

PANTS

&

BARKS

2000



**NEWSLETTER OF THE
HANTS AND BERKS
ROVER OWNERS**

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SCRUTINEERS:-

Steve Kirby #, Chris Homewood, Steve Skinner, 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 MSA (Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

Editor's bit....



HAPPY CHRISTMAS EVERYBODY!

Apologies to those who were offended by certain words in November's issue. I'll take my editor's duties more seriously in future and read the articles properly before I publish them. We come perilously close again this month, any

closer and I would have brandished the blue pencil (or its computer equivalent!)

This month...

- Trip to Norway - Episode 1.
- ARC News for November / December.
- UK Rhino Charge event report.
- A new member tells us why he joined the club and makes a couple of helpful suggestions...
- Competition Secretaries' Bit(s).
- ARC Meeting report - Keep yourself up to date with what is going on in our parent organisation.
- Nick Jennings goes on a Voyage of Discovery, Feels the Ford eEffect, Sorts Out some Old Sods, and Wanders around the Web.
- Event News.
- Green Lane News.
- Nick jennings writes even more (stop him, somebody!)

Next month.

- Trip to Norway - Episode 2 (with lots more to

Message from the Competition Secretary Team:- It is imperative that club members do not drive their vehicles around a trials venue without first signing on. To do so without signing on means you are in contravention of insurance requirements and could lead to the loss of the site or worse. If you cannot find anyone at control, PLEASE WALK to find the person in charge. Thanks.

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.

My e-mail addresses are:- at work:- Steve.J.Kirby@BritishAirways.com and at home:- Steve.Kirby@cwcom.net To improve the chances of making contact, try sending

Nick's Bit's

Well it's that time of year again. The children are getting excited about what 'Father Christmas' might bring them. Well come to think of it so am I! I wonder if he could fit a 3.9 E.F.I. on his sledge?

The year 2000 has probably been the most testing year ever for Hants & Berks. Running the ARC2000 International, created a great deal of very hard work for a lot of people, and put a strain on our club members as never before. But we did it, and nobody can ever say that Hants & Berks don't give of their very best in everything that they undertake. I have said it before, but I will say it again, I am very proud to be a member of this club. But we now need to look forward, the year 2001 is approaching fast, and we can close the door on 2000 and everything it entailed.

On behalf of the other committee members and myself I would like to take this opportunity to wish all Hants & Berks members, and their families, a very happy Christmas. I hope that Sue and I will see many of you at the annual Christmas Do on the 2nd December. (If so, by the time that you read this you will probably have recovered from that hangover!) The venue is the Grange Hotel at Alton, we have held our Annual Do there several times, it is a very nice Hotel with excellent facilities, and fairly central for all Hants & Berks members.

Well, what's been happening in the last month? The off-roading has been quite varied, with trialing, laning and a Driving Day. November's off-road calendar started with an RTV Trial at Nelly's Dell on the 5th November. Karen Duffett did an excellent job as COC despite her Laryngitis. Luckily she did get her voice back for the presentation at the end of the trial, or was she really just a little bit shy?

On the 12th November, Nigel Thorne ran a green lane trip in the Hindhead area. This was an excellent day with 14 laners turning up. We split into groups. Nigel had planned the route with lanes marked up as to their degree of difficulty. This enabled the drivers of the "shiny" vehicles to enjoy the day's laning, but avoiding the possibility of damage. While those of us with our older trials vehicles which have many battle scars enjoyed some really challenging lanes. I thought the "Steps" was a really good lane, requiring a bit of driving skill to negotiate the rocky climb. The scenery through the "Devils PunchBowl" was beautiful in the late autumn sunshine. Although it is all National Trust the Byways have been kept open, and all very driveable.

We had a second green lane trip this month, organized by Jimmy Salmon for the Berkshire area. This was run on Sunday the 19th November. We all met up at Chieveley Services in the morning, and again split up into groups, making sure that the newer vehicles went into the appropriate group, we even had a Freelander with us for most of the day driving some of the easier lanes. By the time we had our pub stop, we had driven a selection of lanes, some very challenging, and some through very pretty countryside, but most seemed in good condition, if a bit overgrown. After the high winds of late, we found that to make progress we had to remove a lot of fallen trees, in some cases they were far too big to saw and required winching. What is very noticeable is how many good lanes there are, and all well sign posted. It saves so much hassle when each lane has a proper signpost, you can't get accused of being anywhere you shouldn't. Again an excellent day was had by all.

I would like to thank both Nigel Thorne and Jimmy Salmon, for giving up their time and running these trips for the club.

Hopefully when you read this, many of you, will have enjoyed a great off-road day on 26th November at on Slab Common. (I say hopefully, because I am writing this for the magazine

before the event, and as Slab is on Military Land we can never be 100% certain that the MOD or come to that, English Nature, will not pull the plug at the last minute.) Our newly appointed 'Special Events Officer' Ashley Pocock, has done everything in his power to see that the event goes ahead without a hitch. (I wonder where he gained all his experience from?) These Promotional Driving Days are open to both the general public and HBRO club members. They are always very successful, providing a great off-road day with the back up of the Hants & Berks more experienced off-roaders acting as recovery marshals. They are used to promote HBRO and hopefully recruit new club members. Also there are a great many existing club members who only like these kind of events, so for all of you out there, 'COME OUT TO PLAY' at Nelly's Dell on the 28th January 2001. This is a Club only Driving Day. We ran this last year at about the same time and it proved to be very successful. So we look forward to seeing you then.

And finally I would like to apologize to any body who was offended by some of my more descriptive wording in last months P&B.

By Nick van den Braak. HBRO Chairman.

Competition Secretaries' Bit

It never ceases to amaze me, the ingenuity of those HBRO members who turn out time after time to set out RTV courses. I refer of course to Nelly's Dell. To say we know the site well has to be a bit of an under statement, and finding new challenging sections calls for some pretty inventive thinking, but sure enough on Nov.4th the cerebrally active were at it again. By the time Carol and I arrived to help, work was already well advanced on setting out for the trial on Sunday 5th so we joined in with Tricia and her Dad on the embankment attempting to invent something new. Meanwhile Chris and Paul Homewood were busy inventing a new section midway along the embankment. I would hasten to add that neither Chris or Paul were able to make it on Sunday, so were there purely for the benefit of the rest of us! Down in the Dell the Duffet crew were trying to find new ways of challenging us. The crew members being Hugh and Karen Duffet, Jeff Pavitt and Tracy Hanson. Like I was saying, ingenuity was there in abundance and sure enough they managed to find some new routes for us to try. Sunday dawned with the prospect of sun and showers and some interesting trialing, given the amount of water that was already on the surface. Karen Duffet had reluctantly agreed to be COC for the day (her first time) and was busy inspecting the sections as the rest us were signing on with the Secretary of the Meet Sarah Bridger and being scrutinised by Trevor (Tango Man) Jones. After the mandatory briefing we set off for another great day's

trialing.

At the lunch break Carol and I were actually leading by a fairly comfortable margin, but in true tradition I managed to snatch defeat from the jaws of victory in the afternoon. One of the good things about the site, is that there are no places where power has an advantage so it's an equal challenge for everyone. As the day progressed Andy Bridger took the lead and was the eventual lowest scorer. All in all it was damn good trial run by Karen, Tricia Jacobs (Chief Marshal), Marshals Jon Beagley, Bob Davis, Mark Halliday and Sarah Bridger (Scorer).

The final results being, 1st Class 3 Matt Hewitt 38, 1st Class 4 Nick VDB 2nd Adrian Borne 1st Class 5b Jeff Pavitt 1st Classes 8&10 Andy Bridger 30, 2nd Me 33.

Steve & Carol Skinner.

Comp Secretaries' Second Bit.

Hello again! First of all, I must apologise for not doing a report in the November P&B, but we had a major malfunction on the P.C. front, which is now sorted thanks to Ian (web site) Parker. Anyway, Hook End way back on October 6-8 was as usual one of the best trials of -the year. There's something about the site that gets everyone's adrenaline flowing. Perhaps it's OMYGAWD climbs and descents which were expertly exploited by Matt Hewitt (COC) and his band of fellow course setters? I'm sure Matt has a bit of a sadistic streak in him! Personally speaking we loved every part of it. Perhaps that shows a masochistic streak, but that's another story. As this was the Wessex Trophy event everyone seemed to put in an extra effort, which led to a pretty close finish. The end results being:-

Class 3, 1st, Paul Homewood 36, 2nd Jim Taylor 53.

Class 4, 1st, Simon Newington 2nd Roger Hardwick.

Class 5, 1st, Paul Webb 52, 2nd Chris Homewood 53.

Class 8, 1st Steve Skinner 39, 2nd Steve Kendal 58.

Who won the Wessex Trophy? The one and only Andy Bridger on 32 points. Well done yet again Andy. This bloke's unstoppable. Or is he? As I said Matt Hewitt was in charge of setting out ably assisted by Sam and Ian Parker, Paul Webb, Jim Taylor, John Jennings and Tricia Jacobs. Sunday had Matt as COC. Sam Parker Chief Marshal. Ian Parker Steward. The Marshals being Nick Jennings, John Jennings, Tricia Jacobs and Sarah Bridger. Thanks everyone.

Carol & Steve Skinner.

Come out and Play!!

SUNDAY 28th JANUARY 2001 AT NELLY'S DELL

OFF-ROAD DRIVING DAY

FOR CLUB MEMBERS ONLY

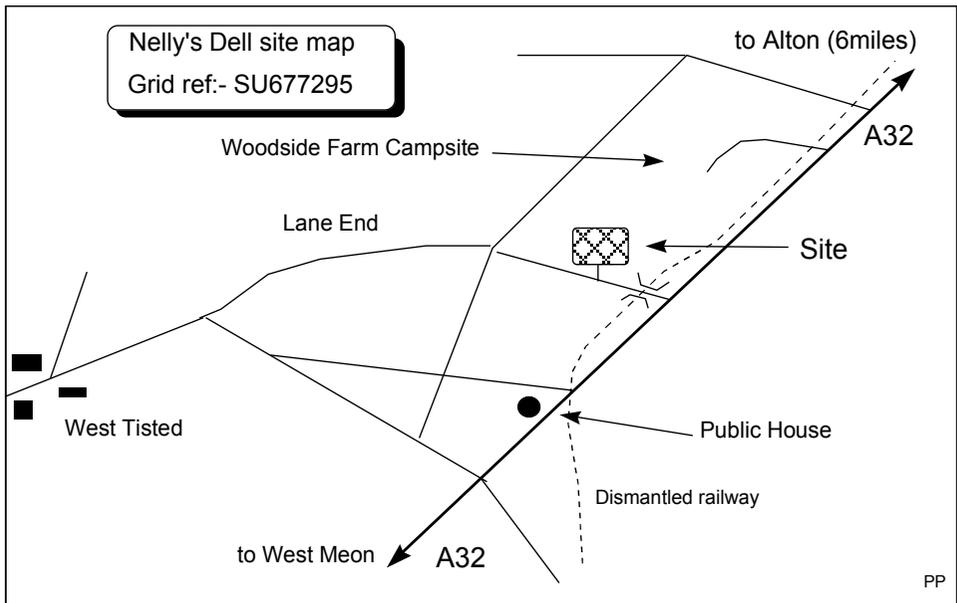
This is a non-competitive fun drive around, aimed at the club members that do not want to trial or don't have an older Land Rover. The site offers easy, moderate & challenging sections to cater for all abilities. For the novice off-roader, advice will be available from the marshals on the day. This type of event was first held last January and proved to be a great success. To any of you that came last year we have now opened up more land both for easy and hard routes. So come and play.

All vehicle occupants must be seated & wear an approved seat belt at all times. The passenger sitting along side the driver must be at least 14 years of age. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 4 years of age must be seated in an approved "child seat"

Entry Fee: £10 per vehicle + £2 each additional driver.

Event starts at 10 am.

**Pre-booking not required. For further information call :-
01489 583397 or 02392 597266 evenings.**



RTV & CCV Trial

Brick Kiln Farm, Alton, December 17th

RTV Winter Series.

Status Closed. HBRO only.
CoC Chris Homewood.
Steward TBA.
Chief Marshal TBA.
Scrutineer TBA.
Sec of Meeting. Brenda Taylor.

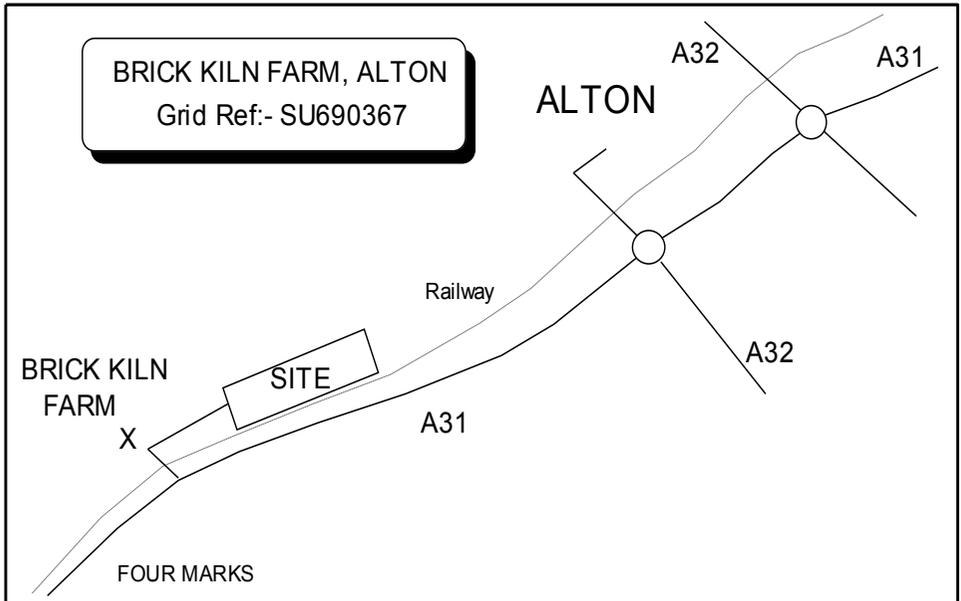
Brick Kiln Farm is on the A31 about halfway between Alton and Petersfield, Hampshire.

Scrutineering starts at 08:45.
Drivers / nav's briefing 09:45.
Marshals briefing 09:45.
Event starts at 10:00.

Please read the
Competition Event Information
inside back cover.

Payment to Sec of meeting.
£12 on the day. £10 advance (>7 days).

Facilities:- Toilets.
TBA = To be advised.



ARC EGM, Saturday 16th September 2000

Steve Kirby, ARC Liaison Officer.

Minutes of the General Meeting of the Association of Rover Clubs held on Saturday 16th September 2000 at the Land Rover factory, Lode Lane, Solihull. Developed from notes taken at the meeting.

1) Notice of Meeting.

Denis Bourne opened the meeting.

2) Apologies for absence.

Apologies for absence were read out.

3) Minutes of the ARC AGM held on Saturday 10th of June 2000

Accepted after a few minor errors were corrected.

4) Matters arising from previous minutes:-

ARC Handbook - many surplus copies have been returned as requested Note that these will have to serve for 2001 as well, so don't waste them.

Team Recovery Trophy - this has a "heritage" base with previous winners on it. This base should be stored safely somewhere so it doesn't get lost.

Camel Club - not paid this year yet. AJS to send another invoice.

Glen McKeith's 90 - Dave Canham SROC does not feel that it is a Standard Class vehicle. It does fit the current rules, though.

Colin Council has set up a scheme whereby members can have ARC News e-mailed to them instead of viewing it on the ARC website.

Access to the ARC website seems to be difficult when accessed via certain links. This may be because the links lead to the old address.

Fighting Fund - size is unlimited and it may be used as agreed by the trustees.

Rally Sub Committee - Norman Whitely was going to lead this and the committee would be in an advisory capacity. NW hasn't attended any Council meetings for a long time and no contact has been established with him recently. Denis has been in talks with someone as yet unnamed who may be interested in carrying on with the job. He will talk again with this person so as to keep the momentum up if Norman does not wish to continue.

The ARC2000 website was well maintained but was it of value or was it a millstone?

There is no queue of clubs wanting to run the rally. In theory, the clubs should contact the Council to ask if they may run the Rally but in practice, the ARC tends to accept any offer that is made.

Colin Council suggested that all the lessons learned at the various Rallies be put together and made available to those running subsequent events.

5) Chairman - Denis Bourne

The rule changes submitted in 1999 have now all been ratified.

The rep from the Trailer Towing Association did not turn up as requested.

The exhibition unit had undergone further repairs. A jack and a wheelbrace are to be purchased for the unit so the spare wheel can be changed. Some tyres need to be replaced. An equipment

inventory has now been posted in the unit for the use of those who borrow it.

L&C moved the unit to Stoneleigh and thence to Eastnor - thanks go to them.

New storage site is at Fenny Drayton. Booking is via June Green. She'll provide a map to show where it is and a phone number to call to announce collection and delivery. The unit is to be returned in a clean condition please.

Meeting with Charlotte Molyneux of NFU re sponsorship. Thanks to P&G Miller and Bonnie & Chris Savidge for their help at Stoneleigh along with Sue & Ian Foster, June & Jack Green and many others.

Denis went to Billing. This is not an ARC event. the camping was terrible. Met members of a club on the IOW who want to join the ARC.

Majors Trial. Thanks to MROC for running this as usual. It was an excellent event with a good spirit. There are no guarantees that this site will be available in the future.

Thanks to those clubs who have published ARC news in their newsletters.

6) Secretary - Caroline Flanders.

There is a new Land Rover magazine headed by Dave Barker. "Land Rover Enthusiast Magazine". There will be discounts for club members. See dave.barker@landroverenthusiast.com
Caroline can be contacted at:- 124 Crescent Drive, Petts Wood, Nr Orpington, KENT, BR5 1BE
Tel: 01689-878105.

Paul Williams, car club liaison can no longer continue in the post as his job has taken him abroad.

At the recent council meeting at the NFU, Caroline, Andrew Stavordale and Nick Chinery had a meeting with Charlotte Molyneux of NFU regarding sponsorship. They have granted £3500 for us to do what we want with. They have agreed to put an ARC link on their website and we will return the compliment. They have requested to be able to circulate insurance literature to members. This may be via newsletter editors. They have the names of the club secretaries and the newsletter editors and will send the literature to them. It will be up to the clubs how these are distributed. The distribution may be a couple of times a year but the clubs will have to decide what to do if the addition of the NFU literature pushed the weight over the limit where extra postage has to be paid. The local NFU office already funds one club's newsletter when they put promo material in with the newsletter as it takes the mail cost to the next level.

Communications on dealings with the NFU will be promulgated to the clubs. If you contact the local office, tell them that there is a deal in existence. If they don't know about it, suggest that they call head office.

Marquess - if NFU marquess are available, then clubs can use them at a big event. contact local agents. The database of individual members of the ARC now no longer exists because LR no longer use it to distribute ARC News.

7.) Treasurer. - Andrew Stavordale.

Apologies for non-attendance for the previous meeting.

I am definitely standing down at the 2001 AGM. The job has to be done. any offers? It would suit someone working part-time or an existing club treasurer. You don't have to be an accountant and help or training will be given if needed.

I will write to all clubs with the invoice for 2001 soon. The new charging structure is to be deferred due to a new treasurer being in place for next year. the new structure will be implemented in 2002. Accounts RAC Recovery brings in about £1000 p.a.. there's plenty more available if only more

ARC members would join. Only about 200 ARC members are currently involved.

The recent repairs to the exhibition unit should last another couple of years.

Expenses - claims in in the next couple of months please.

Report on the 1998 Rally still to finalise. The money owing from a caterer has been written off. We had no written contract and so we have no real evidence to use as a basis for a legal claim.

We will also have to write off the Custom Marketing Services clothing account for the same reason.

The 1999 audited accounts have now been forwarded to Companies House. Companies House have also been informed of the changes to the ARC address, etc.

I am still working on a set of "Standing Orders", i.e. information that really constitutes the ARC General regulations but which is not available obviously in the current paperwork. Most of it exists as decisions that were voted on at meetings and minuted, but not compiled into a coherent document.

CCMSA - This has not been wound up. The accounts will now be dealt with along with the Main ARC ones. The ARC is still authorised to grant exemptions.

Chris Hodson has moved to 43 Chequers Drive, Horley, SURREY, RH6 8DX 01293-786144

Land Rover Register 47-51 secretary, Richard Lines has moved to, Courtiestown Farmhouse, Leslie-by-Insch, Huntly, Aberdeenshire, AB54 4PN.

8) New Club Applications.

The Discovery Owners Club has requested to join the ARC. 200 members so far. All application forms now received. Club will be competitive. National club.

Vectis Land Rover Club (Isle of Wight) has applied for ARC membership. Intention is to be non-competitive and concentrate on green lane trips on the IOW and on the mainland, social events, road runs, all sorts of things. Current membership is 28. Sec is Barry Reed on 01983-291323. HBRO and SROC may need to consider this.

9) Rule change proposals.

1) Scrutineering Committee set, 2) Set of event administration rules, 3) Comp Safari vehicle classes - Colin Gaukroger, 4) Use of parabolic springs - James Taylor, 5) New class - HBRO, 6) Comp Safari Classes - Simon Smith, 7) Injection systems - Colin Council, 8) Timed Trials - SROC. Contact me if you want further details on these.

10). SECTION REPORTS.

(a) Caravan Secretary - Chris Hodson.

Believe it or not, permits are still going to Jim Campbell!

I propose a minimum of one month prior to the event for receiving permits.

Two marshals names to be on the application form. After January, permit will be refused if only one marshal is named.

(b) Overseas Liaison Officer - Derek Spooner

25 year event in Norway was a very good event. 200 vehicles attended, 40 from the UK.

Deutscher Rover Klub 25th event at the end of September this year.

The Danes will be holding a 25 year celebration next year. Details later.

(c) Non-Competitive Clubs - Chris Savidge. Not able to be present - DB read report

Radiator badges - sales now rather slow after initial uptake.

Range Rover 30th Heritage Run. See ARC News 36 for details.

All Rover Weekend increase in numbers but many no-shows.

Stoneleigh -

“Decade of Discovery” gave rise to the new Discovery Club.

RRR off-road courtesy rides have raised £3136 collected from these and from donations given for the Road Traffic Accident demonstrations. Donation to the National Association of Air Ambulances.

The exhibition unit was made full use of.

Dunsfold Collection brought three vehicles. Thanks to Bonnie Savidge and Sue & Ian Foster and many others for making it happen.

(d) Car Clubs - Paul Williams. Not present - no report.

The question was asked from the floor - “How much activity is there with the car clubs? We don’t seem to see much activity other than concours event at the International Rally, Stoneleigh and one or two other events.” Brief discussion. No conclusion reached.

(e) Countryside Access - Tony Kempster.

The DETR has set some appointments to QANGOs - National Parks, English Nature, Countryside Agency, etc.

Southdowns National park - review of all forms of recreation. Cash has been allocated to reform the Park.

LARA Workshop 2000 - Derby 30 Sep - 1 October. Theme is “Getting it Right” which deals with aligning activities with legislation.

LARA Advice Notes. Now available.

See also LARA web site at www.lara.gb.org

Sport England has given a grant to LARA. This is £25000 p.a. for 4 years.

How do you see LARA working for you? Tell Tony Kempster.

North York Moors - now an SSSI (Site of Special Scientific Interest) and may be upgraded to an SPA (Special Protection Area). If you use an SSSI area for anything, please let Alan Kind know.

All clubs should have received a notice about SASPs (No, I don’t know what that means either!) Please respond.

Sport England is looking for sites for all kinds of sport.

(f) National Rally Committee - Norman Whiteley.

Rally 2000. Steve Kirby read out Ashley Pocock’s final report. (Already published in P&B)

Rally 2001 - 1000 acres. Land upgraded since last event there in 1991. 850 camping plots. Central arena. catering marquee. Forecourt of Newnham House to be used for Concours. Contact is Wendy Arrowsmith. Entries to Jean French. Web site to be set up. Event director is Dave Marsh.

Rally 2002 Lincs.

Manby Showground. Possibly a four day event (25 - 28 May 2002.) Hardstanding for 800 caravans. Web site is in place already www.arc2002.co.uk

Rally 2003. Rumours that SROC will be running it are not true.

(g) Press & Publicity - Nick Chinery. Not present. DB read report.

Nick mentioned advertising on the ARC web site. Anyone know how it's done?

He is getting details on how to join the Amazon Associates. He will establish a link to the NFU soon and the vehicle regs are being added.

Question from the floor - if ARC News is on the web site, why be a member when the info is freely available? A - Its usefulness outweighs the disadvantages.

(h) ARC News - Paul Barton - not present.

Articles to Paul; please.

(i) Rover Company Liaison - Derek Spooner

Derek has agreed to take on this role. He has contacted Bob Dover, CEO of Land Rover. No further news yet.

LR is a wholly owned subsidiary of Ford and is a member of the Premier Automobile Group along with Jaguar, Aston Martin, Volvo and Lincoln. The Gaydon site may be used for the production of a new Aston Martin. Land Rover must stand on its own two feet.

The Rover trademark is still owned by BMW so we don't know what is happening with the Rover cars under the Phoenix Group. They will probably be moving towards the MG brand.

Ford officially took over LR on the 1st July 2000. Ford is very "pro" motor clubs and the Jaguar club is a good example of a very strong marque club. The ARC can help Ford / PAG but we'd like a bit back!

(j) MSA Liaison - Harold Carman

(Note, these items are MSA matters which may affect the ARC in due course.)

Rally and other events safety matters. A safety plan has been drawn up and this involves a Safety Officer, Marshals, Recovery training etc. there is a new video for first aid. This is free.

Identity of officials should be marked on their tabards.

RTV - nothing has been done yet. The input has been studied. There is no quick fix. What does an RTV really consist of? What vehicles can enter? Guidelines needed.

Fire extinguisher issue is still with the MSA Technical Committee.

Safety officer - not the most popular role. Needs a strong personality. The safety officer at the ARC2000 instructed the CoC to stop passengers riding in the back of vehicles without proper seats. This was enforced well although it wasn't popular.

Safety Officer needs to enforce Health and Safety rules.

(k) Shows and Displays - June and Jack Green. Not present.

Attended Billing and Stoneleigh.

(l) Scrutineering & Off Road Committee - Steve Kirby -

The committee has been holding a fairly regular pattern of 4 meetings a year now, this having been established for over two years now. However, attendances have been consistently disappointing, with only 9 or 10 clubs being represented at each meeting - less than a third of the

competitive clubs.

1 Communications.

There are two main ways that the issues discussed at the Scrutineering & Off-Road Committee meetings are publicised:-

a) The clubs representative will publish important items and meeting highlights in their club's newsletter. I hope you all regularly see references to these meetings.

b) ARC NEWS. I hope you are all still receiving ARC News from one source or another and are noting the items from this Committee (and from Harold Carman as MSA Liaison Officer) that appear fairly regularly. ARC News will be published as part of your club newsletter until such time as delivery to individuals can be re-established. It's also available on the Web for those that have access.

I keep a cumulative list of Scrutineering-related items that have been published in ARC News.

We have received a letter from one club complaining that they had been asked to reproduce ARC News in their newsletter at their expense. They clearly don't realise the value of keeping in touch.

2 Petrol Injection. This will now become allowable from Jan 1st 2001 in all classes. John Hewitson has produced some brief guidelines on the application of injection systems in vehicles not originally fitted with such a system. These guidelines will apply to the currently permitted conversion of early Range Rovers, Nineties etc. as well as to Special class vehicles.

3 LPG. We have clarified the position on LPG conversions. LPG can be used in all classes. There has never been any restriction on this but many members were not sure. The MSA make compliance with the Road Vehicles Construction and Use Act a requirement, and consequently this applies to all installations whether on a road-legal vehicle or not.

4 RTV. "Full-house" triallers and Comp Safari vehicles entering RTVs still seems to be an ongoing issue. The consensus seems to vary from meeting to meeting, and depending on who is in attendance, the "for / against" view seems to vary. At the last meeting the consensus was that there was nothing wrong with CCV and Comp Safari vehicles competing in RTVs. If you have views on this, please let us or the Council know.

5 New Drivers - an item of concern has been on the matter of new / inexperienced drivers competing in powerful cars. The issue is most important in Comp Safari where a novice can pick up a high performance vehicle second hand, or someone with money can buy a new one. What influence can we, or should we exert?

6 AFFF fire Extinguishers. There were several "FOAM" fire extinguishers presented to the Scrutineers at the ARC2000 Rally, that were not marked as being AFFF. Some of these did have AFFF listed as an ingredient and these were accepted. Those that didn't have AFFF listed were rejected. It appears that an AFFF extinguisher contains about 6% AFFF, and this quantity qualifies it as being acceptable.

7 New vehicle Regulations.

Most of the last meeting was taken up with a discussion on the amendments fed back following the publication of the Future Vehicle Regulations that were accepted by the membership as a discussion document. We made considerable progress on these.

8 Roll Cages - An Important Note:-

For disciplines where roll-over protection is mandatory by the MSA, the following are acceptable by the ARC:-

a) Roll cage designs shown in the ARC Handbook.

b) "Legacy" ARC designs until 31-12-2000.

c) An ARC "legacy" design that has been certificated by the MSA would be acceptable, but would need to be inspected. All parts front and rear, all fixing points, and accompanied by the MSA certificate for that cage.

So please publicise this matter promptly as your members may have vehicles that will need to be altered in time to be used next year. To re-iterate, RTV are not affected of course, CCV vehicles will continue with their log-booked designs, but Comp Safari, Timed Trial, Hill Rally and Team Recovery will need to comply with the current designs regardless of what the log-book shows. It's worth pointing out that the MSA brought this requirement at the beginning of this year, but granted the ARC a year's grace, this concession being given to the ARC around the middle of last year.

Next scrutineering & Off Road Committee meeting will be on Saturday July 29th 2000.

(m) CCMSA Co-ordinator. - Andrew Neaves - Not present - no report.

Andrew Neaves has been seriously ill. Best wishes from all.

11.) Guest speaker. Due to the fule shortage, Alan Kind will attend the meeting in December.

12) AOB

Q - Can non-compliant vehicles be entered? A - Basically no but a rule change proposal is in place to allow this, subject to conditions to be defined.

Q - Parabolic springs - can these be used if the vehicle competes as a coiler? A - No, but again a rule change proposal is in place to allow this. However, if the club applies for a promotional event on the same day, then they can drive the sections.

Q - What has happened to the ARC2000 video? A - Steve Kirby will contact Ashley Pocock to see if there is any news.

Next meeting to be on December 2nd 2000 at the Presentation Suite, Land Rover factory, Lode Lane, Birmingham.

The UK Rhino Charge 2000

Team Greaves 4x4 had a very enjoyable and successful day taking 2nd place and raising over £900 for the Rhino Ark Charity. We like to thank all our sponsors for their support, especially British Airways, Country Care (southern) Ltd and Schofield Lothian Ltd.

The day of the Rhino Charge dawn bright and sunny as team Greaves 4x4 arrived at The Lodge of Willinghurst Estate. The day's activities started well with big bacon rolls and steaming hot coffee! After signing-on, Club Off Road's follicley challenged mastermind, Brian Hartley briefed the fourteen participating teams about the day's activities.

Greaves 4x4's first task for the day was Task 3, Rhino Regatta and involved our water sports expert Mark Jeffery paddling a very small rubber dinghy around the lake looking for 3" square letter boards! Mark found 4 of 5 boards within the time limit – 90 points, a good start!

After a minor navigational error we arrived at Task 1 and 2, Rhino Rovers and Rhino Revolving.

Rhino Rovers involved a six foot beach ball and three sets of goal posts. The idea being 'kick' the ball with your Landy and score a goal. Unfortunately, team Anchorsupplies.com charged off and with their first touch managed to puncture the ball – Task 1 abandoned!

Task 2, Rhino Revolving required the teams to driving a cloverleaf! Basically this involved starting and finishing in a box marked by four posts and as quickly as possible making your tyre tracks marking out the four leaves of a four leaf clover. The target time for full points was 30 seconds, we managed did it in 36 seconds!

During the Team Brief two punch cards were attached to the near-side of the competing vehicles and Task 5, Rhino Rejuvenation required find 3 orienting punch for the green card by following a sketch map. A bonus of 25 points was also available for clearing the Rhino Mud Wallow! Needless to say team Greaves4x4 cleared the Mud Wallow and found the punch to score top points!

Onto tasks 5, Rhino Roaming, a navigational exercise following tulip diagrams and spotting big and little letter boards. A good team resulted in second highest score with no penalty points.

Next we attempted Task 6, Rhino Roundabout. Now this appeared to be a relatively simple task. A piece of string with a weight half way along was attached to the near-side mirror and to a sun umbrella stand. All we had to do was drive anticlockwise round the umbrella stand keeping the weight off the ground and the umbrella stand upright! - the least said about our score the better!

Swiftly moving to Task 7, Rhino Roundup. 25 minutes to find 7 punch within a marked off area. After a very slow start we managed to find all 7 in just over 12 minutes! Top points again!

The next task really tested the grey matter. Not only did we have to complete the Rhino Animal Ark quiz, we had to navigate using a herringbone line! The herringbone line assumes you are travelling up the line and each junction is denoted by a line denoting a track, e.g. a line coming in from the left means ignore the left most track (which could actually be going straight on) and take the next one to the right of that. – simple !!! Whilst navigating the route we had to look out for a letter board so we could obtain the instructions to defuse a bomb!!

After a short off road drive we arrive at the sand quarry for the last for tasks. Another quiz tested the grey matter and resulted in the code for the bomb disposal exercise. The bomb was movement sensitive and just as Jake unscrewed the top – kaaboom! – oh well, never mind.

Task 12, Rhino Retina Reversal was little more successful. This involved driving a short trails sections blindfold. That's the navigator who was blindfolded as he was steering on the way out and the driver operated the pedals and gave the instruction. On the way the back the course was driven in reverse with the driver wearing the blindfold and the navigator giving the instruction. All this within a five minute time limit. Apart from a minor left/right confusion half way through we did OK.

Rhino Requisition, Task 10 was our second to last task and start with a general knowledge quiz, the number correct answers gave the team the number of trials gates that could be attempted. Amazingly we managed to get 8 out of 10 questions right and choose our 8 gates. Of course our trusty Series III got us through without any problems.

The last task for team Greaves 4x4 was Rhino Radios, task 9. This involved another trials section marked by black and white discs. The white discs had to be on the right the first time the gate was driven otherwise that gate would not count. To make it even more difficult, there was a five minute time limit, the driver was not allowed to walk the course, the other team members only had 1 minute to walk the course and then the driver could only get instructions by two-way radio as the course was driven. We got 8 out of the 10 gates – second highest score!

That was the end of the UK Rhino Charge 2000, time for some offroad fun with the Tiger Lines. This was a purely fun event for serious 4x4s. Only 4 teams were brave (or stupid) enough to enter! Gumtree Gang, Greaves 4x4, Anchor Supplies and The Lounge Lizards. The task involved driving down into a bowl about 30ft deep with about 2ft of water in the bottom and then driving out using 4 designated routes one at a time. The four circuits had to be completed without stopping. Start positions were drawn out of a hat. Greaves 4x4 were last to go!

Anchor supplies were up first and cleared one exit, the Gumtree gang were next and managed two. The Lounge Lizards were third but unfortunately holed their radiator after the first circuit and had to retire. It was our turn!! We sat at the top of the entry slope, tightened the harness and wiped our sweaty palms! Off we went into the water, a little to fast as the water splashed over the bonnet

and out the first exit – no problem. Back to the start for our second circuit, this time a bit slower into the water a perfect bow wave and out the second exit – Equalled the Gumtree Gang. This exit lead into a washed out gully about 2ft deep, as we turned out of the gully the offside front wheel was spinning in the air and as it landed found loads of grip and then BANG! – the front diff knackered. Team Greaves 4x4 retired. Victory to the Gumtree Gang – Congratulations.

Will we be back next year? Oh YES we certainly will! It was an absolutely fantastic day brilliantly managed by Brian Hartley and his team of Merry Redcoats and all for a good cause!

Breakdown Cover.

Following a recent comment from Jim Taylor at Hook End, and the fact that our RAC Breakdown is due for renewal, I gave them a ring about my concerns. Apparently, if you break down while towing your caravan, and your vehicle needs to be recovered, your caravan will be left behind. This is unless you are a member of the Caravan and Camping Club (and I assume you can prove it!). Obviously, it is worth checking this for yourself as things may change but in the meantime - YOU HAVE BEEN WARNED!

Sam Parker.

Voyage of Discovery

We have just come back from a few days on the other side of the channel , in company of the Monsieur Michelle Le Mouse. We had a great time , despite the weather. During our stay Maureen was concerned about the amount of Disney-a-bilia she could fit into the case for the trip home. Nicola and Mags were worried about the amount of cheap alcohol that we could get into England with and I was trying to figure out how many jerry cans would fit under all of the other stuff.

During the trip I was amazed at how few of Solihull's children I saw. While travelling to and from our destination I only saw half a dozen vehicles, all of those were discoveries and most of them had the steering wheel on the wrong side like me. Don't the French know a good thing when they see it or what?.

On our return trip the UK we stopped at big shopping mall near the end of the tunnel. Here I saw numerous Land Rovers. They all had one thing in common. None of the drivers could see out of the rear windows due to the amount of goodies stacked in the back. I must admit that we were also in this category. When we eventually got onto the euro-tunnel train, there were five vehicles in our compartment. All except one was a four wheel drive and all except two were discoveries.

Nick Jennings

Feeling the Ford Effect

From my earliest memories of childhood, I have had interest in all things automotive. However I have never been a “Ford Man”, apart from a brief aberration when I bought a bright red Capri Mk.II 2.0S. This only lasted 9 months as I rolled it into a field on the way to Thruxton one day. I don't know what it is about the “Dagenham Dustbin” I have never been a fan. Even in business I have resisted the temptation to become a transit van man. My allegiance had always been to the Austin/Morris/BMC empire. Morris 8's, Morris Minor Vans, Mini Vans, the J4, J2, A90, and then on to what seemed like hundreds of Sherpas, have been the make up of our fleet over the years. For the past decade or so, however, our vans have all had the three pointed star from Germany on them.

My first vehicle was a Morris Marina pickup. This was customised, following a idea in a Custom Car Magazine at the time. Mine was black with a gold go-faster stripes and gold wolfrace wheels. The colour scheme was inspired by the John Player Team Lotus F1 cars of the time. Ronnie Petersen from Team Lotus is my all time favourite GP driver. He lived locally and I had the pleasure of meeting him several times. The interior trim in the pickup was from a Marina 1.8TC (a slightly better class of plastic you know). The pick up in the magazine had a Rover V8 under the hood but mine was built in the minimalist tradition with 4 cylinders and 1275 cc's.

The pickup was replaced by a Mini 1275 GT. This had the biggest Webasto Sunshine roof I had even seen. It was almost like a cabriolet when open. I had the mini a year when the short experiment with uncle Henry's product happened. Having totalled the capri in a field, and with the insurance money to burn, I explored the land of the rising sun. I had the first Honda Accord 4 door saloon in Reading. What a lovely car it was. I had this for quite a few years and apart from one water pump, it was totally reliable. Next on the scene was a Volvo 345 DL. Not a bad car, but woefully under powered. Next came the Nissan Prairie. A very practical car but somewhat lacking in style. Back to Volvo with a 440GLEI. The only car I have ever had on August 1st. Also the only car I have ever had that was too fast for my driving. It went like the brown smelly stuff off of the thing you dig holes with.

And so after a few experiments with Johnny foreigner I came back to blighty with the Land Rover marque. Now look what has happened!. Land Rover is now owned by Uncle Henry. Will Solihull ever be the same again?. Some say it will be a lot better than it has ever been before! We will have to wait and see. I still have the 90 (a real Land Rover even it doesn't have leaf springs). Maureen still drives the Disco series II . As I write she has managed a whole week and the fuel gauge has only gone down one notch. I think I am finally shaking off the addiction to V8's, although now that there are three outlets in Reading for LPG, my ninety might be smelling a bit different soon.

It is difficult to know who makes what these days. I see Ford now own or have a significant share in Jaguar, Aston Martin, Land Rover, Daewoo, Mazda,

Volvo and a few others I bet. Apart from a couple of minor players in Japan, General Motors and Daimler/Chrysler seem to have the rest sorted. Morgan is now the biggest British car manufacturer? Can this really be true.

Nick Jennings

Old Sods Sorted

A few weeks ago we went to the sort out at Newbury Show Ground. Our thanks must go to the old sod who let us in for free and was keen that a local club was present. "It all adds to the feel of the show " he said. John & I were handing out flyers for the November driving day. I approached a guy and asked if he was interested. He in turn asked how far it was to Bordon. I asked where he came from. The chap was from Swansea. I said that I thought it was probably too far for him to travel. As it turned out, it wasn't far enough. He was looking intently at the club's picture boards and had a keen desire to go to Morocco. Apart from the odd mountain, I couldn't see the difference between Morocco and Slab Common. I had the generator and the kettle with me. I wonder if that had anything to do amount of visitors we attracted. Laurie & Helena Wright from LRO were impressed by my tea and coffee making skills, so watch out for a mention in LRO.

During a spell of rain a chap wandered into the gazebo. (I prefer the subtle approach to sales so I didn't jump on him straight away but left time to browse of store) After a couple of minutes I asked about his interest in off road clubs etc. His reply was something along these lines....." Na, I ain't interested really I just came in out of the rain." I asked if he had been looking for anything in particular at the sortout. " I am looking for a full tilt for a 109". Well you have come to the right place mate, I said. As luck would have it, Neil Shawyer was selling one, and had left it on Matt Hewitt's stall, next door but one. I showed the guy the article in question as Matt had gone walkabout. (that's Australian for I have sold a few bits but the money is burning a hole in the pocket). He must have been keen because it was a good half hour before Matt came back and the deal was done.

Thanks to all the club members who called in to say hello, helped out with the P.R., or just generally shelter from the rain. I won't mention names because if I forget anyone I might offend them but special thanks to Jim Taylor (whoops I mentioned a name) for helping us de-erect (if that is a word) the gazebo thing in the pissistant rain.

By the way, how is your head Nick (whoops I mentioned another name), I must remember next time we put up the shelter, that there are people in the world taller than six foot.

Nick Jennings

Green Lane News

The laning trips are coming thick and fast. HBRO now has "area reps". Here is a list so you can contact them to see what's on:-

Green Lane Co-ordinator, Ashley Pocock
Tel: 01264-710546, ashleypocock@compuserve.com

Area Reps:-

Nick van den Braak, South Downs / East Hants.Tel: 023-9259-7266

Nigel Thorne, Hindhead / Haselmere Areas, 01428 714581.

Nik Watts, North Hants Area, 07768 615377.

Jimmy Salmon, Thames Valley / North Berks, 07774 680977.

Richard Myers, South Wilts / Salisbury Plain area, tel: 02380-455349.

Ashley Pocock, Andover / Winchester areas.Tel: 01264-710546,

Forthcoming laning trips:-

1st Jan 2001, New years day laning trip, meet at Chieveley Services 10.00 AM
Junction A34 / M4 J13, phone Jimmy Salmon to book.

Web Wandering

Our web site just seems to improve all the time. Only recently I went on the site to check the latest goings only to find a complete face lift. New colours , new shapes for the little boxes that spring into life when you click the mouse on, almost a look altogether. I won't even mention the picture of me and the "chicken korma" as I have never liked Chinese food!! Now I see that our Chairman's monthly message is appearing on the site. What a good idea. (wish I 'd thought of that) Nice work lan, keep it up.

I must admit to being a regular visitor to the site. Probably 3 or 4 times a week. I don't know how lan manages to get the info onto the site so quickly. Within a few day or so of the Belgium Nationals the first batch of news and photos were on the site. Perhaps this is a time to suggest a live video link from our club activities to the web site. Now that would be a good idea!, although a few members that I could name might have to be a bit careful to avoid their blushes in the "after the hours of darkness" and "have I had a bit too much to drink" categories. Dyslexic Big brother rules KO.

Those of you who have got web access can always leave your comments on the site in the guest book section. I quite often have a input here and there is often a good banter going between members on particular subjects.

Nick Jennings



STEERING COLUMN – A.R.C. CHAIRMAN

Here we are almost at the end of the year 2000, it seems along time since we celebrated the entry into the new millennium. The Land Rover scene appears to be going from strength to strength, the number of Clubs devoted to the marque is growing and we now have four national publications solely for the Land Rover owner or enthusiast. I sincerely hope that this growth will continue into the new Millennium and therefore enable more to enjoy our favourite pastime.

Bob Dover (Chairman and Chief Executive Officer of Land Rover) has been appointed chairman of the British Motor Industry Heritage Trust. He replaces Peter Mitchell who has been acting chairman of the Trust since the beginning of the year. I am sure that Bob will be a great asset to the Trust as he is a genuine car enthusiast and his hobbies include driving and restoring classic cars - he owns a 1961 Daimler SP250 and a 1929 Bentley. Our company liaison officer Derek Spooner has recently been in correspondence with Bob Dover to make him aware of our Association. To help get a better understanding Derek enclosed a 2000 yearbook, a brief history of the ARC, a copy of the 50th anniversary National Rally video and a selection of member club magazines.

A recent meeting with the affinity-marketing department of NFU Mutual has resulted in a sponsorship deal, Reciprocal website links have been set up and your club secretaries will be contacted with further details.

Thanks to those clubs that are including ARC News in their own club newsletters. With this support and the publication on our own website we can continue to get up to the minute information to the majority of the membership.

Finally on behalf of the ARC Council and Executive Committee I wish you a Happy Christmas and a prosperous New Year.

Denis Bourne A.R.C. Chairman

A.R.C. EGM 2 DECEMBER 2000

The agenda for this forthcoming meeting is available from your club secretary.

Alan Kind, The Land Access and Recreation Association's (LARA) planning officer will be the guest speaker at the E.G.M. and will be taking questions from the floor on LARA's activities including what they are doing to protect the future of Motor Sport. If you cannot attend the E.G.M. and have a question for Alan Kind, please pass it on to your club representative. This is your chance to lobby Alan on issues affecting A.R.C. Clubs and club members.

STUCK FOR A CHRISTMAS PRESENT?

Just consider yourselves lucky that I did not put this in the August issue! However, as I disagree with the seemingly earlier and earlier start to the "commercial" preparations for the Festive Season, I have been very restrained and only submitted this for publication in the November/December issue.

Now that I have your undivided attention, I will tell you what all this talk of Christmas is all about.

Why not buy yourself a little extra present, or, your wives/husbands/partners, why not buy your "other-half" one? I can post out to you, a new type of stainless steel A.R.C. Radiator Badge for the miserly sum of £8.50 including post and packing (U.K.) - £9.00 Europe and £9.20 elsewhere – both these later by air mail. Overseas orders **in sterling** please by either international Money Order, International Giro Cheque or a cheque drawn on a British Bank.

Orders received here by the following dates will be posted prior to the relevant "Last Posting dates for Christmas"

- for U.K. addresses 18th December 2000
- for European addresses 11th December 2000
- for Rest of World addresses 4th December 2000

I will even send out badges in plain envelopes, provided you ask nicely, so you can surprise your other half on Christmas Morning!

PLEASE ORDER FROM Chris Savidge (Snr) 86, Spring Lane, Lambley, Nottingham, NG4 4PG

A.R.C. INTERNATIONAL RALLY 2001 - 25th – 29th May 2001 hosted by Cornwall and Devon Land Rover Club – Newnham Park, Plymouth Devon.

MORE EXCITING NEWS!

Winching Competition

Clerk of the Course for this event, sponsored by Superwinch is none other than Matthew Newton, a winching expert of great experience, including the training of Camel trophy teams. In his own words we outline Winching 2001 thus: -

The winch competition used to be seen as an also ran competition being thought of as a boring and uninteresting activity. Then at the 50th anniversary National in 1998, using experience drawn from the Camel trophy @ events the Cornwall and Devon LRC laid on a challenging task which required team work and winching skill. For 2001 an all new task is planned running strictly to the ARC regulations but once again will require both team work and winching skills. It will be a fast paced event and will aim not to favour any particular type of winch. The winching site is located within the boundaries of the main site and handy for the beer tent, as in 1998 the will be live commentary and extensive natural banking will provide a good spectator viewing point.

If you have a winch on your Land Rover, which you don't use, then put an entry in and come and have a go, the emphasis is on entertainment for both yourselves and the spectators. So there you go. Only 15 slots available so hurry up!

Club Stands

A block of 40 x 40 stands for the ARC non - competitive clubs has been reserved right opposite the main arena. Book with Wendy Arrowsmith A.S.A.P.

Follow on rally

Planned next years holiday yet? For only £5 per pitch per night you can stay in the West Country. For a wonderful break contact Jean French to reserve your pitch in lovely Newnham Park. Tuesday - Saturday for only £25 - Beat that!

CommunicationsThe ARC International 2001 website is <http://www.ARC2001.co.uk>

Club secretaries/editors please ensure all our info is distributed to all your members via your publications - For all the "internet negative" folk the club magazine / pub meets are often their only way of networking.

A.R.C. 2000 VIDEO

New Frontier Productions have issued the following press release to A.R.C. News:-

"A New Start – Land Rover in the new millennium"

We apologise again for the delay in production of this video, which is due entirely to continuing (new) equipment malfunction. We have written once to everybody who has ordered a copy of the video, explaining the situation.

Presently, we hope to have the finally fixed equipment back by mid-November, and be posting the videos out first week December. If time is critical for anybody, and they would rather have a refund of monies paid, that is not a problem. We thank customers for their forbearance during a set of difficult circumstances beyond our control.

"New Frontier Productions"

MAY 2001 – STAND BY FOR A HECTIC MONTH NEXT MAY!!

By the time this reaches you, many Land Rover enthusiasts out there (and by the term Land Rover enthusiasts I mean all Land Rover, Range Rover, Discovery and Freelander Owners and enthusiasts) will have realised that May 2001 will make excessive demands, not only on your enthusiasm, but also on your spare time (not to mention your wallet too – Ed)

Established events in May already include the Land Rover Marque Day/Heritage Motor Centre Run (Sunday 6th May) The Land Rover World Magazine Show (11th –13th May) and of course the unmissable A.R.C. International Rally (26th-28th May + follow –on camping rally hoisted by Cornwall and Devon Land Rover Owners Club.

Now we are to have yet another fairly big/major Land Rover event – the Land Rover Owner Magazine Show, which used to be at Billing Aquadrome in July, has been moved both in date and venue to the 18th –20th May (only one week after the L.R.W. Show!) and is now to be held at the National Agricultural centre at Stoneleigh Park. This venue will be familiar as the home of the All Rover Weekend and the Town and Country Festival.

I fear that "saturation point" may have been reached here, (an unfortunate term Chris after A.R.C. 2000!) Not least for hard-pressed Club Officers trying to put on club stands at these events. These officers are all volunteers, often with other interests and commitments outside their hobby. There just may not be sufficient spare time to go around in this one month!

Chris Savidge (Snr).

LARA & GREENLANING

Following the recent heavy rainfalls and flooding affecting many parts of the country, LARA is asking all "green-roaders" not to use byways and unsurfaced roads for the time being to avoid surface damage which given the saturated state of the ground could cause severe and lasting damage.

Clearly clubs putting on competitive events will need to consult with landowners as to whether

trials and competitive safaris should go ahead.

PRESS RELEASE FROM CHILTERN VALE ROVER OWNERS CLUB

Hayley's on the telly!

Hayley Brown, CVROC Newsletter editor and winner of the RTV Ladies trophy at the ARC 2000 Nationals, has been showing TV Chefs Greg and Max what a Land Rover can really do as part of a new series 'I Will Survive' for Discovery's Home and Leisure Channel.

Under instructions from the Producer to "scare them silly", Hayley took them around the CVROC trial site at Great Brickhill in Buckinghamshire. Driving 'Vinnie' (her V8 90 Pickup) she showed them how it's done, producing hysterical laughter and shrieks from both the chefs. She then allowed Greg to drive Vinnie under her instruction on a much 'tamer' course.

"I was a little nervous at the start when they were filming the introductory chat," said Hayley afterwards "but then I forgot the camera was there and just got on with it."

The eight-minute slot will appear on the Discovery Home and Leisure Channel on Boxing Day and again, as part of a re-run, on any one of the five Discovery channels over the next two years, estimated total world wide viewing figures are 8 to 9 million.

Throughout the article Hayley took every opportunity to promote safe, responsible off road driving and the benefits of belonging to an ARC club.

Greg and Max's current series 'Cookabout Canada with Greg and Max' can be seen on Discovery Home and Leisure every weekday morning throughout October.

For further information contact Hayley or Russ Brown on 01480 212717 or John at Oval productions on 0973 171721.

ARC MEMBER CLUB EVENTS:-

SOUTHERN ROVER OWNERS CLUB CHARITY COMPETITIVE SAFARI, MEREWORTH WOODS NR. MAIDSTONE – Sunday 21 JANUARY 2001

Booking forms for this event are now available from Debby Darby, 54 Northwood Road, Tankerton, Whitstable, Kent CT5 2ES. Event open to all A.R.C. Clubs, Entry £20. Clerk of the Course is Tony Howland and the grid reference is 188 643 554.

FUTURE EVENTS CALENDAR

MAY 2001

5th / 6th Y Rali Bryn Cymru - Hillrally

6th – Land Rover Marque Day/Heritage Motor Centre Run

11th- 13th Land Rover World Show

19th –20th Land Rover Owners Show

25th –29th May A.R.C. INTERNATIONAL 2001 Newnham Park Plymouth C&D LRC

JUNE 2001

GKN Driveline Scottish Hillrally

JULY 2001

20th-22nd Billing 2001 Land Rover Enthusiast Show

SEPTEMBER 2001

9th / 10th September Langley Farm - Yorkshire ROC – details to follow.

THE 4th MAJORS MEMORIAL TRIAL- Eastnor Deer Park, Herefordshire – Midland Rover Owner's Club are pleased to announce that the 4th Majors Memorial Trial will take place at Eastnor in September 2001. MROC will provide A.R.C. Clubs with entry details and booking forms in due course.

OCTOBER 2001

October 5th / 6th / 7th The Hillrally.

OTHER NON A.R.C. EVENTS

MACMILLIAN 4x4 UK CHALLENGE

I would like to bring your attention to a Charity event that I and a few other members of Chiltern Vale ROC will be taking part in next March. It is not an ARC event and will involve vehicles other than Land Rovers but clearly it would be nice to see a Landie come home with the silverware, also it is in aid of a very good cause.

Entry fee is £100 per team of 2 + each team needs to gain a further £400 in sponsorship for the Macmillan Cancer Relief Fund. If any of you or any of your members would like to put a team forward either contact Peter Rowland on 01886 832320 or visit [http://members.aol.com/TelemationLtd / Macmillan/](http://members.aol.com/TelemationLtd/Macmillan/) as soon as possible. There is a maximum entry of 50 teams.

Russ Brown

IMPORTANT

Participation at any competitive event or show is at your own risk or that of the organisers.

Although the A.R.C. is happy to publicise such events it does not act as an agent for the organisers. Statements or opinions expressed in A.R.C. News are not necessarily those of the A.R.C.

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

Welcome New Members

Paul Curtis, Farnham.
James Mannion, Burseldon.
Bob Paine, Gosport.
Stuart Whale, Basingstoke.
Simon Powell, Portsmouth.
Greg Jeffes, Liss.
Robin House, Portsmouth.
Jim Allen, Cowplain.

Stuart Gamgee, Alton.
Tom Millar, London.
Nick Pope, London.
Richard Butterfield, Wallingford.
David Flowerdew, Wootton Hill.
Richard Mumford, Hayling Island.
P. Stamp, Guildford.
Klim Corke, Fareham.

The Norwegian National 2000

Taylor's View of the Norwegian Land Rover Clubs' 25th Anniversary Event
(28/07/00-14/08/00)

The Journey to Trondheim.

Last September we were at the Belgian National event where I talked to some English people who had been to a Norwegian event, they said it was well worth a visit and that in the year 2000 it was the Norwegians 25th Anniversary and therefore a bit special. We ummed and ahed about going and started to find out about the sea crossing which seemed quite expensive, so we had sort of decided not to go. But then at the British nationals at Bordon (hosted by the Hants and Berks club) I spoke to some other English folk who said they were going to Norway, that it was a very good event and only £300 to get across the water. At this point I really got a hankering to go to Norway never having been there and hearing so much about the beautiful landscape.

After much research and hours of Jim's time on the internet we finally managed to get a crossing to Bergen as all the other routes were fully booked (we were a bit close to the leaving date then and at peak time). We thought long and hard about what spares to take as we were going to be covering about 2500 miles over a 2-week period in our 30 year old series II. (Those of you who have read our previous exploits may be thinking we were crazy, having previously broken an alternator and gear box on the way to Llangollen, failed to get to Eastnor Castle on time due to an engine rebuild where the clutch plate was incorrect and breaking numerous differentials and half shafts at various times causing problems in Belgium last year.) We decided to take a couple of fan belts, oil, water and a spare alternator we already had. If anything major went wrong we would hope that either the Norwegian LR club could assist or the RAC could get it out to us. The rest we left to luck! Was this wise?

The route we had to take was from Wokingham to Newcastle (300 mile drive), onto a North Sea ferry to Bergen and from Bergen to Trondheim (500 mile drive). In order to allow enough time for stops (to rest the back and ears (series motors are not the most comfortable way to travel)) and possible problems with the LR we decided to set out on the Friday night (28th July 2000). So at 6.00pm we set out in rush hour traffic on to the M25 in a clockwise direction!! Could it get much worse from a traffic point of view? Well as it happened apart from the queue to get on to the M40 at High Wycombe we had no problems with traffic at all, as we can not go much faster than 60mph anyway, we just sat in the inside lane and kept moving. We even had to overtake a couple of vehicles moving slower than us! At about Grantham (about 9.00pm) we decided to stop for the night, so we found a Travelodge by the A1 and parked up. The room was comfortable enough but it was hot so the window was open and outside was a lorry park with a lorry in it that had a cooler running all night. Along with the other lorries arriving and leaving at all hours and the rock hard

beds we did not get much sleep. We managed to leave as planned for Newcastle and got there 2 hours early.

Just up the road from the docks is a new factory outlet centre so we killed a couple of hours there before joining the queue to get our boarding passes for the ferry. Whilst in the queue to get on board we talked to a Norwegian lad who had been here on holiday with his mate in a 1930s ford van, painted mat green. They had been to a classic car show in Kent. They live in Molde, which is at the top end of the Fjords and about ½ way between our Norwegian start and stop points. He pointed out a couple of roads we should travel along on our route to Trondheim, as they are particularly pretty. Also in the queue to board were several other Land Rovers. Two of them were painted white and were actually TA members going to the mountains of Norway on exercise. Two others were going to the Norwegian LR nationals as well. They had 5 occupants, Debbie and Martin (a LR parts dealer who knows the nut and bolt numbers off by heart!) in a series 3 and Rick and Amanda in a 90 with a BMW TDI engine (they had just been married 1week earlier and this trip was their honeymoon!) They also had a passenger Tony who is a welder and turner and can make anything metal in his own workshops, so he spent most of his time examining welds and roll cages to see how well they were made!

We spent most of the time on the ferry with Rick, Amanda, Martin and Tony experiencing the delights of Norwegian beer!! It is nothing to write home about and still expensive even tax-free on the boat. The duty free on the boat was more expensive than it is in the shops at home!! So we did not buy anything, apart from some chocolate covered marshmallows to eat on the way to Trondheim, they turned out to be very tasty. The crossing was as flat as a mill pond, I do not travel well on boats and I was most unhappy at the thought of 23 hours on a boat, so I had dosed myself up with sea sick tablets and wrist straps and tried not to drink too much. I need not have bothered with any of this, I even managed to get some sleep in the cabin! Mind you not a lot of sleep, as the noise from the engine room and the people in the neighbouring cabin was intrusive. Apparently we still managed to get more sleep than the people in the



Brenda in front of the first waterfall we saw.

reclining chairs (not a recommended way to travel). We awoke to find the decks covered in water (we had had heavy rain over night) and the horizon completely obscured by mist and clouds, so the first sight of land was through a thin grey veil on to white looking rocks. As we got closer the rocks got bigger and turned grey. We finally entered the fjord that Bergen rests in and found ourselves surrounded by rock; it was very barren looking with only lichens and small grasses growing. After we had travelled for some time in the fjord we started to see shrubs on the rocks and the occasional house dotted about. The further up the fjord we travelled the taller the vegetation become and the more frequent the houses. All the houses were of 2 storey wooden construction, mostly painted white or red. There was the occasional small boat tied to a small jetty, but not as many as I would have expected for this area. As we moved into Bergen the only visible buildings were fairly modern multi-storey concrete buildings, I completely missed the row of beautiful wooden shops along the quayside (but more of Bergen later). It was difficult to see much due to the mist and it all felt very drab and dreary, not what I expected of Norway! Still we got off the boat fairly quickly and through customs in next to no time. The other Brits going to the LR event had said they were going to take the most direct route to Trondheim, inland as far as Lille Hammer and then north on the main road from Oslo to the north. We were undecided on our route as the chap we had spoken to had recommended a different route which looked impressive but very wriggly and therefore probably slow. We left the docks about 2.30pm local time with the other 2 motors and followed them for a couple of miles before they made a wrong turn. Should we follow them and travel with them? Or make the correct turning and be on our own? Decisions, decisions we took the correct turning and travelled the whole route to Trondheim on our own, a bit scary! What if something broke?!

We travelled for some time along the E16 before we had to make a decision about whether to take the pretty route or the straighter inland route via Lille Hammer (Winter Olympics fame), we went the pretty route. Just about 20 miles inland from Bergen the mist withdrew and the sun came out and not long after that we spotted our first big waterfall and stopped to do the tourist bit and took some photos.

We started up a road that instead of following the fjord (as most roads do) goes up and over a mountain, we climbed up and up and round



hairpin bends that were incredibly tight and we spotted our first patch of snow and then more and more snow. As we turned a corner we saw a sign for 'Lapp Camp 1Km'. Sure enough in 1Km we spotted some reindeer pelts hanging on a fence and loads of antlers attached to bits of skull outside a small souvenir shop. It was about time for a tea break so we decided to stop and have a snowball fight and a drink! The shop only sold souvenirs no drinks hot or cold! The stuff on sale was mostly wooden or made from furs or skins, as well as the usual type of cheap tat you get in souvenir shops, only it was not cheap! The snow was too far away to go and throw at each other so we left quite disappointed.

Lapp Camp.

Was this what Norway was going to be like all over? I hoped not. We continued to climb up the pass and saw more snow, we finally came to a spot where the snow was right alongside the road and there was a parking area as well (most of the road was just wide enough for 2 cars to pass and no spare room). I threw snowballs at Jim (missed him by miles) and he took photos.

Brenda and LR after snowball fights.



A Norwegian couple stopped in a car to take photos of the snow and us having a snowball fight, so we threw some snowballs at them as well, (they saw the funny side and laughed and waved as they left). On the way down there were lots of small wooden houses dotted along the way, most were more than 50 feet from the road, with a garage and small garden of either just lawn or a few flower beds. All along the road side were people stopped in lay bays and sat on camping chairs or the ubiquitous picnic tables and chairs, one or two of the women were sat in the bras and skirts up round their gussets! The Norwegians get as much sun as they can while they can!

We drove for some time (went through Voss) until we got to Vagsnes on

the Sognefjorden (longest fjord in Norway) where we had to catch a ferry, we wanted to go to Tjugum. At the ferry terminal the view up the fjord was stunning, it was wall to wall rock covered in trees, with the water glistening below, to see the sky you had to look vertically up, the rocks were so big and beautiful. There were 2 places the ferry could go to and the next one to arrive went to Hella not Tjugum. Jim studied the maps we had and looked at the large scale map on the ferry terminal wall and noticed a tiny road going over the mountain which would take us to Skei and back on the road we wanted to be on. We decided to take this tiny (on the map) road and have a little adventure. We drove on to the ferry and got a cup of tea on board. It took about 20 minutes to get to the other side and disembark. The ferries are classed as part of the road system and so are open all year round and heavily subsidised.



Our First Ferry Crossing (Vagsnes to Hella)

We landed and set off for our 'little road'. We found the turning OK and started to climb higher, it was wider than the roads we had been travelling on and had a 7Km long tunnel on it at the end of which was a toll 135K (about £10), it was quite a major route, what a disappointment we did not get to try our off-roading skills. By this time I was feeling like the motor was bouncing up and down like the wheels were not balanced. This proceeded to get worse as the week went on. We arrived at Skei and filled up with petrol. One of our worries had been how frequent the petrol stations would be, they are very frequent, almost every little hamlet has at least one pump, and most things are open quite long hours, even on a Sunday. We were in the heart of the tourist area of Norway and they are certainly geared up for tourists.

We drove on over another mountain with some stunning views down on to some valleys and finally made our destination, Loen, a pretty little village on the edge of Innvikfjorden (the most inland part of Northfjord) not far from the

largest glacier in Europe, Jostedalbreen. The glacier is within a large protected national park which has strict usage rules. We found a campsite with vacancies on the sunny side of the fjord and set up tent. Not long after we had arrived a couple of Germans arrived on his and hers motorbikes. They were on their way home, having been in Norway for a couple of weeks. They had had no problems until at the top of a hill just before a small town the chaps bikes' engine stopped, he managed to pull in the clutch and coasted down to the village where he stopped outside the only motorcycle shop they had seen the whole time they had been in Norway. The guy was just about to close the shop, but stayed open to help the Germans. The shop owner just happened to have a bike of the same make as the chaps bike and it happened to have an engine in it that had done only 5000Km. The shop owner sold it to the German for about £500 (the equivalent in Krona) and then proceeded to help them change the engine over. At midnight the 2 Germans rode away to find a site for the night. Is that luck or what? (You might argue that the engine stopping was not lucky but at least where it did was!) Any way these 2 Germans went down to the river to catch their evening meal! Suitable comments from Jim about taking hours to catch a fish etc. 10 minutes later they were back with a sea trout in hand, he decapitated and gutted it and cooked it on a portable barbecue, you can't get much fresher than that! A few years earlier the chap had been Germany's champion angler so he knew a thing or two about fishing. We went to bed about 10.00pm and I lay in the tent reading without a torch because the light was so bright that I did not need one even inside the tent. By about 11.00pm it was too dark to read in the tent.

Monday morning saw the sun excluded by mist again. We packed our tent and headed for the road that the Norwegian chap at Newcastle had recommended from the E15 to Eidsdal via Geiranger. As we climbed the mist got thicker and we thought 'this is silly, we are here for the view and can't see anything'. We drove through a fairly long tunnel and popped out in a valley filled with sunshine, it was stunningly beautiful. This was the point at which we could go a more straight and shorter route than the one recommended to us or take the pretty wriggly route, as the sun was out here we decided on the pretty route, big mistake, the mist came down and we saw nothing! We passed another souvenir shop (nearly obscured by the murk) on a tight bend with a road that went up to the top of the mountain where there was a viewpoint indicated on the map. A coach load of Japanese tourists went up this road to see what?! It was like pea soup that high up! The sun did finally appear for a short time about lunchtime by which time we had done the pretty road and were on the blast to Trondheim. It was hardly a blast as we had to get a ferry from Eidsdal to Linge and then over the mountains to Andalsnes before getting on the E136 to Dombas and the E6 to Trondheim (for anyone that feels like getting a map out!).

Trying to find the campsite at Trondheim where the event was to be held was frustrating to say the least. The E6 runs from East to West through Trondheim and as usual the road signs indicated this road with a town for the direction, only the town for the East/North direction was Narvik which is right up

at the tip of Norway and no where to be seen on my map! The usual discussion occurred in the motor! (We had a domestic!) Before we finally found out where we needed to go.

By this time in our journey we had decided the problem with the vehicle bouncing up and down was probably in the back wheels and not the front, as the steering was not wobbling all over the place. Last year we had problems with the wheels being out of balance and the steering was almost impossible to hang on to. The bouncing was definitely worse on some roads than others and worse at certain speeds.

Brenda & Jim Taylor

Next month:-

The Land Rover becomes a computer.

These days most industries are increasingly computerised. There are, however, a few sectors of industry that are still largely in the dark ages and rely on pen and quill. Our business has been computerised for some ten years now and we find these machines invaluable if not frustrating at times.

I think it is fair to say that we understand how to work the computers but not necessarily how they work. In the past few weeks I have been faced with a decision. Do I upgrade to windows 95/98 or 2000 or do I stay in the dark ages with 3.11. Many of you might say 3.11, what is that?, but I am very much of the "if it ain't broke, don't fix it" school.

In order to explain the differences / advantages or disadvantages of these choices to my fellow directors I employed a Land Rover analogy along the following lines.

For our business and the computers think of a farmer and a Land Rover.

Does the farmer trade in the trusty Land Rover and get himself the latest spec Range Rover. No doubt the old Land Rover will go for a while yet, still go anywhere and do any thing that the new vehicle will do, but not with the same style, speed, and reliability. Plus the new vehicle will run on the latest high spec fuels (unleaded, low sulphur etc.) and not be limited to the lead replacement stuff.

Now this may all sound pretty basic stuff to lots of you whiz kids out there in HBRO land, but it did get my point across. In the new year we will be trading the old Land Rover for a new Rangey and no doubt joining the Microsoft version of the AA for when the new stuff breaks down. Oh well happy times.

p.s. it still beats chopping up meat for a living.

Nick Jennings

Macmillan 4x4 UK Challenge

I would like to bring your attention to a Charity event that I and a few other members of Chiltern Vale ROC will be taking part in next March.

It is not an ARC event and will involve vehicles other than Land Rovers but clearly it would be nice to see a Landie come home with the silverware, also it is in aid of a very good cause.

Entry fee is £100 per team of 2 + each team needs to gain a further £400 in sponsorship for the Macmillan Cancer Relief Fund.

If any of you or any of your members would like to put a team forward either contact Peter Rowland on 01886-832320 or visit <http://members.aol.com/TelemationLtd/Macmillan/> as soon as possible. There is a maximum entry of 50 teams.

Russ Brown

It's Why I joined!

Green laning is one of the reasons I joined HBRO, so its great to see a number of trips coming up. Most of my laning is done in Surrey over the North Downs and very often at night, this is for two reasons, daytime is for work I'm afraid, and it reduces the chance of "user conflict" (you don't see many ramblers or horse riders at night!)

With this in mind, how about setting up a green lane database posted on the club's website with a password for club members. This could be developed in an MS access database (so I'm told!!) Information on downgrades and TRO's could be given as well as lane condition, general difficulty and chances of vehicle damage. I personally would find this a great help, being from Surrey, and travelling a fair distance to reach these lanes, and recently finding a number of TRO's in place and at least four lanes with trees down (which we duly removed - aren't chainsaws great!). I must add that chainsaws are a last resort, especially at night, and should not be used by the untrained.

Happy Laning
Nick Monk



Hosted by Cornwall & Devon
Landrover Club (Trials) Ltd

ARC INTERNATIONAL RALLY 2001 26th, 27th, 28th MAY
NEWNHAM PARK, PLYMOUTH, DEVON,

**Hosted by Cornwall & Devon
Land Rover Club (Trials) Ltd**

SITE: Over 1000 acres of parkland, used for the 1991 ARC National Rally. Facilities greatly upgraded since. Recent events in park include rounds for the Grundig World Mountain Bike Championship, the RAC Off Road Championship, and high status equestrian events. 850 camping / caravanning pitches 10m x 10m

on flat ground.

Central arena for a full range of non-competitive events with adjacent catering marquee providing a complete service to a high outdoor event standard.

FACILITIES For non-competitive clubs are excellent with the forecourt of Newnham House available for the car concours.

Trade and non competitive ARC club stands surround the arena. Clubs, please confirm your attendance to Wendy Arrowsmith (see trade stands/sponsorship below).

Excellent viewing facilities for many competitive events are adjacent to the central arena. A Trials Section, the Winch Recovery, Team Recovery and the Comp. Safari start and finish will all be a short walk from the beer tent.

FOLLOW- ON Rally on site from 29th May to 2nd June.

Lots to do and see, including the recently opened National Marine Aquarium in Plymouth and down along in Cornwall the much acclaimed Eden Project. if you wish to register your interest contact Entries Secretary Jean French. (See below).

CLOTHING A Comprehensive range. Details and pre-ordering via our web site and mail out.

COMMUNICATIONS All relevant information will be on our website (tba) along with Written / faxed /e-mailed copy to club secretaries / magazine editors.

A telephone help line will be in operation 2 weeks before event commences.

Important contacts are -:

Entries to Jean French, 5 Pinewood Close, Plympton, Plymouth, PL7 2DW tel 01752 338279

Trade Stands / Sponsorship, Wendy Arrowsmith, Hicks Mill House, Hicks Mill, Polyphant, Launceston, Cornwall PL1 5 7PT tel 01566 86291 fax 01566 86817 wenandmalc@aol.com

Overseas Clubs Liason: Gavin Earnshaw, Furzene, Chapel Street, Gunnislake, Cornwall, PL18NA . tel 01822 834557 cdllrc@kourgath.demon.co.uk

Press / Publicity: Ted Ivory, Tor View Nurseries, Chilsworthy Beam, Gunnislake, Cornwall, PL1 89AT tel 01 822 832564.

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Computer Joke

There were three engineers travelling in a car when the engine started to falter and run badly.

The first engineer who specialised in chemical analysis diagnosed a fuel problem. He suggested that they stop the vehicle, he would analyse the fuel, correct any faults, and they could continue as planned.

The second engineer who specialised in electronics diagnosed an electrical problem. He suggested that they stop the vehicle, he would analyse the electrical circuits, correct any faults, and they could continue as planned.

The third engineer who specialised in computer software suggested that they shut all the windows, turn the engine off, restart and everything would be fine. !!!!

Nick Jennings



HBRO On-Line

Don't forget to visit our Web site at:-
www.hbro.co.uk

HBRO Club Shop Sale

ARC Nationals 2000 – Children's Clothing

T Shirts and Sweatshirts – only a few remaining - £2.50 each

ARC Nationals 2000 – Baseball Caps £2.00

HBRO Fleece 1 x XL – Green (Seconds) £16.00

T-Shirts – LR Display Sizes XL only- £5.00

Sweatshirts – HBRO Shield Sizes M & L - £6.00

LR Display Sizes L only - £10.00

Contact Sarah Bridger – phone number / e-mail inside front cover.

New supplies of clothing will be available shortly.

Stickers, Ropes, Shackles etc also available.

Green Lane Day

I can't remember how long it's been since we went laning but it seems like an absolute age. The prospect of a trip in an area that we hadn't visited for some fifteen years appealed somewhat. I must admit to having been slightly concerned about the amount of rain that had fallen in late October. A quick call to our host for this trip, put my mind at rest. Nigel had checked all the lanes, prior to our trip, and declared that we would not have any problems.

And so we arrived at the appointed place at the appointed time (Nigel's house 09.30) We were greeted with a warm welcome, tea, coffee, biscuits and photo copies of the proposed route with lanes highlighted and graded. Now this is the way to go laning. There were enough takers for this outing to necessitate two groups, and so we set off at about 10.05am.

Numerous lanes followed quite quickly. Wonderful scenery and beautiful countryside. I was genuinely surprised how little fallen woodwork we encountered. Stuart & Trevor, our group leaders and map readers extra-ordinaire, seemed to cope quite well with what ever had fallen into their paths without too much help from the rest of the group. It was not that we were lazy, but rather that they seemed to have cleared any blockage before we had a chance to park up. Well done lads.

We encountered several lanes that had been quite badly washed out by the amount of rain of late. Because these were tackled in a down hill direction the impact on the lanes of the vehicles was quite minimal but at the same time quite challenging.

We also encountered several ramblers on our trip. Most of them were quite normal and pleasantries were exchanged. There are however, always a few odd balls that give the others a bad name. One man in particular must have been the victim of a sense of humour transplant and his wife, no doubt had had her manners surgically removed. At one lane we had stopped to assess an obstacle. As we surveyed the lane a troop of ramblers came past. Most were pleasant, some were interested, but the odd one or two were on their high horses. (Metaphorically speaking) I rarely use the "w" word but a couple of this lot were prime candidates. I leave it to your imagination as to exactly what the "w" word is but it is not "walkers". (only one letter different) Just because you don't agree with or understand another's pastime or hobby, is that any excuse for being rude, abusive and a general pain in the rear.

And so to the pub. Sadly we were a bit late to order meat and two veg, so we had sarnies on the village green. Very pleasant. After lunch several of the group called it a day and headed off home. The second half the day saw one group continue the lanes. More standing water than the morning run, but the ground was hard and we did no damage to any lane.

Thank you Nigel & family for the hospitality, the laning and the pre-event research. It was nice to see so many new and seldom seen faces taking part. It would seem that greenlaning appeals to a different sector of the membership than competitive events, although there were a few trialers present, and if we continue in the same vein as this event we will be seeing a lot more new faces.

Cheers for now Nick Jennings

CHILDRENS CHRISTMAS PARTY

Saturday 16th December
Beech Village Hall, Beech, Nr Alton
4pm until 6pm (Map on next page)

Come and join us for this years childrens party at Beech Village Hall
All are welcome including friends and family of club members
(children do not have to be a members sibling to attend)

Father Christmas will be making his appearance again bringing pressies to all the children

Buffet food will be provided as will tea and coffee for the adults
The usual fun and party games
Plus this year a raffle for some extra goodies

Children under 1 year £2.00

Children over 1 year £3.00

Adults 50p

Raffle tickets 50p each

Please complete the booking form below and return it to Sam Parker, 51
Dartmouth Road, Copnor, Portsmouth, Hants. PO3 5DT. Please make a cheque
out for the full amount, made payable to 'Hants and Berks Rover Owners'. Give
me a call if you need any further info on 023 9263 9193.

✂.....✂

Name of person making booking
Membership Number Total Number of Adults
Contact Phone Number
Names of Children Age
.....
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Total Enclosed £.....

Please let Sam know by 9th December

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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 & Nick Jennings) empty their 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.



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FEB00

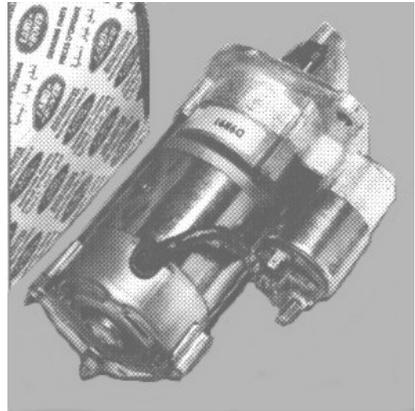
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FEB00

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:- Contact Zoe Raval, address inside front cover, for advertising rates. Current newsletter circulation is over 300. Adverts are marked with the start date so you know when their time is up!

Bits & pieces

- * Twin axle car transporter trailer. 2.5 ton capacity. Professionally built 1992. Fully decked. Ramps, Lights & Brakes all in excellent condition. Fully undersealed. Will carry a R/R or LWB Land Rover. £750 ono Richard Myers on 023-8045-5349, 07790-827405 or R.Myers@btinternet.com (DEC00)
- * 1 rear bench seat in vinyl (folding) for LR 90/SWB. vgc. £15 ono. Bug Wrightson (07778) 935010 (Hayling Island). bug@sidz.fsnet.co.uk. (DEC00)
- * I'm going Automatic, so I have (or will have !) the following parts for sale :- Range Rover LT95 4 Speed Gearbox WITH 101 Short bellhousing fitted, currently in my hybrid so you can even drive it to see how good it is !!, only £350, Also my Range Rover Overdrive, again on my hybrid, and the linkage has been modified (look, nothing is standard on my bloody L/R!!), so that it has less slop and different position (nearer Gear Lever), again can be tested prior to purchase, yours for £350, Also a very expensive Ceramic Clutch with Stainless steel release unit will fit any R/R and will handle over 300 BHP - Fit and forget it, it cost me a absolute fortune, yours complete for £125 ish, - (hard to by standard stuff for that money - this will last forever, the hotter the unit gets the harder clutch grips - you will never burn it out or get clutch slip !!. and Late VGC V8 Flywheel £25. Then there's my spare LT95 4 Speed unit - VVVG condition (had a fortune spent on a rebuild), I promise you it will be better than you ever think it could be; yours for £250. Shortly to be available my Superwinch 9 winch all complete, now on the front of my Hybrid, (suppose it could be tested!), yours for probably about £450-ish, and fitting, or mounting can be made, helped with, or done!
Also a complete and rather rare Fairey Mechanical PTO driven winch system,

very powerful, which will fit any Series 1 / 2 / 3 SWB or LWB (minor mods excluding!), complete with the original unbent VERY heavy duty bumper system (see LRE Issue 1 Page 80 Top Right for a pic!), yours for around £400, and fitting can either be done or helped with, if you have a series L/R and want a proper H/D Winch this is the kiddy to fit!!

Thought it was sold - but apparently not! - Series 1 prob 49/50 Narrow sprunged 80 Inch Chassis GC no Rot, no V5 etc as was a trialer £150, Compact Space heater (Propane) very powerful, virtually new with bottle £125, or cheaper a Superser mobile Calor Heater (with Bottle). Winter's coming stay warm for £40. Series 1 86inch windscreen with glass GC £40, Series 3 Bulkhead - not too bad needs footwells maybe £30 or skip time shortly! 240v Air compressor, not old with hose and some attachments, will drive most equipment including spray gun etc £125 ono, Loads of "Lin Bins" of various sizes and wall plates - get organised!! Ring for details, Loads of R/R early and late axle parts, Clarke metal cutting bandsaw all complete and working £100 ono, 3.9 Twin exhaust manifolds £35 Pair, 3.5V8 Single exit manifolds, Pair £35, Series 11A Gearbox no probs £125, thats all for now !!!!!

Phone call me on 07909-973163 anytime, or Home on 01428-653795 before 8.30pm PLEASE ! or e-mail me on nigel.barker@ukgateway.net (DEC00)

- * Discovery roof-mountable lockable luggage box complete with mounting rails. Only used once - impeccable condition. £150.00 (cost £500.00 new). Wokingham area. Contact: Denise Ware - 01189-732532 or 07879-618668 or e.mail at wareru@mcomail.com (NOV00)
- * 7.50R16 tyres - 2 Michelin XZY (part worn, mileage unknown) and 2 Tygor (almost new). Tyres suitable for on road use and gentle green laning (although they also managed Slab Common a few months ago!) £30 the lot ono. Bug Wrightson (07778) 935010 (Hayling Island). bug@sidz.fsnet.co.uk (NOV00)
- * Winter warmers! Now the cold weathers coming wouldn't a hard top be great? I have available; a cab top for a 90/110 including the lining for £120, an Iffor Williams type hard top for the rear of a 90, includes a tail lift rear door at £70, and a series III hard top with glassed sides and safari rear door for £70. If your interested in any of the above give me a ring cos they have got to go. Peter Webb, Sandhurst, 01276-35525. E-mail Peter.Webb@EDS.Com Mobile +44 (0) 7790 492383 (OCT00)
- * Two 1955 Series 1 86"s. One rolling chassis 90% restored inc new rear crossmember & outriggers, fully undersealed. Complete with axles, propshafts, steering linkages, gearbox, transfer box. Assorted panels (removed), inc rear tub, wings, doors etc. One complete(ish) vehicle, but with totally rotten bulkhead & chassis. Very good panels and lots of bits & bobs. Could either use both as a huge pile of spares or make one decent vehicle from the two.

£550 ono the lot. Make me an offer, they've gotta go! Richard Myers 023 8045 5349, 07790 827405 or R.Myers@btinternet.com (OCT00)

- * 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)
- * 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 fr spares and/ or trialer...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 Superwiche 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)

Vehicles for Sale

- * Defender 90. Hard Top. 2¼ Petrol.1984 Genuine 44k. MOT end Jan 2001. Might need rear cross member next MOT. Very good runner, £1700 ono. Tel. John Allan (evenings only) 01489 790982 (DEC00)
- * Discovery V8 5.5. Twin carb. 1989 (G). 125k miles. Ex-WAC plate Lode Lane demonstrator (re-registered). Very good condition and very original. Metallic burgundy paint. 3 doors. 7 seats. Twin sunroofs. Electric windows. Headlamp washer. 10 CD player. Stainless steel exhaust. Tow pack (inc MOD type pin socket). Rear step. RR 3-spoke wheels. Load space protector. Recent re-con gearbox. New disks and brakes. New steering arm. Detailed service history and receipts. 6 months MOT (i.e. Feb 01). MOT to May 01. £5000 ono. Call Dave Dumaresq-Lucas in Greatham on 0789-999-4567 or 01420-538325 (eves) or e-mail david.lucas@netmanage.co.uk (NOV00)
- * Defender 110 CSW. 1989 (F) Retro fitted with 300 Tdi engine, gearbox, etc. Moorland trim. RDS radio / cassette. PAS. Immobiliser. Tow bar and electrics. W & H swing away wheel carrier. Rear work light. Full length galvanised roof rack and ladder. Side checker plate. Wing top and bonnet protectors. Bull bar. Spots. Mantec snorkel. New timing belt. Blue polybush kit. Recent springs, steering damper, tax and MOT. £6750. Call Tony Finn, Brockenhurst, HANTS on 01590-622059 anytime and talk to me or leave a message. (NOV00)
- * Land Rover Series 3 SWB. 1981. W reg. Hard top with windows. Diesel. Blue. Overdrive. FWH. MOT to Aug 01. Taxed to Dec 00. £1450 ono. Philip Smith. Camberly. 01276-26874. (OCT00)
- * 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, Farehem, HANTS, 01489-885006 (SEP00)

Wanted:

- * Land Rover 80 or 86" Series 1 Soft Top and hoops etc (any Condition) and also 80 or 86" hardtop, please ring Nigel Barker on 07909-973163 or e-mail nigel.barker@ukgateway.net (DEC00)
- * A pair of Range Rover axles. diffs not essential, please contact Dave Middleton 07879-634772. (OCT00)
- * 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)

WARNING

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

Services

- * Twin axle car transporter trailer for hire. Fully decked & with winch. Carries LWB LR or Range Rover. £25 per day for anyone in HBRO. Richard Myers 023 8045 5349 or R.Myers@btinternet.com
- * Welding Need to do that odd welding job or need a dry place to work on your Land Rover? I live in Ash Vale near Aldershot and have a large double garage and Mig welder. HBRO members are welcome to use both. I can do welding for you but I'm purely an amateur, no guarantee on quality. All I ask is a donation toward cost of electricity, welding gas & wire etc. Call Roger Hardwick on 01252-335708 day, 01252-376797 evenings or email me at roger.hardwick@ntlworld.com
- * 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.

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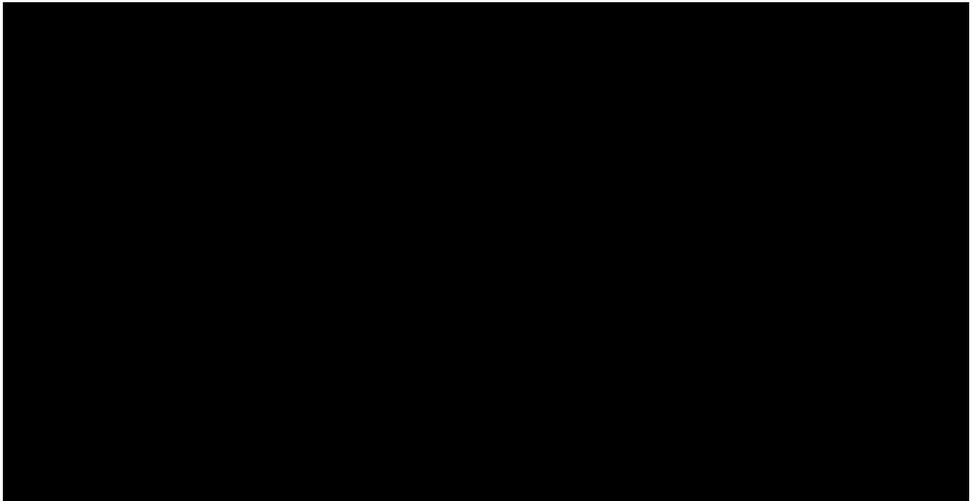
CONTACT PAUL BASS ON:-

AUG00

TEL: 01252-690887 FAX 01276-452737 MOBILE: 0836-713677

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. Please bring your own maps of Hampshire and Berkshire, in case you get lost. 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:-

See article elsewhere for details of the next trip(s).

