

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).

DATE	EVENT
Dec. 8	Xmas Dinner at The Grange, Alton.
Dec. 8	ARC meeting, Solihull.
Dec 30	Fun Trial. Nelly's Dell. Details elsewhere.
2002.....	
Jan 26 - 27	RTV. Harroway Farm. No camping. (New entrance. See map next month.)
Feb 17	RTV / Scenic Drive. Broxhead
March 16	ARC meeting, Solihull.
Mar 31 / Apr 1	RTV, Gymkhana, Scenic Drive. Camping. Wedgehill.
Apr 21	RTV. Nelly's Dell.
May 6	RTV. Camping(?). Hook End Farm.
June 1 - 3	ARC International Rally. Cornwall.
June	RTV, Scenic Drive. Slab Common.
June 15	ARC meeting, Solihull.

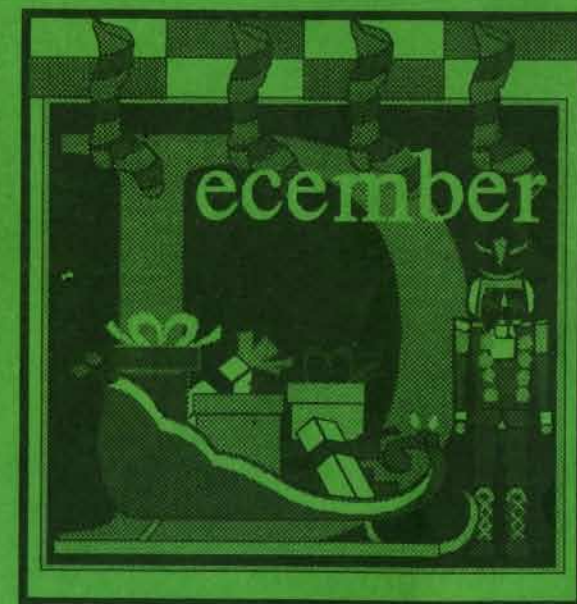


PANTS

&

BARKS

2001



Newsletter of the
Hants and Berks
Rover Owners

Officers of the Club

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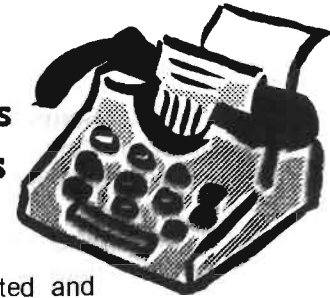
SCRUTINEERS:-

Steve Kirby #, Nigel Thorne, Trevor Jones, 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....

The HBRO Committee wishes
all our members a Happy Christmas
and a Prosperous New Year.



Some of the data opposite has been updated and supplemented since last month.

Do you have e-mail? If so, please send a simple "Hello" to me and to Alan Smith so we can capture your e-mail addresses for the club's name and address database. If you put your full name, address phone number etc. in the message, we can check the details. This may also enable e-mail distribution of P&B and urgent mail-shots. Any members not yet on-line and who are about to move, or have just done so, or have changed their phone number or other significant details, please drop Alan a line to keep the list up to date. Thanx.

Obituary.

Claire Jones has informed us of the sad death of her father; long-standing member Malcolm Rain. Malcolm had not been very active of late but Claire expressed the enjoyment that the newsletter has given him over the years.

Steve Kirby.

This month...

Regulars:-

- Chairman's Comments.
- Club Shop.
- For Sale.
- Events Diary.
- Welcome to new members.

Articles:-

- 4 POT, V8 POWER!!
- 8 into 4 will go. Part 3.
- ARC News.
- Don't Ignore the Rattles!
- Rule change proposals for September 2001.
- Wedgehill Farm RTV Results.
- ...and more.

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" 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. P&B is produced on 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:- SteveKirby@waitrose.com To improve the chances of making contact, try sending messages to both addresses for the time being. Thanx.

Chairman's Comments

So, was Surrey Saw Mills muddy enough for you !! Andy Bunyan did an excellent job as CoC managing to mix the lumps and bumps of the site with enough mud to challenge all comers. Fortunately Andy left out the bottomless pits and although we had a couple of retirements, the event went pretty smoothly. Thanks to Andy and those of you who help set-out and marshal. See the results elsewhere in this issue.

Next up is Slab, and by the time you read this it'll be done and dusted. Hopefully the combination of a driving day and challenges to make the whole thing more interesting can work, however we'll have to gauge reaction by running the event and then getting feedback from the membership.

Road Master will have also been completed by the time P&B pops through your letterbox. It's an event which gets a lot of support from HBRO members, particularly because it allows us access to excellent off-road terrain which would normally be beyond our budget or negotiating skills to gain entry. Another factor, which encourages interest, is the experience of setting-out and watching the Army, Navy and RAF competitors try to master the skills of off-roading. Over the years HBRO has built up a strong relationship with BAMA (British Army Motoring Association), the organisers of the Road Master and other such 'exercises', and BAMA have approached HBRO and asked if the Club would be willing to take on the organisation of the 'Rickshaw'. The committee is considering the request, and will be discussing the task further with BAMA, however I would be keen to gather the general feeling regarding this type of commitment and whether the membership supports this kind of inter-club co-operation. Please let me or any of the committee know what you think.

It's December, and the HBRO XMAS party is at the Grange Hotel, Alton on the 8th. Disco, Food, Merriment, Raffle and all the usual HBRO spirit will be on display, together with the annual awards ceremony. Watch out, you may have been nominated as 'Wally of the Year' or for the 'Boobs Bust' !! An enhanced menu has been sent around to everyone following doubt over the identity of some of the dishes included in the original.

Not wanting to interfere with the multitude of Christmas parties, shopping trips and visits from relatives, the next event has been held back until the 30th December. Hopefully, everyone will be ready for some action back at Nellies to get ready for New Year. It will be our first trial back at Nellies since Foot and Mouth struck 12 months ago, so in celebration we will be holding a fun trial. This is still a full RTV trial, (so it is only open to drivers who are full members), but will feature a variation on the normal trial to make it a little unusual. Matt Hewitt in his new role as Competition Secretary is devising some cunning format for the

day!!

We are still awaiting the final calendar for 2002, but Matt is also working hard on this, and may be able to add confirmations to a number of the tentative dates at the back of the P & B.

No new news on the CDROC ARC2002 International Rally, so watch the P&B for info'. As far as we are aware, the event is on, and anyone who applied last year will have their entry honoured for this years event.

See you at the GRANGE or Nellies, or both and have a very merry Christmas and a fun year off **OFF-ROADING** in 2002!!

Ashley Pocock.

=====

ARC2002 International Rally News...

If you applied for 2001 and did not claim your money back, then your entry is OK for 2002.

Entry forms will be brought to the December ARC meeting and I'll be able to collect some from there. I'm surprised the ARC2002 website isn't showing anything new, I'm told it will be soon....

Steve Kirby ARC Liaison.

Welcome New Members.

Forename	Surname	Town	County	Due	No	Associate	Social 1	Social 2	Social 3	Social 4
Mark D	Amos	Reading	Berks	Oct	1261					
Peter	Tanner	Ottershaw	Surrey	Oct	1262		Kevin Hare 1262S	John Barker 1262S	James Hare 1262S	
Andrew	Lorek	Aldershot	Hants	Oct	1263					
Robert	Seaman	Lindford	Hants	Oct	1264	Helen Seaman 1264S				
Stuart	South	Guildford	Surrey	Oct	1265	Elinor South 1265S				
Paul	Harvey	Basingstoke	Hants	Oct	1267					
George	Moore	Southampton	Hants	Oct	1266					

RIGHTS OF WAY NEWS

After the successful Green Lane Clearance day, Hants & Berks are joining the Hampshire Paths Scheme to assist Hampshire County Council in the clearance of rights of way. The Council will have details of lanes they would like cleared, or if there are any in your area you feel need some attention let us know and we will pass the information on to the Council. They will give us tools, training and insurance cover and we will give them some extra manpower. If anyone wants to help with this and is prepared to give up even an hour or two please contact me for further information. It will stand us in good stead with the Council and other users and the bonus is you get to test drive the byways!

Although the situation with regard to laning is still very tentative the Club has decided to resume activity on a limited basis. We would ask that if you do go out laning you limit numbers to an absolute maximum of 5 vehicles, avoid any lanes which infringe on farmland and respect the concerns of local landowners.

Would any club member driving a byway please fill in and return a survey form. These are available from the club website www.hbro.co.uk or via any committee member.

There will be official club green lane trips organised between Christmas and the New Year. For information please contact

Nik Watts 07768 615377
Nigel Thorne 01428 714581
Dave Ridden 01794 514834

Enjoy your green laning once more. Tread lightly? Tiptoe!

Dave Ridden

Alpine Tour

You'll have seen the advert for Atlas Overland Ltd. in the newsletter recently. David Halliday, the man who is organising the tour, will be promoting the event at the Lawns Motel (just down the road from Nelly's Dell trial site) at 6 o'clock on the 15th December. If you are interested in this kind of trip, go along to meet David who will be giving a talk and showing some pictures, and will be able to answer your questions.

This particular trip is a "special" for HBRO as he intends to have two support vehicles and he has another 4 or 5 places to fill to cover the cost of this.

For further details, contact Nick Woodage on 01730-894418 / 07850-408161

4 POT, V8 POWER!!

Having been driving Series Ila Land Rovers for more years than I care to admit (OK 28 +, is this a record or just sad?) I finally had to concede that the speed of modern traffic was making the continued use of the old wagon an embarrassment.

I looked at a new(er) Land Rover but it seems that you have to pay road tax for the privilege and for some unknown reason the insurance is significantly more!

The decision was therefore taken just over a year ago when it reached 500 000 miles and the chassis could not be plated anymore, to carry out a rolling rebuild based on a sound chassis which Safari Engineering found for me complete with axles (Salisbury rear) and suspension. The body was transferred on to it, new brakes fitted along with all the usual parts that need doing, and a respray in the original Marine Blue saw it looking half-decent.

This then left the question of what to power it with, as a temporary solution the 2286 cc engine, which came with the chassis, was pressed into service and the alternatives investigated.

My requirements were for something with about 100+ BHP and in keeping with the basic philosophy of owning / using a Series Land Rover.

I must admit that I'm not a great lover of diesels but I did consider a Tdi conversion, however two factors dissuaded me, one the cost and the other the fact that I didn't think that any of the old Land Rover gearboxes would be up to the job, which would then mean some major changes to the transmission.

A similar situation arose when looking at V8 power units, The amount of work required to fit it, bulkhead and engine mount mods etc. Problems with cooling it, do you modify the front to take a V8 radiator or take a chance with a 4 cylinder one? In addition, it would mean problems connecting the Capstan Winch, which has got quite a few people out of the mire over the years. Rovers also seem to think that permanent 4 wheel drive is needed with V8's which would mean changing the front axle u/j's for cv joints and they seem to give their owners some problems from what I hear.

Japanese engines were considered for about as long as it took to read the advertisement! They just were not in keeping with the character of the vehicle and much the same thoughts applied to V6 Ford conversions although with the company's new owners presumably that particular conversion must comply with ARC rules?

Finally I looked at the Power Plus units available from Automotive Component Remanufacturing Ltd who kindly answered all my questions and yes they could provide me with 112 BHP, yes using a 3 main bearing unit so that it looked 'original' when the bonnet was lifted, and yes it would run on 'gas' The extra power also comes in further up the rev range so it will couple to a Series Gearbox with at least some chance of the gearbox surviving!

The engine was duly ordered and in the meantime, a suitable 'exchange' gearbox sourced. The service and advice from L.E.G.S really is second to none. They advised that instead of overhauling the Overdrive unit (parts are almost non-existent now, what will they be like to obtain in 5 years time or so?) that one of their Higher Ratio Transfer boxes would be better. This again was ordered.

Next came the where to have it fitted bit, and Phil at Muddytrax came to the rescue, He did the work on time and within budget, the only problem was trying to get the Land Rover back afterwards! He was so impressed with it that he wanted to keep it!!

Having got to the 'lets make it go stage' then came the 'oh god its fast – better see about stopping it 'bit. A telephone call to Chris Perfect produced a Large box of Front-end anchors, which do the job very nicely, thank you.

So the outcome, to all intents and purposes its still a Series Ila and looks like one when the bonnet's lifted, Its still complies with the DVLA historic Vehicle Tax Free criteria BUT.....

It will cruise at 60 MPH with plenty left, top speed is somewhere around the main beam warning light! Hills are now a pleasure without the need to try to get a run-up and then change down the box to 23 mph, it will do and hold 65mph in third!

Town driving is fantastic with the ability not only to keep up with the traffic but should the right foot apply just a little more pressure to bring a look of amazement to quite a few drivers!

Fuel consumption as they say is better if you don't use the extra power!! but a gas conversion in the near future (once it's fully run-in) will give the equivalent of 30 + MPG

I use the Land Rover every day for my business clocking up around 20k a year and it, in my biased view, is now one of the best Land Rovers I have ever driven.

Finally on a more serious note, it is possible to get away with running a Land Rover with the brakes etc below par, just because the performance, or lack of it, doesn't show up the inadequacies. I must however seriously recommend that prior to any increase in power, that the rest of the vehicle is checked and modified to take it. The old drum brakes just won't haul a loaded 12 seater down from high speed, and if you thought that the steering was a little vague at 40 mph, you don't want to find out how bad it is at 70mph. Adjust the steering box, overhaul the swivels and fit new track rod ends and a steering damper. Tyres? Are they suitable for the intended purpose? I run road pattern radials on the front and BF Goodrich All terrain's on the back, which seems ok.

Should anyone be interested in a similar conversion feel free to ring me (01344 305094) or catch me if you can at one of the club events!

Alistair Yule

Fun Trial at Nelly's Dell December 30th 2001

RTV

Status Closed. HBRO only.
Officers to be advised.

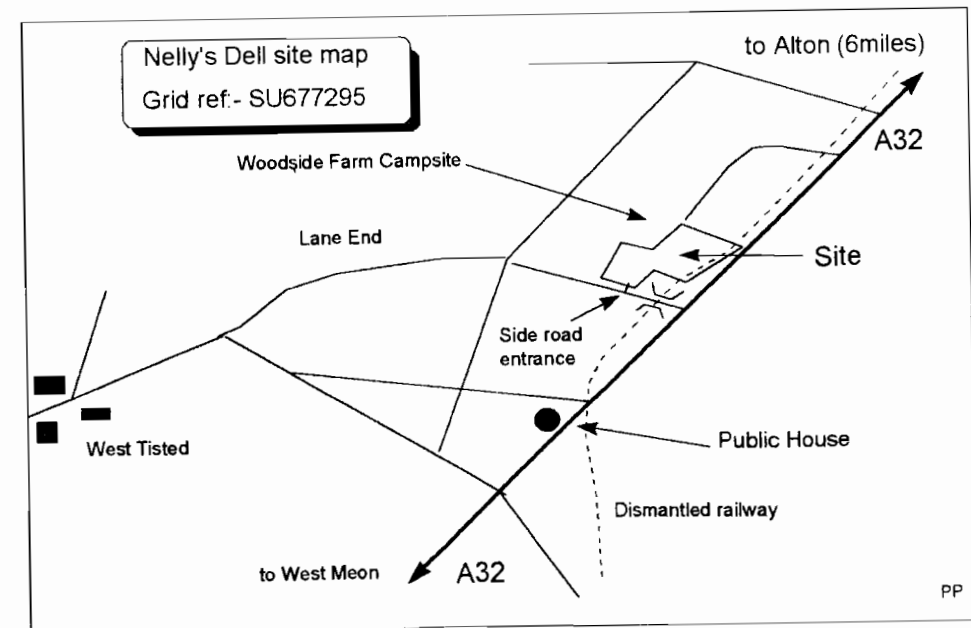
Scrutineering starts at 08:45.
Drivers / nav's briefing 09:45.
Marshals briefing 09:45.
Event starts at 10:00.

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

Fun Trial:-
8 sections, 2 in reverse.
No limit to shunts but 1 penalty for each.
Must do all gates but each gate will score.
...plus a few other tricks...

Nelly's Dell is beside the A32 Alton to West Meon road. Entrance may be via the lower field accessed from the side road depending on Foot & Mouth restrictions. Watch for the signs. See map.

Please read the
Competition Event Information
inside back cover.



8 into 4 will go. Part 3

I am now at part 3 of this story of putting a V8 into my 1976 109" Series 111. The sale of the 4 cylinder engine meant there was no turning back and the project got into full swing. An engine hoist was borrowed and the following week-end the engine was out. The 2¼ will be fitted in Robin Hugo's SWB S111. I hope it gives him good service and we'll see Robin using it at some of the club events.

Now taking an engine out of a Land Rover is fairly straight forward but what is amazing, is the amount of bits that have to be taken off or disconnected first. Front floor and gearbox tunnel. To get the tunnel off the gear lever tops have to be removed etc. oh and the overdrive lever. Then there is a panel bolted to the bulkhead around the bell housing. But before that the sound proofing material that I had so carefully stuck to the bulkhead, had to come off. Unfortunately stayed stuck to the panels and had to be scraped off. I've gone off sticking things to panels. I think a better idea is to use supporting strips of metal and self tapping screws. Inside done, now the battery was removed, the radiator, oil cooler, front panel, choke cable, throttle linkage, heater valve cable, fuel pipe, etc. etc. etc. Undoing the bellhousing and mounting bolts, then lifting the engine out was the easy bit.

So onto the V8. New engine mounts have been fitted, along with the oil filter conversion plate. The studs on the exhaust manifolds were threadbare so I decided to fit new studs. Out came the blow lamp and the first one extracted. Great, onto number two. Snapped off at the manifold. No 3. same thing. This is not looking good. However, 4 & 5 came out but 6 didn't. I then took both manifolds to a local engineering shop, who charged me £20 to drill out the 3 studs, check the face for alignment and fit the new studs. While this was being done the radiator went off the Airport Radiators to be modified to take a Peugeot temperature switch and the small bore hose that comes from the carbs. Another job was to cut off the oil bath air filter support bracket from the battery box. This was done and a plate welded in to fill the gap in the battery box.

The most daunting part of the project is modifying the bulkhead to provide clearing for the V8 engine. Andy Badger has been helping me with the project. We spent a long time looking at drawings, measuring and taking advice on where to cut. The passenger side needs 2½" cutting out, while the drivers side needs taking back only ¾". Since the passenger side easier to work on, we decided to do this side first. After much hesitation the angle grinder was taken in hand and the deed was done. The 2½" waste was carefully removed from the end panel such that it could be re-used. We then had to make up plates to fill the gaps. Currently I'm doing a lot of practice welding on scrap metal before I do the real thing and hopefully make a good job of it. Next time I'll tell you how I got on.

Roger Hardwick

Don't Ignore the Rattles !

I live on the rural edge of an East Hampshire town, with septic tank drainage, Calor gas cooking, overhead electricity supplies, a shared telephone line across the garden and, when the house was built in only 1955, wellwater.

At least we now have piped mains water, but the water-board stop-cock is half a mile away at the crossroads. Our road is the last to be cleared of hurricane damage, fallen trees and snow and we live 25 miles in ANY direction from a hospital. Several years ago I foresaw the need for all-wheel drive transport to be able to reach one of those hospitals in our declining years at times of inclement weather. This idea crystallised into a Land Rover as a 'retirement project', something I could get involved with and not just a means of transport.

This idea was re-awakened when my daughter bought a Series II ambulance and her husband joined the Pants & Barks. The deciding factor was unexpected redundancy at the age of 60 with a reasonable 'package' and little hope of serious gainful employment elsewhere, coupled with the loss of the Company car!

Friends within P & B guided me away from 'hopeless cases' of chassis rot and I settled on a well-trialled Series IIa, tax-exempt, well maintained and modified with SIII dual braking, 11" front drums and SIII headlights as the mainbeam system. The electrics were a joy to behold, neatly loomed and tied away. The vehicle is now called Compo, as it is the last of my summer wine!

Five months on I have a cautionary tale to tell, occasioned by the comment in the November issue of Pants & Barks on the Belgian National by Roger Hardwick. He was limited to 60 mph by wheel wobble, which turned out to be caused by loose bolts holding the driving flange.

When I collected Compo it was shod with big knobbly 16 x 750's but a set of four wheels with remould cross-plyes, also 16 x 750 were included with the deal (and lots of other goodies). After exciting (for me) days off-road at Slab in July and Broxhead in August I changed the wheels with knobblies for the ones with remoulds as most of my meagre mileage was road work around Hampshire.

The first trip at any speed on the A3 with these wheels revealed an annoying vibration. Since the only thing I had changed was the wheels and the previous set had been balanced, I assumed that the problem was one of balance. I duly went to the local tyre shop to find that their balancing machine threw a wobbly when it tried to balance bigger wheels. They undertook to get the machine fixed and I drove away intending to return at a later date.

I was then faced with the task of moving two cupboards full of magazines to Shrewsbury, some of which I had to collect from Croydon. On my trip round the M25 to and from Croydon I thought that the wheel vibration was a little noisier and that I should try and get the wheels balanced before I went to Shrewsbury. As I halted at traffic lights on the A325 three miles from home the brakes felt 'soft' and I thought I should have a look at the brakes as well. It was

convenient to go straight to the tyre shop before going home and one front wheel was duly balanced.

When they removed the second front wheel they asked "Where has all the fluid come from?". I jumped to the conclusion that I had burst a wheel-cylinder hydraulic seal and that would be something else to fix. They were unable to balance the second wheel as it was so far out of true that the weights required to balance it would not fit on the rim. Furthermore, when they offered the wheel back to the hub, the cause of the vibration was apparent as a badly worn swivel pin. Once reassembled, I drove gently home and began to investigate the problems.

There were three.

1. the swivel pin was badly worn, allowing about 10 mm free movement at the base of the brake drum.

2. the hydraulic fluid leak had been caused by the worn swivel pin allowing the steering arm to chafe through the lower brake pipe on the dual cylinder 11" brakes

3. I could NOT remove the Fairey free-wheel hub!!.

None of the books and manuals I acquired with Compo gave any hints on free-wheeling hubs, other than engaging the 4 x 4 section for 20 miles every 1000 in order to ensure lubrication.

Frantic phone calls established that there was a hidden nylon lock-tie inside the circumference of the hub, which could be extracted through the hole left by the grub-screw. NOW I know! The same phone call suggested that the swivel pin could be quite a task, depending on the state of various nuts and bolts. I had already coped with a failed rear hub oil seal, a failed brake adjuster and a blown head gasket but I was not so sure about stripping and re-building the front suspension.

A visit to Kingsley Cross Country garage revealed that they could do the job in two hours and I had set aside two days!. On this occasion and with the Shrewsbury trip in mind, I left the vehicle in the capable hands of KCC and collected a safer, quieter vehicle, with comments about slightly worn track rod ends and adjustment needed to the steering box. I cleansed my conscience (about giving the job to KCC) by adjusting the steering box (four hours, mostly to undo and then replace the three bolts holding the steering shield in place) and moving the unbalanceable wheel from the front to the back.

The moral to the story is not to ignore the wobbles and vibrations as they are not only caused by some fault or other but also that left to themselves, wobbles and vibrations can have unexpected and serious repercussions.

I still shudder to think about trying to stop from 60 mph on the M25 with the suspension and brakes the way they were.

Be warned and get those rattles fixed!

Bill Wain

ARC Competition Rule change proposals submitted in September 2001

Here are the rule change proposals as submitted at the September ARC General meeting:-

===== (1)

HBRO

A complete set of rules was proposed by HBRO in 1999. This was a complete set of Competition Regulations designed to comply with the requirements of the Future Competition Policy, voted on and accepted at the 2000 AGM. The document that was submitted has been widely circulated and has been subject to amendments and updates.

Proposal:-

Replace the current Vehicle Regulations with a set of Competition Regulations. This is a complete set of Regulations that cover Vehicles and Competitions. All previous rules, clarifications etc. will be void. A full copy of these regs is available upon request.

In conjunction with what is a fairly radical change, we would like to suggest that a "fast-track" amendment process is in place for the first year of implementation to rectify any serious flaws that may appear. Additionally we suggest a period of "tolerance" be allowed to give owners of non-compliant vehicles time to carry out rectification. We have endeavoured to produce a set of rules that encompass all existing vehicles, so we would recommend that scrutineers treat in a kindly and common-sense manner, any vehicles that may have been inadvertently outlawed.

===== The following proposals are for the continued development of the existing rule set.

===== (2)

Revised wording for the rule on steering:-

A.6.1. Under no circumstances will steering gear parts that have been cut, cut-out, bent, or broken be allowed. Post-manufacture welding of steering gear parts

is not permitted.

This is an amended version of a 2000 proposal.

=====
(3)

Detail description of seat-belt mounting philosophy. Rule A.3. to become:-

A.3. Seats & Doors.

A.3.1. Seats must be firmly fixed and doors securely fastened.

A.3.2. Seat belts are mandatory in all competitions. Anchorage points minimum specifications are:-

RTV - Standard class, as per manufacturer's design. Special Class as per CCV, Comp Safari, Point-to-point and Team Recovery.

CCV, Comp Safari, Point-to-point and Team Recovery.

Defender style vehicles; the factory-standard anchorage points on 90 / Defender-type models onwards represent the minimum specifications. Any vehicles prior to that requires anchoring either directly or indirectly to the chassis in the manner and materials of the Defender type installation.

For Range Rover / Discovery / Freelander vehicles; the factory-standard anchorage points should be retained.

As applicable, anchorage points on the roll-cage to the rear of the driver shall be as shown in the Roll-bar Regulations."

This is an amended version of a 2000 proposal.

=====
(4)

New arrangement for Competitive Safari classes:-

When the Land Rover 90 first appeared, it was placed in the classes that seemed best suited to its capabilities. Requests for other suggestions were made to the ARC membership several times but no alternative ideas were forthcoming.

Proposed revised structure:-

A.2.2. Competitive Safari.

Class 1 Standard Leaf sprung. Up to 2000cc 4 cylinder petrol and up to 2286cc diesel engine.

Class 2 Standard Leaf sprung. 2001cc to 2495cc petrol or 2287cc to

2495cc diesel & LWB 2625cc 6 cylinder petrol.

Class 3. Standard Ninety / SWB Defender (Petrol)

Class 4 Standard. All models with Turbo-diesel engines and normally aspirated diesel 90 / SWB Defender.

Class 5 Standard. Range Rover, Discovery, 110 / LWB Defender, Freelander, all FC's & LWB-V8. (Petrol)

Class 6 Special Leaf sprung up to 3000cc.

Class 7 Special Leaf sprung above 3000cc.

Class 8 Special Coil sprung up to 3000cc.

Class 9 Special Coil sprung above 3000cc.

This is an amended version of a 2000 proposal.

=====
(5)

New arrangement for Competitive Safari classes:-

Robert Pursey

My proposal is for a change to section A.2.2.:

Class 8 Special. Coil sprung up to 4000cc & Ninety.

Class 9 Special. Coil sprung above 4000cc & Ninety.

The reason is to even the competition up as even a top driver in a well built 3.5 litre vehicle cannot compete with a 5 litre vehicle on a course with straights over 75 yards long.

I do not believe that the Honda 2.7 litre V6 engined racers would be outclassed by a 4 litre vehicle due to their light weight.

=====
(6)

Frank Champion

Rule 11.1. be amended to remove the wording "be of metal construction"

Rule 11.2. be deleted.

This would permit plastic fuel tanks to be moved from their original position and be used in vehicles that were originally not fitted with them The advantage of this is that it would be possible to keep the tank and fuel injection system together, it would also permit competitors to move their tank to a more protected area.

=====

(7)

Frank Champion

Rule 10.2. be amended to read "Bump stops and axle check straps are not mandatory"

This proposal is put forward after consultation with competitors who do not see their fitment as a guide to the soundness for the vehicle or as a safety item, and wish to maintain the ability to alter axle travel and severity of chassis protection in line with driving style and discipline.

=====

Harold Carman

We submit the accompanying 3 vehicle regulation proposals regarding the R.T.V.T. events for the September 2001 Meeting.

Proposer: Harold Carman, - L&CLRC

Secunder: Rick Nixon, - L&CLRC

(8) TYRES

Tyre choice for R.T.V.T. events should be in accordance with the manufacturers type replacements for road and off road use and fixed size.

(9) We submit the classes for R.T.V.T:

- 1) No changes and keep classes as in green book.
- 2) 3 classes for coil sprung
 - Standard
 - Modified
 - Prototype
- 3) 3 classes for leaf sprung.
- 4) Diesels would get 1st in class in whatever class they are in.

(10) STEERING

Steering, lock stops and suspension bump stops should be in place.

Enquiries to Steve Kirby.

Wedgehill Farm RTV Results

Name	Class	1	2	3	4	5	6	8	Score
Matt Hewitt	3	3	7	3	0	1	0	6	20
Shaun Spreadbury	3	6	7	9	1	8	3	8	42
Hugh Duffett	4	10	7	0	5	2	0	6	30
Mike Wood	4	6	8	9	5	2	0	8	38
Chris Homewood	5	0	6	0	1	3	0	7	17
Klim Corke	5	1	3	1	2	8	0	3	18
Paul Homewood	5	0	8	6	0	1	3	3	21
Ed Ellis	5	1	7	4	1	8	0	8	29
Richard Loynes	5	1	7	8	5	10	3	3	37
Lee Kimber	5	3	6	9	6	9	6	0	39
Jim Taylor	5	10	8	9	0	3	6	3	39
Angela Ellis	5	1	7	6	9	9	3	9	44
Andy Bunyan	10	1	1	0	4	1	0	0	7
Andy Bridger	10	0	7	0	0	1	0	6	14

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A.R.C. NEWS

The Newsletter of the Association of Rover Clubs
Issue 46 **November 2001**

CHAIRMANS CHAT

At last, we have had a whole month without a new case of foot and mouth disease and perhaps we can now start to believe that an end to restrictions is in sight. A.R.C. Council will be reviewing the FMD position at the next Council Meeting in November.

The next Extraordinary General Meeting of the Association of Rover Clubs will be held on Saturday 8th December 2001 at the Presentation Suite, Lode Lane, Solihull.

Denis Boume A.R.C. Chairman.

LAND ROVER NEWS

LAND ROVER LAUNCHES NEW MOTOR INSURANCE PRODUCT (UK)

Gaydon, Warwickshire, Tuesday 16th October, 2001: Land Rover, in conjunction with Royal & Sun Alliance has announced the launch of a brand new Land Rover Motor Insurance scheme, which is set to benefit Land Rover owners across the UK. Designed to suit Freelander, Discovery, Defender and Range Rover owners, Land Rover Motor Insurance, which is underwritten and administered by Royal & Sun Alliance, includes a number of special features. These include "off-road" cover at no extra cost, windscreen and other glass breakage with no excess, £275 personal effects cover and trailer liability cover included as standard*. Furthermore, all damage repairs will be carried out by approved Land Rover repairers using genuine Land Rover parts. If required, a courtesy car with a minimum of a 1600cc engine will be provided for the duration of the repairs.

In addition, customers who buy a new Land Rover which is registered before 31 December 2001 will receive 14 days complimentary comprehensive insurance cover.

Robert Brady, Brand Director, Land Rover Financial Services comments:

"Land Rover Motor Insurance has been developed to support all current and future Land Rover drivers. It is not only highly competitive in terms of cost but is the most innovative motor insurance product available in the 4x4 sector today. Early indications show that our customers welcome this exciting new product."

Land Rover Motor Insurance will recognise the No Claims Bonus history of previous company car drivers, and will provide customers with a dedicated Land Rover claims team, available 24 hours a day. A number of flexible payment options will also be available including credit card, cheque or a monthly direct debit plan.

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STUCK FOR A CHRISTMAS PRESENT?

Something shiny for Christmas sir? 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 latter 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". 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

ALL ROVER WEEKEND AT THE TOWN AND COUNTRY FESTIVAL, STONELEIGH, WARWICKSHIRE

Saturday

Saturday dawned clear, warm, and bright, and at 6:30 am I was later getting up than I wanted to be. After some rushing about I managed to set off at 7:15 and (as much as you can in a Series I) pushed the vehicle quite hard. Some hard cornering or braking was met by a little green light and a clattering from the engine, but I got to the showground without mishap. Once there I hoisted the Union Jack on the LR's flagpole (having made sure it was the right way up), and received instructions from Chris Savidge on what he wanted me to do. A short while later the vehicles started to roll up - both cars and Land Rovers, and the ARC 'marshals' organised them into a display. As usual with these events the RRR was out in force. They always put on a good show and this year was no exception. As in previous years they had organised the charity rides on the off-road course there so many were in use showing the public that a Range Rover is not just a status symbol!

There were several different LR's from the Midland ROC, and the Discovery OC made a good show as well. Some other Series LR's, lightweights, 101's and Camel Trophy vehicles completed the LR line-up. Ironically, a Series II from Tallylyn was there - it's driver with the Tallylyn display in the Model Engineering section of the show, while many Series 1's were having a good time at Tallylyn! The last of the Land Rover collection was filled with a fine collection of radio controlled models, which were displayed in action as well as statically throughout the weekend. On the car side was a superb early P5, which stayed for all three days supported by a range of P2's covering both hard and open-top versions. All were in a lovely condition. A tidy but unrestored black Rover 10 which had recently been bought arrived with a delighted couple who were amazed that

the car had brought them a hundred miles without a problem. Much of their day was spent comparing their pride & joy with the other vehicles, discussing how to make repairs, and talking about what was missing on the vehicle. Their enthusiasm and excitement was infectious. It was a shame they couldn't stay for the whole weekend.

The ARC stand was ably "manned" at all times with the willing helpers taking turns to go off to see other displays at the show, with those on 'duty' welcoming many enquirers and giving out advice on who to contact for membership as well as answering a wide variety of other questions.

Sunday

Sunday is usually the busiest day. The LR's found their own spots, but the cars were out in force, soon outnumbering the "Series" Land Rovers. Every type from P1 to P6 were represented except for the P3, and to complete the set was a Marauder which proved to have less ground clearance than a Series I LR! Some of us LR types got quite concerned about being outnumbered, but decided that if we included the coil sprung types and Lightweights (but not discos etc) we still had numbers on our side!!! One member persuaded the St. John's Ambulance crew to put their 110 on the stand for a while just to make sure!

The Rover Sports Register put up their club stand and as usual there were a lot of conversations catching up on the latest bits done to the cars, and looking at differences. As a LR chap I spent much of the day with the car owners gaining some knowledge of the vehicles, how to tell the difference between them, and some of the changes that came in during the production of the vehicles - I just hope I don't forget too much before I next see them. It was quite a revelation to find that so many of the owners lived within a 20-mile radius of me.

The cars certainly generated as much interest as the LR's, with the Marauder taking the lions share of the interest. We were entertained all weekend by the owner of the early P5 with tales of some of his antics with his vehicles - including towing a Scammel with the P5!

Monday

It was a lazy kind of day which ended quietly and goodbyes were said, along with many, many a "See you next year if not before."

The All Rover Weekend has become a fixed calendar event with many ARC members, and that doesn't surprise me at all. If you're only in the ARC for competitive eventing then perhaps it wouldn't suit you (though I'd be surprised). If you're in the ARC because you are enthusiastic about the Rover Company vehicles then it is an ideal show. As well as the company of other ARC members there is the rest of the Town & Country show with everything from traditional crafts and sports to Formula One engineering. You can learn about some of the country pastimes through watching demonstrations; the Pony Club are eventing for the whole of the three days. The steam people let you see how their machines were used in past times, baling hay and cutting wood for example. There is a large military presence there - both the Army and the collectors of vehicles and memorabilia! There are the pets, and working animal sections; the

fairground; the miniature railway; helicopter rides; arena displays; hundreds of stalls selling a huge variety of things; the model engineering and hi-tech engineering sections; many other vehicle clubs...The list goes on, or it would if I could remember everything!

The RRR spent all three days running the off-road course, taking people around and then asking for a donation to the Air Ambulance Service. Over the three days they raised £3,710, and the ARC extends thanks to the drivers who give of their time and vehicles for this cause. Their dedication to the cause goes as far as even refusing some money to cover their fuel costs, and on top of this the person at the show who is in charge of the off-road course said how pleased he was with the responsible way in which the RRR were doing their driving. Because of his or her refusal of any reimbursement, the RRR organised a raffle, giving each off-road driver a ticket. The A.R.C. 's thanks go to Alan Baldwin of Southam Tyres who donated a set of tyres to the raffle, in recognition of the work done by the chaps from the RRR.

There are many others who should be thanked, whose names have disappeared from my mind in the numbers of people met during the three days, so I'll only mention two by name. These are Chris and Bonny Savidge. Bonny spent much of her time assisting visitors to tea, coffee, biscuits and cake (mostly home made too). Chris organised the event and without him it would not be the good time that it is. Despite having had some recent operations he was looking fit and insisted in making his presence known throughout the ARC area and clubs present. It was hard to get him to take the necessary rest which he needs to help recover from the latest of the operations.

Whatever your interest, the All Rover Weekend event is a must for any member who can make it. You do not have to be tied to your vehicle for the whole time (or even any of it) if you don't want to be - the rest of the Town & Country Festival sees to that. There is something for everyone, no matter what sized kid you are, and while you may get tired, you won't be bored. And remember, it is an event for **all** ARC members, both cars and Land Rovers (oh, and their owners & families!), so let's meet you there next year.

Nick Chinery (ARC Press, Publicity & Sponsorship, & Webmaster)

FORTHCOMING A.R.C. CLUB EVENTS

SOUTHERN ROVER OWNERS CLUB CHARITY COMPETITIVE SAFARI, MEREWORTH WOODS, SEVEN MILE LANE, WROTHAM, NR. MAIDSTONE. KENT - Sunday 24th February 2001

Booking forms for this event are now available from Tony Howland 01622 745461. Event opens to all A.R.C. Clubs, Entry £20. Clerk of the Course is Tony Howland and the grid reference is 188 643 554.

SCRUTINEERING NEWS

Eligibility Scrutineer.

An Eligibility Scrutineer should be appointed at open or inter-club events. He / she could be called in to help when there is a specific problem. He / she will assist in the adjudication on the issue. Safety issues come first - eligibility issues can come after the event. Organisers of large events will need to nominate an ARC Eligibility Scrutineer. The competitors should be advised on the SRs or at sign-on that this official is available.

=====

Chassis alterations.

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 still permitted but again, the rectangular chassis section must be continuous throughout its length. The PROFILE above and between the axles must also remain as per the original design.

Consequently, the Scrutineering & Off Road Committee have agreed upon the following definition pending a change to the rules:-

"The use of a Land Rover design chassis is permitted on condition that the profile and rectangular cross-section above and between the axles remains as per the original design. Rules A.12.5 and C.6. still apply"

This replaces the previously published clarification in ARC News 23 in November 98.

=====

Handbrakes:- The Handbrake must be independent.

MSA regulation:- **"H.36.13.2. Comply with all Statutory Regulations as to Construction and Use and lighting of vehicles (especially regarding brakes, lighting, tyres, warning devices, rear view mirror, silencer, speedometer, wings and windscreen) unless the SRs specify otherwise."**

Road Vehicles Construction & Use Regulations clearly require the handbrake to be **independent**. It may be hydraulically operated by a separate master cylinder with a line-lock, but must **not** share system components with the footbrake system.

=====

Drilled radius arms

This matter was discussed at length in 1996 / 7 and the outcome was a decision that **any radius arms that have been welded to, drilled or cut into, deliberately notched or bent up / down / sideways will not be allowed in ARC events**. This was not publicised further at the time but we are publicising it now as a safety issue.

=====

Recommendations for Petrol Injection fuel system installations.

1) Standard Class Vehicles:-

90, 110, Range Rover. Discovery. All vehicles must use original fit fuelling systems, or better.

2) Special Class Vehicles:-

Any flexible hoses used must be steel-braided fuel lines to BSAU/108 and quality hose finishers to connect tank, fuel pump, filters and fuel rail. Fuel pump, filters, ECU etc are free.

=====
Drivers' briefings.

Blue Book See:-

E.5.1.3. Competitors must attend any meeting or briefing where this is required by the SRs....

C 5.4.10. Impose a fine of not more than £100 on any competitor who fails to attend, or who reports late at, a scheduled drivers' briefing, or on any driver who has not raced at the circuit before, and who fails to report for a pre-practice briefing [J 4.2.1.].

So drivers must attend a scheduled meeting. If it isn't scheduled, then drivers cannot be penalised for not attending!

Should drivers sign on when they attend the meeting? This is at the discretion of the club. If they choose to do so, then this should be mentioned in the SRs.

=====
Guidelines For Retirements

This is in the Blue Book:-

H.2.7.2. To be classified as a finisher, a competitor must have attempted at least three quarters of the total number of Observed Sections and arrive at the finish within 20 minutes of the preceding vehicle.

The MSA Regs for Comp Safaris, Time Trials, etc all refer back to this so we have a clear ready-made definition. So to qualify as a finisher, you must complete 75% of the runs. In a comp, 3 out of 4 runs started need to be attempted. If there are 12 sections in a trial, you need to attempt 9 of them.

The definition of how much effort constitutes an "attempt" will be a matter of judgement by the organisers!

=====
Log Book second sheet update.

The spaces in the Log Book are for failures on log-bookable items only, i.e. anything that takes the vehicle outside the log-booking specifications. These spaces are not to be used for general wear-and-tear items. If these spaces are filled up with failures on log-bookable items, then the vehicle must have had a very hard life and should be investigated to see what's going on! It's highly probable that the vehicle will need a full re-check if it gets this far! If this is the case, then a new Log Book must be applied for.

=====
Exhaust wraps.

MSA Safety Committee currently looking at this. The ARC has issued a clarification banning the used of fabric exhaust wrap heat-proofing on the grounds that the oil-soaked material can act as a wick in the event of a fire. However, the MSA feel it's a safety item to have, as it keeps the engine bay temperatures down. **If you have this material fitted you should keep it clean and oil-free and read the manufacturer's conditions. If a sealing spray is required then to do it under their recommendations.**

=====
Handbrakes:-

Any road-legal vehicles must also comply with the Road Vehicles Construction and Use

Regulations, of course. The current status within the ARC is :-
Standard Class vehicles.

The Handbrake must be independent iaw Road Vehicles Construction and Use

Regulations.

Special class vehicles;

Road legal - The Handbrake must comply with the Statutory Road Vehicles Construction and Use Regulations, i.e. it must be independent. It must be a mechanical system, not a hydraulic one.

Not Road legal - The braking system is free and so a system using an auxiliary master cylinder or a line-lock in the footbrake system is OK.

=====
Scrutineering issues from the 2000 ARC Rally: -

Security of rear mounted tanks and batteries. These are often bolted to the floor of the load area but on more than one vehicle, the floor was cut away around the roll-cage feet severely weakening it and reducing its ability to carry the tank and battery if the vehicle were to be inverted. **Scrutineers should watch out for this and reject vehicles if they feel that the level of security is inadequate.**

Sharp edges. There were numerous vehicles with unacceptable amounts of cut and jagged edges on bodywork. Finger-size holes are lethal but many vehicles did not have them covered. Don't the owners get their clothes snagged on their own cars? This really isn't safe for marshals and other helpers to have to handle such hazardous metalwork. The rules are quite clear about sharp edges. **Scrutineers should watch out for sharp edges and holes and reject vehicles if they feel that the level of protection is inadequate. Drivers are advised to equip themselves with Gaffer tape or Tank tape to cover sharp edges that occur as a result of damage during an event.**

=====
Steve Kirby - Chairman ARC Scrutineering Committee.

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.

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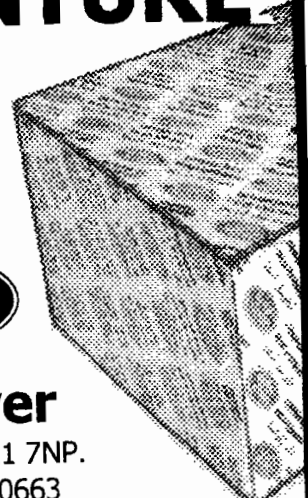
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MAR01

Stop Press Advert

For Sale

Harrison Super Porch Awning, Approx size 10ft x 8ft. Wraps around rear end of van. Brown cotton £30. Nick van den Braak. Phone 023 9259 7266 or e-mail nick.sue@vandenbraak.fsnet.co.uk (DEC01)

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Don't forget to visit our Web site at:-

www.hbro.co.uk

Also see www.the-arc.co.uk

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 Kiran 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

* 5 off 5spoke alloy wheels fitted with 285x75 R16 BFG Mud Terrain tyres (2/3rds tread remaining), plus 20 alloy wheel nuts £420 o.n.o. Pair HELLA RALLYE 2000 Spot Lights £70 o.n.o. 2 off inward facing, vinyl folding seats £35 pair. 4 off Alloy wheel spacers, giving extra 35mm offset (Not ARC Legal) fully tested & TUV approved, cost £200 new, accept £100. Mens Saracen Mountain Bike, 21" black frame, Shimano gears, hardly used £75 o.n.o. TEL Bob Davis on 01243 430070 (emsworth) or bobjen.davis@virgin.net (DEC01)

* Four Range Rover Classic Wheels (Silver 3 Spoke) with Pirelli Scorpion ST Tyres. Nearly new - done approx. 850 miles £300.00 ono. Call Andy Bridger on 01329 238674 (evenings) e-mail sarah@bridgers.fsnet.co.uk (OCT01)

* Final clearout. New items for SWB series 2a. Set of 4 Armstrong shock absorbers £15. Set of 4 brake shoes £10. 3 off 2½ petrol oil filters £3. 2 off padded interior sun visors £12. RH track rod end £2. Used items, 2 off front lamp guards wire mesh type £2. AVM free-wheeling hubs £20. W/wiper motor and track assembly £5. Front axle casing £5. Differential from above £15. For 1983 petrol Rangie, 2 off airfilters £2. Set of 4 brake pads £10. Stromberg carb service kit £3. Used items, front tow hitch £10. Also 2 off towing mirrors clip onto wing, door mirrors new £10. Call Roger Pattie in Pangbourne on 0118-984-2884 and be ready for the answerphone! (OCT01)

* Misc sale items:- Salou porch awning, model type Porch 8. Very little use and in very good condition fitted with aluminium poles and nice curtains. Full instructions also. £105.00 or ono. Mothercare Summit 3 Wheeler bought at the start of this summer and only used 3 Times. Rain cover is still in the bag

as is the hood, also comes with a fleecy liner. Proper pneumatic tyres and fixed front wheel. Very good off road. Cost £130.00 sell for £75.00. (taxi would of been cheaper!) 3 x sankey trailer wheels and tyres £20.00. 90 /110 front bumper in Black as new £20.00 ono. Phone Maxine on 01252 659611 before 8:00pm. or e-mail petmax@ntlworld.com(SEP01)

* Defender 90 TD5 items. As a result of modifications to my new Defender 90 TD5 I have the following new, unused bits for sale: Pair of fold down side-steps plus rear fold down step - £40 complete or will split. Complete set of latest pattern rear light lenses and bulb holders (rear/brake, indicator, fog, reverse) - £15 complete or will split. Radio Cassette with dash mount and telescopic ariel - £50. All are latest pattern Defender 90 TD5 items, new and unused. Contact Julian Harrison. Bagshot, Surrey Tel: 01276 471865 eves & weekends e-mail: julesharrison@eurobell.co.uk (SEP01)

* Misc. Land Rover Bits 3x 205R16 Town and County on 90 rims - £5 each. Rear 90 axle complete (no diff) - £40. Full set 90 springs and shocks - Offers. Plain rear window glass - £5. Land Rover wheel cover (fit 205R16) - £10. Ladder roof rack - can be made to fit a Landy but a bit seized - £5. Disco 300tdi Catalytic Converter, damaged braided flexy cover but joint still sound - Offers.

Soon available

V8 90 radiator, very good condition - £50. 2.5 N/A diesel engine, rebuilt inc. recon head + 4x hotspots (£30 each), re-ringed (with all receipts). Excellent runner, may include H/D 90amp alternator + all ancillaries & pipe work. Can be seen running - £450. Complete 90 exhaust system, some new-ish sections (may split)- £45 Call Stuart 01489 786034/07929 310364 (Southampton) or all@davidsonhouse.fsnet.co.uk (AUG01)

Vehicles for Sale

* S11a trialler. ARC class 8 legal, has all the right bits inc. Salisbury rear axle, 11inch servo brakes (just relined), Rover SD1 V8 (rebuilt app.5000 miles), S111 gearbox, 750x16 SAG's on white 8 spokes. Some spare parts come with it inc. hard top, O/S wing, some S11 gearbox parts etc. It just past it's MOT and being '68 vintage you wont have to pay any road tax. This is a great off road toy looking for a new home. Spoil yourself for £1500 ono. Tel. Steve Skinner on 01489 583397. or e-mail carol@cskinner26.fsnet.co.uk (NOV01)

* Lightweight Land Rover, 1976. 2½ diesel. X9 Superwinch and bullbar. Hard & soft tops. Overdrive. Snorkel. Good tyres and battery. Sound chassis. FWH. New leafsprings, oil pump, silencer, front brakes, swivels, renovated cylinder head, plugs and much more. £990 spent recently. 6 months tax. Likes rock

climbing and swimming. £2200. Contact Simon Tuckwell. Home 02392-361316, mobile 07775-616106 (OCT01)

- * Defender 90. Excellent condition all round. 2.5ltr diesel engine. 104,000 miles. Grey livery with White roof. Owned for two years and used to tow horse box. Regularly serviced and very reliable. Mot until December 2001. Genuine reason for sale. £3995 ono. Contact Dave and Suzi Tipper on 01793 750778 or e-mail dave.tipper@btinternet.com (NOV01)



- * Range Rover Vogue SE. E-reg. V8 EFi. Auto. Caspian Blue. Leather seats. Air conditioning. Sunroof. CD hi-fi. 100K miles. Some history. 2 months tax. 10 months MOT. New tyres and ignition. Alarm. £1600. Contact Simon Tuckwell. Home 02392-361316, mobile 07775-616106 (OCT01)
- * Range Rover, 1973. 2-door. 5/1/1973. Tax free? Sahara Dust. No Tax. No MOT. Not used for several years. Offers to Mike Tolputt on 020-8428-5930 or 07941378868 (OCT01)
- * Land Rover Series 1. Recently restored. I had most of it done by Frog Island 4x4 near Abingdon. However I have to sell it now, so if you know anyone who wants to buy a rust free Series 1 (1951) could you put them in touch with me. Thanks I have spent close to £5000 on it in the past 5 months, all history and

receipts available. Its got a hardtop, new rear seats and a new canvas hood. It just needs a paint job. I think virtually everything else has been replaced, rewired etc. Interested? Talk to Tom Paes on 01252 683895 or e-mail to tom.paes@ntlworld.com (AUG01)

Wanted:

- * 90 bits. Rear load space mat, swing away spare wheel carrier and Hella Rallye 2000/3000 driving spots with covers. Also required – Defender 200tdi engine. Cash waiting. Call Stuart 01489 786034/07929 310364 (Southampton) or all@davidsonhouse.fsnet.co.uk (AUG01)
- * Range Rover Grab handle. The sort that screws to the roof above the doors. I need just the one. Steve Kirby in Twickenham on 020-8287-0377 or e-mail to SteveKirby@waitrose.com or Steve.J.Kirby@BritishAirways.com. (SEP01)

WARNING

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

Services

- * 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. BS4872 certificated. Welds all steels and aluminium alloy. Examples:- LR full external cage £280. Steel fuel tanks from £65. Dave Middleton. Frimley Green. Mobile 07773770448.
- * 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.

HBRO On-Line

Don't forget to visit our Web site at:-

www.hbro.co.uk

Also see the ARC web site at www.the-arc.co.uk

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22 Sherwood Close,

Liss Forest,

HANTS GU33 7BT UK

01730-894418 / 07850-408161

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 to look for. A Scrutineering Guide booklet is available on request.

Events - Forward Planner

DATE	EVENT
June 22&23	Land Rover World Show at Eastnor Castle, Ledbury.
July	RTV. Surrey Saw Mills.
July 14	4x4 Show Beaulieu
July 20 - 21	Land Rover Enthusiast magazine Show.
Aug 4	RTV. Gymkhana. Camping(?). Battlehurst Farm.
Aug. 24 - 26	RTV. Gymkhana. Camping(?). Nelly's Dell.
Sept 14	ARC meeting, Solihull.
Sept 29	RTV. Camping(?). Minstead.
Oct 27	Misc. Charity Day. Broxhead / Martinique.
Dec 1	RTV. Brick Kiln Farm.
Dec 7	ARC meeting, Solihull.