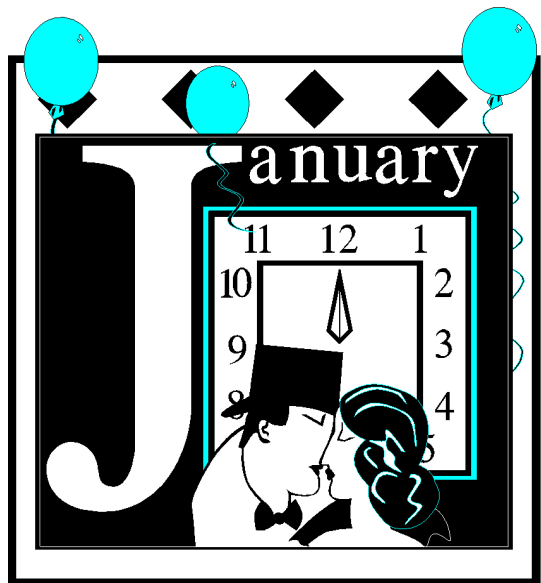




Pants & Barks

2001



Newsletter of the
Hants and Berks
Rover Owners

Officers of the Club

*CHAIRMAN

Nick van den Braak, 62 New Road, Clanfield, Waterlooville,
HANTS PO8 0NN Tel: 023-9259-7266 Fax: 023-9237-0666
e-mail nick.sue@vandenbraak.fsnet.co.uk

*SECRETARY

Zoe Raval, 3, High walk, Fareham, HANTS PO15 6BS
Tel 01329-318698. e-mail kraval@uk.xyratex.com

*COMPETITION SECRETARIES

Carol & Steve Skinner 33 Holly Close, Warsash, Southampton,
Hants. SO31 7BW Tel: 01489-583397
e-mail carol@cskinner26.fsnet.co.uk

*TREASURER,

Sue van den Braak, 62 New Road, Clanfield, Waterlooville,
HANTS PO8 0NN Tel: 023-9259-7266 Fax: 023-9237-0666
e-mail nick.sue@vandenbraak.fsnet.co.uk

*RIGHTS OF WAY OFFICER

Ian Parker, 14 Thornfield Close, Horndean, Waterlooville, HANTS, PO8 0EX
Tel: 023-9259-4687 Mobile: 0797-751-3838
e-mail ian@herculeez.com

*SOCIAL & CAMPING SECRETARY

Sam Parker, 51 Dartmouth Road, Copnor, Portsmouth, HANTS. PO3 5DT
Tel: 023-9263-9193 Mobile: 0802-346743 e-mail Sam.Parker@virgin.net

*MEMBERSHIP SEC & NEWSLETTER DISTRIBUTION

Jenny & Bob Davis, 2 Highland Close, Emsworth, HANTS PO10 7JP
Tel/Fax: 01243-430070 e-mail bobjen.davis@virgin.net

*ARC LIAISON & NEWSLETTER EDITOR

Steve Kirby, 244 Staines Road, Twickenham, MIDDX. TW2 5AR
Tel / fax: 020-8287-0377
e-mail Steve.Kirby@cwcom.net and Steve.J.Kirby@BritishAirways.com

SPECIAL EVENTS OFFICER

Ashley Pocock Ashley Pocock, 14 Kingsmead, Little Ann, Andover, HANTS. SP11 7PN
Tel: 01264-710546, Fax: 01264-710973 Mobile: 0385-316269
e-mail ashleypocock@compuserve.com

WEB SITE EDITOR

Ian Parker, address and e-mail as Sam Parker above. Mobile: 07941-451804

CLUB SHOP

Sarah Bridger, 12 Queens Road, Fareham, Hants. PO16 0NN
Tel: 01329 315200 e-mail sarah@bridgers.fsnet.co.uk

ACSMC REPRESENTATIVE

Nigel Thorne, Barford Stream Cottage, Churt Road, Churt, Farnham,
SURREY GU10 2QU.
Tel: Home 01428-714581, office 01252-377744. Fax: 01252-377334.

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 NEW YEAR EVERYBODY!

Yet again, a mixture of circumstances put the HBRO Xmas dinner and the December ARC meeting on the same day. The usual arguments over the rule change proposals arose to take up much time and we also had a visit from Alan Kind, the chief planning officer of LARA, the Land Access and Recreation Association. A report on the meeting is in this issue and a report on Alan's informative presentation will be next month. The meeting didn't finish until nearly 6 and I

This month...

Regulars:-

- Nick's Bits. (Chairman's chat.)
- Competition Secretaries' Bit
- Green Lane News.
- For Sale.
- Events Diary.

Articles:-

- Trip to Norway - Episode 2. The Rally and the "Touristy Bit" starts.
- Nick Jennings reports on the Xmas Dinner.
- Green lane report from Nick Jennings (held over from last issue.)

Next month.

- Trip to Norway - Episode 3 (The Touristy Bit continues).

didn't get home until about 8 pm so there was no chance I could have made it to the Xmas Dinner. It's all a plot. Please note Ian (rights of way) Parker's e-mail address. I am assured that the spelling is correct!

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

This month's newsletter is going to press very early (mid December) so there will be things happening within the club after I have written my bit. I would like to wish a Very Happy New Year to all of you. I hope that you all had a very pleasant time over the festive season, and you had some nice surprises. I wonder if anybody did actually get a new Land Rover from Santa? I am sure your Christmas present request list like mine, included land rover bits & pieces, clothing suitable for our off-roading activities and land rover books. I bet we see many new items the next time we Trial!

I hope that those of you that paid and played at the Slab Driving Day on 26th November enjoyed a great day, off-roading. We must never forget the extremely hard work that goes into setting out and running these events. Ashley Pocock made sure the event went on without a hitch. The team that set out on the Saturday and the Marshals that ran the event on the Sunday led by Nick Woodage as COC & Jim Taylor Chief Marshal did an excellent job. The weather and conditions on the setting out day were absolutely atrocious; there were many areas on the site that could not be used, as they were impossible to drive. Our COC had to be rescued himself on the Saturday. The setting out team worked from first thing in the morning until it was dark. They were wet, cold and very tired by the time they packed up on Saturday evening. We had strong winds and very heavy rain during the night. On arriving at the site on Sunday morning the team found that a lot of the bunting and arrows had been blown away, so repair work had to be done to the course before the public arrived. The members who marshal these events are Hants & Berks most experienced off-roaders. Sunday was another very hard and long day with a lot of recovery work going on all the time. At least the weather had improved. It was sunny but very cold all day. Everyone that I spoke too said what a great time they had. We must also remember the very hard working ladies who did an excellent job in the signing on tent. It is bedlam when we first open the gates to the public. We had 242 vehicles through the gates and the ladies were kept very busy, signing on, recruiting new members, & selling items from the club shop and general PR. So thanks to everyone who worked so hard, either on the Saturday or Sunday or even in many cases both days. Without you, these events wouldn't happen. Don't forget 'COME OUT TO PLAY' at Nelly's Dell on the 28th January 2001. A Club only Driving Day. So we look forward to seeing you then.

I am sure everyone who went to the HBRO annual dinner & dance at the Grange Hotel Alton on the 2nd December had a great time. I think there must have been quite a few sore heads the next day! This is a time for our members and their partners to dress up a bit, we are so used to seeing each other in our off-roading kit and covered in mud; everyone looks so different at these Christmas Party's. We always have a lot of fun and this one certainly lived up to expectations. Some like to dance & some to drink and talk. It is a time to let your hair down. This year was no exception. Congratulations to those of you

that won a Trophy or Award. There was an addition to this years event, we held an Auction. Nick Jennings played the part of the Auctioneer. The item auctioned was the original pen and ink cartoon drawing done for the ARC 2000 International, presented to the club by the artist Pete Wilford. The money made from this auction is to be presented to 'Children In Need'. A raffle was held after the dinner, and I would like to thank all of you who donated prizes for this. Lastly I would like to thank Sam Parker on behalf of everyone who attended for all her hard work in organising this event.

On the 17th December an RTV Trial will have been held at Brick Kiln Farm. I am sure, those of you who compete will enjoy yourselves. This is always a very popular site. There is a green lane trip being organised for New Years Day, by Jimmy Salmon.

See you all soon. Best wishes for 2001.

By Nick van den Braak. HBRO Chairman.

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.

SWROC MENDIP CHALLENGE CCV 2000

Congratulations to HBRO member Mark Ambler for winning Class 1.

We expect a report of some sort from Mark, don't we?!

Camping, RTV Trial at Harroway Farm, Ramsdean, Petersfield. January 14th 2001

RTV Winter Series.

Status Closed. HBRO only.

CoC Kiran Raval.

Steward Sam Parker.

Chief Marshal TBA.

Scrutineer Steve Skinner.

Sec of Meeting. Carol Skinner.

Scrutineering starts at 08:45.

Drivers / nav's briefing 09:45.

Marshals briefing 09:45.

Event starts at 10:00.

Payment to Sec of meeting.

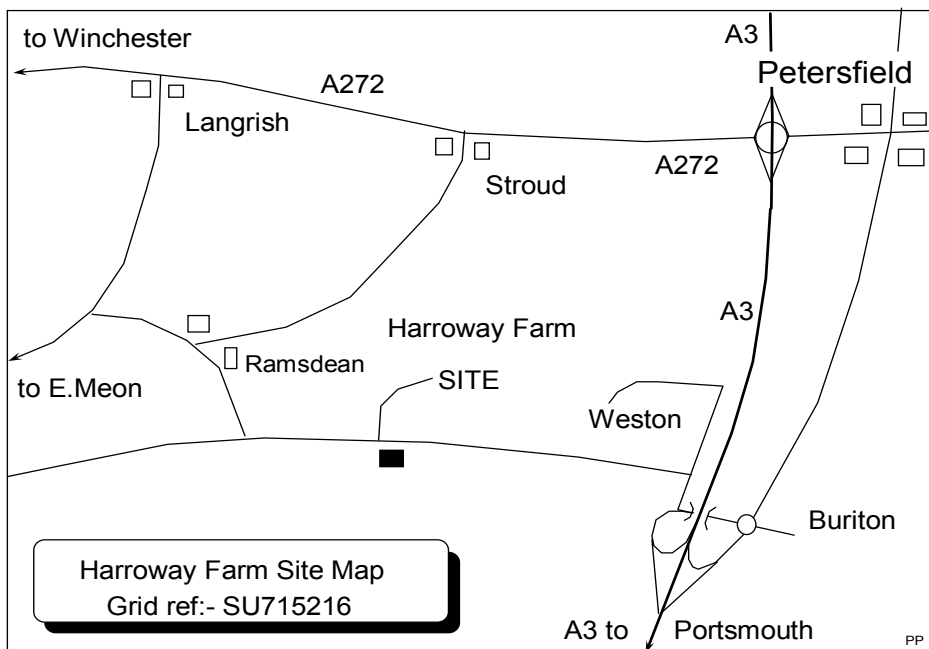
£12 on the day. £10 advance (>7 days).

Facilities:- Toilets in trailer.

TBA = To be advised.

Please note:-

The adjoining cultivated field is out of bounds (even though there may not be much planted there at this time of year) and please be careful not to damage the trees.



Come out and Play!!

SUNDAY 28th JANUARY 2001 AT NELLY'S DELL

OFF-ROAD DRIVING DAY

FOR CLUB MEMBERS ONLY

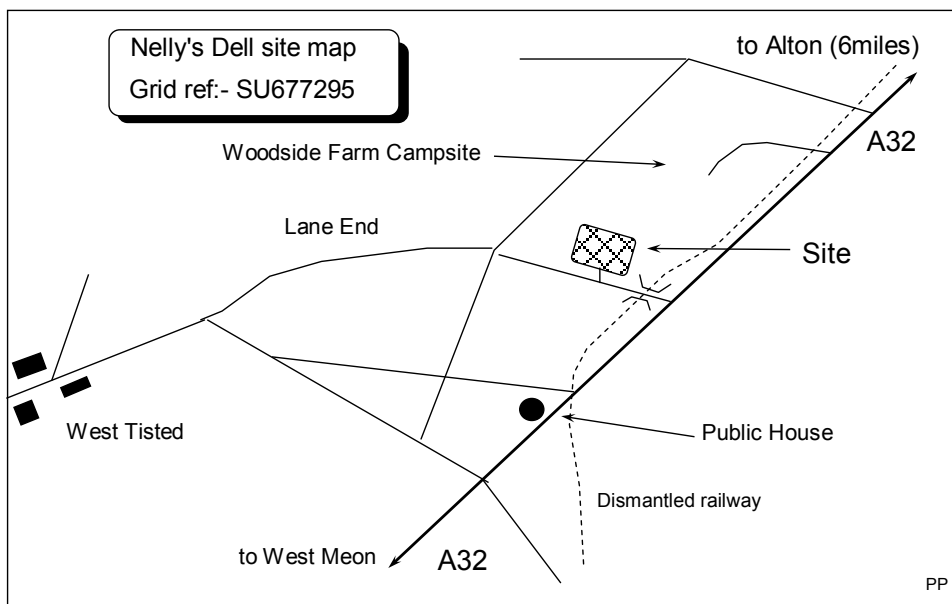
This is a non-competitive fun drive around, aimed at the club members that do not want to trial or don't have an older Land Rover. The site offers easy, moderate & challenging sections to cater for all abilities. For the novice off-roader, advice will be available from the marshals on the day. This type 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.**



Green Laning

Typical! We hadn't been out in the lanes for absolutely ages and then blow me if we didn't get to go two weekends on the trot. It was a toss up between a safari at long valley or the laning. We had initially intended to go to the safari but I think John was drawn by the prospect of driving all of those lanes, rather than watching the racers. Arrangements had been made to meet at Chiefly services. This is obviously a popular meeting place as another club were already there, when we arrived, and nearly got lumbered with a load of HBRO'ers.

Our hosts for the day were the Fox All Four Club (I am sorry if I got the name wrong), a locally based club with unrivalled local knowledge and a band of enthusiastic and friendly troops. The routes had been planned with military precision, perhaps they had picked up a thing or two from the school of military surveying that was situated nearby.

We split up into three groups for a great days laning, allowing for various degrees of difficulty for the selection of motors present.

Some of the lanes were, not surprisingly, blocked with fallen timber. This was moved and the way cleared. We drove lanes that I had not seen for some considerable time. We visited a lane near Chieveley that we took John and his mates to for John's eighth birthday. It did not look that different (except for the gravel workings) but this time John was in the driving seat.

Coming back to the military precision bit I mentioned earlier, we all met up for lunch at the Spotted Dog. Lovely food (sausage, egg chips & beans twice for us), great atmosphere, good beer (or so I am told), and dirty conversation (talking about the mud). I spent some time speaking to Owen our group leader. It turns out that Owen works for that Land Rover specialist named after the amphibians who live on a piece of land surrounded by water, 16 (Frogs Island 4X4). I explained that my vehicle was converted to a ZF4 speed by his talented employers. "I thought I recognised the vehicle" came the reply. I think he really meant "I remember that pile of tat". Several of the fox crowd were impressed by the Ravals. "Taking all them kids laning, brilliant", seemed to sum up the comments. I know that we have always involved John in our off road activities and he just thinks it is normal to go splashing about in the mud and rain !.

After lunch we set off for more sport. Some tighter lanes, more fallen timber and the odd ford or two. (that's ford as in river crossing not the Dagenham rubbish*). A dose of rain tried to dampen our spirits for the afternoon session, but we are made of sterner stuff than that. We finished about 15.30 hours, again all meeting at Chieveley. I am sure every one who was there would like to join me in thanking our host for the day. I know that Nick VDB has invited them to come down the Hampshire so we can return the favour. Cheers guys, nice one, see you soon no doubt.

Nick Jennings

Off road correspondent Pants & Berks
(The official monthly journal of the HBRO (Hants & Berks Rover
Owners))
News at Ten
West Berkshire
England

Let's Off Road!

Can you forward my thanks to all of the organisers AND HELPERS for last Sundays OFF-ROAD DRIVING DAY. My son and I enjoyed it so much that you can expect a new member in the coming few weeks.

Mel Colson

Competition Secretaries' Bit

I must admit to feeling guilty (well almost), as I took advantage of several inebriated women at the annual Xmas do at the Grange Hotel!! Now before you start saying "YEH IN YOUR DREAMS" I'd better explain that it was all fairly above board. What I did in fact was to canvas the ladies on the prospect of resurrecting the Girls Own trophy. The response was far better than I could have hoped for (alcohol can be a wonderful thing), and so resurrected it will be. This will happen at the Easter rally at Nelly's Dell, along with the usual RTV and Gymkhana (Courtesy of the Reading Scribe). If, in the cold light of day, you suddenly decide you lack trialing practice, you will have plenty of opportunities to have a go before the dreaded day as we are running a club driving day at Nelly's in January and another in March at Broxhead Common. Talking of the Broxhead event, it is my intention to run a Tyro trial. For those of you who have never trialed before a Tyro trial is the ideal way to have a go without fear of damaging your ride and joy. It is primarily aimed at the complete novice and is strictly for standard civilian spec. Land Rovers. Entries will be open to any paid up members including 16 year olds, provided they are accompanied by an adult club member who has a full driving licence. So there is no excuse girls and remember I HAVE YOUR NAMES!! Hope you had a great Christmas everyone, see you at Harroway in January..

Steve & Carol Skinner.

The Christmas Doooooo

Well I don't know about any one else , but we certainly had a great time. We enjoyed a pre event gossip with several of the others who were booked into the Grange and even got to see the celebrity edition of family fortunes! (Emmerdale v Corry... it's a soap thing you know)

The Grange has hosted about 3 or 4 of these events in the past and is well suited for the purpose. I was relieved to loose out on Wally of the year , but sneaked into the lime light with the boobs bust trophy and I am not going to tell you why I got it. I wasn't spared embarrassment , however, as my attempt for Wally of the year was described by Nick VDB along with all the other contenders. The winner was a truly worthy case, but then I would say that wouldn't I. Well done Pam!.

There was a well deserved special presentation to Ashley & Jackie Pocock for their efforts in organising the ARC2000 International Rally. Well done guys, and to borrow a saying from the old git on the Vicar of Dibley No, No, No, No, No, No, No, No, No, No, No, to 2002!

Ian "webmaster" Parker was also honoured. Member of the year I believe, for his contribution towards bringing pictures of HBRO'ers, in silly or compromising positions, to the rest of the world via the Internet. Good on you Ian.

And then there was the Auction of the Pete Wilford cartoon. This raised a good amount of money for a worthy cause. Well done Brenda.

The rest of the evening was a blur of good food, fine wine and loose women. Well perhaps the loose women bit is exaggerated, but it sounds good and everyone seemed to be having fun. Perhaps the highlight of the weekend is Sunday breakfast. To see those, somewhat worse for wear, souls bravely stagger down to the dinning room and come face to face with a fry up brings a lump to the throat. If the lumps stay in the throat, the breakfast can be shared out among those who are not suffering. I do recall an announcement at breakfast from a couple of the girls about something Lebanese. Well I think that's what they said!

We left about 10.30 a.m. and I think we were the last to leave. Will the Grange ever be the same again? Will Nick W ever not get mentioned in a Wally of the year trophy? Will the raffle ever finish? Will I ever get vegetables like my mum cooks 'em? Will I ever get to sit on the cushions on the sofa (private joke) ? Well you will have to wait and see.

Here's to next year.
Nick Jennings.

Minutes of the ARC General Meeting 9th December 2000 at Lode Lane, Solihull.

This is a brief set of highlights of the above meeting, derived from notes taken at the time.

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 16th September 2000

Accepted after a few minor errors were corrected.

4) Matters arising from previous minutes:-

Camel Club - not paid this year yet but they do want to remain members. Their sec has left and the new one has not got up to speed yet. AJS has sent the invoice for 2000 and 2001!

Paul Williams has resigned so there is a vacancy for a Car Clubs Co-ordinator. Any takers?

5) Chairman - Denis Bourne

Relatively quite season but the club scene appears to be alive and well. There is a new magazine, Land Rover Enthusiast, so the overall scene must be OK.

New Land Rover clubs are springing up but we aren't seeing these as members yet. We need to go 'out there' and do some marketing.

A number of clubs is putting much work into their websites.

The last council meeting should have seen a presentation from the Trailer Towing Association but yet again, he did not turn up as requested. He has been invited to the next meeting. He may be able to help us with legislation on trailers but we'll have to decide whether to join.

6) Secretary - Caroline Flanders.

A letter has now been sent to all clubs re; NFU, and the club relationship with local NFU offices. It's up to the clubs to make the next steps. Feedback is required on what the clubs get from the NFU in sponsorship, support etc.

the MSA Club Bulletin has new signing-on sheets for Competitors and Officials and Media. Old design sheets must not be used now. Note that signing-on sheets do not need to be returned to the MSA unless there has been a reportable incident of some sort.

The 101 club is now no longer MSA registered for events.

The ARC no longer holds a database of names and addresses.

"Cape to Cape Challenge" information available from Caroline.

Range Rover Register sec is now Mike Knowles, 135 Pye Green Road, Cannock, STAFFS, WS11 2SB

7. Treasurer. - Andrew Stavordale.

RAC Recovery membership scheme. As of now, the ARC no longer earns money from the

scheme. It also means that the person who becomes ARC Treasurer, won't have to deal with the 200 or so ARC members who avail themselves of the 15% discount that is still available, of course. There are extra benefits attached to this scheme such as insurance for overseas travel and recovery for off road events.

Disappointed at the lack of interest in taking over the treasurer role, particularly as there are over 8000 ARC members!

Fighting Fund - Tony Kempster is attending a hearing in Leominster so should his expenses be paid from the Fighting Fund?

8. New Clubs

Discovery Owners Club (National)

Attend many shows and displays but they are not "serious" eventers. 350 members already - quite a surprise. Newsletter 3 or 4 times a year. Heritage and social events, non-competitive. Those present voted unanimously to welcome them into the ARC.

Vectis Land Rover Club (Regional)

Running for about a year now with 35 members which isn't bad for the Isle of Wight which already has a 4x4 club. 40 miles of green lanes on the IoW. Rallies and clubs trips to the mainland. Much green lane activity and good relationships with local doctor, MP, police etc. Non-competitive, "Family Fun". Those present voted unanimously to welcome them into the ARC.

8a. General Rule Change Proposal

SROC rule to delete ARC rule H.5. as it conflicts with the MSA regulations. To be voted on at the AGM.

9. ARC Rally

2001 - Newnham Park. See website ARC2001.co.uk

2002 - Lincs. Date may move as the bank holidays in 2002 are set to move.

10. SECTION REPORTS

(a) Caravan Secretary - Chris Hodson.

No SAEs with applications from S&S, Red Rose, Notts and others. This clearly needs some publicity to those clubs who are not following the process. Chris wants to charge a premium for those miscreants as he is getting just so fed up with the same persistent few.

(b) Overseas Liaison Officer - Derek Spooner

Many overseas clubs are now reaching an age when they will be celebrating 25 years as a club. So do support those clubs if possible. Generally, overseas clubs don't really see much benefit from ARC membership.

(c) Non-Competitive Clubs - Chris Savidge.

ARC2000 was a major step in the development of the non-competitive events. The concours is now accepted as being re-established at the annual Rally.

Heritage Run - 6th May 2001.

LRO show has now moved to Stoneleigh.

Appeal - help for publicity for non-competitive events to go in club newsletters.

Non-competitive National Clubs hold AGMs / meetings etc at Billing etc when everyone is together. LRE will provide a marquee and chairs at Billing next year for these clubs to use.

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

(e) Countryside Access - Tony Kempster.

Many details of issues described. Details alter.

Green Lane Day 2001 will be on 25th March.

Tyro trials - current rules preclude the use of 101s and lightweights as they were not sold directly to the public when new. We will need to lobby the MSA to correct this.

(f) National Rally Committee - Norman Whiteley. Not present. No report.

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

Web site has had 3000+ visitors in a year.

Enquiries left at the site have been forwarded to the relevant Officers.

Appeals

(i) Keep the info on the website up to date./ Please communicate any clubs officer or address changes to ARC secretary.

(ii) Sponsorship not going too well at the moment. We need to do more work in seeking support. Any business support or sponsor for ARC clubs / events. They would get advertising on the web site.

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

Articles to Paul; please.

(i) Rover Company Liaison - Derek Spooner

Handed over the ARC "pack" to Bob Dover, CEO Land Rover. Awaiting response.

Factory visits are off until further notice. No reason given, could be Ford policy or new cars on the way.

Corporate identity - Ford are distancing themselves from Rover Cars and BMW. We need to make plans to cover the possibility that Ford may object to the link with Rover cars. Obviously they can't stop us, as a club, from including Rover cars in the line-up, but if we want factory support then this may have an effect.

(j) MSA Liaison - Harold Carman

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

Seat belts. We may soon need certificates of eligibility for timed events.

Club Manual - now available on the MSA website.

Competition licences - the rules need to be followed carefully when applying.

Safety Plan. Submit to MSA for approval

Damage to trees. Setting out should keep clear of trees. It's in the ARC handbook! Accidental

damage to bark can be treated but a tree surgeon at the meeting says this doesn't always work. Please address technical enquiries to Steve Kirby or Harold Carman, or through the ARC secretary.

(k) Shows and Displays - June and Jack Green.

EMAP publishers (LRO) are going to Stoneleigh but they want £450+vat for a 20x20 club stand. I think we will be supporting Billing run by Land Rover Enthusiast where the club stand will be free. Still taking bookings for the Exhibition Unit.

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

Main topics under discussion recently:-

- a) Developing the Guidelines for Petrol injection engine installations.
- b) Speeds in Comp Safaris and other associated issues.
- c) "Full-house" triallers and Comp Safari vehicles entering RTVs.

We should put this matter out as a discussion topic to all the club committees for them to poll their members to get a clearer picture nationwide. Some clubs have already asked to attend if a special meeting is set up.

- d) Chassis alterations. The collective opinion was that we should take action to prevent the wholesale conversion of all coil-sprung vehicles. Key wording yet to be defined but the decision was:-

On a Standard Class vehicle, the chassis SECTION must not be cut away; i.e. the rectangular cross-section of the chassis must be retained throughout its length above and between the axles. A "cut-and-shut" chassis is also still permitted but again, the rectangular chassis section must be continuous throughout its length.

- e) New vehicle Regulations. Considerable progress has been made and we'll soon submit a refined version of the originals.

Rule Change Proposals. The following were approved to go forward for clubs to vote on. Some are subject to amendment and the details of these will be sent to all club secretaries for the clubs to review and vote upon.

- | | |
|---|-------------------------------------|
| 1) Competitive Safari classes. | 2) Roll-cage mount. |
| 3) Fuel tank vents and sealing. | 4) LPG fuel system. |
| 5) Silhouette - Bonnets and windscreen. | 6) Steering track rods. |
| 7) Hard tops and truck cabs. | 8) Tilt / cage on SV90 models. |
| 9) Suspension | 10) Welding on Steering. |
| 11) Bump stops. | 12) Competition number boards. |
| 13) Seat-belt mounting. | 14) Ages of passengers in trials |
| 15) Inset windscreens and hood stick sizes. | (16) Injections systems Rule C.2.2. |
| (17) Parabolic springs | (18) Comp Safari vehicle classes |

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

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

10 AOB

Status of e-mails? Official communications from clubs to the ARC, requiring specific replies should be on headed paper. An e-mail announcing its impending arrival is acceptable, but it must be followed up by a mailed letter.

Next meeting to be on March 17th 2001 at the Presentation Suite.

Skittles Night

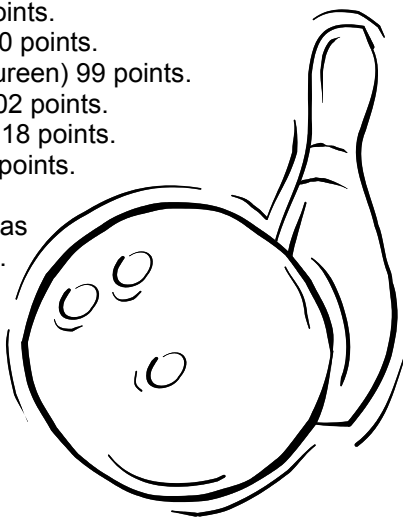
Hopefully all of you who came along to the Lawns enjoyed themselves - most of you seemed to. An exception to this has to be the lad who had to put the skittles up all night, and I bet he thought he was going to earn an easy £10!

Anyhow, here are the results. No amalgamations. There were disputes although none was put in writing to the steward!

Reds (Jenny, Bob, Steve, Carol) 86 points.
Greens (Peter, Maxine, Hugh, Pam) 90 points.
Pinks (Nick vdB, Sue vdB, Nick J, Maureen) 99 points.
Blacks (Roger, Dave, Kath, Wendy) 102 points.
Yellows (Andrew, Anita, Steve, Sue) 118 points.
Purples (Karen, Tricia, Sam, Ian) 120 points.

In the Reds defence, poor Steve was trying to eat and throw all his balls at once. Nice tactic! We did all miss the organ recital though, as the organ was missing or removed, maybe.

Sam Parker.



Mystery Social Evening!

The Lawns Motel.
20th January 2001. 7:30 pm.

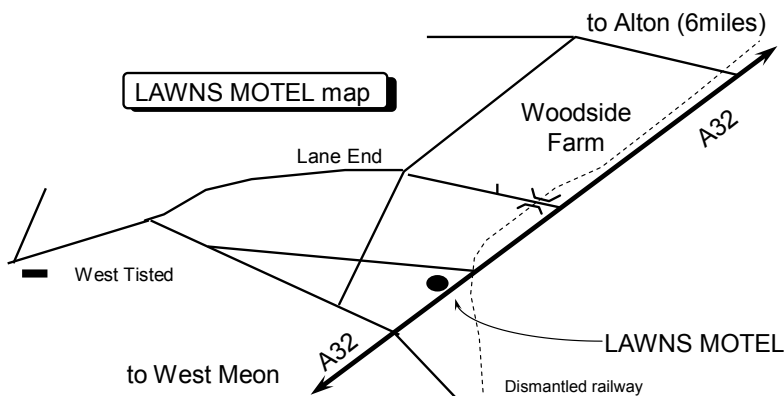
Fun, Games, Prizes*.

Usual rowdiness*

Light hearted games that should
get a giggle at nobody's expense*

Only £1 per person.

* This basically means “come along and take
a chance with what we have organised!!”



The Norwegian National 2000

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

The Norwegian Land Rover Nationals

The event site was quite close to the road and went right down to the beach, with showers and toilets not as nice as the site at Loen. Registration with the club secretary was relatively painless and we were given stickers and instructions and signed up for the trial on Tuesday, castle run on Wednesday and fort run on Thursday, leaving Friday for the trial finals if we should do well enough to get into them. We pitched our tent and were met by Rick, Amanda, Tony and Martin who had gone in land for a ways and then decided to take the pretty route and had got to the site only 1 hour before us. They were staying in a 2-bed cabin on the site. As we were drinking our coffee a Swiss gentleman walked up to us and said hello, I recognised him from the Belgian trips over the last 3 years, we had a natter with him and then saw Cliff and Sabine heading towards us, other friends we had made on our Belgium trips!

After talking for sometime we went to the trade stands to see what was on offer. A few T-shirts etc. from the Norwegian LR club and a chap from Leatherman servicing and selling the Leatherman knives and a 2nd hand spares chap. Jim gave his pearls of wisdom to a Norwegian regarding some 2nd hand wheels and tyres that were for sale. There was a large marquee that was filled with tables and chairs for people to sit and eat at after using the club barbecues to cook food on. There were several people making use of these facilities but we had not had time to shop for barbie food so we had burger and chips covered in chilli power cooked in the campsite shop. Most of the food places around Norway are burger bars or pizza places or both. There are very few restaurants, probably because food is so expensive.

Trial Day:-

Tuesday was a bit overcast and cloudy with sunny intervals. We awoke to find a newsletter under the wiper blade. It contained some news about traders and how to get to start points for the trial and the scenic drives and a weather forecast: about 4 lines of Norwegian was whittled down to 'Take the hard tops off' in English.

We had to travel 1Km along the road to a weighbridge to meet up with our leader who was to show us to the trial site. About 10.00pm we left the weighbridge and travelled some 15 miles or so to a quarry, which had a very sandy bottom and a couple of very nice little banks to climb. We were split into 4 classes, short and long wheelbases with and without leaf springs. There were 6 sections set up, each with 6 gates. The scoring method was as follows: 40 points for getting the whole vehicle through the gate and 10 points deducted for hitting a gate cane (hit both canes get 20 points knocked off) and 5 points deducted for stopping or reversing. You can reverse as many times as you like but you can

end up with a negative score! There were about 20 vehicles taking part, we were 5th in the order and as we dropped one each section that meant we were going to have to be first at some point! Jim hates going first!

The first section was pretty straightforward with a 2ft incline, turn left and hard right to climb a 3ft high incline. No one cleared it, as everyone had to stop and have another go at the 2nd climb due to the tight turn.



The next section was the same one but in reverse, which was a bit easier especially now that 20 vehicles had rubbed off the edges. The 3rd section was up the 3ft incline along quite a way to a mound which was taken on the side over another mound immediately in front of the first and on quite a way to climb the 2ft incline again. The 4th section involved straddling the gap between 2 mounds, one of which was made of small pebbles and the other was hardened sand, a sharp left turn off the left hand mound and straight up a 12ft climb. Due to the soft conditions very few vehicles made the last climb, the first to clear it was Rick in his 90. A couple more did it after that but Martin (who had Tony as a passenger) and ourselves did not clear it. The 5th section we were first up for. It dropped down onto an axle twister and back up for a sharp left turn to then drive round a large mound of pebbles. Jim was so concerned about not hitting the set of gates in the middle of the axle twister that he did not give the right foot enough lead weight (makes a change it usually has far too much weight) and we got stuck well and truly. We had to be pulled off, which meant we scored 80 for the 2 gates we had passed through but could not continue the section and so missed out on 160 points, better to have not worried about the gates and just wellied it! We were not the only ones to get stuck there. The last section





Competitor on
First Section

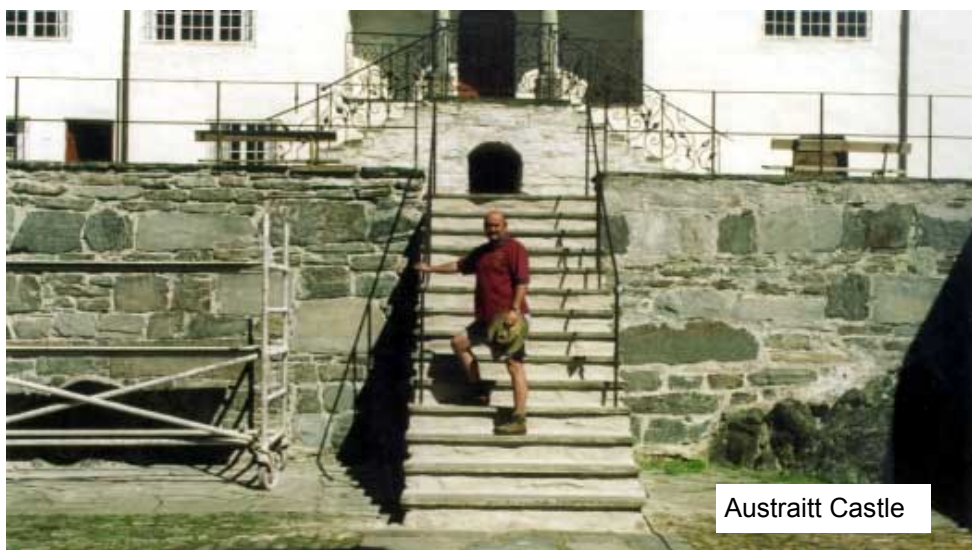
involved a 3ft climb with a long sweeping drive round to the right with a sharp left turn to a very long steep climb. Only one person made it over the top and he had everything on his motor (diff lockers, huge tyres etc.). The day was fun, and definitely non-damaging. Talking to one of the Norwegian club members later in the week, it seems that on the 5th year anniversary of the club they have an extra special meet and make the trial very safe so that those that come from many miles are assured that they can drive their vehicles home at the end of the week. So if you are thinking of going one year it may be sensible to wait until the 30th anniversary event in 5 years time that will be held at the southern end of the country so easier to get to as well.

Whilst at the trial a couple of Brits (Sandra and David) who had come over in a mint series I started talking to us. They watched and seeing how non-damaging it was decided to have a go at the trial. They left the site and went back to the campsite to book in. They did the same course as us (with minor adjustments to allow for wear and tear) and had a very successful day except they did not quite make it to the final.

We stopped off for some food to barbecue that night and made use of the facilities when we got back to the campsite.

Wednesday saw a beautiful bright sunny day; the newsletter was delivered again with pictures from the trial (one of us climbing a small incline) and the weather forecast said 'Keep the hard tops off'. We met up at the weighbridge at 9.00pm and set off in convoy to Austraitt Castle and fort. We were given a very small-scale map of the route we were to take which was just about usable in order to keep tabs on where we were. We drove round the outskirts of Trondheim on to a ferry on the west side of Trondheim to get across Trondheims fjorden. Whilst on the ferry I spoke with the Swiss gentleman we had met in Belgium; we talked about his apple brandy, which he said someone

had written about in an article in the ARC news. It was the article I had written about our 2nd trip to Belgium, was that my 15 minutes of fame! Upon landing we drove in convoy up and round a mountaintop to what they called a castle. It was an old manor house really with a chapel. It was quite small and painted entirely in white with some prettily painted statues in the forecourt. The guide for the trip spoke almost perfect English with no hint of an accent. Only a few of us toured the castle, the rest went to a fort just down the road. I think we should have done the fort as well from what the others said about it, but we had a very nice picnic sat by the fjord in perfect peace and quite, no jets overhead, no engines, I have never heard such silence! Not even insects, we saw very few insects or flowers in any part of Norway.



Austraitt Castle

Once the others had returned from the fort we travelled round the top of the mountain to arrive at a small fishing village called Ralivag, with a very picturesque harbour full of boats. We had the Norwegian speciality here, waffles with strawberry jam and soured cream, very nice. From there we headed back to the ferry terminal and back to Trondheim. The leader took us (20 vehicles in convoy) through the centre of Trondheim which was a bit scary, especially when someone decided to stop for the bank so all the vehicles behind them also stopped. We finally made it back to the campsite about 8.30pm where the barbecues were still burning so we had dinner and discussed the days events. It had been a very long tiring, interesting day.

Thursday was another bright and sunny day, we had booked to go on the fort scenic drive. There was a newsletter again with pictures of the scenic drive we had been on, but no weather forecast. We met at the weighbridge again and this time set off to the east of Trondheim. We stopped at a disused railway



Jim Outside Hell Station

station called Hell (means lucky in Norwegian), we all had our photos taken under the Hell sign and browsed around the gift shop. Now if someone tells me to 'go to hell' I can say 'I have already been thank you!'

After about 30 mins we set off again still going east. We started to climb another mountain road and ended up to Hegra fort. It had been one of the few places in Norway to hold off the German attack during WWII. They lasted 25 days surrounded by Germans inflicting their guns on the German army some 9Km away. The Norwegians finally surrendered when they ran out of food and water, 4 of them had died during the battle, the guide described this as a terrible battle!). The whole of the fort was under ground, with a ditch around the whole thing used to access the guns and check up on what the Germans were doing. From the fort we travelled back down the wriggly road and back up another until we got to the top of a lowish (as in not terribly high) mountain with a large car park and the ubiquitous picnic tables, but this place also had some barbecue areas and a supply of wood for making your own barbecues. These were duly lit and lunch was had in this very idyllic setting with a babbling brook running past our feet. The water was very cold, not that this stopped the dogs or kids paddling in it! We were abandoned to our own devices at this point, with instructions on how to get back to civilisation, so about 2.00pm we headed back to the campsite via a small town where I bought some stamps and we bought more food for the barbie that night.

Thursday evening we had some entertainment by Mr Chapman. Mr Chapman has been working for Land Rover for the past 15 years organising the Camel trophy exercises, he did a presentation on how the route the competitors will take is determined and some of the problems incurred by his reconnaissance team. He had a couple of short films showing the reconnaissance trips and talked about the people who do these trips. They take an expert in all sorts of



Land Rovers at Hell

fields including a doctor, to determine the problems that may occur during the trophy run. Several routes they have started investigating have had to be abandoned for several reasons. We spent most of the evening before the speaker talking to a Norwegian called Gaute; his English was excellent so it was easy to ask questions about all sorts of things. He is a service manager for a large reputable garage in Oslo he earns about 300,000K per annum (approx. £23,000) cars have a 200% import duty (Norway does not make its own cars) and food is about 10-30% more expensive than it is here, houses cost about 20% more!! An expensive country to live in without the extra income to cope with it, how do they live.

Trials Final Day

Friday dawned cloudy and damp, it had rained hard in the night, but we were still dry in the tent. The newsletter was late today (due to the rain I expect) the weather forecast was 'put your hard tops back on'. We had somehow managed to make it to the finals, I think this was because they took the top 3 drivers from all 3 days in each class. There were only 3 drivers in our class on the day we drove. We made our own way to the trial site. There were only 2 sections today; scores went back to 0, with the same rules as before. Both sections were driven by all the vehicles in each class before the next class drove them, so that they could work out the scores to see if a run off was required, whilst the other classes were driving. We drove sections 4 and 6 from the previous days with slight modifications. The atmosphere was amazing, most of the people who were at the meet came to watch and everyone helped everyone else no matter what nationality they were or the class of vehicle. We did not drive badly, but the person who won our class definitely outshone everyone else, the winner was Gaute, the chap we had spent several hours with the

previous night. We tied our score with Martin, but we came well down the batting order. On the steep climb a couple of vehicles got the angle wrong when they went back down the slope and so had to have winches attached to ensure they did not roll and instead of pulling them to safety and letting them drive off, they pulled them right to the top of the climb, just to make life difficult! David (with the series I) took some photos of us trailing and the winch activities.

That night presentations were held for the trials and also the vehicle voted the best at the meet. The best vehicle prize went to a Swiss series I which was in mint condition. The owner was very pleased to have won, as the next night at the farewell banquet he parked the vehicle outside the marquee with the trophy he won stood on its bonnet for all to see!! We finally managed to have a few beers that night as we did not have to get up for anything the next day. Mind we still did not have lots, as the supply we had taken was getting low and beer is very expensive in Norway.



Saturday dawned very grey and misty, the newsletter arrived with the results of the competition and more photos and the weather forecast was 'test your wipers'! The mud tyres we have on the vehicle are diamond pattern remoulds and very soft, by the time we had done 1200 miles the front tyres were starting to look very worn, so Jim decided to swap the front with the rear wheels. We only had one jack with us (a hi-lift) which Jim reckoned he could use by placing it in the middle of the side of the motor and swap one side at a time!! I thought this was wishful thinking and it was! Once the motor was a few millimetres off the ground it needed to balance on the jack it wasn't and so fell over nearly squashing Jim in the process. Fortunately we were surrounded by fellow LR owners and the chaps in the tent next door with the series I station wagon had a trolley jack with them. So with the trolley jack and the hi-lift we managed to change the wheels over. The neighbour assisted running round in bear feet and a chap from across the road helped as well. (Aren't LR people friendly and helpful!). Now we would find out if the wheels were out of balance and set the steering wobbling again, at least by doing it in the morning it meant that if the steering was badly affected we could swap the wheels back again with



the help of our friendly LR people.

We drove in to Trondheim, no problem with the steering at all, so not sure what is causing the bouncing, it could possibly be the roads, which in places you could see the ripples in them so may be we were in time with them and that was causing the bouncing!! We spent the day wondering around Trondheim, not a particularly interesting town, the fish market consisted of 2 mobile stalls, the harbour was hardly used now, most of the harbour buildings had been turned into living accommodation and a restaurant. There was a beautiful cathedral with the most amazing number of statues on the front and gargoyles etc. round the sides, the whole thing was in excellent condition. Whilst we were there a couple who had just been married walked up to the cathedral and posed for photos, she looked stunning in a beautiful long white dress with long white veil. He was in morning suit, the same as the traditional English wedding.



Part of the agenda for the week involved a cruise of Trondheim, I thought this meant getting on a boat and going along the fjord! No this was every LR meeting up at the harbour and then in a long line driving through Trondheim! We had finished our tour of Trondheim just as everyone else was leaving the pier, so we joined in with the series 3 motors (we were all supposed to be in type order) and brought Trondheim to a standstill. We did get lots of stares from the locals.

Saturday night was the banquet night, we were summoned by a horn being blown at 7.00pm and we congregated around the marquee entrance. We were given a taste of the local brew, it looked like wine but tasted more like the apple brandy we had had at Belgium, but was not very drinkable! They came round with bottles and filled everyone's glasses again, after 2 of these Jim was mingling! I refused the 2nd glass (I know unlike me you say), it was not very drinkable! When we were finally allowed into the marquee we found places laid with plastic knives and forks and a china plate with the 25th anniversary logo on it. We were told that we could keep these as a memento of our stay, what a memento! (It also saved them washing up!!) The meal was beef stroganoff (not very Norwegian) but very tasty, we served ourselves and there was enough to go back for 2nds. After the meal there were lots of speeches, too many, but we had a super time. The series 1 club presented the Norwegian LR club with a bottle of whiskey and crate of beer, as a thank you for having the event. Once the speeches were over we got down to some serious drinking.

The Touristy Bit

It rained heavily during Saturday night, just at the point that we were to pack the tent up for good, but at least it had stopped raining in the morning! With the worst of the rain shaken off we packed up, said our farewells and headed off to Sogndal on the Sognefjord. We headed straight down the E6 to Oslo and turned right at Otta to head back out towards Sogndalfjorden. As we left Trondheim we started to slowly climb up from sea level (campsite). The road to Oslo is the main road through Norway and was fairly wide and busy (comparatively speaking) but only single carriageway (apparently the only place to find dual carriageway is around the outskirts of Oslo). As we climbed higher the scenery changed from fir trees everywhere and the occasional house to even fewer houses and bleak moorland type landscape with only lichens and grasses able to cope with the climate. We had opened all the LR windows at Trondheim, as it was quite humid and warm at sea level. Up in the mountains it was jolly cold and we closed all the windows and vents and when we stopped for a break put our coats on. It rained on and off during the morning and when we reached a point saying 1300m it was snowing on us and few miles later hailstones fell on the motor. Before we started heading back down the mountain we stopped by a waterfall to take a short rest and photos of the waterfall. Whilst stopped a German lady pulled up on a motorbike to admire the murky view and rest her cold hands. She was on holiday and travelling round Norway on her own, a brave lady especially in the

conditions at that time. Once we reached Fossbergom it started to perk up a bit and by the time we got to Gaupne (back down at sea level) the clouds were clearing and it was drying out.

We found Vesterland Park with no problems and were given the key to our hut. Vesterlands is a site with about 50 wooden huts surrounded by trees. Facilities include washing machines, café, tennis courts, crazy golf and kids play area. Our hut was very comfortable, cooker, fridge, Sky TV, lounge area, bedroom and shower room/toilet with heated floor tiles and a log burner with some logs to start us off. We had dinner in the park café and then collapsed in a heap in front of the TV. It had been another long drive from Trondheim to Sogndal, about 300 miles which although most of it had been on main roads, their main roads are still quite wriggly and our motor is hard work to steer. We slept very well Sunday night, due to too much partying with the LR people the previous few days and the long drive.

Monday was overcast and chilly but remained dry all day. We did not want to do much travelling as we had spent the entire previous week driving round so we did some very local attractions. 300m down the road was the Sogn folk museum, which consisted of several houses dating back over several hundred years and furnished as they would have been furnished when they were built. It also had an indoor museum with 3 floors of items ranging from a few decades ago to several hundred years ago. It was very interesting seeing the differences in lifestyle between now and then and between the British and Norwegian. Most of the exhibits had English translation next to it so it was easy to understand. We had a picnic lunch in the grounds of the museum even though it was cold and we shivered.

In the afternoon we went back past Vesterlands to Kaupanger to visit the boat museum which was actually part of the folk museum and hence was free to get in. It had 4 large wooden sailing boats in it with sails up and smelt of burnt wood. The smell was due to the pitch they put on the boats to waterproof them, they use burnt birch bark and tar to cover the boats. There were lots of fishing type things which interested Jim and he particularly likes boats as well, but I found it a bit boring. We headed back to the hut and went for a walk after dinner in the woods. We found lots of small bits of wood which could be used in the burner. Some were too big to break by hand, at which point Jim said 'I know what I've got in the motor' and disappeared to reappear with a machete!! He proceeded to hack up several branches, we picked up enough wood to last ages, so we thought. Of course Jim now had to light the burner! It started easily with newspaper and kindling, and burnt furiously. It became so hot inside the hut we had to open all the windows and we burnt nearly all the wood! When it was too late we found the levers to close off the air and slow down the burning process!

Tuesday it dawned very bright and sunny and we decided to visit the glacier at Nigardsbreen. Close to Nigardsbreen is the Breheimenteret museum on glaciers. I did not fancy the museum so we headed off to the glacier. In the distance we could see a wall of white, which as we got closer grew in stature but still did not look that impressive.



Jostedalsbreen Glacier from a distance

We got to the end of the road and parked in the car park to discover the only way to get to the glacier (according to notices) was on the boat which was heading towards us. It was a small launch and dropped us off at a point about 300m from the glacier base. By now the glacier was looking a bit more



Jostedalsbreen Glacier

formidable and BIGGER!

Brenda & Jim Taylor

Next month - Part three. The Touristy bit continues....

Welcome New Members

Nigel Greenfield, Bognor Regis
 Martin Edwards, Hayling Island.
 Simon Saines, Selbourne.
 Angus Mitchell, Wokingham.

Howard Bath, Waterlooville.
 Clive Hooey, Basingstoke.
 Danial Coles, Pulborough.
 Bob Perfect, Bordon.

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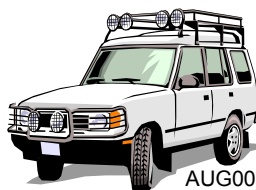
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APR00

ARC Handbook 2000

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

There won't be a 2001 edition, so look after the one you have!



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FEB00

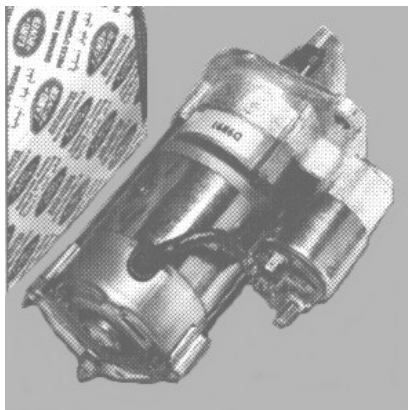
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FEB00

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)

* 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, that's 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@mcmail.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 Ifor 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. I 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)

Vehicles for Sale

- * Assorted vehicles: Two ex-military 110s. As is £2200 each. With registration and MoTs £2500 each. Land Rover Series 2. MOT till March 2001. Tax exempt. New tilt. New springs. New cylinder head. Nice little motor, £950 ovno. Call Bob Perfect on 01420-475303 or mobile 07799-673498. (JAN01)
- * Range Rover 1983. 4 door 3.5V8 manual. 140k. Recent engine rebuild 20k ago. Factory fitted Air conditioning. Complete with a nearly new spare set of town/country types on original rims. A few bruises and bumps but a very good runner. £1750 ono. Call Ed Ellis in Waterlooville on: 02392 268114, email angela.ellis3@virgin.net or edward_ellis@thsrc.com.tw (JAN01)
- * DEFENDER 90 L Reg 1994. One owner since new. Portafino Red Hardtop with small stylish side window. Five almost new Trac Edge 750x16 tyres on white modular wheels. In good condition and serviced regularly. TDI 300 engine in excellent condition. Dog guard & CB radio fitted. For sale £6000.00. Can be viewed Camberley area. Please call Alan Smith 01252 544424 or 01252 668403. (JAN01)
- * 110 CSW. 200 Tdi. 1993 K reg, Dark Green Metallic, 74500 miles. Total service history from new down to the last nut & bolt! Also fuel & oil records from new. Every possible extra, inc. Brownchurch roof rack, Snorkel, Southdown steering, diff, fuel tank guards & side bars, Nato hitch & removable Dixon Bate hitch, twin batteries & split charge, High back rear seats, new Monroe gas shocks & H/D springs, £750 Pioneer CD system, Disc brake Salisbury rear axle, X9 & winch bumper with A bar, Light guards all round, etc etc. Far too much more to list. New mud terrains on Disco wheels. Long MoT & Tax, £11500 Richard Myers 023 8045 5349, 07790 827405, Safaris@btinternet.com (JAN01)
- * Genuine LR90 V8 CSW (County Station Wagon). A Very rare opportunity! 1986 'C' 3.5 V8. 5-Speed, White, Tow Bar, and very very very original! All interior and seats headlining etc are fantastic condition, and it has MOTs going back years and years to prove genuine 90,000 miles. MOT to July 2001, If you want a V8 90 then come and look at this one!! £4250 onvo. Phone Nigel Barker on 01428-653795 before 8.30 pm PLEASE or e-mail Nigel.Barker@ukgateway.net (JAN01)
- * 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 typo 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. Camberley. 01276-26874. (OCT00)

Wanted:

- * Range Rover Roof Lining. Mine's gone all droopy (it's probably the cold weather that does it!) If you have one in fair condition that hasn't gone all saggy, please give me a call. Steve Kirby in Twickenham on 020-8287-0377 or e-mail to Steve.Kirby@cwcom.net or Steve.J.Kirby@BritishAirways.com. (JAN01)
- * 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)

WARNING

Any adverts dated up to and including October 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.freeseve.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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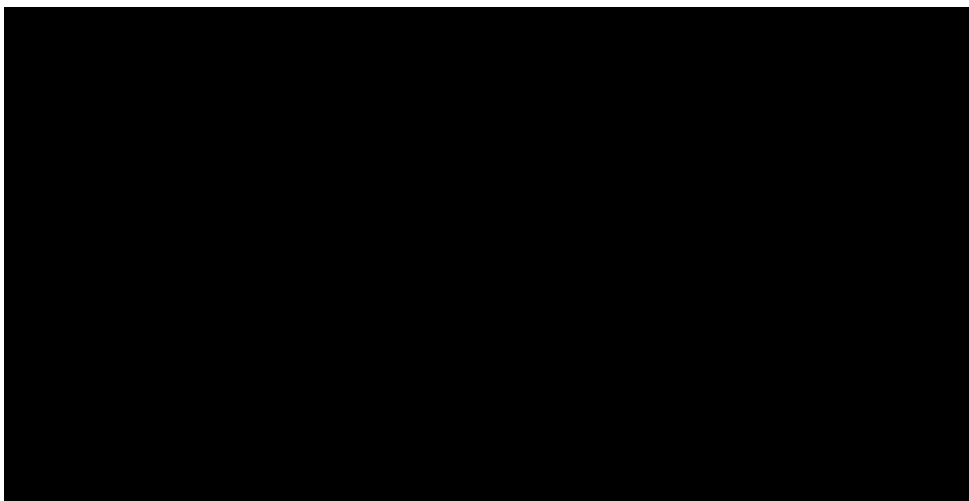
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AUG00

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 - Forward Planner



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).

Jan 1	Green Lane Trip(s). Phone Jimmy Salmon on 07774-680977
Jan 14	RTV (WS5) Harroway Farm. (Check with Steve Skinner on the 13th to check that it is going ahead.)
Jan 20	Mystery Social Night. Lawns Motel. Details inside.
Jan 28	Driving Day at Nelly's Dell. Members only plus guests from Dunsfold Land Rover Trust and South London Off Road Club . CoC Ashley Pocock.
<i>Feb 11</i>	<i>RTV (WS6). Venue to be advised.</i>
<i>Feb 24</i>	<i>Ten pin bowling. Guildford. Details to be confirmed.</i>
March 11	Trial (WS7) Hook End Farm. Camping.
<i>March 18</i>	<i>Club Driving Day and Tyro Trial. Broxhead Common. CoC Steve Skinner.</i>
<i>Mar 31 - Apr 1</i>	<i>Camping and Laning weekend.</i>