

## 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. See map elsewhere.
- \* Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire, or borrow the club's set. If there is a lot of rain on the few preceding days, anticipate postponement.

I've printed the dates of everything I know about at the moment so get your diaries out! Note that *provisional* events are printed in *italics*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. are highlighted in **bold text**.

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

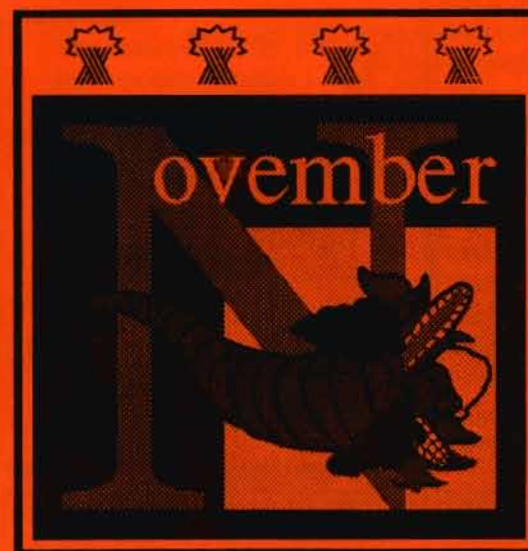
WS = Winter Series. SS = Summer Series.

Green laners:-

Call Ian Parker or Richard Myers for details of the next trip.

Nov. 5 - 7	RTV, Bonfire, fireworks etc Hook End Farm. WS. Details elsewhere.
Nov 10	Green Lane Trip mid-week. Salisbury Plain (The South side) Contact Richard Myers on 01703-45539, e-mail r.myers@btinternet.com. Spaces still available on this trip. Call.
Nov. 19 - 21	RTV at Nelly's Dell. Camping. WS.
Nov 27	Children's Xmas Party. See details elsewhere.
Dec. 4	ARC Meeting. Solihull.
Dec. 4	Xmas Dinner. Mariner's Hotel, Farnham. Menus and map elsewhere this issue.
Dec. 27	<b>RTV Brick Kiln Farm? WS.</b>
Jan 15	<b>Quiz night. Crown Hotel, Alton.</b>
Jan 21 - 23	Rickshaw Ramble. Same as last year. Details next month.
Feb 6	Treasure Hunt.

# Pants & Barks



1999



Newsletter of the  
Hants and Berks  
Rover Owners



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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....

Member Phillip Pilcher has contacted me to say that he has not been to any events lately as he is losing his sight due to diabetes. This is sad news and consequently, Phillip offers all his Land Rover vehicles and spares for sale. Please see the list in the For Sale section.



The Morocco story concludes this month. Phew what a scorcher!

My e-mail at work now functions without the hyphen as well so Steve.J.Kirby@BritishAirways.com will get to me OK.

### Late News:-

**"The Motor Sports Council has extended the use of existing Halon**

**(BCF) fire extinguishers in British motor sport until 1 January 2003."** so says the MSA Club Bulletin number 5, 1999. If you're buying new, you'll have to get an AFFF type and the ARC recommends a minimum of 2 litres, preferably 2½ litres. Make sure you get one which is plastic coated internally as AFFF can corrode the inside of the cylinder and the particles can block the nozzle. This doesn't happen with BCF / Halon. You can still get BCF units refilled (for as long as recycled BCF is available), but you can't buy new ones.

Steve Kirby

### This month...

- The Morocco trip concludes this month. Phew! I feel as though I was there...
- Chairman's Chit Chat Corner.
- ARC meeting minutes again (so you can't complain that you don't know what's going on.)
- CCCC from Nick Jennings.

### Next Month

- Mike Clark has an Experience.
- The Taylors describe the Bank Holiday at Nelly's Dell.
- ...and a few other bits...

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you use a PC, please send articles on 3½" or 5¼" disc if you can and I'll return it afterwards if needed. Practically any word-processor format will do 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 state the full filename and file-type of the attachment; in the comments or in the accompanying text, Plus your own full e-mail address.

My e-mail addresses are:- at work:- Steve.J.Kirby@BritishAirways.com (note that the hyphen has now gone) and at home:- Steve.Kirby@cwcom.net To improve the chances of making contact, try sending messages to both addresses for the time being. Thanx.



## Chairmans Chit Chat Corner. aka (Principals Pompous Posturing Position)

The new committee had its first meeting in mid September. The meeting was hosted by Nick & Sue Van Den Braak, thanks for the hospitality Nick & Sue. With lots of new faces on board, it was a fairly lengthy meeting. I can assure the club, however, that the committee is just as keen, able and willing as its predecessor. The full list of the committee can be found inside the front cover of the club's magazine. We will be bringing an additional post to the committee shortly.

Thank you to every one who assisted at the Broxhead Drive round day and the setting out on the Saturday. These events have been successful in the past and it is easy to become complacent about them. The success is purely down to the efforts of the officials and marshals who give up their hard earned spare time and fuel to stage the event for the club. I spent some time on the entrance / exit to the site at the start and finish of the day and can honestly say that the punters seemed to have had a great time. I spoke to the man in the burger van who reported that all the chat over cups of tea / coffee and burgers was very positive.

Each time we run this type of event there is something different. This time due to some major ground works by the military the car parking facilities were much improved. Nick Woodage, Clerk of the Course, and his willing band of helpers laid out a superb route. I drove around a couple of times and there seemed to be miles of track. I am sorry if you did not get relieved during the day. Our plans in this area suffered what can only be described as total melt down. We must do better next time. John was running around like the insect with a blue back side. He had a video camera and sound crew!. The footage was rushed back to the sign-on tent and the punters had a chance to see what they were in for. I think he even took orders for a few copies of the video.

Not Available at Tesco, Sainburys or Wal Mart.

The club now has a new stock of tow ropes. There are 4.5 metre 24mm three strand nylon ropes and 8 metre kinetic ropes. All have eye protection (No they are not wearing goggles) and are very keenly priced. Ideal for the off-roader in your life for Christmas!! Watch out for the new HBRO off road clothing and other new ideas in the HBRO boutique. See Sam Parker in the club shop for details.

Sign on the dotted line. EVERYBODY!!!

At Broxhead Common it became apparent that some officials had not signed on. When questioned the officials seemed to think that because of membership to several MSA affiliated clubs signing on was not required. I would like to make this point absolutely clear. It is essential that all competitors, officials, marshals and passengers sign on at the start of each day of the event. Spectators are the only people not required to sign on. This point cannot be stressed too strongly.

Don't ask, a refusal often offends!!!

The items that the club sells at events and to its members are the property of the club. It is not proper for the club to give such items to members, nor should they expect or ask for such favours. This may seem penny pinching or tight fisted but this is your money. If a member feels that they should be given stickers or whatever because of the money spent on fuel or the time given to assist at events, then they have the right to suggest this to the committee or the AGM, but I would suggest they do not ask individual members of the committee for such free-bees!

See you all at the Christmas Do. Book now, it is going to be a cracker.

Bye for now.

Nick Jennings

Greatham  
Hampshire  
7th October 1999

SIR!!

Re your letter of October 1999 (Chairman's Chit Chat Corner) about the abhorrent lack of communication from your members. I have one word for your summations

GUILTY!!

I joined the Club 2 years ago & have only managed to get to 2 events during that time. Sad I know, but as you say in your letter, there are sometimes other factors that get in the way. Besides, I had a brand new Defender 90 CSW which was for everyday use & was part-funded by my then employer - therefore I was limited to Scenic Drives & Family events.

BUT, things have changed now! The Defender has gone (it'll be sadly missed, but the repayments won't!) & has been replaced by an '89 V8 Disco (for everyday use-funny how all other LR drivers ignore you in a Disco!!) &, for fun & adventure, a Lightweight - who's a lucky boy then, 2 for !!

So, I'll be making every effort to get to more events than before & can now start doing some time trials too (but, would you believe, I can't make either event on the 10th or 17th). As far as making comments & noises, maybe you don't hear from the other members because the mag is just so DAMN GOOD!!

Yours

David Dumaesq-Lucas.

## Guy Fawkes RTV Trial at Hook End Farm, Upper Basildon, Pangbourne, Berkshire, November 5 - 7

### RTV Winter Series.

Status Closed. HBRO only.  
CoC Matt Hewitt.  
Steward TBA.  
Chief Marshal Dave Ridden.  
Scrutineer TBA.  
Sec of Meeting TBA.  
Camping TBA.

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

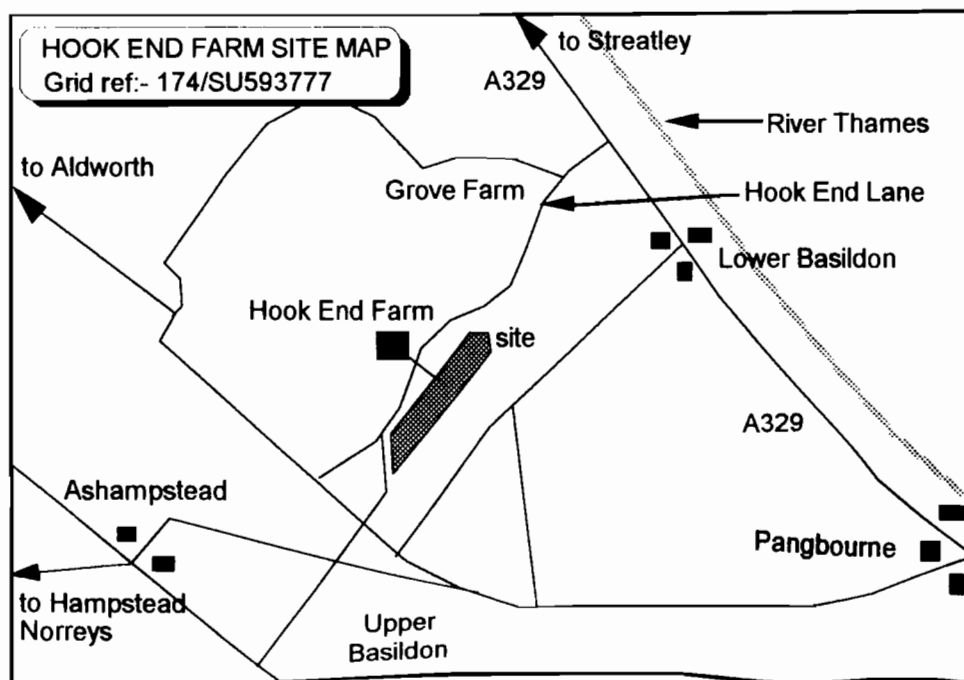
Payment to Sec of meeting.  
£12 on the day. £10 advance (>7 days).  
Facilities:- Toilets.  
TBA = To be advised.

### Bonfire Night Rally

Camping available from Friday.

Saturday:-  
Gymkhana.  
Fireworks - Please bring a few.  
BBQ - Bring your own food to cook on the club's BBQ.  
Bonfire - If you have any flammable rubbish, bring that too!

Sunday:-  
RTV Trial.  
Please read the Competition Event Information inside back cover.



## RTV Trial at Nelly's Dell Nov. 19 - 21

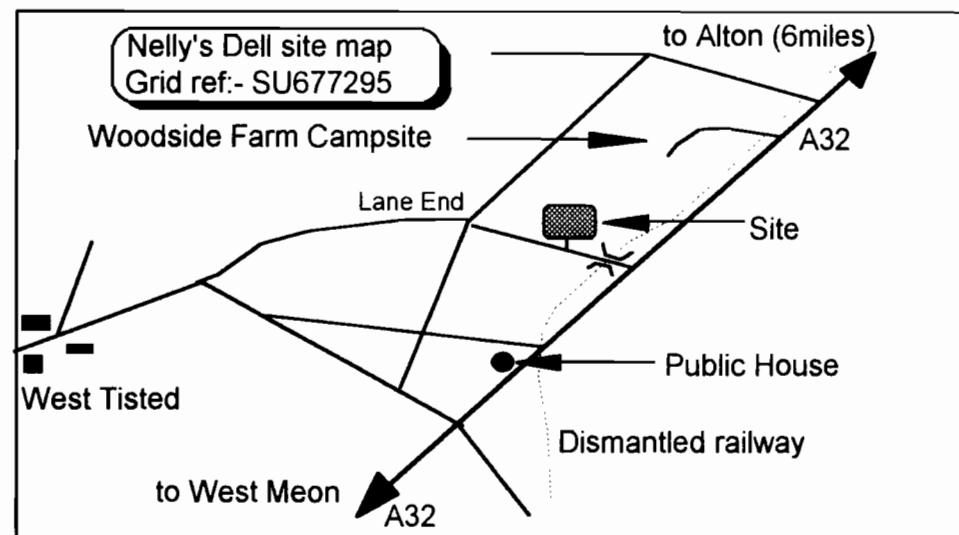
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Scrutineer TBA.  
Sec of Meeting TBA.  
Camping TBA.  
Scrutineering starts at 08:45.  
Drivers / nav's briefing 09:45.  
Marshals briefing 09:45.  
Event starts at 10:00.

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

Nelly's Dell is on the A32 Alton to West Meon road. Caravans to enter by the Woodside Farm entrance. Trialers and or trailers can enter the lower field from the side road. See map.

Please read the Competition Event Information inside back cover.



## Hugh's Trialling Tips

Unfortunately, Hugh's tips have been suspended as they were found not to be Year 2000 compliant.

Luckily we have found two guest tipsters for November and December. Our resident trialling guru will be back in January.

# Christmas Dinner. Dec 4th

Raffle - Awards - Disco

## A La Carte £20

Melone Esotico  
Melon filled with Prawns  
topped with a Cocktail Sauce

or

Home-made Minestrone Soup

\*\*\*

Fillet of Salmon with Tarragon  
and Cream Sauce

or

Chicken Boscaiola  
Supreme of Chicken with Onions,  
Mushrooms and Red Wine

Served with Seasonal Fresh  
Vegetables and Sauté Potatoes

\*\*\*

Traditional Christmas Pudding  
with Brandy Sauce

or

Fresh Fruit Salad

or

A Selection of Sweets  
from the trolley

\*\*\*

Filter Coffee and Chocolate Mints

Vegetarian Menu also available.

## Traditional £19

Home-made Chicken Liver Paté

or

Julienne Fresh Vegetable Soup

or

Prawn Cocktail

\*\*\*

Local Roast Turkey  
with Chipolata Sausage and Stuffing

Served with Seasonal Fresh Vegetables  
and Roast Potatoes

\*\*\*

Traditional Christmas Pudding  
with Brandy Sauce

or

Home-made Sherry Trifle

or

A Selection of Sweets  
from the Trolley

\*\*\*

Filter Coffee and Chocolate Mints

Bed & Breakfast - Single £59:50, Double £70. extra bed £10.

**Please send Zoe Raval a deposit of £5 NOW for  
each person and also let her know what food you  
want and what room bookings you need.**

Venue is the Mariner's Hotel, Millbridge, Farnham, SURREY, GU10 3DJ

See next page for map...

## HUGE THANKS

to all those members who gave up so much of their time (and a fair bit of petrol money!) to make the Broxhead Common Scenic Drive such a great success.

Numerous members of the public who participated thanked us for a great day. The club did very well financially and 15 new members joined on the day.

HBRO Committee.



# KIDS XMAS PARTY

WE ARE PLANNING TO HOLD A CHILDRENS CHRISTMAS PARTY AT THE CROWN HOTEL, HIGH STREET, ALTON ON SATURDAY NOVEMBER 27TH FROM 4PM UNTIL 6PM

THE PARTY IS OPEN TO ALL MEMBERS' CHILDREN AND GRANDCHILDREN UP TO THE AGE OF 12

THE AFTERNOON WILL CONSIST OF PARTY GAMES, BUFFET AND A VISIT FROM FATHER CHRISTMAS WITH PRIZES AND GOODY BAGS FOR ALL THE KIDS

THE COST WILL BE £2 PER CHILD

PARENTS WILL BE ASKED TO BRING ALONG A TRAY OF FOOD. YOU WILL BE GIVEN MORE INFO ON THIS WHEN BOOKING. TEA AND COFFEE WILL BE PROVIDED FOR THE PARENTS AND HELPERS.

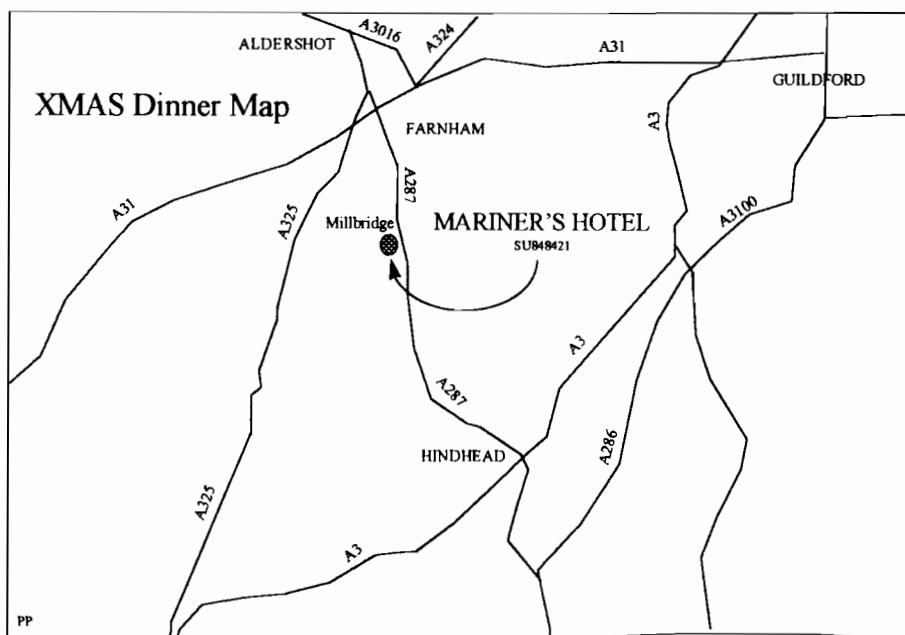
NUMBERS ARE STRICTLY LIMITED FOR THE ROOM, SO BOOKING IS ESSENTIAL. PLEASE USE THE SLIP BELOW TO BOOK YOUR PLACE.

**PLEASE MAKE YOUR BOOKING BY FRIDAY 19TH NOVEMBER.**



NAME(S) OF MEMBER.....  
HBRO MEMBERSHIP NUMBER.....  
NAME OF CHILD(REN).....AGE.....  
.....AGE.....  
.....AGE.....  
.....AGE.....  
CONTACT PHONE NO.....

PLEASE ENCLOSE A CHEQUE PAYABLE TO 'HBRO' MADE OUT FOR £2 FOR EACH CHILD ATTENDING AND SEND TO, SAM PARKER, 51 DARTMOUTH ROAD, COPNOR, PORTSMOUTH, HANTS. PO3 5DT. FOR FURTHER INFO CALL 01705 639193.



## ARC2000

Can you marshal for the 2000 ARC Rally? If so please photocopy the chart below and mark in the white box(es) when you can help. Please feed this information back to Dave Ridden, 9 Woodlands Gardens, Romsey, Hampshire, SO51 7IE 01794 501606 or 514834

If you can help with the scrutineering, please do the same and feed information back to Steve Kirby. Address in the front of this newsletter. THANKS

	THURS	FRI	SAT	SUN	MON	TUE
Reception						
CCV trial						
RTV trial						
Comp Safari						
Team Recovery						
Winch Rec.						
Scenic drive						
Site Duties						
Clear up						
Scrutineering						

Name(s).....Tel:.....

Address.....

e-mail.....

Do you have RECOVERY EQUIPMENT? or a WINCH?

Would you like to be considered for recovery duties?

## Rickshaw Ramble, Weaver's Down, 15th-17th January 2000.

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

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

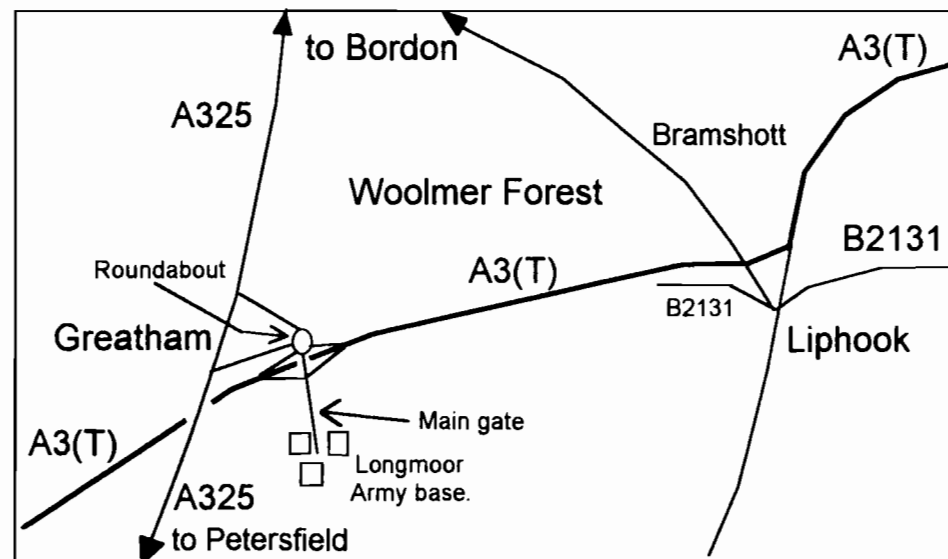
We will meet for a briefing at the Longmoor Camp main gate at 8am on Saturday 16th February. All observed sections will be on Weaver's Down. I am going to be there on the Friday to mark the starts and finishes of the observed sections, so all we have to do is to put the canes in before 10 a.m. on Saturday.

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

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

Camping will be available on Friday and Saturday nights.

Ashley Pocock. Tel: 01264-710546. Fax 01264-710973. Mobile 0385-316269  
E-mail ashleypocock@compuserve.com

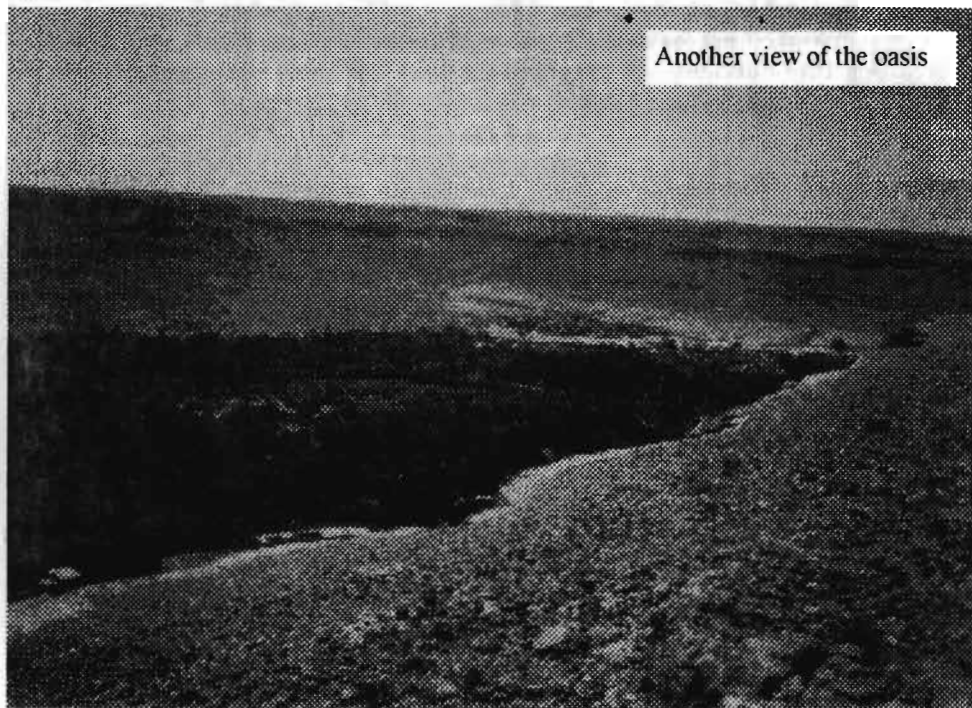




## Morocco Trip - the conclusion

FRI 23<sup>rd</sup> APRIL. (Morocco. Source Blue de Meski. Oasis campsite to Meknes.)

We were up at 6.20 a.m. to leave camp by 8 a.m. I have enjoyed the Oasis campsite, it is a lovely setting in amongst the palm trees and our stay here has been very interesting. However I am pleased to be leaving all the dust and sand behind. Everywhere is so dry. As the heat of the day builds up you become sticky and the dusts, sticks to you. When you have a shower you feel lovely but within a few minutes it is as if you hadn't bothered.



Another view of the oasis

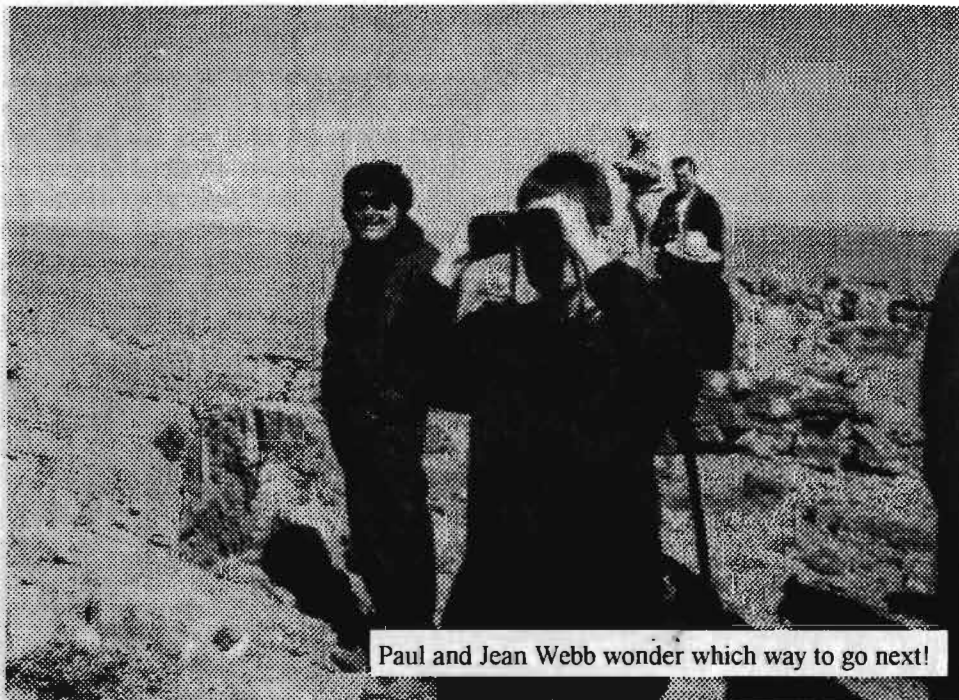
We are now on the main road heading towards Er Richidia. On reaching Er Richidia the convoy stopped, as this is where we said goodbye to Hassan. He came to each vehicle in turn and said goodbye. We all thanked him. He had been an excellent guide. By 8.50 p.m. the temperature is 20 degrees and we are at the foothills of the Atlas Mountains on the return journey to Meknes. The GPS has given us a reading of 3830ft. At 9.35 the temperature has reached 24 degrees and we are back in the quite magnificent scenery of the mountains again. The higher more distant mountains have snow on the top. The desert seemed to go right up to the foot of the mountains and then suddenly, the road twists and turns up almost sheer rock faces. The views are incredible again, we

are at 6000ft and the temperature has dropped to 18 degrees. As the road zigzags up and round the edge of the mountain, I can see for miles and miles. The road is narrow and walled, with a sheer drop of about 1000ft on Nick's side. We have just reached a section of the road where the wall has disappeared, a vehicle must have driven over the edge. (I am sure no one would have survived that crash.) We arrived at the Meknes campsite mid afternoon. (This is the same campsite we stayed on our first night in Morocco. We said then that we were not impressed with the standard of the showers and toilets. However, after what we have seen elsewhere on this holiday they now look quite good.) We pitched our tents and then Paul and Jean, Kiran Zoe and Devika and ourselves decided to go and explore the city of Meknes. It was quite an experience and I can't say I felt very comfortable walking through the city streets. The Imperial Palace was very impressive. We found a little shop and bought a few provisions and then returned to the campsite to cook our evening meal. After dinner we packed away as much as possible and organised our paper work for the border crossing the next day. Tim and Helen would be dashing off as soon as they crossed back into mainland Spain. They had to cover as much ground as they could before nightfall. They were booked on the Monday ferry from Bilbao to Portsmouth. So by Sunday evening they had to be within a couple of hours driving of Bilbao, in order to reach the ferry on time Monday Morning. The rest of us with the exception of Ray and Ian got the map of Spain out and made tentative plans of where we would make for to camp in Spain the next evening. Plan (A.) If we were very late crossing back into Spain we would camp at the Algircas Farm campsite. Plan (B.) If we made reasonable time we would make for a campsite at Fuenirola on the lower Mediterranean coast. Plan (C.) If we made excellent time and got an early crossing back to mainland Spain we would make for the campsite at Granada. The one we had stayed on coming down. This option was the least likely. That decided we went to bed, as we had to be up at 4.30 a.m. the next morning.

SAT 24<sup>th</sup> APRIL. (Morocco. Meknes to Cueta and the crossing back to Spain.)

We were up at 4.30 p.m. and on the road by 6 a.m.. As we drove up into the hills surrounding Meknes and looked across the valley, it was very eerie with low-lying fog, you could only see the points of the hills through the mist. We drove back through the Riff Mountains, these were still very spectacular at 3000ft but much greener than the Mountains further south. At 10.20 a.m. we have dropped down to 1500ft. We are making excellent time and with any luck we might make a lunch time ferry. We got through the Morocco to Spain border crossing, in about an hour and a half. We then drove round by the docks to catch the ferry back to Spain, on the way stopping to fill up with fuel and do a bit of shopping at the Spar Shop. We have been all over Morocco without any trouble, we have just crossed back into Spain, all be it only a small piece of land at the top of Africa. We parked outside the Spar Shop and ran in to pick up a few provisions. Suddenly, Nick said he could hear a car alarm like ours going off. He





Paul and Jean Webb wonder which way to go next!

ran out to check our vehicle. A few seconds later Kiran came in and said somebody had smashed a side window on our vehicle. Fortunately when the alarm went off it frightened them and they had run away quickly without taking anything. We did a quick repair job with a sheet of plastic and some duct tape and made our way to the ferry, only to see the small fast ferry just leaving the dockside. (Tim and Helen had managed to catch it. While the rest of us now had to wait an hour and a half for the next ferry.) While we were sat on the dockside waiting Nick used Paul's mobile phone to contact our insurance, on a French telephone number. The women on the other end told us that nothing could be done today as it was well into the afternoon on a Saturday and we were to phone the same number on Monday morning when she would put us in touch with a garage that could help us. We eventually caught the larger fast ferry, which took  $\frac{3}{4}$  of an hour to make the crossing. (Ray and Ian had to wait for the slow ferry, as the DAF-Truck was too large for either of the fast ferries.) On reaching mainland Spain we decided to opt for plan (B.) Fuengirola and as it worked out that was an excellent choice. We arrived at the campsite just after 7 p.m. A small commercial campsite with every facility and very clean. It was lovely and cost us £8.00 for the night. It was very clean and the hot showers were free. Oh boy, did we feel good after those showers! We put some nice clean clothes on and then the group of us went to the restaurant on the campsite for a meal. It was a nice meal in excellent company. Then to bed.

#### SUN 25<sup>th</sup> APRIL. (Travelling up through Spain.)

We were up at 6.30 a.m. and left the campsite at around 8.30 after a small amount of vehicle maintenance. (Changing the air filter, checking the oil and cleaning the windscreen.) We travelled up through Spain as far as we could, heading for Zaragoza. We hit some very heavy rain during the day. We eventually camped on a small campsite in a lovely village by a lake. It was still raining at times so we put up our tarpaulin shelters to cook under, as the restaurant on the site was not open at this time of year. The site did have hot showers and toilets. We walked to the village for a drink in the evening. It was sad because Keith and Sharon would be leaving us in the morning.

#### MON 26<sup>th</sup> APRIL. (Travelling up through Spain.)

We said our goodbyes to Keith and Sharon, who had to get back to France by the following day to hitch a lift on another cargo boat back to Jersey. (It's handy when you work for a shipping company.) We said we would phone them when we got back to the UK. We used Paul's mobile, to phone garages entered in our Land Rover Dealership book, which we had in the vehicle. We found a few dealerships that were on our route back through Spain, however, having made several calls none of them were able to help us before Thursday. (Thursday was the day we were catching the Bilbao to Portsmouth ferry.) After that we called the insurance company again. That was next to useless. The person on the other end only gave us the names of the dealerships we had already phoned without success. Other than that they were no help at all. **So much for holiday motor insurance.** Later that morning the six and a half HBRO club members (the half being Devika) drove on up through Spain towards Zaragoza, which is in the foothills of the Pyrenees. We stayed that night on a small village campsite, where we were camped in almond and olive groves. The site had toilets and hot showers but nothing else was open on it at this time of the year. Our group, were the only people staying here. The views from this site were beautiful. We looked out over the foothills of the Pyrenees. Just below the campsite there was a large gorge with a big river called the Rio Gallego, running through it. The river is used for white water rafting. It is a beautiful place, Nick and I have said we would like to come back to Spain and spend longer exploring this region.

#### TUES 27<sup>th</sup> APRIL. (Travelling through Spain.)

We were up at about 8.30 a.m. and we had a lovely cooked breakfast, showered and then packed up. Nick, took some photos of people white water rafting on the river, it looks great fun. The campsite we are staying on can organise it for you. We leave the campsite and for awhile drive along beside the river it is quite rough in places as it flows through this beautiful valley. The Mountains drop almost straight down into the valley bottom. As the road twists it's way up the mountain side the scenery becomes even more beautiful. There is still a lot of snow on the tops of the mountains. We drive higher into the Pyrenees. Suddenly we see a very nice picnic area so we pull into it to have

some lunch. A few more photos are taken here. We use Paul's mobile yet again, to phone Hugh Duffett at Wessex Land Rover in the UK. We booked the vehicle in on Saturday the 31<sup>st</sup> to get the side window repaired. The scenery is magnificent, lush green valleys, forests on the mountainsides and snow on the tops. We are at 5000ft and still climbing. There is steam coming off the road surface as the sun shines down on it. Needless to say the first thick bit of snow the 'boys' came to, they had to drive their vehicles into it and pose for photos. We crossed the border into France, there is no longer any border control. At 5848ft there is a lot of snow, we can't see the tops of the mountains, as they are high above us in the clouds. It is not really cold, Nick has just taken some more photos from outside the vehicle dressed in shorts and T-shirt. We dropped down out of the mountains and into France. However, we did not stay in France for long as we had decided to make for a campsite the Bilbao side of San Sebastian. We arrived at the site at 8 p.m. It was a nice site situated on the coast at the entrance to a small bay. It was very clean and had all the facilities. Kiran Zoe and Devika had decided that they would only camp with us here the one night. They had a few extra days holiday in France before catching the ferry from France to the UK on the 2<sup>nd</sup> of May. Jean Paul and ourselves booked to stay at this campsite for two nights.

#### WED 28<sup>th</sup> APRIL. (Our last Campsite in Spain.)

We woke up naturally without an alarm. It's nice not to have to get up early. We decided to all go for a walk before Kiran Zoe and Devika left. They had just got their tent down when it started to rain. We said our goodbyes and told them to take care and enjoy the rest of their holiday. It did not stop raining for the rest of the day. That evening, the four of us went along to the little café on the campsite for a meal.

#### THURS 29<sup>th</sup> APRIL. (Catching the ferry from Bilbao to Portsmouth.)

The alarm woke us at 6 a.m.. We packed up very quickly. After nearly three weeks of camping we are now quite well organised. Typically the weather was beautiful, as this was our last day. We drove to Bilbao in plenty of time for the 12.30 p.m. ferry.

#### FOOTNOTE.

You will have deduced that this was a real adventure, however it was not what you would call a holiday. It was go, go, go, and we returned home tired but we would not have missed it for anything. It was truly magnificent and an experience we will never forget. I wrote my diary up every day, and we have taken over 100 photos. So with the aid of my diary and the photos we will be able to recall the thrills and excitement we experienced. The Riff Mountains were beautiful, as were the Cedar Forests, while the Atlas Mountains and the Todra Gorge were truly magnificent. The Sahara Desert was not to everyone's liking (mine) although I am still glad I saw it, while the Oasis was a lovely setting and very interesting. The temperature during the three weeks ranged from

below freezing in the Mountains to 38 degrees in the Sahara. The children break your hearts and the begging can be very wearing. We drove over 3000 miles during the three weeks and some of that time we were on a ferry. All in all it was **AWESOME!**

This trip *could* be undertaken without the expense of a Professional Company but it should *not* be undertaken on one's own. A group is much safer and a lot more fun. It must be well planned and researched. A guide in some areas might be a good idea. We found the GPS invaluable. We were very lucky with the group we went with, without exception our fellow adventurers were great. We all got on together from the start and worked very well as a team. This made the holiday the success it was.

#### THE VEHICLE.

Land Rover 90 CSW TDI 1998 with Freestyle alloy wheels 265/78/16 BFG A/Ts. Anti-roll bars front and rear. Factory fitted A/C. Full-length roof rack with ladder. W. H. Spare wheel carrier. Centre cubby box. (With the CB fitted inside.) Jate rings fitted front and rear. A cargo net was fitted at gutter level inside, for carrying the sleeping bags, mattresses and coats. All the rear seats were removed.

#### LOADING.

On the roof there were three jerrycans of diesel. An additional spare wheel. A pick axe and shovel. A waterproof bag containing our table and chairs. An eight-metre rope, strop and shackles. Two five gallon containers of water. Well so much for the 75kg limit! All clothes, food, and cooking bits and bobs were in plastic boxes with lids, in the back of the vehicle and strapped down. Everything else was packed in around the boxes.

#### EQUIPMENT.

A Garmin GPS III mounted on the dash. CB. (Hidden in the cubby box). Coleman Colorado 3 man tent (we needed rock pegs everywhere). 2 Ajungilak 4 season sleeping bags. 2 Thermo A Rest self-inflating mattresses. 2 pillows. Coleman 2 Burner Petrol Stove. Coleman rechargeable light. A lightweight folding table and 2 lightweight folding chairs. A stove stand. A Pressure Cooker and various pots, pans and utensils. Two Thermos flasks (unbreakable ones.) Full First Aid Kit, including syringes, needles and a Dental Kit. Sun protection. A Camera and lots of films. Maps of Spain and Morocco.

#### SPARES.

All hoses. All belts, including cam and a/c. Air filter. Oil Filter. Two Fuel Filters. Disc pads front and rear. Various Gaskets. Inner tube. Engine oil, EP90, ATF, and brake fluid. Various electrical connectors, fuses etc, etc. A full tool kit. (Nothing was needed, we just changed the Air filter when we got back into Spain.)

Sue and Nick van den Braak.

## ARC EGM Sept 1999.

I was taking the official minutes for the first time and so these are more detailed than usual. However, I have summarised them a bit so there will be some slight differences if you compare them with the official set. As usual, the numbers refer to the Agenda.

### 4) Matters arising from previous minutes:-

ARC help from NFU. The meeting at the NFU was cancelled as they had urgent business to deal with. No NFU reps were available to attend an alternative ARC hosted meeting so no further progress has been made on this matter.

The £3000 cheque was presented on the Sunday of the August Bank Holiday weekend.

Subscriptions. Andrew Stavordale (AJS) anticipates that the subscription setup will remain unchanged through 2000 to give enough time to review the proposed new funding structure. Implementation is possible in 2001. Norman Whiteley (NW) felt that the agree scheme hadn't been fully thought out and that some clubs were putting different interpretations on the details of the scheme. AJS has not received a good response and so is unable to make a firm decision yet.

The ARC needs to balance its books to pay for the MSA, LARA, publications, running expenses etc. The original financing was competitive and non-competitive clubs with the non-competitive clubs paying the lion's share. Clubs don't all finance themselves in the same way, e.g. Family members are free in some clubs, and some have separate fees for the club and for the ARC. NW stated that a level of consistency was required in the funding scheme. Dave Canham SROC proposed that we adopt the proposal to defer the new funding proposal. Nick Chinery seconded this. Voting was 14 for this proposal (only 14 reps were present.) So the current fee structure will remain through 2000. Steve Kirby (SK) stated that we need any outstanding questions on this new structure to be raised and resolved, so please write these to AJS for his attention. How about another meeting for all clubs to attend to clear the air. DB said he would raise this idea at the next Council Meeting. DB said that if some clubs find a way round the structure and declare only a few members, then some other clubs has got to pay for it. NW felt that, irrespective of individual club constitutions, all clubs will have to interpret the structure in the same way.

MSA Liaison. ARC presence on MSA Off Road Committee. Harold Carman has been proposed by the ARC and accepted by the MSA as the ARC representative.

Ted Marsay raised the issue of crossed canes (does a touch constitute a penalty?) The answer (which is that a touch is not a penalty but if the vehicle drives over or round them then there is a penalty) is in the ARC handbook. TM and others feel that a touch should be a penalty. DB suggested that TM raises a rule change to change the handbook even though the referenced section of the Handbook show Guidelines only.

Vehicle identity scheme raised by Murray Wiltshire. Apparently LR already have a Traceability section but the details they can provide are limited. Gaydon holds information for older vehicles (possibly up to early 80's?)

### Executive Committee Reports

### 5. Chairman - Peter Oakden - Dennis Boume read out the following report from Peter.

The Discovery Raffle proceeds cheque was formally presented to Eastnor Parish Church at it's Annual Fete at Eastnor Castle on Sunday 20 August. The £3,000 cheque was received by the vicar with James Hervey-Bathurst in attendance and ARC were represented by it's four officers Caroline Flanders, Andrew Stavordale, Denis Boume and Peter Oakden.

All reports and comments regarding the Town & Country weekend are most complementary and ARC owes a special vote of thanks to Chris Savidge and his team for all their efforts.

The issue of use of Trade Marks and Logos is ongoing and in fact very much in a state of flux. The most recent contact with Rover Group advises that we sit tight and await developments as BMW take control from Munich. I believe at some stage in the future, ARC may need to become pro-active, sending one or two delegates to Munich to meet with the appropriate department within BMW. Our position, pedigree and history could then be explained and we should endeavour to establish a defined and stable position within the overall organisation as an association of clubs. It may be that they would wish us to embrace a wider spectrum of existing non ARC recognised Rover clubs.

Derek Spooner stated that all the previous contacts to deal with logos have gone as the structure of the company has completely changed. BMW have a very prescriptive formula that is applied to the BMW clubs. BMW are looking at the Rover clubs (everything Rover). DS is putting together a paper together with videos, club magazines etc to be sent to BMW. The BMW Clubs department has taken over Heritage at Gaydon. While there has never been in Rover a formal recognition that the Rover clubs exist, BMW does formally recognise the existence of BMW clubs and employs full-time staff to deal with club issues.

### 6. Secretary - Caroline Flanders - Not Present, Dennis Boume read her report.

#### Correspondence

Received from Hants & Berks a proposal for a revised set of vehicle regulations.

Received interest from the Italian registry of Land Rover Owners to join the Association. They are a 4000 member strong club who organise 5 events a year and travel thousands of miles to attend these events.

#### Council meeting 14th August 1999

Peter Oakden has received written notice from Debby Aldridge that she feels that she is no longer able to undertake the duties of minutes secretary at ARC General Meetings. Steve Kirby has kindly offered to take the minutes at this meeting.

We have had an increasing number of competitive matters being addressed to the scrutineering committee for discussion that had not been related to vehicle regulations. In future such matters will be dealt with by this forum who have now changed their name to 'The sub-committee for competitive matters.'

The National Rally Liaison group shall also be restructured. In addition to those already standing on this sub-committee it is proposed to include a member of the organising group from each of the previous year host club, the current year host club and the next year host club. Hopefully this will assist with the continuity of this event for future host clubs and maintain and develop a common format. This is to be put into place shortly.

The meeting heard an appeal by Mr C Council against the procedure in which a vehicle regulation proposal submitted in September 1998 had failed to progress in the manner laid down in the ARC



Handbook. Mr Council's appeal was upheld and his original proposal will be carried forward without resubmission."

7. Treasurer - Andrew Stavordale - Dennis Bourne read out a printed report.

"Firstly, my apologies for not attending. I try to attend all our meetings but unfortunately a clash of activities occurred and ARC was the runner-up. Sorry!

Membership Fees - I hope that by now Denis has explained a bit about the subscription fee changes and what we are planning to do. The return of forms relating to the scheme and the number of questions on matters that should have been raised at the meeting last November and subsequently since we agreed to adopt the scheme has meant that we have decided to defer implementation until 200x. This will allow us to look at the questions being posed, the terminology being used and to provide more details about the 'competition pack'.

Handbook - It is hoped, as you will hear later, to separate the hand book and rules into different publications and as this has a bearing on the subscription fee, it was felt sensible that this is completed before we introduce the new charges.

Subscription fees - It is not planned to change the basic structure proposed but only to clarify what some of the terms mean and how clubs should complete the forms we send out to ensure the scheme works for the good of clubs and ARC.

International Rally 1998 - 50th Anniversary. At the AGM in March I said that I would present a set of accounts for the International Rally in 1998 and we would be able to close the accounts. This is now looking unlikely due to a disagreement with the clothing supplier, CMS Marketing. This is currently being dealt with by the council but is not likely to be resolved until later next year, at the current rate anyway. Apart from this item, which has not yet appeared in any of the International or ARC accounts, I will still publish a set of 'INCOMPLETE' accounts which I hope we can approve excepting this item. This means I can then focus my attentions on the clothing item and a final, fully approved accounts set can be presented at the AGM in March 2001. Any comments on this matter can be passed to me by the usual channels.

Bank Accounts - The bank accounts are looking fairly healthy at present although we have had to pay for the 1999 hand book ourselves with no support from Rover group so far. I am going to look at moving the Fighting Fund account from the Alliance and Leicester B/S since there is only one anywhere near me and it is difficult to get to for paying in or withdrawals. I will comment more on this in December.

Credit Cards - I hope that all clubs received the information on credit card use and understand what they must do. I have not had any applications so far so we are all in the learning zone at the moment. If the scheme is not well used by this time next year then I will propose that it is removed as it does cost us money just to sit there. This service was set up for the clubs and so I hope that you use it wherever possible."

7a. Rule change proposals:- (This item was inadvertently omitted from the Agenda, hence 7a.)

(i) **HBRO Future Vehicle Regulations discussion document. Full copy attached.**

(ii) **Scrutineering Committee rule changes.** The six items are to be considered separately.

Several Rule Change proposals were decided at the Scrutineering meeting of August 1<sup>st</sup> 1998. For various reasons, these were not put forward at the September 1998 EGM so they are presented now.

1.

Question raised at the June 98 EGM - Are actual separate metal capping strips required around the rear load area?

There should be a capping to present a "safe edge". Many vehicles with non-original panels terminate in a cut edge on the periphery of the load-area. So we require either a turned over top edge to the load area or an actual capping strip, not necessarily a Rover original. If the tailgate is removed, then any capping that is normally part of the tail-gate will be removed too.

New wording:-

#### **A.12. SILHOUETTE.**

(Note:- The "body capping line" on a Land Rover is defined as a horizontal line level with the top edge of the fixed rear load area surround. The "window line" on a Range Rover and Discovery is level with the bottom edge of the side windows.

There should be a capping to present a "safe edge". Many vehicles with non-original panels terminate in a cut edge on the periphery of the load-area. Either a turned over top edge to the load area or an actual capping strip, not necessarily a Rover original, is required. If the tailgate is removed, then any capping that is normally part of the tail-gate will be removed too.)

2.

Definition of the word "factory" in the rules as in "Where factory fitted" was requested at the June 98 EGM. Add definition to the rules preamble in the Handbook:-

Agreed text:-

**"Where factory fitted" as quoted in various places in the rules is intended to mean that the item was fitted to that type of vehicle in the course of manufacture by Land Rover Ltd. or any company contracted by Land Rover to build / assemble their vehicles.**

3.

Timed Trials. MSA rules allow a vehicle to make any number of attempts at a section within the time allowed. Add **"unless stated otherwise in the SRs"** statement to end of H.5.

New wording:-

**H.5. SHUNTS. Vehicles over 95" wheelbase are allowed one reverse (shunt) per section which can be taken at the driver's discretion after receiving marshal's consent but BEFORE coming to an involuntary halt; unless stated otherwise in the SRs.**

4.

18" Wheels on "new" Range Rovers. Add **"and other sizes where factory fitted"** immediately after 16" in A.7.1.

New wording:-

#### **A.7. WHEELS.**

**A.7.1. Road wheels shall be of steel construction, have a rim diameter of 15" or 16" and other sizes where factory fitted and not have an offset between the outer flat of the nave plate to the outer flange of the rim of more than 100mm.. All Land Rover, Range Rover and Discovery steel wheels comply with this regulation.**

5.

The Freelander Handbrake acts on rear wheels, not transmission. Add "Unless factory fitted." at the end of rule B.4.1. with immediate effect as per previous practice.

New wording:-

**B.4.1. The handbrake must operate on the transmission only unless factory fitted.**

6.

Any Special Class vehicle can be fitted with any Rover engine, Class 11 does not need to end with the words "Any Rover engine." These words should be removed.

## **A2 VEHICLE CLASSES**

### **A.2.1. Trials:-**

**Class 11. Special Long Wheel Base. Leaf sprung.\***

### **(iii) Vehicle Regulation Rule Change Proposal from Colin Council.**

Further to the recent appeal hearing regarding the proposal put forward at the September 1998 AGM, I confirm that I wish my proposal to continue through the Rule Change Procedure in 1999.

I would like to propose that Rule C.2.4 be amended by the removal of the words 'petrol injection' to allow this engine type to be used for Special Class vehicles.

The revised rule would read

'The following are prohibited: -Forced induction petrol engines; slide-throttles; the inhibition of the firing of one or more cylinders to gain advantage'.

### **(iv) General Rule Proposal from Colin Council.**

At an appropriate point(s) in the publication used to communicate the Rules and Operating Practices of the ARC, currently known as the Green Book, the following words are to be entered:-

'Any previous rules relating to General and Vehicle Regulation Rules are superseded by this issue'

### **(v) General Rule Proposal from Colin Council.**

'Copies of the minutes from any meeting held within the ARC organisation are made available to any member of the ARC if requested in writing accompanied with a stamped, addressed envelope'.

## **8. Norman Whiteley - ARC Rally 1999 - a personal View.**

NW gave a personal view of the organisation and planning of the 1999 ARC Rally.

YROC ran the Rally in 1978 and 1989, so why not try again in 99? The suggestion came from a YROC member.

The ARC needs a forward plan, local councils have them. The ARC is not doing its bit. The 89 National was good financially following good factory support. This support was not forthcoming this year. We do not have a consistent approach. We should follow the article in the Handbook. As far as good practice is concerned, the process used by North Wales Club last year is definitely the formula to follow.

The problem we had in YROC was the concept of "We want to do the rally, we have a big county, there's plenty of room but we don't have a site yet" This should not be the way. The first and second sites fell through and much time was lost.

North Wales had a meeting with all the local and parish councils, local MP, public utilities, chamber of commerce, Police, etc etc.

Clubs need to refer in detail to the Motor sports events Best Practice Guide (Is that the correct

title?) (available from LARA for £10). This contains invaluable legal information. It was written by accepted experts in the field.

The organising club needs to report back to the ARC on a regular basis regarding promotions, sponsorships, covering costs etc.

Article 4 can be used to stop an event if the council thinks that the site is not suitable for the proposed use. They can do this at any time and can stand at the entrance gate and stop the event taking place.

I must thank Alan Kind of LARA (who wrote the LARA publication referred to) and Ian Davis of the MSA for their invaluable help with some of the planning process.

A comment came from the floor stating that this is a hobby that has turned into big business, and we need professional help. We also need good PR. There will always be someone who will object to what we want to do.

Tony Kempster described the 28/14 planning rule. Land can be used for events of some kind for 28 days a year but only 14 for "racing". Any form of motor sport is considered to be "racing" by the government.

Norman continued by stating that clubs who run an event of any kind will need this LARA Best Practice Guide.

Some general discussion then ensued and a suggested emerged on the establishing of a Rally Team of three event directors. These three would be the director of the Rally just run, the director of the next one and the director of the one after that. So the current team would be the rally directors for:- 1999 Yorkshire / 2000 Hants & Berks / 2001 Cornwall & Devon. The following year this would be 2000 / 2001 / 2002, and so on.

To conclude, Norman asked all rally participants to thank the organisers as they leave. He also commented that the Rally Committee article in the ARC Handbook needs to be reviewed.

## **9. SECTION REPORTS**

**(a) Caravan Secretary - Chris Hodson - Not present - no report..**

**(b) Overseas Liaison Officer - Derek Spooner**

Not much to report this time. He will be pursuing a couple of enquiries from Italy and France forwarded from John Bradbury.

**(c) Non-Competitive Clubs - Chris Savidge.**

Heritage Run 2000. This will now be held on Sunday 18<sup>th</sup> June 2000. Saturday 17<sup>th</sup> June is the exact date of the launch of the Range Rover. The Range Rover Register will also be celebrating 15 years in 2000 although the exact founding date is not known.

ARC Rally 2000 - there will be a good Concours d'Élégance line-up and vehicle displays. We have a sponsor for the concours, the first for many years. This is Land Rover Monthly Magazine.

"E" marks on tyres. At Billing, a policeman told a member that his vehicle was illegal as his tyres had no E marks. The member spent much cash on new tyres. This was not necessary. The law on E marks is not retrospective and applies only to radial tyres anyway. Cross ply tyres are not affected by this law.

The All Rover Weekend. This was very successful. There was a good selection of vehicles this year, around 120, some very rare. RRR ran courtesy rides, taking only donations to their favoured charity, hearing dogs for deaf. Last year they collected £950 but excelled themselves this year with

£3000 in three days! The RRR want to support the Air Ambulance next year.

Themes - Versatility of the Land Rover. Not many PTO vehicles turned up but there was an impressive display of a LR running air powered tools.

Bob Morison. Famed military historian, turned up and learned a few things. A Land Rover welding vehicle was called upon to do some real work and repaired some damage that occurred during the weekend such as the odd broken exhaust pie from the Scenic drive!

Decade Of Discovery - There were 6 of the GxxxWAC registered vehicle present plus Dunsfold's intriguing cutaway Disco. There were several Camel and other rare Disco's too.

Acknowledgements:- John Capewell, RRR, James Taylor, Mike Gould, Mr. Morris, Heritage Centre, Dunsfold Collection, Barry & Andrew Simpson, Land Rover Monthly, Land Rover Owner, Radio Controlled Models from Chertsey, The presenter of the video of the engineering trial of the Discovery in the desert, the providers of the 1900 Rover Imperial racing bicycle, the 4x4 Concours trophies from Stoneleigh, Sue and Ian Foster, June and Jack Green, Nick Chinery, Andrew Stavordale, Cathy and Martin Armstrong and last but by no means least Bonny Savidge. (Apologies to anyone else who helped but is not on this list.)

#### (d) Car Clubs - Paul Williams

The car clubs are getting closer to the ARC having drifted away for a while. At Stoneleigh, the cars parked in the arena as the ARC, not as their individual clubs. The range of vehicles was good, the oldest being 1936. We are looking forward to getting more car clubs involved.

More cars and more varieties plus bicycles and motor cycles. All the car drivers said what a good show it was. Thanks again to Chris and Bonny and thanks to all those who helped.

#### (e) Countryside Access - Tony Kempster.

##### *General topics.*

All club secretaries should have recently received a copy of the current LARA Forward Plan with a note requesting suggestions of activities and projects that could be considered for inclusion in LARA's 2000-2004 Forward Plan. The mailshot was done on behalf of the ARC by the Motorsports Facilities Unit in Rugby -and our thanks go to them for sending them out. If there are any particular points that clubs consider should be included in the next Plan, there may still be time to consider them - clubs should contact Alan Kind, LARA's planning officer on 0191-236-4086.

The theme of this year's LARA Seminar will be the press and how it projects motorsport and recreation to other users of the countryside and will be a low-key and informal briefing on current issues, opportunities and concerns of countryside use and forthcoming legislation. The event will be held at the National Watersports Centre, Holme Pierrepont, Nottingham as last year on the 20<sup>th</sup> October. The idea is to attract as many of the motoring / motorcycling media as possible, together with the 4WD and motorcycle 'safari organisers'. The speakers will be a mixture of professional land managers and LARA people. Attendees will get a comprehensive briefing pack about LARA and current issues, plus the opportunity to question the speakers. Club editors are welcome and there will be no charge to attend. Club representatives who wish to go can get further details from Alan Kind.

##### *Sporting topics.*

All club secretaries should now have received a copy of the HSE booklet 'Health and safety at motor sport events' which I sent out recently. It was produced as a guide to clubs to ensure that they will normally be doing enough to comply with the law. The ARC council decided to make a

bulk purchase of the booklets and to provide all member clubs with a copy. It contains practical advice for anyone organising an event. There are one or two spare copies on the table.

##### *Recreation topics.*

You may recall the Norton Malreward case which was heard in the high court in February last year. Only in the last couple of weeks have DETR's costs been made known - some £7.5k, and as the case was lost, this sum has to be paid by the person in whose name it was brought. This was Tim Stevens, so together with the costs of challenging the decision of the county court, he had a total bill to pay of nearly £20k. All costs have been paid on Tim's behalf by the TRF. You will probably remember that the TRF launched an appeal last year for funds to cover the cost of the court action and this proved very successful producing a sum well in excess of the final costs of the case. As a result, the TRF treasurer will shortly be contacting all those who sent money to their fighting fund enclosing a *pro rata* sum reflecting the amount oversubscribed if that is what was requested. The ARC now needs to decide what to do with the money received from its members as a result of the appeal which is currently held in the ARC's account. It's up to the ARC Fighting Fund Trustees to decide what to do with it.

There has been yet another government consultation paper - 'Improving rights of way in England and Wales'. (Call 0870-1226236 for a copy). Mention of the consultation has been made in most 4x4 magazines and it is important that anyone who has an interest in preserving vehicular rights of way lets the government know their views by sending them to - Countryside Legislation Division, Dept of the Environment, Transport and the Regions, Room 16/12 Tollgate House, Houlton Street, Bristol BS2 9D3 by the 15<sup>th</sup> October.

LARA has already had discussions with other users towards forming a united opinion against most of the proposals and will be giving a very full and considered response on behalf of its members. The ARC Countryside Access sub-committee will also be making a response on behalf of our members and I will be attending a meeting on the 23<sup>rd</sup> September which DETR has called with LARA representatives to discuss the proposals, perhaps the most alarming one being to reclassify by statute all RUPPs as bridleways.

Finally, there's a Rights of Way Law Review training course at Oxford on Wednesday the 24<sup>th</sup> November. It's called 'Public Rights of Way - Maintenance and Improvement' and ARC members should be entitled to a special rate attendance fee of £130 + VAT. Details are on the table.

June Green asked if there was any sign of the second part of the Good Practice Guide. TK said it was on its way.

#### (f) National Rally Committee - Harold Lowe.

Harold was not present but Ashley Pocock, event director of ARC2000 made a report.

Planning ahead is important but just how far ahead can you plan? There are 19 members on the management team - a good turn-out. There has been much support from other clubs and if any other want to help run an event, then please let us know. We have had good liaison with Harold Lowe and Norman Whiteley. Chris Savidge and Paul Williams will bring in the non-competitive side with the Concours d'Élégance etc and good participation from that side of the ARC.

Land is the biggest issue. We have Long Valley. This is administered by the DEO (Defence Estates Organisation). Planning permission is not needed as the site is owned by the Ministry of Defence and is used for many similar events during the year. English Nature have raised the issue of ground-nesting birds but these are in an area that we don't want to use anyway. However,



DEO must ask English Nature for their approval to use the site each time and this process takes about 3 to 4 months. The issue is with English Nature, not the local council.

The back-up plan is to use Broxhead Common, Slab Common and a former army camp called Martinique. Invites are going out with October's ARC News and again in January. We have secured discounted EuroTunnel fares.

Scrutineering will hopefully be a smoother simpler process. The scenic drive will be escorted due to its length. Land Rover World are the main sponsors. Land Rover Monthly will sponsor the Concours d'Élégance. Land Rover Owner will be there as a trader only. There seems to be no problem with this attendance by various magazines. We are hoping for Rover Group support. There will be BAMA (British Army Motoring Association) support and a presence from the Army. There will be the photography team as at YROC this year. We have the web site up and running. We have a Safety Officer who will carry out the Risk assessment. We will also have a Rally Liaison Officer / Competitor's Representative.

Rally 2001 Newnham Park - Ted Ivory, Cornwall & Devon - No problems. Additional Camping available.

(g) ARC Handbook 2000 - Steve Kirby

All the rule-related content will be updated as necessary and published in the 2000 ARC Handbook. Reports, events etc. will now go into the new publication that Nick Chinery is working on. SK has contact the MSA for "Blue Book" rule updates and has asked Derek Spooner for an Overseas Clubs list update.

(h) Press & Publicity - Nick Chinery.

The planned new quarterly glossy magazine will be A4 size. With 8 to 12 pages with a colour cover and centre-spread. Recent costing has shown a price of about £5500 - £6000 for 10000 copies. That's only 60p each. NC said that it would cost only about £1 a copy to get it to each member. There was a query as to why we needed ARC News as well. We'll have to see how the various publications work with each other. Steve Kirby said he would willingly pay £5 extra fees to receive four copies of this each year if alternative funding from advertisers or the Rover Group were not forthcoming.

NC currently holds the master names and addresses list so please send any changes to him.

(i) ARC News - Paul Barton - not present - No report.

(j) Rover Company Liaison - Peter Oakden - not present - No report.

(k) MSA Liaison - Harold Carman - not present. Report read by Dennis Bourne.

Concern about the severity of some trials sections and cited the CCV section in the water at Yorkshire this year.

Recent accident involving a fire where the occupants were seriously hurt. (Not ARC)

Overtums in RTVs to be reported please. If we can't control the safety of our events and we have lots of accidents, the MSA may well take charge and insist on CoCs being licensed.

Flammable Fluids - not just petrol, but brake fluid too. Concern over lagged exhausts acting as a wick for spilt flammable fluids. Scrutineers should be alert for leaky carbs and master cylinders etc.

Fire extinguishers. The MSA Off Road Committee are not happy about Halon / BCF replacements and may request an extension for their use. (This has now happened) Things are not right with AFFF. Bottles need to be plastic lined to prevent rusting inside - the rust particles can block the nozzle. It's difficult at the moment to advise ARC members what to do! A proposal has been made within the MSA to extend the Halon / BCF deadline. Note that the current deadline was set by the MSA, not by UK legislation.

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

Thanks to Chris and Bonnie and Notts club for their work at Billing. They made £200 on sale items and have some still to sell.

The ARC Display trailer still open for bookings. It needs the towing regulations to be posted inside the trailer. More work needs to be done on it. It needs a 110 or 130 to tow it satisfactorily. The sink and oven cannot be dispensed with, otherwise it becomes a trade trailer and will need a vehicle with a tachograph to tow it.

(m) Scrutineering Committee - Dave Marsh - Not present. Steve Kirby made an impromptu report.

Main issues were items discussed at recent meetings:-

Roll-bars. Legacy designs may not be used for Comp Safari, Point-to-Point and Hill Rally after the end of 2000.

Use of metal ball joints (generally referred to as Rose-Joints) on radius arms on coil-sprung vehicles may not be used after the end of 2000.

Steering gear parts. Due to misinterpretation, there are many vehicles around which have welded / modified shafts between the steering column and the steering box. We agreed that parts that have been so modified must be replaced by the end of 2000.

There were strong views at the meeting about this last point. We should not condone the continued use of welded / modified steering parts. This practice should be stopped immediately. DB said he would bring this up at the next Council meeting. A comment from the floor requested that we define "welded" on the basis that the manufacturer welds things together. It needs to be defined who does the welding. SK said he would take this to the Scrutineering Committee.

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

AOB

(i) Colin Council requested a copy of the minutes that show the voting by the membership to accept the Policy Document.

(ii) Ted Marsay - can the prop-shafts with the rubber doughnuts be used on any other vehicle?

(iii) The MSA has requested input on the subject of running RTVs. If you have any comments, please respond directly to Ian Davis of the MSA.

(iv) The re-instatement of the pre-meetings was mentioned. We will need an agenda items to discuss these for the next meeting.

Next meeting to be on 4<sup>th</sup> December 1999 at the Presentation Suite, Land Rover factory, Lode Lane, Birmingham.

END

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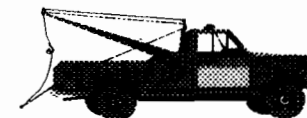
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MAY99

# HBRO Online

The HBRO Web site has re-launched at  
"www.hbro.co.uk"

This site will be regularly updated. Features so far include:

- An overview of the Club.
- Pictures and responsibilities of the Club officers.
- Email contacts for the committee.
- An insight into RTV trials.
- Hugh's Trialling Tips.
- Events page giving pictures and comment on past meets.

### Featured Events

Broxhead RTV 25/7/99.  
Battlehurst RTV & Farm Drive 8/8/99.  
Harroway Farm RTV 12/9/99.  
Weston Park off road show 4/9/99.  
Broxhead Driving Day 10/10/99.  
Picture Archive.

**\*\*Belgium Nationals to follow soon\*\***

- Readers Drives featuring members motors.
- Club Calendar, with events, driving days and Pub meets.
- Leave a message on the guest book.
- View messages left by people.
- Rover related links to other ARC club sites.
- Online maps to all listed event locations.
- Application forms for upcoming events.

Any suggestions would be appreciated. If members do not have access to the Web, it could be possible to demo HBRO Online at one of our longer weekend events.

Contact Ian Parker Email [hbro\\_online@hotmail.com](mailto:hbro_online@hotmail.com)  
Phone 01705 639193





## Pam's Trialling Tips

Cut-out  
and keep!



### #1 Hands Free

If you've been a passenger in a series Land Rover at one of Nick's infamous gymkhanas, you'll know that trying to retrieve objects through the very small windows is almost impossible so why not try this:-

Instead of wasting valuable time putting the collected items back in the cab, just stuff them down your top, and hang out of the window all the way round the section. This method of collection should decrease your section time, as long as you're not Paul Homewood's passenger.

#### *Note*

*Please take care to remove only the collected items from your cleavage, as any mishaps may cause embarrassment.*

## For Sale

Note that small ads are free but please let the editor know when a sale is complete so we don't keep printing an out of date ad each month. I know I forget sometimes so you may need to remind me more than once! Please help potential customers by quoting location (nearest large well-known town), phone number with full national dialling code, fax, e-mail, etc in your adverts. All the following adverts are dated as to their first month of publication. When they become about 3 months old, they will be deleted unless the "owners" renew them! Please don't just leave an old advert to "time-out", Thanx.

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

Commercial Adverts:-

£25 for half page and £50 full page per annum; payable in advance.

These rates are very good considering the perfect targeting. Current circulation is around 300. Adverts are marked with the start date so you know when their time is up!

## Bits & pieces

\* Land Rover Spares New gaiter set s3 front axle £15. Pair wire grille front head lamp guards £10. Large wing mirror glass £2. Various gasket sets\*. S2 window screen frame £5. S2/3 heavy duty winch bumper £5. Fairy mechanical drum winch complete with new cable £350. Hoop stick £4. Carb for six cylinder £8. 2 fly wheels £5 each. Brake shoes £1 each or £5 per axle set. 3 solex carbs £8 each. Pair of swivels good for replating. Diff £20. Various window channelling £1 each. Pair sun visors £10. Light lenses £4. Rear taillight wipac £7. S3 id switch £5. Various distributor parts\*. 2 nine hole water pumps £18. Rocker shafts and covers. Pair top pins £16. Front axle housing parts, shims, bearings and old freewheel hubs \*. Pair of alpine windows £30. Fitting kit for S3 to fit electric winch £22. LWB full tilt s3 £25. Wheel cover £10. 2 oil filters £3 each. Wheel cylinders and master cylinders £5.00 each. Bag of rubber oil filter rings £0.10 each or 1.20 the bag. Box of small sundry part's clips, washers and body fixings brackets\*. S3 nd S2A track rod ends £10. Brake lining kits £6.50. Main gasket for zenith carb £2. Various wheel cylinder repair kits £3 each. Fuel pump kit for S3 £12 Also some points and plugs \*. Flasher unit 90 and range rover 2 of £10 each. Pair of rear axle straps £8 per pair. SI front grilles £5. Fuel pump 2.25 new £10. Kinetic tow rope £16. New snatch block £18. New winch gloves £5 per pair. Box of bits shackle pins plates and bushes\*. Drift for placing bushes in SI S2 and all leaf spring chassis £20. NATO jaw hook £12. Various pintel and ball hooks £4 each. Second hand cylinder head, prop shafts. Tatty range rover nudge bar £7. Rims LWB £12 and SWB £6 each. Front petrol tank £60. SWB chassis with some new outriggers on it £40. Pair of new

chrome swivels £70 the pair.

S ONE PARTS - 109 chassis with new leaf springs and current log book a rolling project and body panels £120. SWB rear body £25. Truck cab £25. LWB roof panel £15. Top rear flap door with new lock and stays £65. 2.25 engines 1 petrol £50 and 1 diesel £70 and one spare block with front cover and oil pump £30. S1 pair of axles £45. Various axles and gear boxes of S2 and S3. Tyres between £35 and £60. Tailboard £15. Loads of other bits and pieces. Amber flashing beacon on magnetic base in new condition £30. S2a SWB hard top £150. LWB pick up £70. ALL THESE ITEMS ARE OPEN TO OFFERS BECAUSE I NOW HAVE A VISUAL IMPAIRMENT CAUSED BY DIABETES AND I AM TRYING TO RAISE SOME MONEY TO PURCHASE A COMPUTER. Call Phillip Pilcher on 01243 542464 (NOV99)

\* Caravan Mustang Trail 132 2-berth with gas heater / water heater / fridge. Any offers? Call Roger Pattie in Pangbourne on 0118-984-2884. (OCT99)

\* Land Rover bits Rear sideways black vinyl bench seat for SWB LR. New and boxed Acoustikit soundproofing kit for 110 country Station Wagon. New and boxed set of 4 Armstrong Shock Absorbers for SWB 2a. New and boxed set of 4 brakes shoes for SWB 2a. Any offers? Call Roger Pattie in Pangbourne on 0118-984-2884. (OCT99)

\* Wheels 5 series 2A SWB rims and cross ply tyres 6.50x16. Plenty of tread, ideal for off road use - £50. Contact Malcolm Rain in Tadley on 0118-9812463 (OCT99)

\* Breaking 4 door Range Rover. Doors, inner wings, bull bar, chassis, pedal box, 1/4 panels. All CHEAP to clear - i.e. chassis £50.00. All outriggers removed for Hybrid. 1965 TAX FREE 88" Land Rover. Rolling chassis with log book. To include engine, gearbox, R/body. All in good working order £175.00 to clear. LWT bulkhead vent panel, all welded over but reasonable condition £15.00. 4 x G90 tyres on long wheel base rims. Plenty of life left £80.00. ALL MUST GO SO OFFER ME. Andrew Bunyan 01252-516402 after 6.30 pm. (SEP99)

\* Series 2a bits. Rolling chassis - new bulkhead & tank outriggers, LWB front brakes. Needs a bit more patching & tidying. £120. 2.25 Diesel engine, rebuilt inc. head, recon injectors, phone for details. £175. 2.0 Diesel, most bits in all sorts of condition. FREE to good home. V8 torque converter & flex plate, £25. Other bits including the bulkhead that I don't use. Space required for the Hybrid! Call Mark Halliday and make an offer on 01243-372654 (day) 01243-376910 evenings. MarkHTL@aol.com (AUG99)

\* Wheels and things... Five BFGoodrich 225 75R16 Mud Terrains (4 slightly worn, 1 new) on grey modulars - £300. Overdrive unit, ex Range Rover 4-speed - £60. Viscous cooling fan unit (brand new) with fan, ex Range Rover

3.5 V8 - £25. Call Julian Harrison in Bagshot on 01344-633385 (days), 01276-471865 (eve & weekends) (AUG99)

## Vehicles for Sale

\* Series III SWB. 1883 Y reg. Blue and white. Free wheeling Hubs. VERY TIDY. Used daily. Many new parts. £2500. Call Steve Hemmings in Swindon on 01793-790696 or 0831-323060 (NOV99)



\* LR90 1988 200TDi. Blue hardtop with small rear windows. 200TDi fitted in april '97. New springs/shocks april '99. Disk brake rear axle. W&H wheel carrier. Quick release tow hitch. £5500 or more if you like. Kiran Raval 01705 350975. mob.0958 521740. E-mail kraval@uk.xyratex.com. (NOV99)

\* Trials Land Rover S2a SWB petrol with tax and MoT and ARC log-booked and has recently been converted to unleaded petrol. £1000.ono

Call Phillip Pilcher on 01243 542464 (NOV99)

\* Ninety C reg 2.5 petrol hard top with rear bench seats and will run on unleaded petrol. It has been well looked after. £4100 ono. Call Phillip Pilcher on 01243 542464 (NOV99)

\* LAND ROVER 110 Turbo Diesel, Hardtop fully boarded out. '87 D reg. 112,000 miles, new clutch at 90,000, recent new cam-belt, recon radiator & turbo waste-gate unit. Excellent BFG Trac-Edge tyres 235/85x16. PAS, Needs new brake shoes, which may be done before you read this as will the minor areas of bodywork rust or a price adjustment in lieu. Sailed through MOT in August '99; Taxed Feb 00, D634PWN has given me fun and helped earn my living for the past 9 years, now it needs a new home. A bargain at £3,800 ono. or a part-exchange for a medium-large diesel Estate, e.g. Peugeot 505, 405, Mondeo, Passat, Carlton etc. of similar or slightly less value. Also a 2 ton, single-axle, tipping trailer 9' x 5' on excellent 8 ply tyres. Electrically operated & built for Land Rover or other 4x4. £870 or if sold with the 110 £4,590. Ideal for Landscaper/builder. Phone Clive Parker on 01489-781983 or 0799-0765779 anytime. (OCT99)



\* Series III SWB, 197.6 Petrol. FWH. Blue. Hardtop + Cab. 750 x 16 Michelin X's, 9 months tax and MOT. £1700 ono. Phone James Beaves on 01730-269654. (OCT99)

\* Land Rover 90 Hybrid, V8, Range Rover running gear, overdrive, electronic ignition, comp. wheels, full cage, battery in the back. Reluctant sale £2,600 Contact Steve Lane on 01296 631806. (SEP99)

\* Coil sprung 80 trialler/Racer. 3.5 V8, Full ARC Log Book, never any mechanical problems. Finished the last 3 ARC National Comp Safaris and AWDC. Ready to compete. £2500. Tel Angela Newland on 01442 240592 / 07970 753 002. (AUG99)

\* Series 2a LWB safari Unfinished restoration. 2½ litre petrol. 1971 on a J reg., so tax exempt. Complete, but non runner. Buyer must collect. £300 or near offer. Phone Catherine Watkins on 01276 452192 Bagshot, Surrey. (AUG99)

\* Land Rover Series III 1974. Expedition vehicle. 2½ diesel. Free-wheel hubs. Overdrive. Full length elevating roof. Sleeps 4. Water tanks, sink, taps. Cooker. Cupboards. Engine has done 36k miles. Fully equipped for Africa (locks everywhere, sand ladders, bars cages, external tanks, etc.) Has been to Cape Town and back many years ago. Tow hook. about £2000. Call Mike in Wickham on 0788-7502661. (AUG99)

### WARNING

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

### SERVICES / ONGOING

\* Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.

\* Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-650212.

\* VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0208-715-4861 or e-mail David@fwfilms.freemove.co.uk.

### Promotional Items Folder

All the promotional items, adverts, info on overseas trips etc. that the club receives are kept in a folder which I shall try to bring to all events.

Zoe

### 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.
- 1999 ARC Handbooks are now available. Contact 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 LR's), 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.
- 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.

### HBRO On-Line

Don't forget to visit our Web site at:-  
[www.4x4web.co.uk/hbro](http://www.4x4web.co.uk/hbro)  
 plus  
 an experimental new site at  
[www.hbro.co.uk](http://www.hbro.co.uk)