



Pants & Barks



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

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

Editor's bit....



This issue was printed before the AGM and you are reading it shortly afterwards. So if you were at the AGM, you'll know the structure of the new committee. If you weren't there, you'll have to wait for the October issue to find out! Meanwhile, the outgoing members will be forwarding mail and redirecting phone calls.

The set of vehicle regulations that HBRO put forward for ARC use were accepted at the ARC AGM for discussion and progress is being made. I'll keep you updated on what is going on. The fuss over petrol injection in specials has finally been settled - you can use petrol injection in Special Class vehicles from next January. If you're a Comp Safari driver, what you won't be able to do after next January is to use a legacy roll-cage design, regardless of what your log-book says. Only the current designs shown in the Handbook will be acceptable after the end of this year. It's a long story how this came about but the MSA changed its rules. The ARC did receive an extra year's concession, though. This

This month...

- Chairman's report- the last one from Nick Jennings.
- Noah's ARC 2000 from Mark Halliday.
- Rhino Charge 2000 update - we have a team! Please support them.
- A few responses to recent comments.
- ARC News 36, August 2000.

Next month...

- AGM report. Who got the jobs, when are we running the next ARC Rally, etc.
- ARC2000 update.

won't affect many HBRO members, fortunately.

Sorry about the tight squeeze for everything this issue - ARC News was a late arrival but had to go in. One or two comments in response to earlier articles have been flying about in P&B recently. These are starting to get a bit personal, so may I suggest that we now draw this to a close. Thank you.

Steve Kirby.

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you have a PC, you can send articles on 3½" or 5¼" disc and I'll return the disc afterwards if needed. Practically any word-processor format will do or use plain text. If you use Works, only version 3 or later, please. I've now changed to Publisher 97 so I can accept files in any Publisher format up to that version. Fax facility now available again. Alternatively try e-mail. If you send an attachment, please use plain Text (*.txt file) or Rich Text (*.rtf file) format preferably. Please include a brief explanatory message in the e-mail.

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Chairman's report.

Due to press deadlines this article went to press before the AGM was held.

How ever one looks at it 2000 has been a big year for the HBRO. So *what have we been up to this year ?*

We have had our usual gambit of RTV Trials and Scenic drives for both members & public have again proved popular. The green lane side of things has been a bit quiet lately but the laners have not been forgotten. There was the odd gymkhana and some people think they are very odd, but usually a good laugh! The social side of the club is going strong with ever more camping and caravanning for you outdoor types. There were the quizzes for the brainy types and the treasure hunt for the brainy outdoor types. The traditional invasion of Belgium was a great success again last year, and is on schedule again for this.

One of our members was injured during a scenic drive. We all enjoy our sport but when an injury like this occurs it should make us all aware of what we are dealing with.

Then there was the usual Christmas bash. Apart from the food, drink and merriment, it is a chance for the committee to get its own back with presentations like Wally of the Year etc.

Rickshaw didn't take place as usual, but I have heard it is scheduled for later in the year.

The Easter Rally saw a new event. I understand that we do not need an MSA permit to dress up as large furry animals and give chocolates to children, but do run the risk of being shot by the farmer as a pest.

In May things got busy. The ARC 2000 International Rally. The amount of effort that the M team put into the planning of the event was enormous. It seemed that whatever trade or profession was required for a job, was on hand from the membership. There were plumbers, electricians, carpenters, road maintenance crews, ground workers, first aiders, gardeners, gas supply engineers, radio comms, the list goes on. About the only trade not represented on site from within the membership was nuclear fission research scientist. (*whoops! I forgot Jim Mann had made the effort to come from Germany to help us.*). Barry & Andy Simpson are now subject to a transfer bid from the Royal Logistics Corp. *We have asked for £5 million (or two free goes on Weavers and Long Valley)*. I know we had problems with weather and its effect on camping and competition facilities, and there were marshalling problems in terms of lack of numbers, but we did it, and we did it with the usual HBRO spirit. Let us also thank the forgotten helpers, our own support crews who fed & watered us throughout the event and who didn't see us for long periods of time. Well done everyone.

Before the nationals, we took advice from previous host clubs. I spoke to numerous Club chairmen. Valuable tips on what to and what not to do were obtained. Several people made comments like "if the club survives" and "if you

are all still talking one another“. I was in conversation with Pete Wilford who kindly donated his original Nationals Programme cartoon to the club. When his club did the nationals their organisers experienced two divorces and one cardiac arrest! I know I was concerned from the outset that the club should not be scarred by the Nationals.

I feel we can now say that the team work and spirit of the members involved carried us through. Some people did a lot more than others, but every one who helped, helped in the manner and to the degree that they felt able to, and for that I would like to commend and thank them all.

We have had more media exposure than ever before, no doubt due to the nationals, but it was nice to see pictures from club events in LRM, *LRW*, LRO, Off Road Motorsport and other such publications. Some Nationals media exposure was not favourable, or fair. Please do not take this to heart. You did it, you know how much work and effort went into it, and you can be proud of your achievement. It just unfortunate that if you put your neck on the line, some bugger will chop off your head.

Financially the club is very healthy. This is in no small amount due to the diligence and professionalism with which our money is looked after by the treasury team. There have been suggestions during the year that the club should buy various items of kit for the use of the membership. While I have no problem with this, I would say is that what ever we buy has to be stored, maintained, recorded, insured and transported both to and from the events. It's all extra work for the few.

The club has a web site as many of you will know even if you don't have internet access. Originally created and hosted by Graham Taylor, subsequently hosted by and maintained Nigel Leek and his www.4x4web.co.uk enterprise, the clubs web site is currently an Ian Parker Production. Ian Parker (rights of way) hosts the site & Ian Parker (Mr. Sam) has done an enormous amount of work to develop and maintain the current site. Remember, if you do something stupid in front of Ian, you will be on the web in no time.

The activities that we get involved in are those that are generally of interest to the active membership. If we don't do what you want us to do, lets us know. If you want the club to organise a new type of event, give us some ideas. Better still, if you want to organise something, come forward and we will assist you however we can.

There is another group of people who we are deeply indebted to. They are the land owners. Without them we would be really stuffed. I would like to convey my thanks to all the landowners.

Now for the tricky bit. Pants & Berks is a free press. Articles that appear in the magazine are not the opinions of the club or the editor but contributions for the members. I would ask members to bear in mind that some people may be offended by personal comments. I am all in favour of the promotion and stimulation of debate, but please think about the effect of what you write has on other members.

So now it is time for me to stand down and for a new kid on the block to

stand up. I wish the new Chairman every success and offer my whole hearted support. I would like to thank every one who has served on the committee with me over the past three years for their work on behalf of our club. It has been an honour & a privilege to be your Chairman. Thank you.

Noah's ARC 2000

'And it came to pass after seven days, that the waters of the flood were upon the earth' **Genesis 7,10**

As I start writing this, some 2 weeks after the event, I find that I can not really remember exactly what happened or when. What I do remember was that it was non stop, exciting, taxing, strenuous and tiring, and I was only a minor player. I was running on adrenaline most of the time. God knows what the busy guys (and girls), Ashley, Barry & Andy Simpson, Alan Smith, Pete & Maxine, Steve Kendal, Paul Barton, Garry Hodgson, Nick Jennings, JJ, Jim, Garry Friend, Taffy and all the others that I have missed were on - it can't have been legal.

My task was to run the radio communications for the event, with a sideline in score collecting. Little did I know.

Wednesday 24th May 2000.

Until now it had all been theory. I had worked out who I thought would need a radio, allocated each person with a working frequency & call sign and produced laminated operation sheets and directories. Also I had some issue sheets detailing who should have a radio on which day. My calculations were based on lists of names supplied by Alan Smith and Dave Ridden, mixed with a lack of hind sight.

I arrived at Oxney Farm at 0900 to find the 'Hard Core Advance Party' camped in and around the farm compound. Alan Smith was in his mobile mansion. He told me that the radio gear would be arriving after lunch, so I went in search of something else to do.

Barry & Co. were placing the Portaloo's around the camping site and so I joined in, lifting them on and off a trailer and putting them at suitable points around the site, along with the toilet waste containers. Little did we know.

Some time after lunch Alan returned with the radios and I set about rigging the mast for the main antennas with the help of Steve & Roger(? , sorry I said I would forget your name). The masts that had been supplied were thin glass fibre poles and we had to get 3 antennas on top of it. No chance - the pole was not capable of taking the weight. Luckily Alan had brought the club's pneumatic mast (flagpole) which was well up to the task. Unfortunately he did not have the guy ropes or the base. A sturdy fence post was pressed into service to support the whole shooting match. Mean time Roger(?) went off to the local CB shop to convert a roll of cable in to the antenna feeders. He returned

with them and the rain, just in time to use the 90 as a stepladder for erecting the mast. Half a roll of tank tape and some string later we set about connecting up the 3 base stations. Guess what? They worked. It was still raining as I got home at about 2130.

Thursday 25th May 2000

Got back on site at about 0900 again. The whole day was a bit of a blur and I can not really remember what I did first thing. Alan had issued radios to those who needed them in my absence, and there turned out to be a lot more of them than I had expected.

I ended up doing odd jobs, like directing the punters in to the camping field at the bottom of the site. Sue Lea and Mat Hewitt were on towing duty in the main field.

I spent the rest of the day doing odd jobs, like manning the main gate and generally helping where needed. I recovered most of the radios in the evening and put the first lot of batteries on charge. Steve did the rest later. Got home at about 2200.

Friday 26th May 2000

Arrived on site at about 0930 with Natasha, my 2 year old in tow. Vivienne had was busy that morning and would collect her at about 1300. Not much I could do while baby sitting, so I did some time in Rally Control, answering punters questions, giving directions driving round the site doing deliveries and getting nobbled to do more odd jobs. Vivienne finally arrived just before the days rain, and we had a quick drink and said goodbye as I was staying until Monday night.

I the spent most of the rest of the day directing traffic, manning the exit and getting wet. By this time it was raining - HARD. The heavy routes were getting muddier and muddier. John (I've got a 4.6) Beagley and the Unimog were doing the towing around the swamp (a.k.a. the main camping field). Eventual word got through that Steve Kendall had gone to plan B (or was it C, D, E, or F?) and the (un)happy campers were being sited around the parade ground. Time for a quick rest, so off to the beer tent for a quickie and a dry out. Half way down the pint someone said 'Where are those lorries going?'. Nowhere was the answer, so we finished our drinks and went to pull them out.

A horsebox had gone in to his axles and even the Unimog (thanks guys) couldn't shift it. The other truck took a good run and made it through.

During all of this I was trying to keep some sort of a watch on the radio traffic. Relaying messages to people out of range of each other, and passing messages to people without sets. I think we had a marshal's meeting at some time, don't know when, all I remember is that it wasn't dark.

Things started to settle down eventually about 2000 and I adjourned to the beer tent for something to eat (and a drink). Who drank all the Abbot? Collecting as many radios as I could I went into the routine of charging batteries in batches of 15 at a time, while I sorted out my sleeping quarters in the farm house, Lilo, sleeping bag, bare floor boards and peeling wall paper. Mind you, the torrential rain did not keep me awake, unlike the occupants of the assorted

tents & caravans outside. Got to sleep at about 2359.

Saturday 27 May 2000

Woken at 0005ish by Alan and Barry trying to replace a fuse in the cable to their caravans. It seems that Alan's coffee machine won't work without mains. How the other half live!

My alarm went off at 0630 and I got ready for the Marshals meeting at 0730. Gave the marshals radios, opp sheets and directories to Paul Barton and Mat. Stupidly I forgot to ask for them to be returned at the end of the day. More radios went to the ambulances and bods working around the arena.

Next it was off to join Ashley (totally mad) Pocock and Garry Hodgson to man the road crossing. Garry and I had stop/go boards and stood each side of the road crossing and stopped the traffic while 100 CCV vehicles crossed. Was that 'Red for Go or Green for Stop' Ashley?

Next job was to drive onto Slab Common and find a bacon & egg butty for breakfast. Half way through I hear that the 6x4 Range Rover ambulance is stuck. I return to Control and fetch the Unimog. (Thanks again guys) to find that Mark Ambler had extracted it with his 101. The plan from here was to collect the results sheets from each group after 4 sections had been run and return them to Ian (Results) Parker. Ian ROW Parker is doing the same thing on Broxhead in Richard Myer's 110.

This bit went to plan, and apart from score sheets getting to look like bits of wet loo paper (did I mention that it was raining) and a bit of a problem with the vehicle numbering. I returned the first batch and then it was time to help with the change over. I wound up stopping the traffic in Oxney Lane while 100 vehicles left Broxhead, and then the other 100 arrived from Slab. Quite a sight.

Then it was back to collecting scores, delivering lunches (sorry they were so late) and directing a particularly stropky couple who could not find the Scenic Drive.

I was still acting as the radio Control during all this and starting to answer to all sorts of call signs (Control, Remote Control, Roving Control, Raving Control and even Rover [Over]). Hectic or what.

Two more laps of Slab to collect and deliver results 5 to 8 and 9 to 12 for Ian, recover a marshal who had run out of fuel, and then back to Rally Control. Ian was having his fair share of problems with the results due to a bit of rogue paper work. For the record, 200 competitors x 12 sections = 2400 scores to enter, check and double check. Ian was burning the midnight oil.

After recovering the radios I set about the charging routine again. At about 1900 I went off with Nick & Sue VdeB and John (As Seen on TV) Beagley to help cane up some of the RTV sections on Broxhead. Kept that up until it was dark. Nick and Sue resumed at first light i.e. 0500. Then it was time for a bite to eat, a quick beer, and the rest of those batteries. The beer tent was heaving by this time and I and a few others could not face it, at least not when sober. Mind you I did manage to watch the table dancing for a few minutes while I ate my chips!

Sunday 28th May 2000

0630 alarm again. RTV Marshall meeting at 0730. Radios issued and off to the road crossing. 130 vehicles this time. No problems because most sensible people were in bed or church and the road was quiet.

Today I was going to do Broxhead and Ian & Richard were on (in) Slab. Fine until Richard's alternator packed up (again, as it seems). So I had to collect scores on both sides. Luckily it wasn't raining (much). Also luckily Sam Parker was available to look after the base radio sets. Many thanks Sam.

So it was another round of going round in circles, collecting scores, delivering lunch and so forth.

Half time was run to the same format, but now with 260 vehicles. Now we knew what we were doing it went almost as well as Saturday. With the way that queues work, the last competitors were doing about 30mph to keep up, but don't tell Ashley or Carl Tanner that. What 10mph speed limit?

I nicked *all* the lunches and took them round, much to Alan's disgust, so it was the people around site that had a late lunch today.

One of the groups were having a hard time of it in Broxhead and were running late. This held up the results a bit, the competitors who may have been needed for a run off were held until 2100 before a tie was ruled out. Ian had *only* 2860 scores to do!

Charging duties again followed by a bit to eat and a well earned beer or 3. Well more than 3 to be honest. Therefore I would like to apologise to all who I growled at on Monday morning. I don't do hangovers.

Monday 29 May 2000

I treated myself to a lie in until 0700 this morning. Got up feeling a bit worse for wear only to find that I had been robbed. Person or persons unknown had been at my radios, and I only just had enough for the Safari marshals. 20 out of 41 were left, I had 30 the night before and knew who had the other 11. Thanks to all who managed with out. Paul Barton had set up a base radio for the safari on Slab and there were no score sheets to collect. So a quiet day for me then. Almost, Ashley detailed me to round up all the safari motors that needed to use the road crossing. I tried to catch them at the top of the parade ground but some slipped past from the other side.

When that was all over I returned to Rally Control to man the base stations. I had to relay some messages to and from the more remote parts of Slab, but most of the day was spent dealing with the punters questions, and so on. Later in the afternoon Sam, Nick Jennings and I set out to (wo)man the road crossing so that the un-taxed vehicles could get home. Well we counted 13 out in the morning but only found 6 to bring home. I hope that they are not still out there somewhere.

Back in Rally Control we got the word to go to the beer tent for the prize giving and speeches. I had a chat to a few of the punters, and the general opinion was that all had gone well. Then it was time to go home. Natasha's 2nd birthday was the next day and our wedding anniversary was on Thursday. My 'Brownie Points' were all but used up. Having put some batteries on charge, for old times sake, I packed my kit, emptied the 90, washed the lights & number

plates, got my spare tyre back from Dave Ridden and said my fair-wells to all I saw.

What a weekend - over 70 miles of off road driving, 6 lbs lighter, despite the beer & chips.

Did I enjoy my first nationals? Ask me in Plymouth next year!

Now, next time we do it **Nooooooooooooo!**

All Station - all stations, this is Control (previously known as Mark

Welcome back Alan

Now that the voice of HBRO has found his word processor again I feel that I must respond to a few of points that he has raised.

First - radios. As Alan points out we used commercial radios for ARC 2000, and indeed they did allow most people to take to each other most of the time. However the hand held to hand held reception on Slab was no better than CB. This was most apparent during the Comp Safari. The terrain on Slab is such that line of sight communications equipment, be it CB or VHF will not give good coverage. Output power is similar on CB and VHF rigs, so no gain there. Antenna height is important with all those hollows and humps. During ARC2000 you could talk to all of Slab from the Control base unit but very little of it from the burger van by the entrance on a portable. Perhaps a more suitable arrangement for "drive rounds" and other events, would be to use a base station and an antenna mounted on our mast (any one know where the base and guy ropes are?) at the reception / entrance / first aid point and fill in the hollows that way. Total cost - £100 or less. Maybe we could even teach Hugh Duffet not to be frightened of radios.

Second - RTV trials. I was volunteered for the job as CoC for the last Nelly's event. It was only my second time as CoC, and perhaps my lack of experience showed. However, I can say that all the sections were driven either by myself or Tricia, and most of them by both of us. Section 7, which was a bit severe, was modified because I had no idea that the lock on a Lightweight was so poor, and our newcomers, both in Lightweights, were having a hard enough time already. Most of the damage was probably down to three members of the same family driving the same vehicle, all be it at different times. Alan has been CoC of least one RTV to my knowledge. I seem to remember spending a lot of time standing around in the mud at Surrey Saw Mills with other Diesel owners watching petrol motors drown in the lake. He knows how hard it is to set out and run a trial and how you cannot run one without marshals and helpers setting out. Setting out is always difficult on sites that we use regularly, especially when trying to do something different. Without the help of the "regulars" i.e. the Duffets, Parkers Skinners & VdeBs of this world there would be no event at all.

Because there is a hard core of triallers in the club who, with the

exception of myself, are good drivers who need to have challenging sections to remain interested. So I would suggest that the RTV be left alone, BUT we perhaps should run TYRO type trials as well. Hopefully this would bring some new faces into the competitive scene, and with it the social / camping side of trials. It would be nice to see some Freelanders or perhaps a Lindley Range Rover or two. Who knows, maybe I might even enter and win something, no, on second thoughts Vivienne would beat me!

Lastly - Running Order. Those of us who have been to AWDC events know that a lack of running order slows things down considerably. On easy sections there is a rush to start before things get cut up or muddy/slippery and on the harder sections getting anyone to start is likely to take 10 minutes at least. After that it still takes the same time to run 15 vehicles through a section. So the wait is the same. Let us keep to the running order where possible.

Mark Halliday

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So the ARC2000 National has come and gone, was it good?

Well for us some good and some bad points, which we feel compelled to write.

Firstly, it is fair to say that it is always easy to criticise other's work, when those who criticise also do nothing in terms of arranging things themselves, but having spoken to many other competitors, we all agreed that constructive criticisms can be useful, as to putting work in I previously have been involved in all areas of arranging events... and I do know how hard it is to please everybody all the time...

So what was good? The weather certainly, the atmosphere friendly, and the venue superb, basically all the ingredients for a great event... so what was wrong?

Nowhere near enough marshals, and those who were there worked VVV hard indeed, probably too hard. My friend who did the RTV said that they wandered around trying to find the sections! Nobody seemed to know where it all was... and signposting (or lack of it) meant nobody knew where things were... ever!

The Comp course was good but nowhere enough marshals, probably even more so, not enough organisation went into this, and a lack of experience showed. Many marshals had no idea as to how to recover properly - but that is not their fault at least they were trying to do their best, perhaps you should have got in some others who knew, many marshals from other clubs would have helped if asked for their expertise?

And lastly the Scenic Derive, which I also went on. Frankly this was poor. I have been to better ones on your own club days. It was too easy, with none of the optional harder sections, or mud runs that you have had before.

The possibilities were endless, a "winch" section for those who might like to try out that shiny new winch that they fitted - but have never used, perhaps with instruction as well, what a money spinner.

A Mud Run as you did at Broxhead some time ago, (great for the spectators too) which was impassable but brilliant fun, or using the RTV sections that had closed for those who wanted that little bit more, or an extreme axle-twister section, all of these could have been made available and at an extra cost, variety could have made this a day with everything for anyone who wanted.

Certainly many only want the gentle taste of driving off-road with no damage and little to worry them, and so they should be able to get this, but many many many want more, and if the ARC2000 Nationals doesn't provide it then that is poor show.

Overall a disappointing weekend, all the marshals there should be proud of their efforts, and many of the organisers and officials who put the day together should understand how they failed a great many of us, we all learn from our mistakes, or do we?

BB Rogers.

Response to the letter from "BB Rogers."

regarding: ARC2000

(See previous page)

It is always useful to get some feedback from participants at our events, and so far comment from members and competitors has been pretty enthusiastic. However I feel that there are several points raised in the letter from "BB Rogers" which need clarification and explanation.

Firstly, I am surprised at the comment about the 'good' weather - certainly all of us who were there for the duration experienced the worst weather we could have imagined, and whereas we struggled through, numerous other events in the South of England were cancelled. The bad weather created two fundamental problems - 1. increased the work load on everyone by a huge amount, and 2. exhausted all of the organisers prematurely. The ground conditions became impossible in some areas, which meant relocation of the camping areas, trials sections, scenic drive route and safari course, not to mention having to stabilise the ground outside the beer tent, showers, access roads, etc., etc., etc.. Despite this the organising team kept going regardless, but it meant spreading our valuable resources further than anticipated.

Now, talking about marshals - everyone who pre-booked for the event was asked if they were willing to help marshal or perform some other task. Calls for marshals were repeated in journals, on the website and in any other communication the event generated. A considerable number did volunteer and a proportion confirmed that on arrival at the site. However understandably, a number pulled-out as the weather deteriorated, and as the weekend progressed the attrition rate increased as a result of exhaustion following long hard days. Consider the tasks that needed to be performed:-

Site services (heavily in demand throughout the weekend), Arena events, Rally reception & control, press, PA systems, camping, video support, communications, Safety and emergency services, Trade stands, RTV trial, CCV trial, Winch recovery, Team recovery, trailer reversing, gymkhana, Competitive safari, scenic drive, results, liaison with local services, road crossings, entertainment, MOD liaison, etc., etc..

Turning to the subject of signs for spectators (I assume this was your complaint, as competitors were grouped all day and led to each section), to the sections, this again was impacted by the weather. Signs had been prepared, but as the workload increased, and the sections were changed to overcome the damage caused by the rain, this was abandoned. I agree this led to some difficulty in locating some of the sections, and if we did the event again we would produce a map of the competition area.

Recovery on the Comp Safari Course was never going to be easy, with the sand as soft as it was due to the rain. The marshals had to contend with a very challenging set of problems, and I believe dealt with them admirably. As I mentioned earlier, we did try to get more marshals, but alas this was not to be. It

is vital that in considering any 'competitive event' that safety is uppermost in everyone's mind. If this results in slower recovery, then I am sorry, but I specifically instructed all marshals to put safety first, and the event second !!

Frankly I am very surprised about your comments on the scenic drive - I had many people comment on their reaction which was that it had just the right balance of distance, terrain and challenge. If we had run the drive as one of our club events, we would have posted some 40-plus marshals around the route to help, encourage and recover participants. This was never going to be the case at ARC2000. It had always been publicised as an escorted drive, and as a consequence had to run to a schedule. The route was planned and run to avoid any serious recovery, and to be "Freelander friendly". Inevitably this will limit the scope for some to test their skills at more difficult challenges, and as a result utilise the recovery skills of the marshals, who voluntarily attend these events for the benefit of others.

Thanks for the vote of support for the marshals, I can echo that wholeheartedly, and perhaps you now have another perspective on the event.

Ashley Pocock,
Event Director, ARC2000



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AUG00



The UK Rhino Charge 2000

23rd September, Willinghurst Estate, Surrey.

Three members of HBRO, Chris and Peter Greaves and Mark Jefferies are entering a team in this years UK Rhino Charge and need your help!

What is the Rhino Charge?

It's an off road event where participants raise money for Rhino Ark. It's a unique event in the UK, the Charge involves completing interesting and innovative tasks whilst finding your way around a course, coping with the off road challenges AND raising money for a worthwhile cause. Brian Hartley from Land Rover World's Club Off Road will be organising the event again, so you can be sure the tasks along the way will be extremely cunning – last years involved a game of water polo!! No doubt you'll be able to read all about it in LRW.

What is Rhino Ark?

It's main aim is to protect the highly endangered black rhino by building a 380km fence around the Aberdare Game Reserve. The fence helps to prevent deforestation of the reserve and protects other rare and exotic animals and plants. It also protects the livelihood of farmers whose crops are currently grazed by animals from the Aberdare Reserve.

What can you do?

Sponsor the HBRO team! – we need to raise a minimum of £500, so please make your cheques payable to **Rhino Ark UK** and send them to Chris Greaves, 54 High Street, Twyford, Reading, RG10 9AQ by **21st September 2000**.

Many Thanks,

Chris Greaves

Rhino Ark · Melbray House · Melbray Mews · 158 Hurlingham Road · London · SW6 3NG

Telephone: 020 7610 6118 · Email: fieldhousea@missionlogistics.com

Fax: 020 7731 3798

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The Real HBRO

VHF Radios may not be the answer for communications at HBRO events, they were not proven at the ARC2000 as they too were not 100% effective as some members were not answering their calls. CB's have a head start as many club members have their own sets which is less cost for the club.

The AGM should stay at the August Summer Rally as the turn out of club members is far greater than when it is held in October. All members of HBRO are invited to the AGM and to exclude social members, friends (potential ordinary members), wives (mostly associate members who have the right to vote), children and babies (the future of HBRO) would be a great loss to the club.

The idea of having social weekends tied in with RTV's and events is so that HBRO members have the choice whether they want to camp and enjoy themselves with their friends and families and to help set out the trial or to turn up for the event. If you want to find out for yourselves how much fun we have come along and you will be welcomed, don't rely on the interrogation of a six-year-old (who in fact was asleep in bed anyway).

Surely the fact that an RTV was commented as being boring was only due to the fact that the driver alone had lost interest due to his own lack of talent. How can an RTV be classed as boring when we have had an average of eleven drivers over the past three years, this figure is not dropping off. People take part in an RTV either by trialling, marshalling or spectating, if they are so bored why do they keep coming back.

All sections of an RTV are pre-driven by a member of HBRO who is not driving in the trial. The sections are set out by the triallers at the level they wish to trial at, so if you have the time come along on the day before the trial and have a go at setting out a trial.

During the drivers brief, prior to the trial, the Clerk of the Course will highlight any potential damaging areas due to the land and not due to how the section has been set out. If competitors cause damage to their vehicles it is not due to how the section has been set out, surely if that were the case then all drivers would sustain the same damage, it is purely down to driver error.

We currently hold 2-3 public promotional driving days per year, which is enough as again it is the regular triallers who set out and marshal these events.

A Discovery trial sounds good or we could amalgamate it into the usual RTV and maybe separate the last few gates to allow an easier finish for the Discovery's. The message HBRO is trying to give its members both old and new is that we are a friendly, lively and enthusiastic club who enjoy socialising and competing. The only person portraying the wrong image about the club is the person who has only been to one event in the past year, can he really make a judgement?

New members come and go for what ever reason but many stay for years.

Comments received from some new members:-

“HBRO is a well rounded club, why should anyone try and ruin the stability of it.”
“HBRO has a terrific social side as well as the competitive side.”
“What a great atmosphere.”

ARC2002 - well what can we say, we just won't go there, at all, full stop!!

Tricia Jacobs	Hugh, Pam & Karen Duffett	Steve & Carole Skinner	
Jeff Pavitt	Maureen Jennings	Bob & Jenny Davis	Ian Parker
JJ Walker	Kiran & Zoe Raval	Ian & Sam Parker	

Steve,

Just a quick note from this new novice member to thank HBRO for the warm welcome at this weekend's event which I found extremely enjoyable. I had hoped to arrive in time for the quiz but a combination of the late return of Mrs D from a shopping trip and the lack of a Chilgrove signpost (!) meant I arrived as the answers were being totted up (West Dean Estate is huge!)

Special thanks to:-

- Sam P for phoning back with the camping details and volunteering her hubby who very kindly sat and instructed me round the course, including the hard bits - Ian maybe pleased to know that I managed the tricky-hill-with-the-hole-at-the-top first go on my own:
- Nick VDB for providing me with a potted history of the club, the low-down on the other committee members and various other stories(!):
- his dog for cleaning my shoes.
- Katie (6) hoping she can join Daddy next time, as she has been correctly brought-up to love Land Rovers.

Thanks again, see you soon.

Steve Dent

ps:I think it should be spelt selppin

RTV Trials & Camping at Bow Hill Farm, Chilgrove / East Marden. September 8th - 10th.

RTV

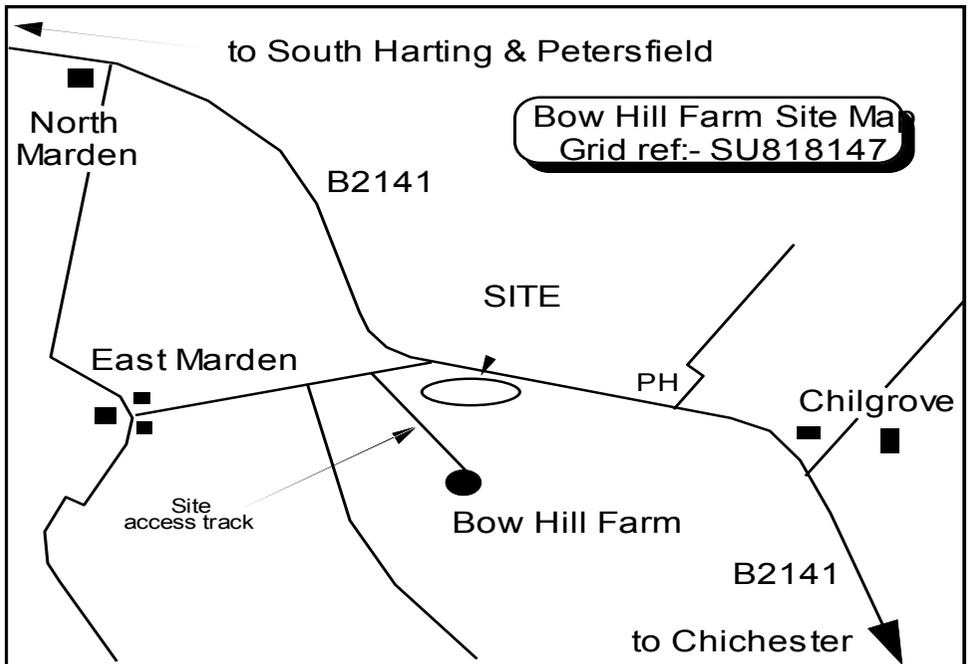
Status	Closed.	HBRO only.
CoC		TBA.
Steward		TBA.
Chief Marshal		TBA.
Scrutineer		TBA.
Sec of Meeting.		TBA.
Camping		Sam Parker.

Scrutineering starts at	08:45.
Drivers / pax briefing	09:45.
Marshals briefing	09:45.
Event starts at	10:00.

Payment to Sec of meeting.
 £12 on the day. £10 advance (>7 days).
 Facilities:- Toilets in the trailer.
 TBA = To be advised.

About 40 acres of woodland (45° slope) plus some lumpy fields to give some variation.
 It's on the Downs with lovely views
 Dogs must be on a lead at all times as this is a working farm with sheep and highland cattle.
 From Petersfield, take the B2146 to Nursted and South Harting. Keep going south and take the B2141 Chichester road. When you get to North Marden, you'll be on the map below.

Please read the
 Competition Event Information
 inside back cover.



RTV Trial & Camping at Hook End Farm, Upper Basildon, Pangbourne, Berkshire, October 6th - 8th

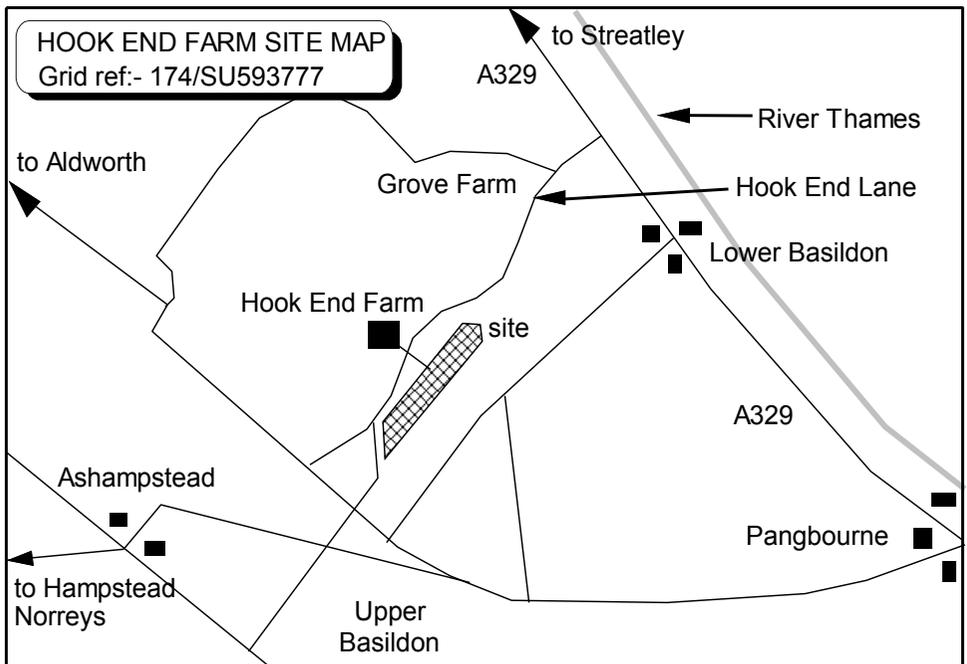
RTV

Status	Closed.	HBRO only.
CoC		TBA.
Steward		TBA.
Chief Marshal		TBA.
Scrutineer		TBA.
Sec of Meeting.		TBA.
Camping		Sam Parker.
Scrutineering starts at	08:45.	
Drivers / nav's briefing	09:45.	
Marshals briefing	09:45.	
Event starts at	10:00.	

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.

Payment to Sec of meeting.
£12 on the day. £10 advance (>7 days).
Facilities:- Toilets.
TBA = To be advised.

Please read the
Competition Event Information
inside back cover.





The Nightmare

A treasure hunt with a difference.

Nelly's Dell

Saturday 14 October 2000 8.00pm

Things you ought to know:-

1. This may be the best thing to do on a nice autumn evening - at least out of doors and with your clothes on. I should still be fun even if it is p****g down.
2. It is a treasure hunt in the dark.
3. You will be looking for placed clues, but bear in mind that:-
 - a) It is nearing Halloween.
 - b) Beastly goings on will be afoot, and a devilish mind will have been at work.
 - c) You do not need a 4x4. All clues are along public metalled roads.
4. You will need to bring the following items with you:-
 - a) A 10p piece
 - b) A 13A plug (appliance optional) - a deep freeze may be a bit big to lug around the countryside.
 - c) Some illumination device for each person. A torch per person and some spare batteries would be good, a candle would be useless, and the use of generators and flood lights will be frowned upon.
 - d) Suitable clothing and footwear for an October night.

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One for the Green Laners...

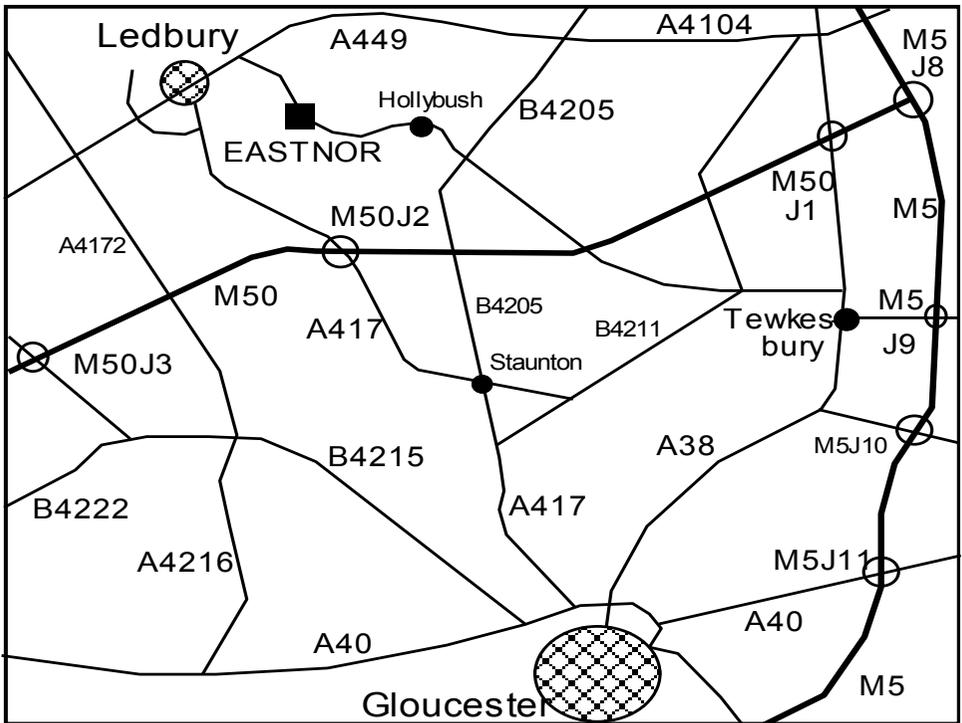
*And green lane traverse heedless where it goes
Naught guessing till some sudden turn espies
Rude battered finger post that stooping shows
Where the snug mystery lies
And then a mossy spire with ivy crown
Clears up the short surprise
And shows the peeping town*

From Summer Images by John Clare 1793-1864

Submitted by Ross Kennedy

Major's Trial - 9th - 10th September

If you want to watch a really difficult event, go to watch the Major's Trial and Comp Safari at Eastnor on the 9th and 10th of September. These are deliberately difficult events and are usually very entertaining.



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APR00

ARC Handbook 2000

Have you all now got the ARC2000 Green Book?. If you do not have one please come along to a club event, either social or competitive, and ask for your free copy. It is quite a heavy publication and is some what expensive to post to members, so please make an effort to obtain one and help the stockist (Jenny Davis, Zoë Raval & myself) empty our spare rooms.

In the Green Book, please make a point to read Section H.35 Promotional Events 1-4 and bear these regulations in mind. They are there for your safety.

Regards, Nick Jennings



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FEB00



Each edition of ARC NEWS can be found on the **ARC website www.the-arc.co.uk** If you wish to subscribe to receive a copy by e-mail please log on to arcnews@tesco.net this new service is being organised as from this month by ARC Council member Colin Council.

LAND ROVER NEWS

ARC members with early TD5 powered Defenders and Discoveries built between September 1998 and June 1990 should be aware that there is a recall to have flywheel assembly replaced. Contact your local dealer if you haven't yet been contacted.

Price reductions have been announced for new model year 2001 vehicles available from September – your local dealer will have details.

Land Rover have updated their web site with several new features www.landrover.co.uk

RANGE ROVER 30th / LAND ROVER MARQUE DAY & H.M.C. RUN 17th / 18th June 2000

Once again, glorious weather prevailed and temperatures on the Arena reached 30c on the Sunday afternoon. What a contrast to the ARC 2000 event held only three weeks earlier – doubtless Hants and Berks would have been quite happy to have had to “damp-down” the dust on the approach roads to the camping site!

Saturday saw the Range Rover Register team busy all day long with a wide variety of events, culminating with a staged road traffic accident, attended by the emergency services (naturally with several Range Rovers in evidence). The “finale” of this particular exercise was the arrival of an “Air Ambulance” helicopter which landed close by the “accident” scene to take the “casualty” to hospital. A fine display of Range Rovers – one from each year of production was lined up one side of the entrance roadway, whilst inside the Centre there was a “Founders Forum”, hosted by Bill Baker (Land Rover’s Director of P.R. programmes) with a panel of distinguished person from the Company taking questions not only from Bill Baker, but the audience of press and enthusiasts alike.

Tom Barton, (often referred to as “the father of the Land Rover”) gave us an insight into just how differently things at Lode Lane were done in the early years. Spen King, Geoff Miller and Roger Craythorne enlightened us all with stories about the Range Rover’s development and the “formative years”, whilst John Hall, Project Engineer for 38A (the “new shape” Range Rover) brought the picture and the audience right up to date. The day ended with the Range Rover Register’s “Birthday Dinner-Dance” at a nearby hotel.

Sunday got off to an early start with the “A.R.C. Team” leaving the campsite at Heritage Motor Centre before 7.00 am to drive over to Solihull’s most famous landmark – the Lode Lane factory site. Here, vehicles soon began arriving to form up for the Heritage Motor Run – a cavalcade of 120 examples of all types of Land Rover products ranging from HUE 166 (the first production Land Rover), through all the intervening years of Land Rover, Range Rover, Discovery and Freelander production with quite a few rare derivatives to add to the interest.

Whilst all this was going on at Lode Lane, Clubs were setting up display stands, alongside traders and auto-jumpers back at Heritage Centre. The highlight of LAND ROVER MARQUE DAY is always the arrival of the cavalcade from Lode Lane and its entry into the arena. This year’s arrival was well worth watching, even if some of the vehicles were not in designated order due to two groups misreading their route directions and going off on an unplanned sightseeing tour of Warwick!

In the afternoon, a “Club Road-show” was organised where each club present could talk, over the p.a. system, about its history and current aims. Each club brought along a representative vehicle and owners were invited to talk about the vehicle and their aspect of “Land – Roving”. James Taylor, the well-known

author and historian and Chris Savidge, A.R.C.'s non-competitive clubs co-ordinator, presented this road show and the commentary on the arrival of the cavalcade.

Many thanks are due to all those who assisted, in any way, with the weekend's activities, both at Lode Lane and at Gaydon.

Over the weekend the Range Rover Register raised almost £1000 for their nominated charity – The Air Ambulance Association. Between 550 and 600 Range Rover models were present at Gaydon on the Saturday!

A.R.C. has received official letters of thanks from both Bill Baker of Land Rover and Heritage Motor Centre. These letters state that the whole event was well received by the Press, who were invited to attend the official launch of the special "30th Birthday" limited edition Range Rover at the event, and that the event was considered a success.

Next year, LAND ROVER MARQUE DAY and the H.M.C. run will be on Sunday May 6th 2001

Birthday Rally Grand Draw

After an extremely successful weekend of events at the Heritage Motor Centre, Gaydon, a number of you managed to walk away with some smashing prizes from the Grand Draw. The following are the list of the winner's names; if you are on the list and have not been contacted please call the chairman of RRR, Mr Richard Malone on 01474 814008 or e-mail chairman@rrr.co.uk

1st Prize

Off-Roading Weekend for two with Landcraft - Steve Dutton

2nd Prize

£200 worth of tyres, Donated by John Craddock Ltd - Pete Kenworthy

3rd Prize

Land Rover Picnic Hamper, Donated by Heritage Motor Centre - Andrew Cross

4th Prize

Land Rover Experience Ticket, donated by Heritage Motor Centre - Roger & Marjorie Tufnell

5th Prize

A "Freelander" for the weekend, donated by Yarnolds of Stratford - Simon & Tracy Talbot

Other Prize Winners

Ken Knight, Jenny Clarke, David Sutherland, Tim Hines, Mr A. Pollock, Helen Hall, Peter Jones, Ian Heppinstall, Mike Corole, Lara Janzen-Morris, Niall Sommerville, Rob Nevin.

Other prizes included a large selection of books donated by LRO Bookshop, and Land Rover watches, pens and Teddy Bears donated by Heritage Motor Centre.

Chris Savidge A.R.C. Non Competitive Club Co-ordinator

ARC 2000 CONCOURS D'ELEGANCE WINNERS

Sadly the monthly magazines other than LRM, (the only one written by enthusiasts for enthusiasts), failed to provide any decent results coverage of the non-competitive events despite ARC and HBRO efforts to promote and encourage the Concours event. Well done then James Taylor of LRM and Chris Savidge for getting some coverage into the monthlies via LRM. Here is the full list of winners;

CONCOURS D'ELEGANCE **CLASS WINNERS**

SERIES ONE

The David Bowyer Cup – Mark Kempsey - RYG 488

SERIES TWO

The Frank Myatt Memorial Trophy – Denis Atkinson - 4809 UB

SERIES THREE

The Philip Bashall Cup – Steve Graham - AXC 980K

COIL-SPRUNG LAND ROVER

The A.R.C. Land Rover Concours Award – Tony Shaw - R97 BOF

RANGE ROVER

The Dunsfold Collection Cup – John Capewell – YVB 160H

EX-MILITARY LAND ROVER

The Savidge Family Cup – Ray Adams – KLP 21N

WORKING VEHICLE CLASSES

CLASS A: THE EVERY-DAY WORKING VEHICLE

FIRST PLACE

The Farvis Boilers Shield – Peter Farley – WMU 456G

SECOND PLACE

The Merlin Nottingham Land Rover Trophy – John Curtis – D561 BDF

CLASS B: THE MOST ORIGINAL CONDITION WORKING VEHICLE

FIRST PLACE

The Land Rover Register (1948-53) Shield – Dunsfold Collection Stuart Hibberd – YWK 177K

SECOND PLACE

The Farvis Contractors Plant Shield – Michael Harnett – RWV 590N

NON-CONCOURS AWARDS

THE WILLIAM FARVIS TROPHY

For a Series Two normal-control Land Rover – Dave Greenley for VWJ 920F (Brought to the event by John Parkinson)

THE GILL FLOYD FORWARD CONTROL CUP

For a Series IIA or IIB forward control Land Rover – Dunsfold Collection for NXC 511D

THE TONY HUTCHINGS SALVER

For the most unusual vehicle at the National Rally – Francis Seymour/Stuart Hibberd for W11 AMA – (a “new” Llama).

ARC MEMBER CLUB EVENTS

ARC NATIONAL RALLY 2001 - 25th – 29th May 2001 hosted by Cornwall and Devon Land Rover Club

Forms to book for next year's event now available from Mrs Jean French, 5 Pinewood Close, Plympton, Plymouth, Devon PL7 2DW tel no. 01752 338279.

COMPETITION NEWS - ARC CLUB EVENTS

FORWARD DATES FOR YOUR DIARY - ARC CLUB OPEN EVENTS – DETAILS AS THEY BECOME AVAILABLE – CLUB COMPETITION SECRETARIES PLEASE USE ARC NEWS

August Bank Holiday Weekend

NORTH WALES LAND ROVER CLUB – BALA 2000 AUGUST BANK HOLIDAY 25th – 28th

Why not join NWLRC in picturesque Bala, North Wales this August Bank Holiday. The club are returning for the third successive year to the Landcraft site at Llandderfel. Scenic Drive with the emphasis on scenic, TYRO Trial, Gymkhana, Bike Trial, Dog Show, RTV Trial, CCV Trial, Comp Safari and Adventure Drive. Contact the Rally Secretary, Dave Cuthbert (Bala 2000) 25 Sunningdale Avenue, Colwyn Bay, LL29 6DF - 01492 534417. Bookings before 30th June attract a 10% discount!

WYE AND WELSH PRESENT THE BASKERVILLE CHALLENGE 2000

At Baskerville Hall, Clyro near Hay-On-Wye Friday 25th to Monday 28th August 2000

RTV Saturday, CCV Sunday, Comp Safari Monday Camping available. Booking forms from Peter Slingerland, W7WROC, Old Bakery, The Square, Ruardean, Glos. GL17 9TJ. Tel 01594 544058.

This event is growing in popularity so early booking advised!

September

LANGLEY FARM 2000
4 x 4 WEEKEND
SEPTEMBER 8th - 10th 2000

On behalf of Yorkshire Rover Owners Club I would like to invite you to our 19th annual '4 x 4 Weekend' over the weekend of September 8th to 10th.

Although organised by a Rover Club, Langley Farm 2000 is an Off-road meeting catering for ALL makes and types of vehicle, with all 4x4 Clubs and Associations welcome.

Once again there will be various activities; static display of vehicles and the Off-road course.

For a booking form contact David Walker, details below. Please make as many copies of it as you want. If you wish to be removed from the mailing list or any of the details are incorrect please let me know.

I look forward to seeing you at Langley Farm 2000. If you require any further information please contact me or send a SAE to the address below.

Langley Farm 2000, c/o David Walker, 42 Highgate Avenue, Lepton, Huddersfield, HD8 0EE.

Tel: 01484 315 481 (after 6pm)

9th/10th The Majors Memorial Trial – Eastnor – Midland ROC.

30th September/1st October Southern ROC –Team Two Day Trial.

Details available from Debby Darby at 54 Northwood Road, Tankerton, Whitstable, Kent.

November

11th/12th Somerset and Wilts ROC – Mendip Challenge

Forms for booking in now available from John Donovan, Competition Secretary, 7 Campion Close, Thornbury, Bristol. BS12 1UF. Camping available Friday and Saturday night at £5 per night.

OTHER NON- COMPETITIVE EVENTS AND ACTIVITIES

SHACKERSTONE 2000 FESTIVAL 2nd/3rd SEPTEMBER 2000-04-13

Situated neat to A444 on the Leicestershire/Warwickshire border this event is a steam and transport event with a difference. In addition to all the usual exhibits there are steam train rides on the Battlefield line, the station is adjacent to the showground as is the Ashby canal where narrow boats will be on display and canal trips available. Caravan facilities. Details from Neil Bonser 01827 880036 e mail. shackerstone2000@Yahoo.co.uk This event is suitable for cars and Land Rovers.

17th SEPTEMBER – LONDON TO BRIGHTON LAND ROVER RUN

Sponsored by Land Rover World Magazine and organised by South London and Surrey LRC

Start: Crystal Palace London Finish: Madeira Drive Brighton. Trade stands, Auto jumbles, Trophies send s.s.a.e to South London and Surrey LRC 10, Middlesex Road, Mitcham, Surrey CR4 1QP. For trade stands or Auto jumble only phone 01273 410162.

SCRUTINEERING AND OTHER COMPETITIVE MATTERS

Please find below some topics that have been concluded at ARC Scrutineering Committee meetings. Copies of minutes showing supporting discussions are available if requested.

=====

Means of preventing fuel spillage.

We need to remind the membership that we have agreed to accept the MSA wording on this topic, i.e. valves are recommended, not mandatory as current ARC regs state.

=====

Track-rod ends problems.

1) Track-rod ends loose in the drag-link even with the clamp tightened hard.

Cause: worn threads in the link tubing. Cure: Replace the tube.

2) Track-rod ends breaking off at the taper.

Cause 1: Inadequate tightening of these components causing worn taper in the steering drop-arm and in the hub Pitman arms. Once the tapers are worn oval, the only cure is replacement.

Cause 2: Over-tightening causing the track-rod end to shear off at the nut. If the split-pin hole doesn't line up within the correct torque range, try a washer of different thickness.

=====

Illegal steering gear shafts.

The problem with these was resolved by the use of new splined shafts manufactured to individual requirements. The vehicles that didn't comply were all fixed by the end of 1999. Vehicles log-booked after 1-1-2000 must have the correct Rover part(s) in place.

=====

Mandatory use of supportive Rally-Type bucket seats for Comps, Hill Rally, etc.

This is a recommendation only. The FIA are working on a proposal to mandate such seats but we don't know whether this will affect us eventually.

=====

Support vehicles.

All vehicles on the competition area must be driven only by a signed-on driver who will be responsible for its use and positioning.

=====

MSA / FIA spec roll-cage on Freelander.

If you have a Freelander with an FIA spec roll-cage fitted and you need it to be ARC log-booked, make sure that you have a photocopy of the certificate to accompany the application that is sent to the log-book secretary.

=====

FIA specification roll-cages on non-monocoque vehicles.

These are acceptable only if the vehicle is resident and registered outside the UK.

=====

Series 3 vehicle with a full cage and canvas truck cab.

Only Series One 80s had a canvas truck cab as a factory fitment and so a similar fitting on a series 3 is not permitted even if no competitive advantage where it is contained entirely within the bounds of the roll-cage.

=====

Truck Cabs on Lightweight.

The LR spec sheet shows a truck-cab pick-up as an available option on all 88" series 3 vehicles. So it is acceptable on a Lightweight even though there may not be any evidence that any were built this way. Thanks to Sue and Ian Foster of the Lightweight Club for information on this matter.

=====

LPG in competition vehicles.

It is acceptable to use LPG fuel in any competition vehicle on condition that the system conforms with Construction and Use regulations and LPG Industry Technical Association Code of Practice No. 11. If the cylinder is installed internally, then it will need to be protected against damage by being covered.

Internally fitted cylinders come with a cover for the tank *fittings* but no overall cover. A wooden cover will suffice for the time being, or until the MSA (who are also looking into the matter) come up with other recommendations. The manifold fitting on the top of the tank will have a vent pipe which leads to the outside of the vehicle. Safety guidelines are available for supply to those who work on LPG powered vehicles.

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Fibreglass bonnets.

They are allowed if they have been made from non-flammable resin and the onus is on the competitor to prove this by showing a document or some form of proof from the manufacturer saying that it is made from fire-retardant material.

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Holes in bonnets.

The MSA regulation (E.12.2.2.) is not conclusive. We decided that if the vehicle has a permanently fitted windscreen, then the bonnet may have holes, louvres, air-scoops etc. If there is no permanently fitted windscreen, then holes, louvres, air-scoops etc. are not permitted.

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Very smoky diesel engines.

There appears to be nothing specific in the ARC regs about this matter but the MSA regs (E.12.19.1.) state that the vehicle should be of sound construction and mechanical condition and be well maintained. If there is evidence that the vehicle is not in sound mechanical condition and well maintained, then the scrutineer may reject the vehicle.

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Axle check-straps for RTV.

Are they an MoT failure item if absent? MOT testers have stated that this is not an MOT check item and consequently, axle check straps are not mandatory.

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High-strength one-piece track-rods.

Query about the use of a high-strength one-piece track-rod. It's one-inch hex bar with threaded sockets on the ends and locked by nuts. This is the same design as the "SUMO" bars accepted at the AGM of 16th March 1991 except that those were round in section. This is acceptable.

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IMPORTANT – Participation at any competitive event or show is at your own risk. Although the ARC is happy to publicise such events it does not act as an agent for the organisers. Statements or opinions expressed in ARC News are not necessarily those of the ARC Council. You are advised to obtain independent advice on matters involving safety, finance or legislation.

This Newsletter is compiled and edited by Paul Barton, ARC Newsletter Editor, for the Association of Rover Clubs
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Registered Office, 124 Crescent Drive, Petts Wood, Orpington, Kent BR5 1BE

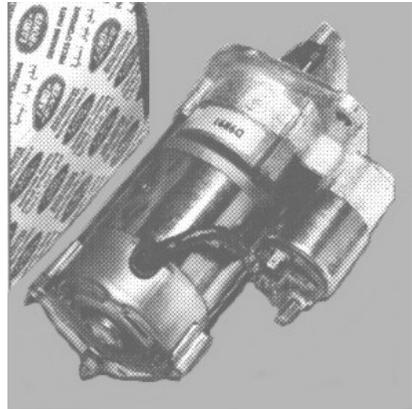
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FEB00

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:- £30 for half page and £60 full page per annum; payable in advance. These rates are very good considering the perfect targeting. Current circulation is over 300. Adverts are marked with the start date so you know when their time is up!

Bits & pieces

- * 4 Berth Adria Caravan 1987, with awning. £1900. Nick van den Braak. Tel: 02392 598417 (SEP00)
- * Truck cab for 90/110 complete with head lining. Also new bumper for 90/110. Also many copies of Land Rover Owner - sell as complete years or individuals. Phone Peter/Maxine on 01252 659611. (SEP00)
- * Range Rover Classic spares. Radiator for Vogue 3.5efi, new in box (genuine parts) £200. Light Guards Front £20. Grille £10. Parcel Shelf with both side panels and spare wheel cover (brown) £100. All in excellent condition. Stereo base box with amplifier (offers) box good, amplifier. Wanted: side steps for Classic LSE Mike Alexander 07768 353800 (Farnborough) (SEP00)
- * 90 bits. 1990 rear drum brake axle (complete) with good diff, half shafts, one newish (1 yr. old/5000 miles) brake drum, one brand new brake cylinder and newish brake pads, one new section of copper brake pipe, and two new genuine rear shock absorbers. Redundant after disk brake conversion, so up for grabs at £120 ono. Also one defender diff needing new input bearing (rest of diff is fine). £50. Tel: Andrew Brett in Reigate, on 01737 210799, or mobile 07767 650153. e-mail abrett@breathemail.net (AUG00)
- * Pair of Recaro seats. As advertised for £150 plus p&p from Craddocks. Ideal Defender upgrades. I bought them for a hybrid but changed my mind! They are extremely comfy and have vertical adjustment & lumbar support. £120 for the

pair. Richard Myers 023 8045 5349 (AUG00)

- * Loads of LRO Magazines going a long way back, including some bound sets. Call Phillip Pilcher on 01243 542464 (JUL00)
- * Shed clearance... Series 1 86 doors, VVVG condition, tops and bottoms, panels aok, but could do with new windows as Perspex gone misty, door bottoms £30 each, door tops £20 each, both tops and bottoms complete £85. Series 1 80 inch bonnet VVVG Condition, all complete and undented £50. Series 1 86 Bonnet VGC £40. Series 1 80 inch long nose diff 4.88 : 1 V Rare, £100. R/R Late axles casings front or rear £40. Propane Space heater blower, Virtually new 55.000 BTU £100. Superser Heater with Calor Bottle complete £40. Pair R/R Diffs from 89 R/R £140. Series 1 early (prob 49/50) narrow sprung front and rear Chassis no V5 £150 ono. Series 1 80 Windscreen Complete straight and in GC £100. Complete air Conditioning system from 88 R/R every nut bolt & washer, inc interior panels etc yours for £300. R/R V8 Flywheel (manual) £35. 3.9 ECU & A/Flow meter and manifold complete with harness - convert your engine to EFI 3.9 system £300. Masses of R/R axles parts, e-mail with requirements, Series 1 80 Inch rear tub, truly 'orrible but good for spares and/ or trialler...Free to anyone who wants it to good and getting rare just to bin...Series 111 windscreen complete unit with glass £50. Series 11 (Front) Axle casing modified to take 80 Inch Narrow springs £20. Metal Cutting Bandsaw Clarke type all complete and working £90. Complete set of Panels from 1968 L/R which had no chassis left !, e-mail for prices and your requirements. Pair of Genuine Light weight Axles front and rear rebuilt with new swivels etc, complete less diffs £200. Sets of Shockers for R/R £10 each axle set....Last, but not least a Superwinch X9, currently on my Hybrid this is going to be up for sale (the winch not the hybrid !), not sure of the price, but let me know if you are interested, and we can discuss, can also fit it, and / or manufacturer mountings if you want... Nigel Barker e-mail nigel.barker@ukgateway.net or Phone 01428 653795 BEFORE 8.30pm, or 07909 973163 anytime ! (SEP00)
- * Land Rover Spares Hoop stick £4. Carb for six cylinder £8. 2 fly wheels £5 each. Brake shoes £1 each or £5 per axle set. 3 solex carbs £8 each. Pair of swivels good for replating. Diff £20. Various window channelling £1 each. Pair sun visors £10. Light lenses £4. Rear taillight wipac £7. S3 id switch £5. Various distributor parts. 2 nine hole water pumps £18. Rocker shafts and covers. Pair top swivel pins £16. Front axle housing parts, shims, bearings and old freewheel hubs. Fitting kit for S3 to fit electric winch £22. 2 oil filters £3 each. Wheel cylinders and master cylinders £5.00 each. Bag of rubber oil filter rings £0.10 each or £1.20 the bag. Box of small sundry parts clips, washers and body fixing brackets.. S3 and S2A track rod ends £10. Brake lining kits £6.50. Main gasket for zenith carb £2. Various wheel cylinder repair kits £3 each. Fuel pump kit for S3 £12 Also some points and plugs *. Flasher unit for

90 and Range Rover 2 off £10 each. SI front grilles £5. Fuel pump 2.25 new £10. New winch gloves £5 per pair Box of bits shackle pins plates and bushes. Drift for placing bushes in SI S2 and all leaf spring chassis £20. NATO jaw hook £12. Various pintle and ball hooks £4 each. Second hand cylinder head, prop shafts. Tatty Range Rover nudge bar £7. Rims LWB £12 and SWB £6 each. New gaiter set S3 front axle £15. Large wing mirror glass £2. Various gasket sets. S2 windscreen frame £5. SWB chassis with some new outriggers on it £40. Pair of new chrome swivels £70 the pair. S ONE PARTS - 109 chassis with new leaf springs and current log book a rolling project and body panels £120. SWB rear body £25. Truck cab £25. LWB roof panel £15. Top rear flap door with new lock and stays £65. 2.25 engines 1 petrol £50 and one spare block with front cover and oil pump £30. S1 pair of axles £45. Various axles and gear boxes of S2 and S3 types between £35 and £60. Electric master cut-off switch, new, £20. S1 front fuel tank £30 ono. Loads of other bits and pieces. All THESE ITEMS ARE OPEN TO OFFERS BECAUSE I NOW HAVE A VISUAL IMPAIRMENT CAUSED BY DIABETES AND I AM TRYING TO RAISE SOME MONEY TO PURCHASE A COMPUTER. Call Phillip Pilcher on 01243 542464 (JUN00)

* Camping and Caravanning items Four small folding stools. 1 five-litre white water carrier. 2 towing mirrors. A stabiliser. A caravan 12v plug and TV aerial socket. A TV 12v signal booster box. 6 plastics cups, saucers, beakers and 2 plastic glasses (?) A caravan grill pan. Just make an offer for any or all the above. Nick van den Braak 023-9259-7266. (JUN00)

* Misc LR Bits. 5x 205x16 town and county tyres on 90 rims (3 good) c/w spare wheel cover - £90, Rear door glass - £5, Early 90 filler neck, connecting tube and cap (non locking) - £10, Pair of rear x-member handles - £4, centre seat (black) – offers, 90 rear axle complete (except no diff) recent new shoes and cylinders + spare cylinders and shoes - £60, Lift out sunroof with all fittings - £20, 2x series starter handles - £4 each, Rad fan cowling (V8 90?) - £5, Pair Ring driving lights with covers - £10. All items ono. Phone Stuart Davidson 01489 786034 or all@davidsonhouse.fsnet.co.uk or t0328sd@solent.ac.uk (JUN00)

Vehicles for Sale

* Series 2. 1964, Dark green. 2¼ petrol. MoT to July 2001. Reliable, in daily use. Good body, good engine. Maintained by a Land Rover garage. £1800. Jenny Stoke, Fareham, HANTS, 01489-885006 (SEP00)

* Defender 90, White, 1990, 200tdi (60,000 miles approx., professionally fitted), PAS, Alarm/immobiliser, RDS Radio cassette and CD player, Uprated disk

brakes all round (same as a *Army Wolf* set up), DeCarbon shocks, halogen head lights, new front and rear axles & props etc. Genuine sliding side windows, new clutch, new windscreen, BFGoodrich Trac Edge on new silver modulars (or General Grabber Mud Terrains on white 8 spokes). Aluminium checkerplate sill and wing top protectors. Chassis and gearbox are the only parts that are not new, and chassis is in absolute perfect condition. Taxed and MOT'd, must sell due to my series II which needs a new chassis, and a dad who would like his loan back! Absolute joy to drive, and achieves a constant 28mpg. If you're worried about the amount of new parts (practically everything) its because I wanted a very reliable vehicle, so have constantly been replacing things with new parts when they showed any signs of wear. Call me an anorak if you must! Open to offers in the region of £7000. Tel: Andrew Brett in Reigate, on 01737 210799, or mobile 07767 650153. e-mail abrett@breathemail.net (AUG00)

- * 1973 Range Rover M reg, white with black vinyl roof, tax and MOT. Genuine mileage of 89k never been off-road, original seats which are in excellent condition as is carpet although it needs new headlining and the wheels are not original, no dents or scratches, paintwork showing age in places. Lots of receipts and I have history from new with letter from first owner. This vehicle is a good example of an early Range Rover untouched by any modifications and free from off-road abuse only £1495. Call Steve Latter in Bracknell on 01344-641326 or e-mail steve.latter@atstechnirent.co.uk (JUN00)

Wanted:

- * 5.7litre small block Chevy diesel engine, complete if poss. Contact Mike Lees-Smith on 01276 475742 or 07880707392. (SEP00)
- * Side steps for Classic LSE Mike Alexander 07768 353800 (Farnborough) (SEP00)
- * Drop PTO Unit (to fit PTO front winch on) for LT95 4 speed Box, also PTO winch to suit (or the lot if you have it!), and Hydraulic Winch, and PTO power again LT95 Box, I will buy all or any parts for the above 2 items, please e-mail me with what you have !...Nigel Barker e-mail nigel.barker@ukgateway.net or Phone 01428 653795 BEFORE 8.30pm, or 07909 973163 anytime ! (SEP00)
- * 7.50 x 16 radial tyres for LR 90 (suitable for on/off road use). Bug Wrightson (023) 9246 9857 or 07778 935010 (Hayling Island). bug@sidz.fsnet.co.uk. (AUG00)
- * Fairey overdrive. At £4 a gallon the Landy is becoming a expensive past

time!!!! I'm looking for a Fairey overdrive. If you have one or know some one that's got one for sale please ring Jason Burke on 01344 640039 (AUG00)

- * Range Rover Classic Roof Rack. Contact Rod Robertson 01256 850836, 07970 096013 or RodRobertson@morphis.co.uk (AUG00)
 - * Rear Bench Seats and Frames for LR 90 in vinyl - preferably grey but black acceptable. Bug Wrightson (023) 9246 9857 or 07778 935010 (Hayling Island). bug@sidz.fsnet.co.uk. (AUG00)
 - * Wheels & tyres. 5x Range Rover / Discovery alloys (plus wheel nuts) with 265/235 x 16 road/all terrain tyres (or separated sets). Tyres must be in good-reasonable condition. Phone Stuart Davidson 01489 786034 or all@davidsonhouse.fsnet.co.uk or t0328sd@solent.ac.uk (JUN00)
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WARNING

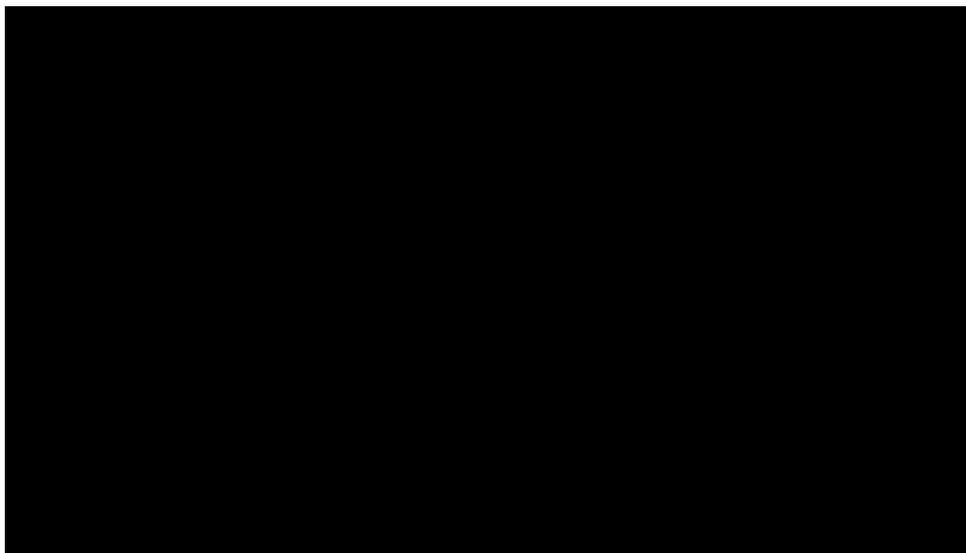
Any adverts dated up to and including JUN will disappear next month unless you renew them!

Services

- * 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.
- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 020-8715-4861 or e-mail David@fwfilms.freemove.co.uk.
- * Welding and Fabrication Rollover protection, fuel tanks, & any other metal fabrication. Examples:- LR full external cage £280. Fuel tanks from £65. Dave Middleton. 07879-634772.

Competition Event Information

- Events are open to all paid-up HBRO members. Bring your membership card.
 - ARC rules apply. Don't forget your MOT certificate where applicable.
 - Entries to be on an official HBRO Entry Form.
 - 2000 ARC Handbooks are now available. Contact the Secretary or the Competition Secretary if you haven't got one yet.
 - All HBRO RTVs are qualifying rounds for the "Red Leader Shield" (standard class Leaf sprung LRs), the "Pilot Trophy" (Standard Range Rover) and the "Performance Trophy" (for 90s)
 - When you come to help set out the sections on the day before the competition, please find the Clerk of the Course (or whoever is in charge at the time) and sign on the attendance sheet. The event insurance covers those members setting up the event and is there for your benefit; but it is valid only if you sign to say that you are there.
 - Please help to marshal the event. Attend the marshals briefing and then ask an experienced marshal for guidance on how to score and how to assist in the safe running of the event. We'll show you how to score if you've not done it before. A Marshalling Guide booklet is available on request.
 - If you are interested in scrutineering, please ask to accompany one of the scrutineers on the day. They'll show you how the checks are done and what
-



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 Cob & Pen, Wallington, near Fareham, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). Grid ref SU583 068 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; longer term programme can be found inside the back cover.

WS = Winter Series. SS = Summer Series.

Green laners:-

Call Ian "Rights-of-way" Parker (Tel: 02392-594687 Mobile: 0797 751 3838) for details of the next trip. Richard Myers will not be available for a

