

Events for Your Diary

- * First Wednesday of each month, Noggin & Natter at The Jolly Miller on the B3349, between M3 and Odiham aerodrome, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). SU734517 approx.
- * 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.

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*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. are highlighted in **bold text**.

Short-term events programme is shown below; long term programme can be found inside the back cover.

WS = Winter Series. SS = Summer Series.

Green laners - call Dave Ridden for details of the next trip.

Dec 5th	XMAS DINNER. Grange Hotel, Alton. See menus and prices elsewhere. Contact Maxine to book.
Dec 5th	ARC Meeting, LR Factory, Solihull, Birmingham.
Dec 27	Trials at Brick Kiln Farm. Prize for fancy dress. WS
Jan 15 - 17	Rickshaw Ramble. Weaver's Down. Details elsewhere.
Jan 23-24	<i>Trials, Hook End Farm. WS</i>
Feb 7	<i>Scenic Drive, Broxhead Common.</i>
Feb 20 - 21	<i>Trials. Brick Kiln Farm. WS</i>
Mar 5 - 7	<i>Trials. Pucknall. WS</i>
Mar 20-21	<i>Social w/e.</i>
Apr 1 - 6?	<i>Trials. Pucknall. SS</i>
May 1 - 3	<i>May Bank Holiday Rally. Bowhill. SS</i>
May 28 - 31	<i>ARC National Rally.</i>

PANTS

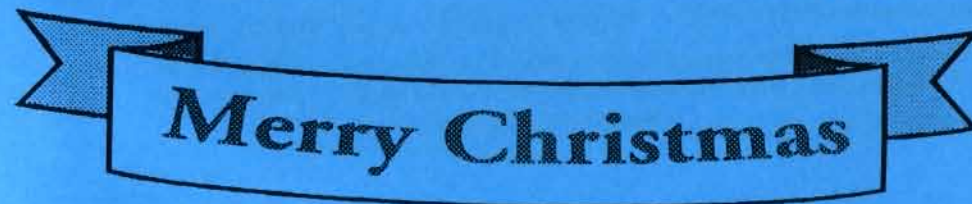
&

BARKS



1998

Newsletter
of the
Hants and Berks
Rover Owners



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SCRUTINEERS:-

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

Notes:- * committee member. # 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....

Lots of things going on at the moment.

There will soon be a meeting of those who have put their names forward to do something specific for Rally 2000 (R2K?)

Members of the Committee have been to an ARC meeting at Gaydon to discuss the way the ARC is financed by the clubs.

Those who went to the "Gunpowder, Treason and Plot" weekend will know that the rain caused the Treason bit to be moved to the Lawns Hotel for the AGM where we said hallo to a new Competition Secretary; the rain also put paid to the gunpowder bit of the weekend but the die-hards did light the fire in the middle of the night in a pause in the rain! It all cleared up for the Plot bit as the trial on the sunday went well and the weather was lovely.

A big team returned to the Lawns Hotel a couple of weeks later for a skittles evening which went very well thanks to the organisation of Zoe and Kiran Raval.

Internet fans should note our new web address now managed by Nigel Leak.

Steve Kirby

This month...

- Plea to scrutineering volunteers
- The Taylors go mud plugging in Longleat
- CCCC from NJ.
- Competition News.
- Steve describes a new set of Vehicle regs to try out next year.
- Nelly's Report.
- Bonfire Rally and National Rally comment from Dave Cuthbert.
- ARC News appears again. Lots of news to read about.
- Lots of event reports and comments.
- That's about it...

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 3½" or 5¼" disc if you can and I'll return it afterwards if needed. Practically any word-processor format will do but not Works please. No fax facility available at the moment. If it's urgent, give me a call and I'll give you my work fax number. Alternatively try e-mail. Send word processor files or plain text (Please indicate in the text of your message your own full e-mail address and the file format if used.)

X.400:- C=GB A=ATTMAIL P=BA O=British Airways PLC G=STEVE I=J S=KIRBY

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Scrutineers

Thank you to all those who showed an interest in scrutineering. The best way to learn is to accompany an existing scrutineer as he / she carries out the task. They probably won't have the time to come looking for you, so please can you go to them. Just say that you want to learn about the job and they'll show you the ropes (and the chassis, and wheels.. you get the idea!)

We'll need lots of scrutineers for the Rally in 2000, so if you're interested, please "register" with Sam Parker, address inside front cover. You may even wish to go further and become an RACMSA scrutineer. Phone the RACMSA on 01753-681736, fax 01753-682938 or e-mail racmsa@compuserve.com

Steve Kirby



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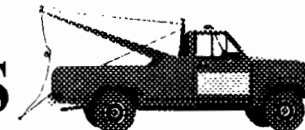
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KEEPING LAND ROVER THE WAY IT WAS BUILT

Rickshaw Ramble, Weaver's Down, 15th-17th January.

This event is run by the Army for members of the forces including the Police, Coastguards and members of the Civil Servants Motoring Association (CSMA). The event consists of several driving and navigational exercises.

The tests include orienteering, Safari, night navigation and off-road driving courses, which is where our club comes in. We have again been asked to set out and marshal the observed sections around the courses. Contact me if you want to help set out on the Friday.

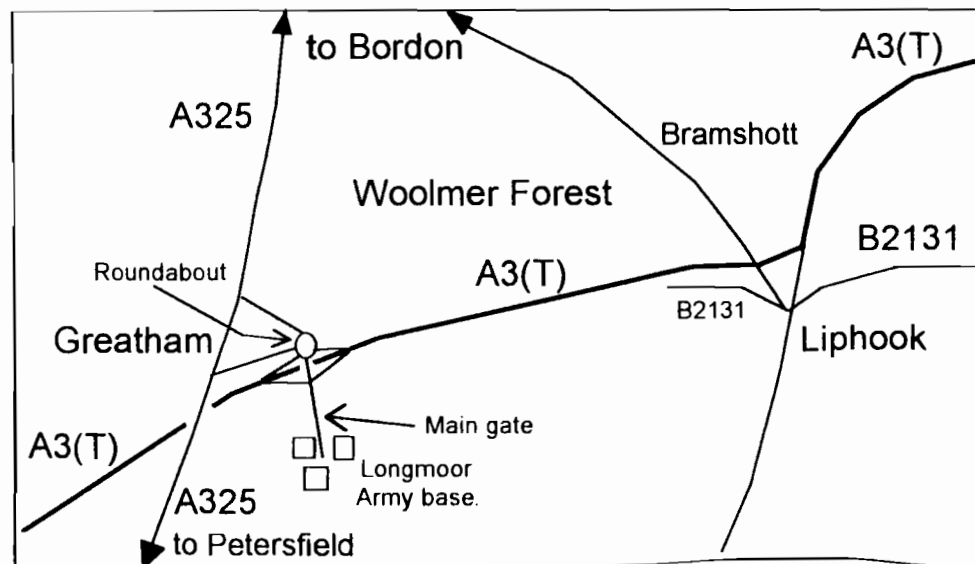
We will meet for a briefing at the Longmoor, Camp main gate at 8am on Saturday 16th February. All observed sections will be on Weaver's Down. I am going to be there on the Friday to mark the starts and finishes of the observed sections, so all we have to do is to put the canes in before 10 a.m. on Saturday.

The competitors are timed so the sections have to be designed so the drivers won't get stuck as they have to make it to the finish of each section, picking up an accumulative 1 point for each stop, cane hit or gate missed.

Anyone who wants to help, contact me as soon as possible as I have to get security passes sorted out. Entry must be via the main gate as everyone on the site must have a vehicle pass and personal pass. Don't worry if you've never marshalled before; training will be given. If you can't make it all day, still ring me as I may be able to sort out late passes.

Camping will be available on Friday and Saturday nights.

Ashley Pocock. Tel: 01264-710546. Fax 01264-710973. Mobile 0385-316269



RTV Trial Brick Kiln farm, Alton, December 27th

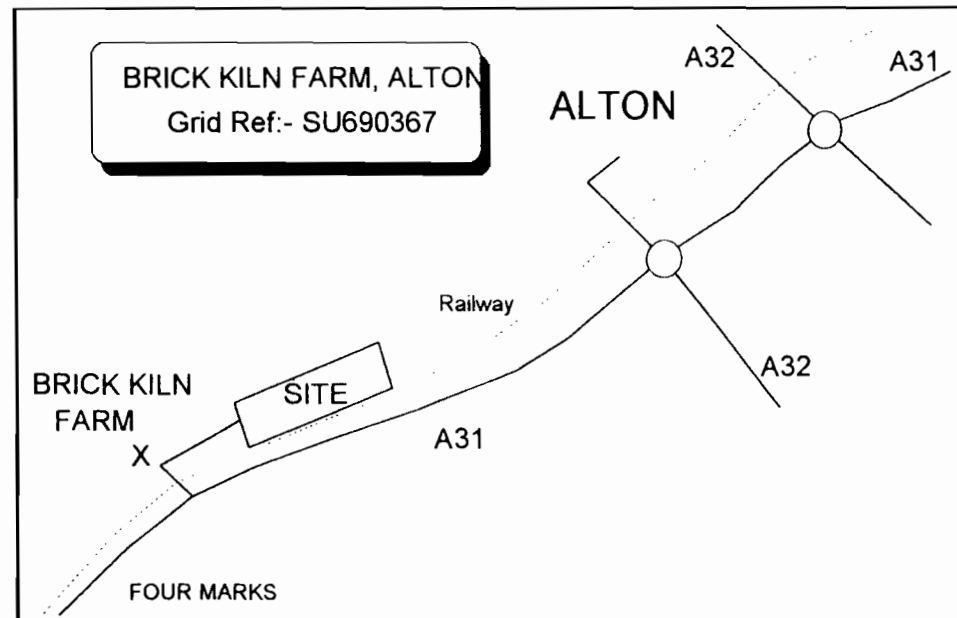
We are holding a fancy dress RTV trial at Brick Kiln Farm near Alton, HANTS. The site is right next to the steam railway. The event is open to all fully paid-up members of HBRO. This will be a round of the Winter Trial Series. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. **Payment to Sam Parker.** 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 ARC Yearbooks are available now and they're free. Contact the secretary 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".

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!

Finally, please don't all rush off at the end: those who add up the scores and deal with the paperwork need a bit of help. It's always the same few who do it. Thanks.

Did that say fancy dress at the beginning? Prizes for best dressed-up car and / or driver. Be a part of it!

Sam Parker Tel: 01705 787008 C of C Alan Smith Tel: 01252 668403

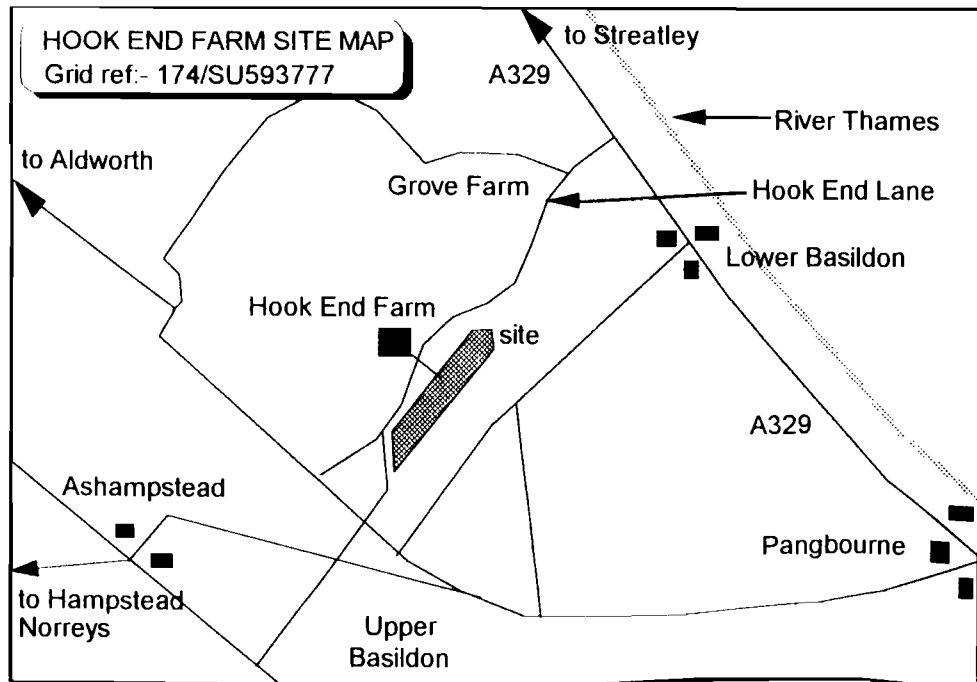


RTV Trial at Hook End Farm, Upper Basildon, Pangbourne, January 24

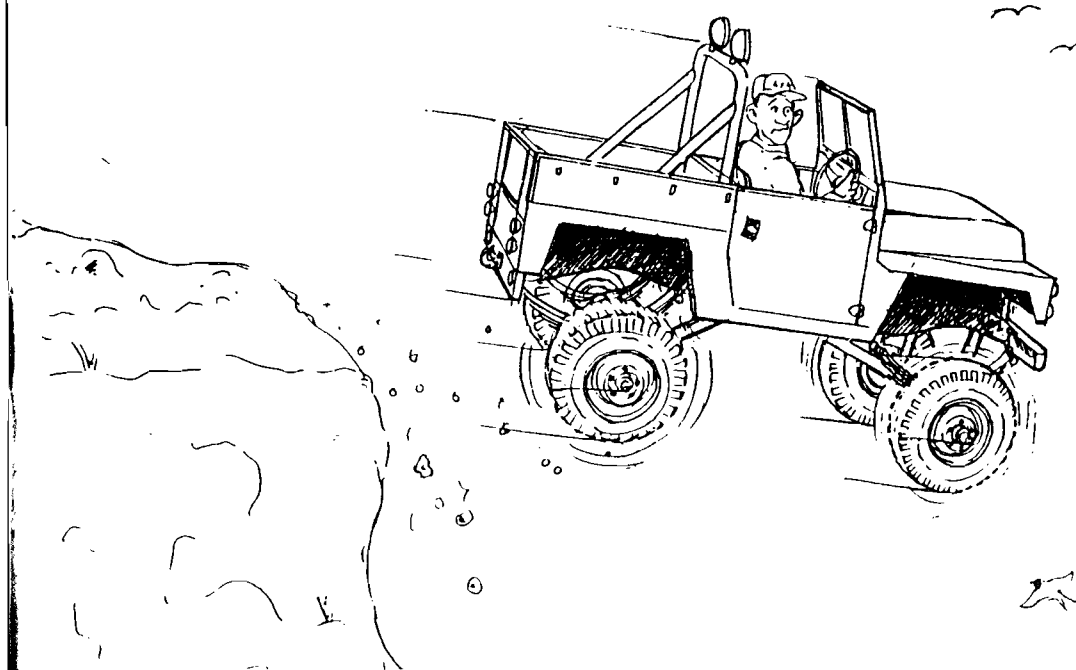
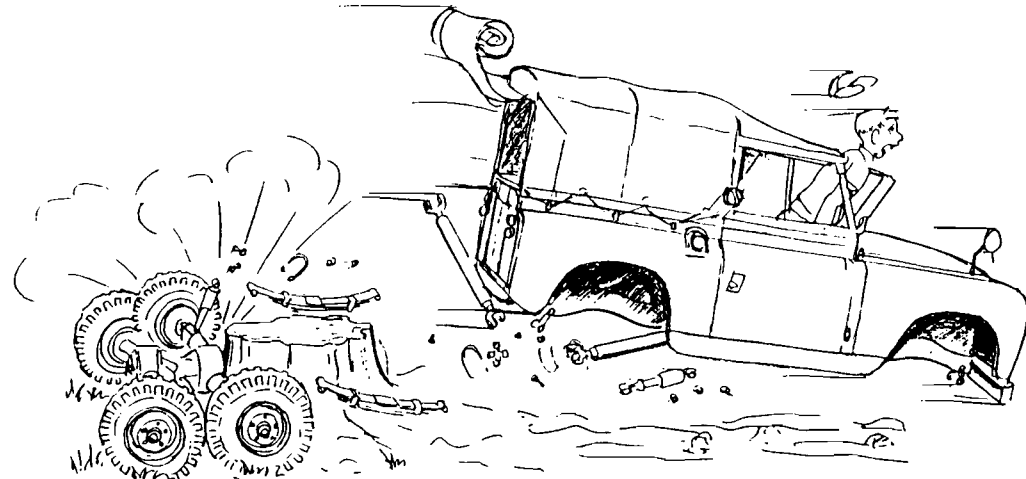
Hook End Farm is on Hook End Lane, a turning off the Pangbourne to Streatley road, the A329 about 9 miles West of Reading. Or, from the Newbury area, take the B4009 to Hampstead Norreys and thence East to Ashampstead, or take the A4 towards Reading and at Theale, take the A340 North to Pangbourne. The site is generously made available by Mark Ambler and his family. 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 £10 in advance or £12 on the day. Payment to Sam Parker. (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. You should now all have a 1998 ARC Handbook. Contact the secretary if you haven't got one yet. Don't forget your MOT certificates. This Winter Series RTV will also be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

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

If you are interested in scrutineering, please ask to accompany the scrutineers on the day. They'll show you how the checks are done and what to look for.



Caption Competition



Prize for best caption for each cartoon. To be judged by Nick Jennings. I've withheld Nick's original captions this time round. Give it a go.

Nellies Dell RTV Trial Results
1st November 1998

NAME	CLS	1	2	3	4	5	6	7	TOT	POS
Alan Smith	4	1	10	8	7	0	0	1	30	1
Brian Frankland	4	8	11	11	10	2	3	6	51	
Mark Halliday	4	12	10	11	0	1	6	9	49	
Karen Duffett	4	8	10	0	9	6	7	6	46	
Hugh Duffett	4	1	10	11	10	0	3	6	41	
Nick Van Den Braak	4	2	11	11	3	1	*3	6	37	
Dave Allen	4	10	11	11	7	8	6	6	54	
Nick Jennings	4	6	11	12	10	11	1	6	57	
Keith Jones	5	10	11	11	10	2	12	0	56	
Mark Underdown	5	8	8	4	10	1	7	0	38	
Paul Webb	5	8	10	11	10	2	1	1	43	
Andrew Bridger	10	10	10	12	10	0	0	6	48	
Carl Tanner	2	11	11	12	10	8	10	2	64	
Dave Cuthbert	3	10	11	12	10	11	7	0	61	
Matthew Hewitt	3	6	11	0	0	2	7	6	32	
Roy Micheal	3	0	12	11	10	1	9	6	49	
K Lipscombe		11	11	12	9	9	R	R	R	

Classes 2 and 3 were amalgamated as were 4 and 10. Alan Smith was the overall winner, so well done to him. Hopefully we will have a trophy to give him at some point! Many thanks to all those who helped set out and marshal, who were as follows; Kiran Raval (SoM), Steve Skinner (CoC), Steve Kirby (Scrutineer), Jim Taylor (Marshal), Brenda Taylor (Marshal), Carol Skinner (Marshal), Ian Parker (Marshal) and Nik Watts (Marshal).

Competition Secretarys Waffle

By the time you all receive this, Pucknall will have been and gone. Brick Kiln Farm will be the next RTV event after that. And Rickshaw is nearly upon us once again, details else where on that. Don't forget the socials in the meantime though. If anyone has any help, suggestions etc they want to offer (as long as it is clean and printable) please let me know. I am still on the look out for people who want to do officials roles and in particular scrutineering at the events. Hopefully my address and phone number appear in the front of the mag now, but I can be found at most events and the Bishops Waltham pub meet. Anyway, can't think of any more waffle for now, so until the Xmas meal

Business Section

Company	Facilities	Comments:-
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Country 4x4, Terry Vincent, Caversham Heights, Reading.BERKS 01189-471931, 0836-577892 (mobile)	Spares (new & s/h), servicing on Range Rovers and Discoveries. Any specialist work undertaken. Engine swaps etc.	Very hard to beat prices! Deliveries / collections of vehicles / parts negotiated.
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These essentially "one-man-band" companies are offering deals / 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.

Longleat 1998

I thought you might start suffering from withdrawal symptoms if I didn't write something for this issue of the club magazine, so here is the next instalment of Land Rover life with the Taylors! (May be we should rename the magazine 'Brenda Taylor's short stories').

Anyway the weekend of 23rd to 26th October was the Pink Elephant off-road weekend, with camping and off-roading included in the price. As we had marshalled at the Southern Hill Rally last year we got a letter from Pink Elephant asking us if we would marshal for one or both days and setting out was on Friday. A phone call later and I had promised our services, as it was hoped we would only need to marshal for half a day at a time and we would get free camping and passes to Longleat house and the safari park. We decided to go and help set out on the Friday, and had hoped to get there by mid morning, but due to an upset in my horses digestive system and the need to discuss blood test results with the vet, plus a minor problem with the caravan falling off the jockey wheel and needing a trolley jack to lift it again, we did not get there until lunch time. There, being the start point carefully explained in the instructions for marshals. This turned out to be a car park in the middle of the wood to be used for the off-road course. In order to get into the campsite we needed a pass to be supplied by the lady in charge (Sarah Turner), she was in the middle of the wood. I rang the mobile number she had given us and managed to get enough directions to find her, which was not going to be easy with the caravan on the back! (Why didn't she send the passes with the instructions?) We dropped the caravan in the car park and headed off into the woods! Eventually we found Sarah and several other Landrovers playing in the tracks round the woods, Sue Lee was there and Jeremy turned up later. Sue was only there for setting up she went home (wise lady)! We acquired our passes and set off to Longleat house to off load the caravan and then return to help finish setting up.

The campsite was a squelchy field. A large marquee had been set up with bar, disco and food for the weekend. They were expecting 1000 people! It had rained just about everyday for 3 weeks prior to the event and the forecast was not good, gales and heavy rain, I was not hopeful of seeing 100 people let alone 1000. The off-road course was several miles from the campsite and by the time we got back there they had closed up and gone home. In the mean time Nick Woodage had parked his caravan next to ours and Carol and Steve Skinner had parked theirs further down the field, Jeremy ended up next to them and later that night Nick Jennings abandoned his somewhere between the 2 groups. After food in the caravan we squelched our way over to the marquee for some beers, by the time we came out again the rain had started and the marquee was looking unsteady in the wind.

Saturday was an early start to be at the off-road course by 8.30am. Ashley turned up, he and the family were camping at a site just down the road that had electric hook up so they could have their luxuries, I thought that was

what a battery was for! There was not much to do in the way of marshalling as the punters got a map, the tracks were named and anything that might have been interesting was blocked off due to the excess water. It rained hard all day! The Skinners and Taylors ended up by a small puddle that Sarah thought might cause some problems for people with road tyres. Everyone drove through easily, so Jim and Steve went out in the pouring rain armed with a shovel and as many bits of log as they could find to try to dam up the waters' escape route and make the puddle 'more interesting.' An hour later the puddle was 6 inches deeper, the next punter through washed all their hard work away! But undeterred they carried on for what seemed an eternity. Eventually we got so bored and a toilet stop was required, that we sent Steve and Carol to find out what we were supposed to do next and where the food tickets were for our free lunch. We deemed we'd done our half-day and it was time to play. As soon as Steve and Carol left someone came along and got stuck in the hole! But they managed to get out without any assistance. Next a 4x4 Lada went through with no trouble at all, we deemed we were pretty superfluous at this puddle, it had also shrunk to its normal size as all the construction work had been demolished. We thought we saw more marshals and helpers than punters actually driving round!

Steve and Carol returned with news of lunch so we went off to eat, burger, chips and coffee for free. Steve needed petrol before he could play on the course, so we sent him off to the nearest station we knew about and decided to go and play in the other part of the woods we'd not seen yet, arranging to meet Carol and Steve in the car park 45 mins later. We drove the course for 15 mins and returned to the car park due to backache and boredom. Because of the weather all the interesting bits had been closed off and the rest was just driving round on mud covered rock roads, incredibly uncomfortable and exceedingly boring. So we hung around for Steve and Carol, 1.5 hours later they had not appeared, so we went to look for them in case they had run out of petrol and were having to walk in the torrential rain that was still falling.

We found the station, but no signs of the Skinners! We made our way back through the road-side lakes, and on passing through one, spotted a poor motorist stopped, Jim was feeling in a chivalrous mood and stopped to offer assistance! Thinking a quick squirt of WD40 would see them on their way. 1.5 hours later we are still there, Jim is soaked and covered in oil, from the chaps engine, cos' he had not pushed the dip stick fully home. Rather than leave them stranded, we decided to tow them to a friend's house that was 1 mile up the road. The girl got in with Jim and I had to sit with the chap, the chap is not one of life's bright people! He looked decidedly nervous, at the thought of being towed, so I said, 'just put it in neutral, handbrake off and steer!', 'yes' he says. Jim went to pull away and we stayed put! Jim leaped out and says to the chap 'Is your handbrake still on?' 'Oh yes he says!'. So he took the handbrake off and proceeded to ride the foot brake. The whole time his left foot was up and down on the clutch and his hand was moving the gear stick, when we came to a puddle he moved his right foot to the accelerator (I told you he was bright!). Any way we got to a driveway on a slight slope and unhitched them, only to watch our

Landrover start hopping it's way down the slope! Our handbrake had given up working in the morning, and on the slight incline it was now parked on it was managing to turn the engine over and creep down the road! We quickly moved it to a flatter spot, pushed their car down the drive and ran back up the road to get away from these people! We drove back to the car park just in case Steve and Carol were still there, no signs of anyone much by then, so legged it back to the camp site, this was now looking more like a lake than a field.

Steve and Carol were at the campsite and had got severely lost on the way back to the off-road course and ended up in Yeovil! On returning to the campsite they had watched Jeremy empty the dripping contents of his tent. Just about anyone that had erected a tent had packed up and gone home due to water running everywhere. But Jeremy stuck it out and slept in his Rover on the Saturday night cos' he wanted to see the Doctor Who exhibition that was on in Longleat house.

Later Nick Woodage came and knocked on our caravan door to ask how our day had been and to tell us about his!!

Saturday night we went across to the tent to eat, it was OK but very expensive and hardly any one was in there. The Simpsons turned up (we keep bumping in to them in the strangest of places; see last months offering). They had brought vehicles from the Dunsfold trust again, they were camping down where the exhibitors were by the house and in theory should not experience the wind that we were anticipating, (gales that is, not James type wind!).

The marquee had matting down but when you stood on it you sank into 2 inches of water! It was cold, windy and swarming with horrible little children who where running round splashing everyone. They got told off by me and went running back to Dad pointing at me like I was some wicked ogre (may be they know something I don't) (no comments please!).

We gave up drinking fairly early, as everyone was well tired and fed up with being cold and wet and the wind was getting angry. Fortunately the campsite was surrounded by trees which kept us sheltered from the worst of the wind, so we only heard it, the caravan stayed rock solid.

The Sunday dawned bright and sunny, but, as our handbrake had given up we decided not to help marshal as we could be more of a danger than help. We watched various vehicles and caravans try to leave the site. It was so muddy that a Discovery on road tyres needed 2 other Landrovers attached to it, in order to escape the clutches of the mud. We decided to pack up and get the caravan off the field before it got so muddy that none could get out, especially as fellow HBROers were going off to Sudbury Hill to watch Karen Duffet do a comp. safari. We actually got out with out too much trouble and went to the coach park of the house to abandon the vehicle whilst we went round the house. Very nice it was too. We also wandered around the sideshows, which mostly consisted of various 4x4 suppliers, some of whom were giving demos on a course by the house (I think).

Jim has still not replaced the points with the electronic system so on the way there it had started pinking. On the way home it got worse and we started to

overheat. We had also left the free-wheel hubs in so there was a lot of rumbling going on, so we stopped and I jumped out to disengage them, whilst Jim kept his foot on the brake. The offside wheel hub was covered in oil; the hub was leaking due to loose nuts all the way round the hub. 30 mins later we were on our way again without further incident.

Potentially a good weekend, shame about the weather. The off-road course was a bit boring but as a whole was an OK weekend.

New Rules.

Those of you who read the ARC meeting reports will know about the proposed Production Standard vehicle regulations. The current ARC vehicle regulations have no start-point and consist of a list of things you must and mustn't do to your vehicle. Each time someone finds a way round the rules that results in unfairness, we have to come up with a rule to prevent it. This continual tail-chase has caused much dissent as competitors have often spent much time and money on a vehicle only to be told that it is against the "spirit" of the ARC. The trouble is, you can't define "spirit". Some time ago I produced a set of regulations that laid down a standard vehicle specification as a datum and then listed the modifications that were permitted. This set wasn't accepted but triggered the RACMSA into carrying out a similar activity and they produced a set of vehicle regulations very much along these lines for nation-wide consumption.

The ARC has picked these up and modified them very slightly for ARC use. The idea being that these will be so close to some future National Regulations that an ARC member should be able to go to another organisation's event and compete on equal terms. I nearly used the "level playing field" cliché but maybe that's not appropriate! The ARC version of these rules was submitted to the ARC Council late last year but the work-load for the 50th Rally caused the Council to put them on the back burner. After the Rally, a slightly revised set was put forward as a normal rule change proposal. However, the Council had a special meeting on October 31st, to discuss these and agreed on a trial programme:-

- The set of Production Standard Vehicle Regulations are accepted as presented (with only a couple of very minor corrections).
- Run them on a trial basis alongside the existing ones throughout 1999, i.e. they may be used as an alternative / additional set from Jan 1st 1999.
- Discuss any changes and future implementation during 2000.
- Replace existing rules with this new set from Jan 1st 2001.

These rules will apply to RTV and Comp Safari for the time being.

A draft set of Modified Production Standard Vehicle Regulations is also under discussion to supplement the Specials Class rules.

Steve Kirby. ARC Liaison.

CCCC

Felicitations of the Season to all the Members.

Before I forget may I wish everybody a cracking Christmas and New Year. See you all at Theeeeeee Dinner Dance Spectacular of the year in Alton and again at the Fancy Dress Trial after Christmas.

And so down to business...

One of the biggest events in the club calendar has just passed. The A.G.M. is held in October as suggested in the clubs constitution. Has anyone ever thought about holding it mid season at one of the summer Nellies camping weekends?

For those of you who did not manage to attend the A.G.M. I hope the editor will find space to include my report to the meeting at some stage. Your committee has changed slightly. After four years as the Competition Secretary Ashley Pocock has stood down and we now welcome Sam Parker to the position. I feel I speak for all members when I express our thanks to Ashley for all the work he has put into the club over the years. Not that he is giving up the hard work. Ashley is the prime mover on the clubs Nationals 2000 sub-committee. I hope everybody who possibly can will support this effort. The post of Competition Secretary is one of the busiest, not only keeping us on our toes at meetings, but also negotiating site availability, co-ordinating event scores and a never ending list.

The changes to the club constitution as proposed and published in the club magazine were passed unanimously. A copy of the new updated constitution will be published shortly.

I am thinking about organising an event next year that is somewhat different from any previously staged by the club. The planning is at very early stage but I hope it will be a combination of Scenic Drive, Trial, Gymkana, Treasure Hunt and a few other surprises. It will be a team event for vehicles that conform to R.T.V. regulations. Teams to be made up of two vehicles and as many members as can be carried in the vehicles seated & belted! Any specialist equipment needed will be supplied. It will probably be held on one of the weekend events at Nelly's. More of this in the new year!!

Sometimes it is just not your day. The last trial at Nelly's, Gunpowder plot etc., was not my day. On the Saturday we had all got soaked setting out the trial. Sunday dawned a much better day. John & I turned up to trial, passed the scrutineer, signed on and were all set for the fray. Steve Skinner had some cracking sections in store for us. Section one was an un-necessary 6 , section two

was an eleven and so the stage was set. The sections seemed to have me stumped. Well two stumps gave me another two large scores and a bent track rod. I spent the dinner break under the 90 removing, straightening and refitting the track rod. What made matters worse was all the cow s**t I had driven through on the way back to the camping area. Thanks to all those who offered and assisted in the repair. After lunch things did not get much better and I think we finished last. Well done to Alan Smith for the first overall and to all those who set out under the watchful eye of Steve Skinner.

p.s. I hope the problem soon gets better Carol

Recently Alan Smith & I spent the day as guests of the ARC, along with reps. from many other clubs, at Gaydon in Warwickshire. The purpose of the day was discussion of proposals formulated by an ARC sub-committee as to how the member clubs of the A.R.C. will have their subscription levied. It was not to discuss how much that charge will be but how the amount of charge will be calculated. I must say that it was all very complicated and that one began to wonder why the current system needs to be changed. Peter Oakden, the chairman of the A.R.C. council stressed that these matters were only discussion documents at present. We will let you know what happens as matters unfold.

Nick Jennings

Fuel Additive

I can supply a fuel additive that enables you to run Series LR's on leaded petrol, with no conversion necessary. There is no damage to the valve seats.

The cost savings are huge. For instance, assuming a 45 litre tank (about 10 gals)...

Fill up of leaded @ 75.3 p per litre	= 34.00
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Plus shot of additive @ 96p per shot	= 00 .96

	= 26.96

Saving £7.04 per tank full. Plus you should see a fuel saving. I get about 10% saving in a diesel TDi. I haven't personal experience of petrol fuel savings, so won't guess! The additive is manufactured by a major manufacturer, and comes with an unconditional satisfaction guarantee for 90 days. (Full refund)

Regards,

Mike Brett. (mbrett@compuserve.com)

The Hants & Berks Rover Owners AGM Chairman's Report

Welcome to the Lawns Hotel. Our original plan was to hold the AGM in the club marquee but in consideration of the weather we thought this venue might be better. I have been your chairman since the last AGM. I would like to introduce the members of the committee to you. Many of you will know them already but for those who are new to the club you will know who to collar, compliment or abuse.

Voting procedure

Current Ordinary and Associate members will be entitled to vote.

Proceedings

Each of the committee will give their reports in turn. I would like to suggest that after each report we might take a few questions relating to the subject at hand otherwise following the formal business of the meeting there will be time for general questions and discussion. If you wish to address the meeting please indicate to me and I will do my best to let you have the floor at a convenient time. When you address the meeting please stand & state your name before any questions or comments. This will help in recording an accurate minute of the meeting.

When the reports have been heard we will move onto the election of officers and voting on motions proposed. The subject of the Nationals will be covered in A.O.B.

Chairman's Report

Firstly I would like to thank the committee for the effort and hard work they put towards the smooth running of the club. I have been very impressed by the committee during the last 12 months and it has been a pleasure as well as an honour to serve the club as its Chairman. I would like to thank the members for making the club one of the most sociable clubs Maureen & I have been members of. I would like to thank all the land owners without whose assistance our activities would be some what diminished. Lastly I would like to thank every one who helped in any way at any of our events.

Activities of the past 12 months

The club has received a good deal of good publicity from various activities through the year. This is great to see as the "Off Road fraternity" is normally maligned in the press by various opposing pressure groups.

We have been involved in.....

- Rick Shaw Ramble (despite the best efforts of Mr. Clause & his spoon),

- Many Memorable Trials (& tribulations),
- Gymkanas (to be renamed the wet T shirt comp),
- Green lane trips,
- Promotional Eventsdrive round days ..a speciality of Mr. Woodage,
- Social Events...quiz & skittles. Thanks to Kiran, Zoe and Maxine,
- Marshalling Duties for other clubs (rally reception at the nationals & Longleat),
- New site acquisition & preparation (Pucknells Farm)

The club now boasts an impressive list of equipment, which is continually being added to as and when the treasurer spys a bargain.

The club web site continues to draw visitors and favourable comments from afar. The site was originally created, hosted and managed by Graham Taylor, a member from the Guilford area. For technical reasons it has now moved to a new address (<http://www.4x4web.co.uk/hbro>) which is provided by another member, Nigel Leak. I would like to thank both of these guys for work they have done to put the club to the fore in technical innovation and hope we can stay there.

We have tried to bring new blood to the organisational roles of events, new Scrutineers, new Stewards, new CoC's, new Secretaries of the Meeting, etc.

Not only does this get more people involved and let us old codgers off the hook, but new blood can often show matters in a different light and perspective. Please come forward and see if there is anything you can assist with. Many hands make light work. I feel that the club is stronger now than it has ever been, strength being an essential asset for the near future. We are now heading towards a new century and a new challenge in the nationals 2000. There will be much debate about this subject in the future, but come what may I will try to ensure that our club does not suffer because of a one off event.

Please feel free to comment at any time on the activities of the club.

We need feed back from the membership. Please try to be constructive with suggestions and not unnecessarily critical.

Nick Jennings.

WANTED

Mr Rich and Fruity 1958-1969, VGC, Hard Top, LWB (Over 6'4" need not apply), Service History Preferable, Willing to Collect. Contact Press for details and scrutineering.

Thanks muchly, lets hope he's out there!

Competition Comment - The Next Generation

Well something had to give, and when you've got an enthusiastic replacement waiting to run the gauntlet, it's time to move on. It has been a lot of hard work, much behind the scenes, on the phone, chasing landowners, the Councils, RACMSA, members, etc., etc.. However, the rewarding bit has been the progress the Club has made, and continues to make, in supporting and developing the competitive and non-competitive events, together with the Social side of the Club. It hasn't been easy, and when I started as Comp' Sec' four years ago things had been getting a little ragged, and the first event I organised, I found myself alone at the site on the Saturday during setting-out, and a pretty poor turn-out on the Sunday. Still, at least when you're at the bottom, the only way is up. Gary Hodgson was the first to rally to my aid, and with his experience he was a very useful ally in those early days. Then bit by bit the teamwork started to develop; with members like Nick Woodage, Dave and Maureen Ridgen, Hugh and Pam Duffet, Alan Smith, Nick Jennings, Barry and Andrew Simpson, always willing to put in that extra bit of effort to move the Club forward. What really pleases me is that not only that all of these people are still involved in helping the Club become bigger and better, but a lot more have joined in to help the growing team!

I am sure the Club will continue to expand, and this will be one of the challenges the committee must face, in maintaining what has become a very good social and family atmosphere and yet cater for the broad interests of the membership. I am convinced with enthusiasm, dedication and new ideas the Club can achieve a happy medium.

I'd like to wish the new Competition Secretary, Sam Parker, the best result in facing the challenge of this vital committee position. I know from experience that the job can be quite daunting at first, but Sam, I am sure the members will rally to your assistance when you need it.

Well, now that the ARC2000 team has been appointed, I'm not going anywhere - at least not until sometime after May 2000. I plan to issue a monthly ARC2000 news update, to keep everyone informed about the project, and there will be monthly meetings by the management team to review progress.

Anyway, this is my last Competition Comments and I'd like to end by saying that if the 'Club Spirit' that has become the HBRO trademark over the past couple of years, stays with us.

"ITS GONNA BE A GREAT ARC2000 INTERNATIONALS !!!!"

Ashley.

It has long been my intention, seldom realised, to attend at least one Hants and Berks event a year. This year, with November 5th being on a Wednesday, Hants Berks and North Wales chose different weekends for their Bonfire Rallies so combined with the AGM, I made my plans.

These involved arriving mid afternoon and putting the tent up before the AGM. I was prepared for a stormy night, after all we are a hardy lot in North Wales, we used to hold our Easter weekend in a disused quarry high in the mountains above Bala, and got used to standing round the barbecue in a blizzard. Unfortunately I miss-timed my journey and arrived at Nelly's Dell at just gone four to find a sign directing me to the Lawns Hotel. Attending an AGM straight from seven hours in a Series 3 is probably not a very good idea, I should have skipped the Chairman's report and got myself a drink and calmed down.

This meant I now face putting up the tent in the dark and rain and as it was apparent that activities on the camp site would be reduced I wimped out and accepted Dave and Maureen's offer of a warm bed for the night!

Sunday morning saw me back a Nelly's for the trial. I had known all along that I would have grip problems as there was no way I was travelling 700 miles on SATs so would be on 205 radials. I do in fact trial on them quite a bit, mainly to demonstrate to newcomers that you do not need to invest in expensive rubber to have a go, I have even won in conditions worse than we saw at Nelly's, but generally I pick my site and conditions, Nelly's could just scrape in as a suitable site, but not in those conditions!

Even as I drove onto the site and became reacquainted with Hampshire mud, we have nothing like it in Wales, I knew I was in for a difficult day. The first three sections were in the dell and seemed to consist of lots of very slippery steep slopes and it was apparent that it would be difficult on the right tyres, and I definitely didn't have the right tyres!

Section 1 started with a sharp left hand turn down a steep drop with another sharp turn at the bottom then over a slight hump before climbing out of the hollow, then back in and out and so on. Eventually it was my turn. Managed to avoid clipping the twelve as I turned onto the drop, made the turn at the foot, over the hump to the ten, no chance! Drive off the section, ten on section one, not a good start to the day. Section two had a steep drop down a muddy bank with a right turn through the eleven gate. It looked undrivable when we walked it, it looked undrivable as vehicle after vehicle demolished the eleven, but a couple of drivers made it and the Clerk of the Course was vindicated. My turn and I was struggling to even get off the start line, fortunately a bystander casually leant on the back of my motor and I was moving. I'm sure there is something in the Blue Book to the effect that the start gate should be drivable for all competitors so we won't worry too much. Through the twelve and hard left to try for a better line to the eleven, but no, I'm heading straight for the cane so hard left and drive off the section. I think I should have received a half point bonus for taking action to avoid

demolishing the cane. Section 3 started in the bottom with a sharp left turn to climb out of the gully. It didn't look good so although I walked the whole section I didn't pay too much attention as it dropped back through the gully a couple of times the later looped back down into the dell for a climb to the finish. It became apparent that the only chance I stood was to go as far up the right bank as possible to get a run at the climb, I had already realised there was a more relaxed attitude to course boundaries than I am used to. Unfortunately I didn't get as far as I had hoped to the right, and realising I had no where near enough momentum to make the bank boot it before I was lined up, and went straight over the twelve cane. Thirty three points for three sections, I was close to giving up, but had been told that the rest of the trial was in another area, so I would try section four before making a decision.

Sure enough the ground looks better, but what's this, a great big hole in the twelve gate. Should be OK for a 7:50 but will a 205 pull out of it? Another lesser hole in the eleven, then a tree stump in the ten. A tight turn out of the ten took us under a lowish branch before a quick left and right across a track before meandering down and on and off the embankment. The branch wasn't that low, but I was running with the canvas on, which I seldom do when trialling, but as it was needed to keep the contents dry (and a touch more secure) until I got home in mid week, I couldn't risk tearing it. Looking around I realised that if the CoC moved his motor there was an alternative route that lead straight across the track and looked easier. Once vehicles started driving it, it became obvious that as predicted the tree stump in the ten caused problems. A couple then overshot the turn and went behind a tree, not having spotted the alternative route they then struggled to get back onto the line they had walked. All to soon it was my turn, though the twelve with no problems, but the shout went up at the ten. Meanwhile I was finding the turn very tight with leaf springs, but at least I was still moving and after a quick shunt I carried on, but failed to make the climb onto the embankment. Well my score may not have improved but at least I failed through inexpert driving and was still able to drive most of the section, and finding a way back through the trees was almost as much fun.

Section 5 was another meander through the trees this time dropping through a gully twice. I was fairly confident I could drive it, but whether I could avoid sliding into one of the canes in the process was another matter. To spice things up there was another tree stump at, I thought, the ten. Off I went and kept moving. Canes got very close but several times the front came round just in time and got almost through only just failing to pull out of a hole at an angle to the one. Then I was told I'd scored eleven. For the second time in as many trials I received a penalty I couldn't believe (the last time I was in someone else's motor and since I last trialled it he has had new wheels with a greater offset and the extra inch was enough to brush a cane with a tyre) but when I went to investigate it turned out the tree stump was in the eleven, not the ten. Just to rub salt in it was wide enough to get through without climbing over the stump, but I certainly wasn't the only one to fall for it.

Another ramble through the woods through the same hole three times,

meant section 6 didn't look too bad. I got through the first couple of gate OK then had a straight run for the first attempt at the hole and, yes, I'm through, and past the ten gate. INTO SINGLE FIGURES! I then failed in the climb back from the base of the embankment, as I expected. I think I was through the eight gate, but seven or eight, who cares! I was able to drive much of the rest of the section, with a bit of difficulty, to prove that the tyres, whilst struggling in the conditions, are not useless.

Finally section 7, and I'm first off. It starts on the embankment then drops off, so I stand a chance, before climbing through a hundred foot wide ten gate. Not a lot of use as I could only see one route, with perhaps a couple of alternatives if it had been a lot drier, but the CoC assures me there is a choice, but I can't see it. Any way no point in putting it off, off I go. Lots of wheel spinning but I'm still moving and I'd reached the top of the hill. It's a very tight turn into the nine but gravity takes over and pulls the front round and I'm still going. And so it went on, the course I took had little in common with the route I steered, but I kept moving and missed the canes. Finally up onto the embankment then a flick left into the one gate and stop before I hit the right-hand one cane with the bumper. I didn't think I'd got a hub through, but those watching, in particularly the marshal, said I had. That has to be one of my most memorable (and amazing) clears. Several people had spotted the alternative route to the ten that eased the turn for the nine, but everyone was struggling at the six and it was beginning to look as if I would be the only one to clear it until an alternative line round the back of a tree (or on one case, two trees) was spotted. As I said earlier that line would not be acceptable in North Wales, so be careful if trialling with another club, we may all work to the same rules but there can be massive differences in the way they are interpreted (and if you have a couple of hours to spare I can bore you with why the H&B method is wrong according to the Blue Book, whilst the NW method is less wrong!)

I would like to thank the Clerk of the Course and all officials and marshals for what turned into an enjoyable day.

International Rally

As we will soon be thinking about setting out sections for the International Rally I hope you will forgive me if I am a bit critical. Although these observations are based on what I saw at the Bonfire Rally they shouldn't be taken as criticisms of that event as I suspect most are custom and practise, perhaps even policy, of the Hants & Berks Rover Owners.

It is my view, and I know I'm not alone, is that the first half of a section should be drivable by all entrants, barring stupid mistakes, and in most trials there will be enough of those to make the score interesting. This has two results. It prevents competitors getting too disheartened and it avoids the situation where one competitor can get passed a single hazard in one gate and instantly have a ten point lead on everyone else.

It is a standard rule in North Wales that once you have stopped you must

stop spinning your wheels, or get a twelve. This is to prevent unnecessary damage. There are two reasons for this. Many of our sites are in environmentally sensitive areas, even those not actually in the National Park, so we have to be very careful what we do, whereas at somewhere like Nelly's only the landowner will know what you do, and I doubt he goes into the woods that often. However it also effects subsequent competitors. To find a section rendered undrivable due to preceding competitors driving it is annoying, but is part of the game, but to find it ruined by other competitors playing after they have failed is unfair. Unfortunately there is a small minority who if they get stuck will floor the peddle to try and ensure no one else does any better. It is then up to the marshal on the spot to decide whether he should try and recover himself (often it is just a case of rolling back off the hill) or call for recovery.

This brings us to the thorny subject of "stops." There is a commonly held misapprehension that as long as the wheels are turning a vehicle hasn't stopped. At Nelly's there was one incident of a vehicle sliding back at least nine inches (I was standing only about six feet or so away) but when the marshal was challenged they stated that it was OK as the wheels kept turning. The rule is quite clear:

"Failure of a *vehicle* [my italics] to maintain unassisted forward motion ... will be regarded as a failure . . ." (H12.3.1 - page 221 in the 1998 Green Book)

Looking at it from the other direction, if a competitor is descending a hill you wouldn't call a stop just because he locks (OOPS, sorry, or she, I mustn't forget H&B has gone PC mad) his or her wheels and slides down the hill. What happens when a driver spins his or her wheels and slews sideways is a more difficult question.

Related to this is the question of continuing to drive a section after a driver has failed. NW have a standing rule that you should pull off a section once you have failed. This can be relaxed taking into account the number of competitors and the ground conditions, but we would certainly never allow repeated attempts and slippery hills that cut the course up for following competitors. Part of this policy is to avoid unnecessary damage to the course as above, but it also can save a lot of time. It has to be said that taking all day to get 18 vehicles through seven sections is not impressive. At an International you can expect 20 vehicle groups tackling twelve section and as we saw this year a delay on just one section can cause chaos by the end of the day.

Finally, unless I remember something else as I write this, there is the problem of looping, or defining the bounds of the course. It is often believed that boundary canes prevent looping, but strictly speaking the opposite applies. The boundary of the course is defined by a straight line between the canes. (Sketch H on page 102 of the 1998 Green Book is wrong, in that it shows the boundary as a arc rather than straight line. It is worth noting that the Green Book article "TRIALS Guidelines on how to run them..." is just that, a guide, it does not constitute the rules and unfortunately includes several inaccuracies, although most have been spotted and corrected, those remaining are those Steve and I disagree about, but that's another story) If anyone can point out any reference in

the rules to, or adequately define, "Driven Line" I would be interested to hear from them. I have only once seen a course laid out by the book, at the 1996 Southern Internationals (I didn't see the sections at the Horseshoe Pass, but despite my preaching I doubt they were) it involved a lot of canes, but avoided a lot of arguments.

I'm sorry if I seem to have gone on a bit but I want to see the Hants & Berks Rover Owners to put on the best ever International Rally.

Dave Cuthbert

Dave's comments are always received with respect as he has often pointed out items that I haven't spotted, or he has identified interpretations that have passed me by. He has stopped me making a fool of myself on more than one occasion.

The matter of the course boundary definition comes up regularly. RACMSA Off-Road regulation H.1.2.4. says "**Section markers should comply with M.1.3.8.**" which is in Section M for Sporting Car and Production Car Trials. This regulation says "**It is recommended that sections be laid out using a minimum of 13 pairs of marker stakes (see diagram on page 165) of a minimum height of 1m and with colour coding to clearly identify each side of the course. Metal rod markers should not be used. Markers should be placed to avoid the likelihood of competitors putting four wheels out between markers and where they are unlikely to be moved by bushes or branches. Clearly visible sub-section numbers should have a minimum height of 50mm.**" Notice the "recommended" term. This is the only non Off-Road regulation that we have to comply with. So long as the ARC complies with the other Off-Road regulations, we can make up the rest of the rules as we see fit including having a curved boundary. The straight line reference that often gets mentioned actually comes from M.3.4.16. which defines the boundary as being "**.. represented by a straight line drawn from course marker to course marker.**" There is no equivalent reference in section H that we must comply with. Also worthy of note is regulation M.1.3.6. which says that the sections "**...should be of a winding nature so as to place a premium on driving skill, although the radius of all corners must be adequate for all cars entered.**" This is where the terms "**natural curve**" or "**natural line**" as used in the ARC Trials article originally derived from. You couldn't do this if the course was defined by straight lines twixt the stakes. We often have two gates made from four canes in a line and the natural curve / line between the two should encompass the turning radii of all the vehicles entered.

The Off-Road section of the RACMSA Yearbook has been extensively re-written for 1999 and as I haven't seen this yet, it's possible that the above references may be different or the wording changed.

Steve Kirby

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Correspondence Received During October / November

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Membership forms and entry forms for RTV's for pre-entry are also available at Pub Meets.

Maxine.



A.R.C. NEWS



Issue 23

16th November 1998

1. Admin

1.1 ARC Secretary

John Bradbury has resigned as ARC Secretary due to pressure of domestic work. He took on the job in March 1996 and kept the flag flying despite much family trauma during 1997. The Council, and I'm sure all the Clubs, thank John for his sterling efforts during this period, and wish him all the best for the future. Caroline Flanders, fresh from her success at the Major's Trial, has agreed to be co-opted into the post. A new 'office' address and telephone number are being set up, but in the meantime please contact the ARC via the Registered Office address, as on the back page of this newsletter

1.2 ARC International Rally Video

All the current stocks have been sold, but if you still want a copy please get your order in A.S.A.P. Please note the change of address for your order and to whom you must write the cheque. The price is £14.95 per video and post is £1.50 for up to two for UK post. Overseas postage is £2 per video. Sterling only please. Discounts are available on ten or more. This is a limited offer only until 1st February 1999. Cheques must be made payable to Association of Rover Clubs Ltd. Please send your order to: ARC Video, 8 East House Drive, Hurley, Atherstone, Warwickshire CV9 2HB. Please allow 28 days for delivery. Incidentally, there is an error in the commentary on the video, where it is said that the money raised at the auction of items, kindly donated by the traders, went to the Eastnor Church Fund. In fact, this money was added to that already collected by Margaret Craner (MROC) in support of the local Air Ambulance, whose services we used on the first day of the rally. The final sum handed over was a magnificent £1008.

1.3 Land Rover Video "Anything You Can Do" - Heritage Motoring Films.

Andrew Stavordale still has a few copies of this BMHT video available at £11.00 inclusive of post & packing. It is a 53 minute video, partly b&w, partly colour, combining four early Land Rover promotional films made between 1955 and 1958. A nice bit of Land Rover history. Contact Andrew on 0161 292 0539, but be quick, there's only a few left!

2. Vehicle Scrutineering

The Scrutineering Committee have issued the following rule changes and comments:-

- 1 A recurring problem we have with the current rules format is that they show only those things that you can't do, leaving the door open to do practically anything else. We agreed on the following statement:-
"There are clear anomalies in the rules that allow things to be done but we re-iterate the importance of competitors, where there is doubt on rule interpretations, contacting the Scrutineering Committee in order to gain a definitive interpretation. It is important always to do this in writing for the benefit of both parties. We draw your attention to Rule 1 which is there to ensure fair competition." Note that a set of rules which start with a defined vehicle specification and then list the changes that CAN be made has been submitted for discussion. These affect Standard vehicles only, initially.
- 2 A competitor at the 1998 ARC Rally had fitted dummy coil springs in the original locations in addition to coil-over-dampers. The dummy springs were made of plastic tubing slipped over a thin wire core and painted to look like metal coil springs. This was a deliberate deceit and an insult to the hard-working scrutineers. The Scrutineering Committee has issued the following statement:-
"The Scrutineering Committee perceives the use of plastic tubing over a thin wire core to produce a component that looks like a coil spring to be a clear attempt to deceive the scrutineers at an ARC event. We draw your attention to rule C 4.1 which requires that a Rover spring be in position. It is the interpretation of the Scrutineering Committee that the spring is there to do the majority of the work; the coil-over unit merely being an addition."

- 3 There is a problem with the definition of open / closed vehicles and the associated requirement for the recently mandated top bar on the roll-cage. A Land Rover with a canvas roof fitted is a "closed" vehicle even though it is clearly not a hard-top. However, the top-bar is intended to be an anti-intrusion device in the event of a roll-over, and the strength of a canvas roof cannot be compared to a proper hard-top in offering intrusion protection. We decided that in due course, we would change the wording to refer to vehicles with or without a hard-top, rather than "open" or "closed".
- 4 Body-capping strips around the load area on "series" Land Rovers and Defenders. Many vehicles have non-original body panels which terminate in a cut edge on the periphery of the load-area. There should be a capping of some sort to present a "safe edge". So we require the top edge to be turned over down into the load area, or an actual capping strip, not necessarily a Rover original but of similar design. If the tailgate is removed, then any capping that is normally part of the tail-gate will be removed too.
- 5 The term "Where factory fitted" as quoted in various places in the rules is intended to mean that the item was fitted to that type of vehicle in the course of manufacture by Land Rover Ltd. or any company contracted by Land Rover to build / assemble their vehicles or components.
- 6 Timed Trials According to RACMSA rule H.16.2.2. (Page 94 in the 1998 RACMSA Yearbook, or page 223 in the 1998 ARC Handbook) a vehicle may make any number of attempts at a gate or section within the time allowed. Consequently, we agreed to amend ARC rule H.5, thus:-
H.5. SHUNTS. Vehicles over 95" wheelbase are allowed one reverse (shunt) per section which can be taken at the driver's discretion after receiving marshal's consent but BEFORE coming to an involuntary halt, unless stated otherwise in the SRs.
This is to enable ARC clubs to run to RACMSA regulations, which do not penalise shunts, if desired.
- 7 18" Wheels on the new design Range Rover. We agreed to add "and other sizes where factory fitted" immediately after 16" in A.6.1.
- 8 Front radius arms on the new design Range Rover. These are OK to use if they are unmodified.
- 9 Freelander Handbrake. Agreed to add "unless factory fitted," at the end of rule B.4.1. This is on the basis that we need to keep up to date on factory products.
- 10 Any Special Class vehicle can be fitted with any Rover engine but Class 11 alone ends with the words "Any Rover engine." This implies that classes 6 to 10 have some restriction. These words are to be removed.
- 11 Competitive Safaris.
Flag signals for use when recovering disabled vehicles:-
• Yellow flag held steady is a caution. Approaching vehicles should be seen to back off and slow down. Drivers disregarding the yellow flag may be penalised.
• Red flag means STOP.
Course marker arrows:-
• Colours should be orange on the face and white on the reverse so a driver who gets disorientated can establish the direction of the course
- 12 Turbo-diesel engines. The RACMSA rule (Page 70 in the 1998 RARACMSA Yearbook, or page 215 in the 1998 ARC Handbook) states:-
"E.13.4.1. If forced induction is used, the coefficient will be 1.7:1 unless stated otherwise in Specific Technical Regulations or SRs." The coefficient refers to capacity and means that a 2½ litre turbo diesel engine equates to a 4½ litre normally aspirated one. If ARC event organisers require the 1.7:1 rule NOT to apply, then this will need to be stated in the event SRs.
- 13 Chassis profiles. The key area of the chassis is above and between the axles. There are so many variations to chassis ends (particularly when a RR chassis is shortened and fitted to a SWB look-alike, for example) that the chassis profile ahead of and behind the axles could be disregarded. We wish to issue the following statement:- "The use of a non-OEM chassis is permitted on condition that the profile above and between the axles remains as per the original design."
In view of the time-scale involved, any proposed changes to the wording of the rules will not appear in the 1999 Handbook. However, they may be taken as clarifications for the time being.

If you have any questions or queries on scrutineering or vehicle competition regulations, contact the Committee's Hon. Secretary Steve Kirby, they would much rather discuss things in committee than in the Scrutineering Tent - be safe not sorry! Steve Kirby can be contacted at 244 Staines Road, Twickenham, Middlesex TW2 5AR

3. Events Past

3.1 1998 Solihull Heritage Run - "The Epilogue" from Chris Savidge

"A little-known part of Land Rover's 50th Birthday celebrations was concluded recently. This was the combined planting, at Castle Bromwich Hall Gardens, of a large number of plants, shrubs and trees to enable the recovery of an area of land to add to the Gardens. Also, way back in the spring, 150 trees were also planted at Baddesley Clinton - the National Trust property which formed the "afternoon tea" stop on the Heritage Run. These trees were planted to grow into a new 'heronry' to replace the present one which is approaching the end of its useful (to herons!) life.

At both locations, Land Rover have had special commemorative plaques displayed (in the coffee shop/restaurant areas) acknowledging that the planting was done by Land Rover on behalf of the drivers taking part in the Heritage Run. Do call in and have a look at these plaques if you are in the area, but you will have to wait, in the case of Castle Bromwich Hall Gardens, as they are now closed to the public until Easter. Castle Bromwich Hall Gardens are situated N.E. of Birmingham, 1 mile south of J.5 of the M6. Baddesley Clinton is a medieval moated manor house "with hidden secrets", and is situated ¼ mile west of the A4141 Warwick to Birmingham road, near Chadwick End, and is still open from 4th Nov to 13th Dec on Wednesday to Sunday afternoons only."

3.2 All Rover Week-End at the Town & Country Festival, Stoneleigh - a report from organiser Chris Savidge:-

"Almost 60 ARC members and their families attended this event, 75% of these stayed on the adjacent (well almost!) camp-site and the remaining 25% visited for either one, two or even three days (now that's what I call commitment!) The ARC display and hospitality unit was put to good use - information, both to members and the public generally, along with tea/coffee and the contents of "Bonny's Cake-Box", were freely dispensed throughout the three days of the Show by a team consisting of Bonny and myself (101 FCC&R/ARC), Sue and Ian Foster (LWLRC), June and Jack Green (ARC Shows & Displays), and Andrew Stavordale (ARC)

Twice daily displays, one of Rover Cars and a second of Land Rover products spanning the 50 years of production, were mounted in the Motoring Avenue. A letter received from the Motoring Festival Organiser recently stated, "I know that Tony Webb (arena commentator) was very impressed with your presentations (of vehicles) and also the fact that you were spot-on time on all 3 days". Many letters of thanks have also been received from families attending - several specifically requesting that we return to the "T & C" again next year. This request, and the invitation from the "T & C" organisers for ARC to return again next year, were put to the 12th Sept ARC quarterly meeting, and a decision taken to apply for a stand again for 1999. Written confirmation has now been received that we can indeed have the same large stand at the event - August Bank Holiday weekend, including the Monday, 1999 - mark your diaries and calendars now (if you have got them yet!) I have already received one booking!

As a variation next year, I would like to display some Land Rovers actually working, on the stand, driving accessories from early Series One's, for example. The organisers have also 'taken on board' my comments regarding improvements and those 'little niggles' from this year's event and have promised to address these before next year's Show.

The Range Rover Register ran their 'courtesy rides' using both off-road tracks at the Royal Showground and raised, through donations, the magnificent sum of £950 for "Hearing Dogs for the Deaf" - their current nominated charity. Our thanks not only to those RRR members concerned, but also to both Alan Baldwin, for use of the RASE track, and Roger Crathorne, for use of Land Rover's track. We hope to run this again in 1999."

3.3 All Rover Week-End - a report from Series I Club member Nick Chinery

"I've never yet missed an All Rover Weekend since they started at Gaydon. I must admit to liking the uncluttered calmness of the Gaydon site and was a little sceptical of the move to the Stoneleigh show ground and being part of the 'Town & Country Festival'. It is however less distance to travel, and I was able to commute for all three days. This was definitely a consideration - what with the National, and Shugborough events my cheque book was starting to grumble every time I took it out! After the 'Town & Country' it now refuses point blank to co-operate any further and stays hidden in the depths of my pocket.

I'd never been to Stoneleigh and did not know what to expect. I knew that it would be a long day, and arrived in good time to find the ARC stand before the 09:00 deadline. It was just as well as the signs were a bit vague, and we had a tour of half the site. Having got to our spot and been directed by Chris Savidge we enjoyed a few minutes of peace whilst absorbing the surroundings, and reminded the children that lunchtime was still at least three hours away. Then it was time to explore the show. There was certainly a lot to see, and take part in for everyone. We all enjoyed the steam train ride, and the traction engines. Then there were the

horse events, the dog events, the ferrets, the falconry, the sheep shearing, the stunt team, the I could go on for ages! There was just so much it was hard to take it all in.

We got back to the 107 for a slightly early lunch after walking what seemed like the length & breadth of England, and remembered to save just enough for tea. Then there were about 2 hours more wandering before we were needed in the arena. It is a shame that in our 50th year we were not selected for the main arena which drew in the large crowds, but we got good commentary from Chris, and some of us were interviewed. As Chris mentioned, Land Rover owners can talk for ages about their vehicles and time was too short to say much as the next display was scheduled. After parking up again I was not allowed to do further walking about before we had been round the Off-Road course, courtesy of the RRR. It was a superb ride which left me feeling that Gaydon could do a lot more with theirs. Now the children were satisfied with that, we looked round some of the side stalls, deliberately avoiding making any purchases until nearer the allowed departure time of 19:00. We arrived home, weary but satisfied, a little after 20:00. I think the children would have been more satisfied if the helicopter rides hadn't been so expensive.

Sunday morning was difficult. The legs had a certain reluctance to get up and start the day. In fact there was nearly a mutiny. This time I had twice the number of children in tow so the sights had to be seen again, together with even more. Once again they thoroughly enjoyed the day, and we had all requested more grub in the snaffle bags so we could make a decent tea at the appropriate time (as notified by our stomachs as much as by the clock). Even so Bonny's coffee and extras were accepted with gratitude. There was another display of the vehicles in the side arena, at the same time as Saturday, and again on Monday at the same time. This made it very easy to plan where to go and what to see.

Monday passed in a similar fashion to Saturday & Sunday, but with another child added to the number. We had to see it all again - but with no complaints, and much interest from all. We all enjoyed the hot air balloons, and, in fact the whole show. I'm not one for crowds, and this was the most difficult part of the weekend which is expected in such a large show. Despite the numbers there I managed to meet a girl I'd taught 3 or 4 years ago.

To sum up, the family all had a great time and I'm certain they will want to go again should the ARC be there, and if we can afford it. My thanks to Chris and Bonny for doing a great job. Lets have a lot more vehicles there with maybe some non static display of Land Rovers at work. If the traction engines can do it, why can't we?"

3.4 Series II Club 40th Anniversary

With so much Land Rover 50th anniversary celebration going on, the Series II 40th birthday rather missed the spotlight, but nevertheless a good gathering was enjoyed in conjunction with the YROC Langley Farm event. Fifty-nine Series IIs lined up for the photo opportunity in the sunshine, to round off a weekend of off-roading, partying, barbecuing and raffling, and to cap it all, the proceeds of the weekend (to the tune of £423 64) were donated to the Marie Curie Cancer Care charity.

3.5 The Major's Trial 1998

A few weeks before the Trial date, panic was setting in, due to lack of entries, but as the entry closing date approached, things took off, to such a degree that a record entry of 35 teams was achieved. Of these, eleven were 'standard', three 'ladies' teams, and the rest 'specials'.

The 'Rose Bowl' was won by Southern, with Ron Baker/ Keith Leonard/ Martin Leonard, the 'Standard Shield' was won by Yorkshire with Dave Walker/ John Frith/ Norman Whiteley, and the 'Ladies Shield' was won by the 101 FCC&R with Caroline Flanders/ Susan Flanders/ Debbie Aldridge. The trophies were presented by Mrs. Hervey-Bathurst.

Chris Myatt expresses his gratitude to all who helped, and to Solihull Land Rover dealership Evans-Halshaw for their support, and has now handed over the reins for next year's event to Simon Haycock - and the event will be on again next year at Eastnor.

3.6 1998 Hillrally

David Mitchell, Rally Director, and Chris Tomley, Clerk of the Course, for the 1998 Hillrally have asked me to pass on to all Club members who assisted with this year's rally, their sincere thanks for your support. Chris' letter is reproduced below:-

"I write to thank all Stage Commanders, Doctors & Rescue (both Rally and Military), Recovery, Radio Crews and Marshals, from both the Rally and 4x4 Clubs, who braved the elements last weekend to keep the Hillrally on course. Without their dedication and perseverance the event would not be possible. Many were out every morning, well before light, to check and re-arrow stages, and were still there into the evening until their stages were completed.

At the Prize Presentation the award winners also expressed their thanks to the Marshals, most of whom were not able to attend the presentation.

The Rally Director's Trophy for the most outstanding marshalling contribution to the event went to Roger Whitehouse of the Quinton Motor Club. He ran SS 4 on Friday in very wet, cold and nasty weather. Then returned in the rain and cold, before first light, on Saturday for the second run and set up the Stage only to find that it had to be cancelled. He then set up his Sunday Service area and was in location at 06.00 to make sure all service units were parked safely. He then ran four time controls and four 'out' simultaneously getting off stage nearly 12 hours later.

This is only one of the many instances of dedication demonstrated over the weekend. It is impossible to mention all by name. To everyone who helped, in whatever way, I extend the grateful thanks of the Organising Committee and myself.

Please come again next year, we shall be very pleased to see you. The dates are 8/9/10 October 1999. Yours sincerely, Chris Tomley, Clerk of the Course."

..... and please note that this is not "THE WELSH HILLRALLY", it is "THE HILLRALLY supported by Goodyear".

4. Events Future

4.1 Tour of Lincs Hillrally April 10th/11th 1999

The Louth Lincs Motor Club have run a Tour of Lincs Rally for the past 27 years, and this year (their centenary year) they have joined forces with Lincs Land Rover Club to make it a 'Hillrally'. Entry fee will be £200 and £20 for a management car, and HQ will be based at Market Rasen racecourse. The entry is restricted to 75 vehicles and a £50 deposit is required. Contact Steve Wells on 01472 398019 or 0976 510433

4.2 Land Rover Marque Day, Heritage Motor Centre, Gaydon May 1st 1999

Following the success of last year's Solihull Heritage Run, Heritage Motor Centre have decided to hold a Land Rover Marque Day each year as near as possible to April 30th (Land Rover's birth date). Put this date in your diary, more details on format, activities etc in next ARC News.

4.3 1999 International Rally, May 28th/31st 1999 Yorkshire Rover Owners Club

As has happened so many times in the past, difficulties have arisen with the landowner of the prospective rally site, therefore Tong will not now be the venue for next year's rally. Yorkshire Rover Owners Club have other 'irons in the fire', an announcement will be made as soon as they have a signature on an agreement.

5. Non-Competitive Matters

5.1 A meeting of the Non-Competitive Sub-Committee has been held to discuss the structure of the Land Rover Concours at the National Rally, and any other Concours that may be held, for example, at the All Rover Weekend. A 'two-tier' Concours is likely, to cater not only for "Concours" standard (in its true meaning) vehicles, but also for "working vehicles". Discussions are proceeding regarding the actual judging criteria for both types. It is likely that the vehicle classes will broadly follow the ARC's non-competitive clubs make-up for "Concours" standard classes and one overall class for "working vehicles". ARC Council has agreed, in principle, to a revised trophy structure, catering for all classes separately.

5.2 Suffolk-based RSR member Patrick Hemphill has informed me that the Colne Valley Classic and Vintage Club (C.V.C.V.C) have invited any Rover Club members interested in Classic vehicles to join them at the White Hart, Great Yeldham, Essex, on their social evenings on the second Thursday of the month, 8pm onwards

6. Countryside Access Matters

Some of you will have noticed that Tony Kempster has changed his title to a more user friendly "Countryside Access Officer" - it's self-explanatory isn't it?

Tony reports -

"At the September EGM, I referred to a new LARA publication which all clubs should have a copy of. Entitled 'Best Practice Guide Notes for event organisers and planning professionals', it is essential reading for all club officials.

The Guide Notes show people involved with motor sport and recreation two vital things - by participating positively within the development processes, the future use of land can be safeguarded rather than threatened. Also, that choosing to ignore the planning processes is no longer a viable option. The Guide Notes have a cover price of £25 but ARC clubs and other groups within LARA can obtain a copy for £10 post paid, which includes update sheets which will be published from time to time

 Consensus approach goes national!

LARA's 1998 annual workshop was on 'Countryside Consensus' - approaching management measures through discussion and agreement, rather than the guerrilla warfare more usually encountered. Taking the success of the 'Lake District Hierarchy of Trail Routes' initiative as a jumping-off point, the workshop set about looking at the characteristics of the consensus approach, and how it might be employed within a legalistic framework. This was all about site-based motor sport, as much as green lane access.

The workshop was built around discussion techniques pioneered by the Environment Council, a national charity that does a lot of work in developing consensus approaches to solving environmental issues. Rather than the conventional 'we talk - you listen', everyone present spent much of the day writing out flip-chart sheets of phrases, and criss-crossing the room attaching 'Post-It' note comments to other groups' work.

Speakers (each limited to a mind-saving 15 minutes!) included Bob Cartwright (Lake District National Park Authority), Mick Presland (English Sports Council), Audrey Wedderburn (Countryside Commission), Steve Jenkinson (IPROW) and Schia Mitchell (Environment Council).

As usual, LARA will be publishing the papers issuing from the workshop - this time in the format of insert pages for the 'Motoring and the Planning Process GuideNotes'. Anyone who already has a GuideNotes file will automatically receive the consensus papers when these are published. If you would like to receive the consensus papers, please order a GuideNotes file from - LARA, P.O.Box 20, Market Drayton, TF9 1WR, enclosing a £10 cheque payable to 'LARA'. Alternatively I will have some GuideNotes at the December EGM.

Just a thought: As LARA's officers cleared up at the end of the day, the proceedings were adjudged a success for and by everyone present. 'But', observed one participant, 'the real problem lies with those authorities that were invited to come along, but declined to do so. How do we reach them?'

7. NFU Mutual Vehicle Insurance

We now have a 'news link' set up with NFU Mutual, and have received the following report on their "Awareness Campaign" carried out over recent months:-

"Some 40% of ARC members questioned in a special survey are aware of the special insurance scheme available for ARC members from the NFU Mutual, the country's leading rural insurer.

The interviews were conducted among 400 people present at the Eastnor Castle rally earlier this year to mark the 50th anniversary of the production of Land Rovers.

A sizeable number of respondents were aware that the NFU Mutual offers insurances other than motor or 4x4 but the company wants to make more people aware of its services.

NFU Mutual turned out to be the most popular insurer for motor policies and for 4x4 compared with other insurance companies

The majority with a NFUM policy had contacted the company direct but a further 20% took out a policy as a result of mailing from the ARC

In another telephone survey, some 58% regarded the process of obtaining a policy as excellent while 36% said it was good. Professionalism was rated at 9.1 out of ten. 100% of those making a claim were satisfied with the outcome.

Compared with other companies the overall service of the NFUM was rated as being much better than average by 39% and better than average by 61%.

Cost, value for money, level of cover and company reputation were key decision makers."

Compiled and edited by Geof Miller, Brandelhow, Wolverton, Stratford-Upon-Avon, Warwickshire CV37 0HF
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For Sale

Note that small ads are free but please let the editor know when a sale is complete so we 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), phone number with full national dialling code, fax, e-mail, etc in your adverts. All the following adverts are dated as to their first month of publication. When they become about 3 months old, they will be deleted unless the "owners" renew them! Please don't just leave an old advert to "time-out", Thanx.

HBRO accepts no liability for the accuracy of the descriptions or the serviceability / suitability of items sold in this section.

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.

Bits & pieces

* Land Rover bits... Discovery Wrap around bull-bar - £30. Pair KC spotlamps - £15. Pair K&N filters for 3.5 V8 - £15. Set of 5 BFGoodrich 225-75R16 Mud Terrains (4 slightly worn, 1 new) on grey modulars £400. Prepared to consider sensible offers on all items. Call Julain Harrison in Bagshot on 01344-633385 (days) or 01276-471865 (eves and weekends) (DEC98)

* More bits for sale, I've got to the back of my shed! If you want something, but think it's too expensive phone me and make an offer! Range Rover Flywheel £25, Pair of Series 2 front inner & Outer wings - £10 each. Early Front Range Rover 6 stud axle casing - £25. Late Front Range Rover 7 stud axle casing £30. 7 Stud Metric swivel £10, pair VGC. Range Rover front calipers £30. Hmmm How about this! A set of Conversion plates to fit front & Rear Range Rover axles to a Series Leaf Sprung vehicle! Includes everything to fit - £100, a never to be repeated opportunity, forgot I still had them! Nearly new Borg & Beck Range Rover Clutch assembly, Cover & Plate £30 set. Super Ser Heater Unit (winter's coming you know) complete with bottle etc, treat yourself and be warm this winter when working on your Landy £30. Pair Range Rover Exhaust Manifolds £25. Set of 5 Firestone SATs 7.50x16, good condition, some 1/4 worn, the worst 1/3 worn. Lots of life in them. Offers around £250 onvo. Range Rover Suffix C 4-Speed Gearbox, condition unknown, but it will give you at least the high ratio gears! Yours for a paltry £50 - who knows it could be good! Another Range Rover 4-Speed Box, which you can drive and listen too - as it's still in my car!, Good Condition (come and listen to it!) £250 onvo. 3.5 EFI fuel Pump £15. Series 1 86" Windscreen with glass VGC £30. VGC Heavy Duty

Recovery Rope (not your Mickey mouse type, you'll probably never need another) £15. Various Range Rover axle parts. Phone for what you need! Range Rover Rostyle rims VGC £5 Each. Professional brake Pipe end flaring Kit £15. 3.54 Range Rover diff £50. Phone Nigel Barker - Daytimes 0973-402272, or Evenings before 8.30pm 01428-653795. (NOV98)

- * Series IIa / III Rolling Chassis. Complete with diffs and log-book. Very good condition £250 ono. Call Andy Bridger on 01489-896714 (NOV98)
- * Land Rover compatible, 2 tonne tipping trailer, electrically operated under-floor gear, single axle, 650x16 8ply tyres. Ideal for Landscaper / Builder (particularly if you buy my 110! See under Vehicles for Sale). Offers around £850. Contact Clive Parker on Botley 01489-781983. (NOV98)
- * Several 750x16 Michelin XZ tyres, some on rims, ideal for the trailer or as spares, come & see them & make me an offer. Re-calibrated CAV dpa pump for 2¼ diesel, never fitted, £45. Contact Clive Parker on Botley 01489-781983. (NOV98)
- * Breaking 2 Range Rovers, most parts available, at very reasonable prices. Call Ashley Pocock in Andover on 01264-336223. (OCT98)
- * Garage Clearout 2.25L Petrol Engine - From SWB. Needs new valve guides as it is a little smoky after tickover. Generally engine runs very well and starts first time. Unknown mileage. Complete with Weber 34H Carb, spare Zenith Carb - £75. Complete Gearbox / Transfer Box assembly. Gearbox is reconditioned and is in reasonable condition. (Very quiet). Transfer box is worn and noisy but operationally sound. - £100. Complete exhaust system including downpipe (3 bolt) intermediate tubes and o/s exiting silencer. Reasonable condition. Some mountings included - £10. Standard single skinned bonnet. Reasonably good condition. Currently in LR Blue (faded) - £5. Complete truckcab roof. Top section quite battered. Rear section needs new window runners, but windows intact. Complete with panel for bulkhead. Currently in LR Green. (Many scratches / chips) - £20. 3x Series 2 Gearboxes. Complete. Unknown internal condition. - £30. each, £75 for 3. SWB Axles - 2 front, 2 rear. Complete with Diffs. £40 each, £120 the lot. 2x Series 2 Engines. 1 runs, 1 for spares only. £60 for both. Other Series 2 and 3 parts available, please tell me what you're after. Spares can be collected from Abingdon, Oxon or from North Dorset. Delivery in mainland UK can be arranged for the price of some Diesel. Contact Tim Burt on 01235-535503, or e-mail tim@stagesupplies.demon.co.uk (OCT98)
- * Hardtop for SWB SIII. Large windows. Rear door. Very good condition. £125 o.n.o. or swap for a canopy and frame. Ring Bob Ayres in Aldershot on 01252-332024 (SEP98)

- * Land Rover bits... Tyres:-Two Michelin XZY 750R16s , One Michelin XY 750 R16 and One Toyo Hyperadial ST 750 R16. All on LWB 109 rims and lots of tread. £20 each. One Goodyear Hi-Miler Xtra Grip 650 x16C 6 ply on SWB rim. Never used. £35 or swap for 600x16 SAT. Two 2286cc diesel engine blocks and one cylinder head, need some work. Offers. Phone Roger Hardwick on 01252-335708 (day) or 01252-376797 (evenings). (SEP98)

Vehicles for Sale

- * Land Rover series III SWB 1983 Y reg. 80,000 miles. 2.5 petrol hard top. Should have full MOT by time of advert being printed. New shocks and tyres only partly worn. £2,000 all reasonable offers considered - need to sell. Mrs. White 01264 339266 (DEC98)
- * Land Rover series III LWB 1982. Blue/white roof. Safari stationwagon. 60,000 miles. 2¼ petrol original engine. Full MOT. No tax. Roof rack. Bull bar. Original LR wheels. £2,200 o.n.o. Angus 01234 391773. Mobile 07771 746291 (DEC98)
- * Land Rover series III Lightweight. 12 volt. Converted to lead-free. Very good condition. Full MOT. Tax to March 99. New tyres. Spare parts include :- Water pump, new back body, old back body, tailgate, light shrouds, new oil cooler, fuel pump kit, fuel tap, master cylinder, throttle parts, door, door seals, wings, halogen lights and tool strap. £2,300 negotiable
- * 1979 Land Rover Series III Petrol. SWB Station Wagon. Overdrive. Free Wheel Hubs. Recently new Tyres and Exhaust. Very Good Condition, Most Reliable Runner. Reasonable Offers to Brian Mansbridge in Portsmouth on 01705 376813 or brian.mansbridge@which.net. (DEC98)
- * Series 3 SWB 2¼ petrol. Hard top. Top and bottom tail-gates. Montego seats. Discovery wheels. MoT to Sep 99. Tax to Feb 99. Deal includes truck cab, safari rear door and original wheels. £1500. Call Adrian Conway in Sandhurst, Berkshire on 01276-600234. (DEC98)
- * Land Rover Series IIa. 1962. Tax exempt. Truck cab. £1250. call 01705-648097 or mobile 0403-399616 (NOV98)
- * 1974 Rover P6 3500 S. 5 speed V8 SDI box fitted (original 4-speed available). Body requires attention, everything else OK. Any one interested, going cheap. Anthony Parry Leamington Spa, Warwickshire, 01926-889574 (home) and

- * Land Rover 101 Forward Control G.S. 12V RHD 1977 (R Plate). Ex RAF Rapier Tractor Low Km's. Good Condition. Lumination Electronic ignition. 5 new Michelin XZL Tyres. Halogen Lights. New genuine front prop. Original 101 Winch fitted. New Clutch and many other new parts. Maintained by Dunsfold LRs. Fitted with removable towbar for ordinary trailers. Excellent off road performance. With large trailer on new 9.00x20 tyres, tows very well. New House forces sale. £5000 complete. Call / Fax John Kaye in Reading on 0118-944-1292. or Mobile 0385-243206 e-mail john@john-kaye.demon.co.uk (OCT98)



- * Land Rover 110 Turbo-Diesel, '87/D, Hardtop, well boarded-out, tail-gate & top with gas-filled struts, weld-meshed but not glazed, (I use a removable perspex on velcro system). 4 excellent BF Goodrich Trac-Edge tyres + Michelin XZ as spare. The engine sailed through the emission/MOT test in August on 103,807 miles, Clutch replaced on 90,000 and new Cam-belt fitted in August 98. It's looked after me & my business well for the last 8 years and goes well with the trailer I had built for it. (see under Bits & Pieces). Sensible offers around £4,995. Or together with trailer £5,575. Contact Clive Parker on Botley 01489-781983. (NOV98)

- * Series 3 LWB Safari Station Wagon. 6-cylinder engine. Good runner, very reliable. Complete with Fairey overdrive and Free Wheeling hubs. Brush painted in Limestone. Stainless Exhaust. New springs all round. Chassis waxoyl'd and in good condition. Taxed until April 99, MOT until June 99 - £1500 ono including heavy duty aluminium roof platform. with access ladder. £1300 ono without. Vehicle can be viewed in Abingdon, Oxon or North Dorset. A picture of the vehicle can be found at <http://www.stagesupplies.demon.co.uk> in the vehicles section of the Parts Exchange. Contact Tim Burt on 01235-535503, or e-mail tim@stagesupplies.demon.co.uk (OCT98)

WARNING

Any adverts dated up to and including AUGUST will 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.
- * 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.
- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.

Long term Events Programme

Provisional events are printed in italics
WS = Winter Series. SS = Summer Series.

Jun 18 - 20	Rally at Roundhills.
July 2- 4	<i>Trials at Bowhill. Camping. SS</i>
July 15 - 18	<i>Billing Show.</i>
July 25	<i>Trials Pucknall. SS</i>
July 30 - Aug 1	<i>Battlehurst Farm. Inter-club Challenge. SS</i>
Aug 13 - 15	<i>Southern Hill Rally</i>
Aug 27 - 30	<i>Summer Rally at Nelly's Dell. SS</i>
Oct 9 - 10	<i>Scenic Drive at Broxhead Common.</i>
Oct 29 - 31	<i>Trials, AGM, Bonfire etc Nelly's Dell. WS</i>
Nov 19 - 21	<i>Trials at Bowhill. Camping. WS</i>