 5x 750 SAT's, new clutch, new steering box, water pump and Alternator. Lots of other bits including 5 road wheels and tyres, cab, high lift etc. and all the bits out of the shed . £3,000 o.n.o. Call Rod Robertson 0118-981-1831 home (Tadley) or 0118-944-1544 work (Reading) (JUN97)
- * Military SIIA Hardtop going cheap. A neighbour of mine has a SWB SIIA (MOT expired, not failed) hardtop which he bought last year for £850. I saw it then and commented it seemed like a good deal. It's military spec with twin fuel tanks (filler under seat), and 24V. Petrol 2.25L. He's changed job, and now needs the garage for another car. I'd have it myself, but my garage has my SIII in it! He wants £500 to clear it. Call Simon Taylor, at work - 01256 332800 (simon@tdc.co.uk), or at home - 01252 377099 (simontaylor@compuserve.com). Location is Farnborough. (JUN97)
- * 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. (MAY97)

Wanted

- * Range Rover or trade / swap with a rather nice Series 3 SWB Land Rover. See advert in For Sale section. Contact Martin Heydon in Basingstoke on 01256-463764 (work, 9 to 5 Monday to Friday) or at home on 01256-322487. (AUG97)
- * Forward Control Series IIa wheels. 7" rim width pattern, 16" dia. 5-stud. With or without tyres. Call Steve Kirby in Twickenham on 0181-287-0377. (AUG97)
- * 90 / 110 truck-cab. Call Mr. West on 01489-894223 anytime. (JUL97)
- * Brownchurch Roof Rack for Range Rover Also twin Kenlowe fan setup for RR. Contact Mike Dyer in Windlesham on 01276-473907 (JUL97)
- * Bedford HA Van. Good / fair condition. Wanted by another club for restoration. Will be painted in BEA colours to accompany a preserved Trident airliner. Contact Steve Kirby in London on 0181-287-0377 (JUN97)

WARNING

Any adverts dated up to and including JUNE 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.

- * Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-650212. Note the new number.
- * SCALE MODELS. I have a small selection of Land Rover model kits which are available to club members at a special price. Land Rover 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.
- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.

Events - Long Term

November 2	<i>Trials. Nelly's Dell. Provisional.</i>
December 6th	Christmas Dinner. Alton. Book now! Call Maxine.
December 13th	ARC EGM Solihull, Birmingham.
May 22 - 31 '98	ARC International Rally. Eastnor. (Yes, it's all week.)