



Pants & Barks

2000



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

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SCRUTINEERS:-

Steve Kirby #, Chris Homewood, Brian Frankland, 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....

Welcome to the new year. I hope it will be a successful one for all of us. No I'm not going to enter any discussions as to whether it's the new millennium (note the spelling, Nick) or not or I'll be forced to play my trump card.



This issue sees a (hopefully) temporary re-appearance of ARC News. For various reasons, we failed to send our membership names and addresses update to the ARC so we are off their distribution list for this issue at least. So thanks go to Paul Barton for sending a copy by e-mail for me to incorporate into this issue.

Note Simon Newington's new address.

Steve Kirby

This month...

- Chairman's Chit Chat Corner
- Nick Carter joins the fray on new telephone numbers.
- ARC Meeting Report.
- Comp Sec's Update
- ARC News 30.

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@British-Airways.com and at home:- Steve.Kirby@cwcom.net To improve the chances of making contact,

Chairman's Chit Chat Corner

Thank you !

I hope you all got the pressies that you wanted, lots of land rover bits , land rover clothing , land rover books and even the odd land rover perhaps and that the hang overs are all gone. The clubs Christmas dinner dance was a great success again. This year the venue changed to The Mariners Hotel just south of Farnham. Thank you to Zoe Raval and her helpers for organising to do , the dollies who dealt out the raffle tickets , and thank you for the reception I received after the speech & presentation bit. On the subject of thanks, it can be dangerous to make a list of people to thank because of the risk of leaving some one off of the list. Yes, I am guilty of this very sin. I did not mention Ian Parker (webb master) in my little speech. Ian has done a lot of work to create the clubs new web site (www.hbro.co.uk) and it is one of the most professional looking sites I have seen. Well done Ian. Thank you . I am sure your midnight oil consumption is on a par with my V8 90 auto petrol consumption!

A very very nice man

I was introduced to the off road scene some 20 years ago. I got involved with our local CB club in the days of the "a.m". One of the guys in the " Biscuit Town Breakers" (CB speak for Reading due to the Huntley & Palmers connection) had a Suzuki LJ80. I was hooked and splashed out the savings on a new LJ. Great fun . After a couple of trips off road I decided that I needed to go on a course to learn how it was done properly. About this time there was a new off road school in Devon that in all the comics. Off I went to Devon to meet David Bowyer. The LJ had been changed to a Range Rover by now. There were two of us on the course and David had invited Jack Jackson , a seasoned expedition organiser and journalist , along for a photo shoot. This is how TSE2X , my and subsequently Steve Kirby's white Rangey , appeared in Off Road & Four Wheel Drive publication. David and I have kept in contact over the years and indeed every time I go off road with him something special happens. John & I went on a secret Wales rip for a week and ended up on the front cover LRO thanks to Nick Dimbleby. I had previously met Nick at a LRO Challenge event at Bala, small world !. The latest event was winching in Devon, and this time David was filming a video on off road recovery techniques. (check out doing it for real in the woods!!). So if you want to get that special person in your life something really different why not give David a call and book a course, off road adventure, or even just visit the shop. You won't be disappointed.

Regards "T.Bone" beaker break

Filthy Filter

For some time now I have been unhappy with the performance of my ninety. Yes it would do 90 mph but seemed to take an age to get there, and along the way was a bit breathless. I decided to clean the air filters. You should

have seen the dirt running down the road when I hosed them off. This however made no difference. Next I decided to check to fuel filter. I normally check the fuel filter once a decade and it was new when I bought the vehicle six years ago so I wasn't expecting what I found. The fuel filter bowl had about 1\2 an inch of Broxhead Common or Long Valley in the bottom. A slight case of fuel starvation me thought. Goes like a greased weasel now.

Whats next ?

Keep you eye on the club calendar on the back of the magazine. There will some different events this year to tempt you out into the woods and fields of this green and pleasant land. There will a quizz or two, a treasure hunt , members only drive round days , trials, camping events and then of course the big one. In may the HBRO has the chance to show the world what makes our club so special. Ashely Pocock has the ball firmly under control, assisted by his management team. Remember to keep the last couple of weeks in may free, book your annual leave for this period and give Ashley a call to volunteer. Your club needs you. Ask not what the club can do for you , ask what you can do for Ashley.

Where next ?

Did you see the pictures of the Zoe, Kiran, Devika, Nicky, Richard and Jim (the digger) Taylor in LRO last month. So now you know what to do to get your photo in the comics, just camp next to the comic writers in a field in the middle of Belgium!. We certainly are a well travelled club. Belgium for the past few years, The African Adventure during 1999, Norway a few years back, there is even Allan Tew keeping the HBRO end up in Australia. I am just thinking of sponsoring an award for the first HBRO member to get stuck in the mud (or should it be dust) on the moon!. But seriously folks where shall we go next ? A few years ago the club organised a holiday trip to Yorkshire. Accommodation was a choice between log cabin, B&B, tent or caravan , Hotel or guest house. You paid your money and made your choice. The general format was to meet up at a central point every couple of days and see what was going on. A bit of laning, a trip to the Railway Museum in York, or what ever took your eye. Join the group or pleaseyour self. It was all very easy going and informal. Does any one fancy this type of thing again. Does any one have a good idea of where to go. Have a think and give us a call.

Thanks again. See you all soon. Regards Nick Jennings

Competition Secretary Update

Well, 3 trials in 4 weeks has certainly taken its toll on attendances. We will plan to spread them out a bit more next year, but as you read this I mean this year.

Long Valley was well supported for both the RTV and Drive around. We were trying out the site in anticipation of the 2000 Nationals and despite GPS and CB finding some sections once the group had split up was challenging to say the least.

Thanks to Lee Kimber for his patience while we toured the site having lost the first sections. In terms of the sections they were mixed with some very tricky wooded sections mixed with some easier waterlogged areas. The final section did claim one vehicle with a very dead engine. The only lesson for all is to check you have wading plugs etc in place and you know how high your intake is on the vehicle. As to results the combined field was led by Mr Steve Skinner who pipped Nick Woodage and Dave Allen by one point. Again proving a well sorted series vehicle can still take on the 90's in the right hands.

Hook End had only six players, half of whom emerged from caravans and tents looking a little the worse for wear following the fireworks party the night before. It was also rather cold and took an hour or so for a couple of drivers to thaw out. The sections had been laid out by Matt Hewitt and again made good use of the top bombhole and the big pit with a couple of new sections in between. Steve was not so lucky this time and retired with a broken Knob, sorry gearlever. Help was at hand in the Ambler Land Rover workshop so Steve and Carol made it home ok.

Despite the trees and in spite of the navigator!! Mr Beagley in the Rangie made his mark and won the day. Modified front wing permitting and it was a family matter for second place with Karen and Hugh separated by a point.

A special mention for Sue who did very well in the standard 2¼ when pitted against a field of V8 power. The hill blast on the pit section certainly amused the onlookers who did not know a Land Rover can fly. Happy landings were made by all pilots.

Nelly's Dell 2 weeks later with a couple more players, mostly the same faces saw class honours being won by John Beagley again in the rangie, with Steve "new knob" Skinner leading a combined class 3 and 8 while Mr Bridger or should that be Terrano, taking top honours in the combined class 4 and 10.

My thanks to the competitors for taking part and the unsung heroes who helped set out, marshal, scrutineer and generally make these events possible. This year a few new faces on the trials side would be welcome as would general helpers.

I must leave now to finish decorating my cane for the Christmas Brick Kilns trial. See you in the new year.

Simon Newington.

Nelly's Dell Driving Day Jan 23rd

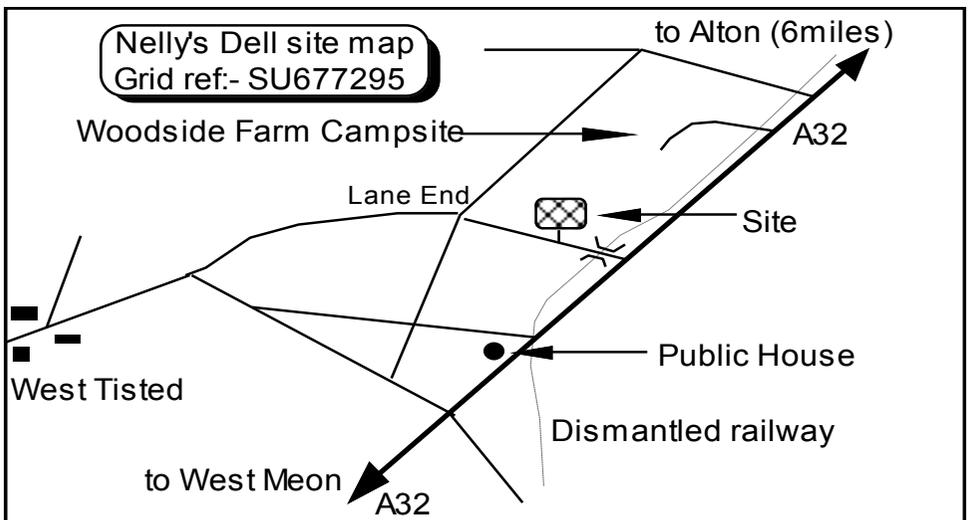
Driving Day

Status	Open to HBRO members only.
CoC	Nick van den Braak.
Steward	Nick Jennings.
Chief Marshal	Dave Ridden.
Scrutineer for marshals vehicles	Brian Frankland.
Sec of Meeting	tbc.
Scrutineering starts at	08:30.
Marshals briefing at	08:45.
Event starts at	10:00.
	(Gates open.)

Fee is £10 + £2 for an additional driver.
tbc = To be confirmed.

This is a "club only" day, it's a non-competitive fun drive around, aimed at the club members that do not want to trial, or don't have an older Land Rover. Also on the day, advice will be given to anyone new to this type of driving. Nick van den Braak is the C.O.C. and he needs only about 10 marshals on the day. Any one who would like to marshal must phone Nick to be on the list. If they are not on the list they will not Marshal, and will be required to pay at the gate. We don't want the whole club turn up to marshal, and have no paying customers!!

Phone 02392 597266 evenings or 02392 324233 days.



Treasure Hunt Feb 6th

The Treasure hunt will start at the Crown Hotel Alton High Street, 1.00/1.30 armed with a Landranger map No.186, compass, GPS. bit of string with knots in it, lucky heather, or any thing else that might help navigate!! The treasure hunt itself is going to be a point to point type event, the "points" will be in the form of 6 figure map reference, with a clue at each one. In some places there are green lanes between the points (and tarmac of course) so the more adventurous, with a suitable vehicle could if they wished take those routes. However, I have not driven any of these lanes recently, so be careful and go in pairs. The points will all be accessible from the black stuff, so a Land Rover is not necessary. I will also make a note if I know that a lane is dangerous, to avoid any damage. The winner will be the team to have most correct answers (and return to the Crown the same day!!)

Thanks

Nick van den Braak

Nelly's Dell RTV Results

The trial at Nelly's went well despite the poor attendance.

results as follows

CoC Dave Ridden. SoM Nick Jennings. Scrutineer Steve Kirby.
Marshals; Sarah Bridger, John Jennings, Kiran Raval, Zoe Raval.

Competitors

Class 5 John Beagley, 44; Lee Kimber, 66.

Group 1 = class 4 and 10 combined

Andy Bridger, 29. Hugh Duffet, 43. Nick Van Den Braak 46.

group 2 = class 8 and 3 combined

Steve Skinner, 46. Matt Hewit, 55. Chris Homewood, 68.

ARC EGM December 1999

I took the official minutes again 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:-

Page 11 (iv) Discussion decided that groups can meet when they like and can easily arrange pre- or post-meeting get-togethers. As they desire. Chris Savidge commented on the non-competitive clubs requirement for more meetings.

Radiator badges have been made but not delivered in time to be brought to the meeting despite Chris Savidge's best efforts.

1998 merchandise from Custom Marketing. Four members of the Council met with Custom Marketing and set out some rules as to what we expect of CM and their interface with Land Rover.

The proposal from Colin Council relating to rules and practices in the ARC Handbook. We need some statements that the contents supersede the contents of any previous issue.

Dave Bulham asked about the rule-change proposals and whether the injection issue has been progressed. See Scrutineering Report later on.

5) Chairman - Peter Oakden

Many useful issues have been discussed at the Council meetings.

As of the AGM in March 2000 I shall be standing down as Chairman of the ARC so we will need a replacement. I have yet to decide whether I shall keep the Rover Company Liaison job.

6) Secretary - Caroline Flanders.

Council members standing down at the 2000 AGM will be Norman Whitely, Chris Savidge, Harold Carman, Ken Knight, Dennis Bourne, Harold Lowe and Peter Oakden as already mentioned.

Scrutineering Committee members standing down will be Dave Marsh, Andrew Flanders and Harold Carman. Any of the above named (except Peter Oakden) may be re-elected.

Advertising Correspondence available:-

- Southern United make badges, stickers etc.
- Griffield Ltd make traditional shape Rally plates.
- AIRCOVER for Airshelters for purchase or hire.
- Spare wheel covers with your design by Parker Reynolds.

Other:-

ARC poloshirts are still available at £12 and sweat shirts at £15.

Letter from MSA about a "Series Action Weekend" run by Red Rose. This included events that should have been run under a permit but none was lodged with the MSA. ARC sec. has written to Red Rose asking for an explanation. There has been no reply as yet. Concern about this was expressed by those present at the meeting. When a letter describing this kind of allegation is received by any club, then it deserves an instant response to state that the issue will be discussed at the next meeting (or some such response). We also need to write to the MSA expressing our concern and explaining that we are investigating the matter and ask them to understand that there may be a delay in response. This will be raised at the next ARC Council meeting. The Red Rose representative, who arrived during this discussion, was unable to comment on this as he is not involved in permit applications but expressed surprise at the suggestions that the club would run an event without a permit. He offered to remind John Sturgess of Red Rose of the requirement to action the letter.

Following on from this matter was the reminder to all that when the event is run in the name of the ARC, then a copy of the permit should be sent to the ARC secretary.

A booking form is available for an event at Trentham Gardens at Easter. Open to all clubs. RTV, CCV, Comp, Team Recovery. Contact Harold Carman for details.

Please continue to send club magazines to the ARC secretary. Thanks.

7. Treasurer. - Andrew Stavordale.

I have moved. New address is 14 Evesham Road, Cheadle, Cheshire, SK8 2LR, Tel: 0161-428-3071. E-mail Stavors@aol.com The registered address of the ARC will stay the same for the time being. There are 27 days left for those who submit expenses claims for this year to do so. Credit cards - we investigated the mechanisms for services by credit card. So far no-one has made use of the service. RSR plan to use it for a "direct debit" type of scheme for membership payments.

A circular about it will go out with invoices at the end of the year with more info to follow. The system does cost money even if it isn't used. It's a move forward from cash and cheques.

ARC exhibition unit - Extensive work has been done on it to make it fit and weatherproof. Some work still to be finalised and H&S requirements have to be complied with. We need to formulate some guidelines / rules to go with it, return conditions, inventory of contents, etc. This unit is well used and was a great gift from Land Rover but needs to be looked after and operated properly. The unit resides with Peter Oakden and this can continue even after Peter steps down from the Chairman's post.

MSA fines for late permits. Clubs must pay their own fines imposed for late permit applications. The insurance cash-back scheme will run again this year.

Letter from Nick Chinery about an Internet domain name for the ARC. He wants to prepare a proper website for the ARC. I recommend that we support him for the appropriate software that is needed. There will be costs for hosting, links, content and domain name registration. Often, free space can be provided by the ISP (Internet Service Provider) on condition that a small advert is included for the hosting company. Domain name is **thearc.co.uk**

Accounts will be issued to all clubs before the end of February. The Green Book has cost us full price to date as LR has not paid their usual half-share this time around.

Information from the publicity team shows that we will have to fund some major projects soon. All contributions gratefully received! This may have a bearing on the fees / funding currently under review. The Green Book's quality and existence must be maintained.

Radiator badges - 200 ordered - prices to be £7:50 + £1 p&p. Orders to Chris Savidge please. Post and packing deals are available on bulk orders. To be advertised in ARC News.

The NFU have tentatively agreed to support the ARC on a financial basis and see us as a partner in their organisation. Andrew has been invited to a buffet / informal meeting at NFU HQ. Andrew wasn't sure if he could find the time to travel to this event so the "ticket" for this is being handed over to Peter Oakden or Derek Spooner as they live much closer. It's clear that the NFU hold the ARC in high regard.

SROC raised questions on the costs of LARA membership. Can they be reduced as they seem to equate to the whole of the rest of ARC expenses each year. AJS thinks LARA membership is the right thing to do. Harold Carman pointed out that he had reservations initially, but he now realises that this organisation is of great benefit to us all. LARA membership costs about £3,500 each year which is only about 40p per member per year. This is such a trivial sum in real terms.

The Lake District National Park rights of way initiative took 2 to 3 years to get up and running. This was heavily backed by LARA but many members are still ignorant about what it's all about.

Peter Oakden pointed out that not all ARC expenses are claimed. If everyone charged for everything, we'd have a very different balance sheet!

ARC's financial situation - healthy. Contact AJS for figures. Please do not publicise the figures in club magazines.

CCMSA - This wholly owned subsidiary of the ARC is recognised by the Government as a body that can

authorise motor sports events. We are 1 of only 11 such bodies in the country who can grant such licences. These 11 bodies formed the Association of Authorising Bodies (AAB). The last meeting was due to be in October 99 but was cancelled due to too many "apologies for absence". The future of the Association may be in doubt but meanwhile we need a representative to attend on behalf of the ARC. Any takers? There are only 2 meetings a year - March / October. Main topic of discussion seems to be what kind of organisations are using the AAB rather than the "official" ones (MSA /ACU) and do they need to set down any guidelines. We get a mention in a Government Act!

Letter from Ros Jarrett of the St John the Baptist Church in Eastnor thanking the ARC for the £3000 donation in memory of Major Hervey Bathurst. The money will be used to refurbish the Eastnor Parish church tea-room. This was chosen as a specific use rather than our donation going into the "pot". At least we can look at the tea-room, an important social gathering point in the church, and say "We did that"

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8. SECTION REPORTS

(a) Caravan Secretary - Chris Hodson.

Some clubs are sending in requests with only 5 or 6 days to go. One club even ran an event without a permit. This could have serious repercussions for the ARC as a whole. Time is needed to process the permit applications so Chris proposed future limits on permit applications:- At least one whole month before the event would be the norm for caravan permits. Less than one month but more than 2 weeks - the price is doubled; less than 2 weeks - no permit. If an event has already been booked but the site has to be changed at short notice for some reason, then that will be acceptable in order to salvage the event.

Some clubs have clearly forged the Landowner's Consent form. These will be rejected. You must get all the documentation sorted out before sending to Chris. (Names, addresses, dates, signatures, fees, return envelopes etc. etc.) If you have any specific problems, get in touch and we can discuss it. Thanks.

(b) Overseas Liaison Officer - Derek Spooner

The Land Rover Club Norway has invited the ARC to its 25th Anniversary "do" at Trondheim in August 2000. BBQ, social events, competitions, prizes etc. more details later.

BMW - Lots of changes going on. Derek has been in contact with the Head of Clubs Department and it seems that the ARC is looked upon favourably by BMW. Each of the 6 current brands will have its own club structure. Guidelines for the clubs will follow. Some brands are active and some (such as Riley, Morris etc) are dormant so there might be differences.

With regards to logos etc, we should stick to the current guidelines for the time being. We won't need to submit designs for clothing or promotional items for the time being.

(c) Non-Competitive Clubs - Chris Savidge.

ARC2000. The arena is on tarmac. There will be a proper PA system. There is plenty of room for car club stands on a hard surface. Access is by tarmac / concrete roads.

Phil Bashall will bring a few rare vehicles too. There will be plenty to watch. "Lapsed" ARC car clubs may be invited as an encouragement for them to rejoin, perhaps. One of the problems is that unless there is more for the car clubs to do, they may not be able to get their members to come along. The car clubs may be able to run an event that the non-competitive Land Rover clubs can come to.

Heritage Run 2000. This will now be held on Sunday 18th June 2000. Saturday 17th June is the exact date of the launch of the Range Rover. The Range Rover Register will also be celebrating 15 years in 2000 and want to put on something special on the 17th.

The Heritage Centre and its activities are safe in BMW's hands.

August Bank Holiday Town & Country Show. The emphasis will be on Range Rover and the Range Rover

Register. Again, something special is being planned for Stoneleigh by the RRR.

A request came from Heritage for a showroom condition Series 3 LWB. Chris located one and it went on show at a model display as Heritage are dealing with a die-cast model maker and wanted this for display.

Radiator Badges - £7:50 + £1 p&p. Order by post from Chris.

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

(e) Countryside Access - Tony Kempster.

General topics

As you may be aware, the ARC is in possession of LARA's display stands which are being looked after by June and Jack Green. However, the items that have been available for display have become very tattered and out of date. LARA has recently had an offer from someone to produce up to date display material about LARA and its member groups which could be used by any of them at shows or events. It would be useful to know what type of material would be of value to the ARC. Perhaps I could have some ideas. Any further ideas to me please by mid-January at the latest.

Further papers have been issued to registered holders of LARA's Best Practice Guide Notes. The next batch of additional papers being prepared will include guidance on hedgerow regulations etc. Can I ask if more Guide Notes are required?

I'm sure we're all aware of the government's intention to legislate for a new statutory right of access. This is to apply on specific categories of land including mountain, moor, registered common land, downland and heathland with the possibility of extending the right to include other land. The newly formed Countryside Agency (formerly the Countryside commission) has been asked to carry out various tasks including assisting local authorities to set up Local Access Forums and is seeking the views of county councils. It is important therefore that ARC members who are involved with local access/rights of way liaison groups etc to ensure that they are aware of these forums which will advise on the implementation of the new national access arrangements in their area. The three aspects of advise will concern recreation strategies, rights of way and access to open countryside. Further information can be obtained from LARA on 01630 657627.

This year's LARA's planned seminar on how the press projects the image of motor sport and recreation to other countryside users had unfortunately had to be cancelled due to insufficient interest from the press.

Sporting topics

The International Rally 2000 event director, Ashley Pocock, informed me in early November about English Nature's intransigent attitude regarding the proposed use of Long Valley as the venue. English Nature is, in effect, blaming an EC Directive which requires Member States to ensure that disturbance to birds within Special Protection Areas is avoided. Long Valley is within a proposed SPA and it's the government's policy that any proposals affecting them should be treated as if they had been designated. That is why EN refused to give consent to the use of Long Valley. As you know, the event will now be held at nearby Broxhead Common. I hope to be involved in discussions between EN, LARA and the MSA shortly regarding SPAs, SSSIs, etc and their effect on motor sport generally.

The Heritage Motor Sport Directory produced by the MFU for LARA is being updated. This publication lists venues that have been used for motor sport for ten years or more. It illustrates the established use of venues used for motor sport and that legitimate clubs have organised responsible events in the countryside over many years without causing environmental impact. Even if details are not included in the directory, a written record should be kept by clubs as they could well prove useful in the future in trying to obtain planning permission or a Certificate of Lawful Use.

Set-aside land: David Kersey and Ian Davis of the MFU have drafted a revised guidance note to assist clubs. If you haven't seen a copy, there some available.

If a club has suffered the loss of a venue please let me know the details so I can pass them on to the MFU for its national survey.

Sevenoaks district council recently served a noise abatement notice on Maidstone M/C club and LARA is advising the club how to proceed. It should be noted that clubs must contact LARA as soon as they learn of a local authority's intention to take any action against them so that they can be given advice early on.

Recreation topics

LARA is currently addressing concerns among users that some form of permitting system may have to be applied to 'green roads' which are being overused. This could perhaps be a way forward in order to reduce the level of use of a route having regard to its sustainability, the nature of the route, conservation concerns and the type of user. However, there are those who consider that 'green road' use should continue 'as of right' and there are those who recognise that there can be a need for some sort of management to avoid overuse which usually leads to the imposition of a TRO that is likely to exclude recreational vehicles completely. LARA is therefore in the process of formulating a position statement or an agreed policy of some form of 'permit system' to regulate recreational vehicle use of 'green roads'. A LARA discussion paper has been produced for its members to consider and report back to the next LARA steering group meeting. The ARC Countryside Access sub-committee will be responding on behalf of the ARC. I would therefore ask clubs and members to let me have their views in writing please by mid January at the latest.

The Minister has replied to the Association of National Parks who had requested a ban on recreational vehicle use on 'green roads'. I understand he gave the same reply as he made to parliament two years ago that there is no overall problem - although there may be some local concerns which national parks could deal with locally.

LARA is to have a representative on a new group being set up by the Countryside Agency to identify and agree specific proposals to improve both the management and recording of RUPPs, BOATs and UCRs. The group's first meeting is on the 16th December and LARA will be putting forward proposals for co-operative management and a method of establishing the status of UCRs.

LARA's proposal for a system of Traffic Suspension Orders (TSOs) which would temporarily suspend public use of a RoW during a motor sport event that affected a RoW, e.g. a comp safari course that crossed a footpath, is now ready for the MSA to pass to the Minister for consideration. The proposal has already been approved by the House of Commons RoW review committee advisory group.

Finally, a note for your diaries - LARA National Green Lane Day in 2000 will be on the 26th March. So there's plenty of time to consider/organise working parties. Mike Dyer (AWDC) will be co-ordinating the work so if you have any questions, you should contact him on 01276-473907 or e-mail on doghouse@cix.compulink.co.uk. He will be producing a leaflet for clubs/individuals which will be distributed soon.

(f) National Rally Committee - Harold Lowe - not present.

Ashley Pocock gave a presentation on ARC2000, next year's ARC International Rally. Slight setback due to the withdrawal of the Events Director but we'll find another. We're also looking for volunteers to help with anything - please get in touch anytime.

BAMA (British Army Motoring Association) may arrange some demos and arena activities and may run an event of their own close to, or during ARC2000.

Entry forms have already been sent out in ARC News and this will be repeated in January's edition.

Several sponsors already confirmed and others still needed. We will be running our own event merchandise, gifts memorabilia etc. Pre-order before the event or order at the event and take delivery later. Also order on the web-site. (www.4x4web.co.uk/arc2000)

There will be many supporting events and displays. Concours d'Elegance, vehicle parades, bands, motorcycle display team and more...

A video will be made on a no-pay no-profit basis. Questions were asked about what happens to the out-takes and other material filmed at the event. We cannot really control this but we cannot control what happens to film taken by any spectators whoever they may be.

We are now on plan B as English Nature were making life difficult at the first site although there is an SSSI at the new site too. The new area is at Bordon, about 10 miles south of the previous site at Aldershot.

Rally 2001 Land negotiations are at a delicate phase!

(g) ARC Handbook 2000 - Steve Kirby

There was a long discussion on how many books should be printed. One for each member? Several reps said that only about half their club's membership actually wanted a book. One club has published a light-hearted competition asking what to do with all the surplus Handbooks from last year. We really need to get a better grip on the numbers needed as we are just throwing money away. Dave Marsh stated that all C&D members get a copy. Murray Wiltshire suggested that we send 70% of the requested quantity to the clubs and wait for them to ask for a top up. It is not only the members who compete who need a copy, event organisers, scrutineers, Clerks of the course, marshals, caravanners etc need it for codes of practice, guidelines, etc. Andrew Stavordale said he would try to come up with a suitable formula but it's clear we have been printing too many in the past.

Steve Kirby reminded those present that the rule-related content will be updated as necessary. Chris Savidge offered a list of new trophies which have appeared this year. Reports, events etc. will now go into the new publication that Nick Chinery is working on. SK has contacted the MSA for "Blue Book" rule updates. Derek Spooner has provided an Overseas Clubs list update.

(h) Press & Publicity - Nick Chinery. Not present - no report.

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

(j) Rover Company Liaison - Peter Oakden

Trade marks and logos - the issue is unchanged and ongoing as is the liaison with BMW and Munich. Peter is in communication with the company and is awaiting developments. We are continuing to get support from Rover here. Terry Donovan, who gave so much support is no longer with Rover. Dennis chick, director of the Heritage Centre is also no longer with the company. Peter is investigating another route of communication with the Rover Group HQ at Bickenhill. He has developed a useful contact there recently. The director of Group Marketing is very sympathetic but he needs to confirm that he is not doing something that is someone else's job before getting too involved. He may be able to help with the National Rally.

As mentioned earlier, Peter will be standing down as Chairman but has yet to decide whether to keep the Rover Company Liaison post.

(k) MSA Liaison - Harold Carman

There is much to deal with over the next few years.

RTV trials - the MSA have asked for your input as to how RTV trials should be run. The MSA Bulletin and "Motorsports Now" have publicised this request. Has your club responded? Clubs don't seem to be communicating this to their members yet. Why does the MSA want to interfere in this matter? HC said that members are complaining directly to the MSA as they are not being effective getting changes made at their own clubs. No-one has ever come to an ARC meeting and said that their clubs are running events that are too hard or too dangerous. So why are they writing to the MSA to complain? Is the assertion really true that they are complaining to the MSA? We took a vote as to whether the MSA should get involved in setting RTV rules. Overwhelmingly the vote went against the MSA creating any rules or guidelines. We are quite capable of running our own affairs in this respect. Harold was instructed to promulgate this vote to the MSA.

In fact, neither the MSA nor the ARC rules actually define the way RTVs are run, and only the ARC rules define the specification for RTV vehicles. Perhaps we should define a set of minimum guidelines before the MSA does.

Second thoughts suggested that maybe we should have some input into this matter or the MSA will produce some rules anyway and force them upon us. This issue was originally raised by the MSA Off road Committee. Bruce Tigwell (AWDC) raised the matter as he wanted better controls over the way RTV events are run.

Surely the AWDC and the ARC are quite capable of running RTV events to suit their members' abilities and vehicles. The level of difficulty should be matched to the type of vehicles involved, their experience and other factors. Some clubs run within the spirit but others don't. If the MSA want any sort of input from the ARC, it should be in the form of the response "Yes, we have a set of vehicle regs and here they are..." and hand over an ARC Handbook. We have a forum with Ian Davis of the MSA on Jan 29th 2000 and we can discuss it then. We should ask him to describe just what he wants and tell him that we will have formal discussions on this matter. The Competitive Matters group will then consider what needs to be done.

TYRO trials - the MSA is to revisit these. Note that the minimum age has now been reduced to 15 for drivers. Concern was expressed that this age reduction will permit someone who is not allowed to drive on the road to be in charge of a two-ton vehicle for the first time. Maybe the word TYRO is misleading (even though it's in the dictionary) although NOVICE might have been a better choice.

Speeds at Comp Safaris. There may be two levels of speed - you will need to organise events differently for each maximum average speed.

We have had some serious accidents this year. We could do things better - crowd control for instance. Clubs have to take more responsibility. We should be able to put on what we want but harder trials do tend to frighten off newcomers.

A question was asked as to whether an RTA licences in needed to be able to drive off-road. Ask Ian Davis.

Clerks of The Course - A National 'A' or 'B' event needs a National 'A' or 'B' licensed CoC.

Live Recovery - this is now decided but we need to check how this operates.

H&S - in the event of an accident, lots of questions will be asked. If an ambulance is called, police and HSE (Health & Safety Executive) may get involved. "Who said the CoC was competent?", "What safety procedures have you got?" "How quickly can you empty the camping field in case of fire?" etc.

Recent wheel failure in a Comp Safari - this caused a serious injury to a spectator some distance away. The wheel could have been 50 years old - it should have been retired long ago!

Promotional Events - Regulations must be adhered to but you can adjust what you do to suit requirements.

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

Anyone requiring the unit, please contact Peter Oakden beforehand before you come to collect it so he knows you're coming.

Trailer and Towing Advisory Board. Copy of details now received - covers everything from a box camping trailer to a 40 tonne artic!

If the ARC joined as an associated member club, we can attend two meetings a year. We need one named contact. Any volunteers? We can print what is relevant to us in our newsletters. If items for sale are carried in the trailer, then we will need a specific licence and a tachograph.

(m) Scrutineering Committee - Dave Marsh -

Dave went through the rule-change proposals to explain what needs to be taken away from the meeting and voted on for the AGM:-

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

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

1.)

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". 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.

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

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

AOB

Harold Carman raised the issue of standard vehicles and said that clubs are not doing enough for standard vehicles. In order to encourage them in competition, an award should always be given for the class even if there is only one vehicle in it. Steve Kirby assured him that HBRO would not do any class amalgamations at the 2000 Rally.

Ted Marsay said he was fairly new to these meetings and it was refreshing to come and find such open discussion and to find that we're all really after the same things for our sport.

The Major's Trial will be held on the 9th and 10th of September 2000.

Next meeting to be on 11th March 2000 at the Presentation Suite.

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HBRO On-Line

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www.4x4web.co.uk/hbro

plus

an experimental new site at

www.hbro.co.uk

Dear Steve,

I've been meaning to send this since first reading the December Newsletter. Maybe, you're already aware of this, if so please ignore.

Firstly, I have to admit to being an employee of BT and feel compelled to point out that the code changes being implemented are as a result of an OFTEL ruling. This being brought about by a massive increase in telecommunications demand, resulting in a lack of available telephone numbers. ALL the UK phone companies have joined together to implement and communicate the changes, it's not just a BT thing.

Right, having got that out of the way, I'll explain the new codes (London only, although changes are being made in several other cities and on the mobile network).

The old area codes for London (0171 & 0181) are being replaced by a single area code 020. London numbers are to be prefixed by a 7 or 8, depending upon whether your area code is 0171 or 0181.

Therefore, your number should be shown as (020) 8287 0337 and not 0208 287 0337 as you have shown in the newsletter. Whether or not you put brackets around the area code (020) or not, is really a matter of choice, although to do so is considered to be 'normal' practice.

The overlap period (until 22 April 2000) is to allow for letter heads, business cards, shop & vehicle sign writing, etc to be changed. An overnight change would cause TOTAL confusion, as opposed to the partial(?) confusion that exists now! As you are aware, at the moment you can use either the old number (with or without 0171 or 0181) or the COMPLETE new national number.

If you try to use the new local number now (e.g. 8287 0337) you either get number unobtainable (if 828 doesn't exist) or a wrong number (or right number whichever way you look at it!). Obviously, you can't have access to both 287 0337 and 8287 0337 at the same time, or poor Mr. 828 7033 won't have any service. Although he could have service using 8828 7033, but that wouldn't give dual access to him, would it? Yes very confusing, I know. I hope this helps clear things up!!!!

Regards, Nick Carter

ARC News 30

UPDATE ON ARC 2000 INTERNATIONAL RALLY – Hants & Berks Rover Owners.

The planning for ARC2000 marches forward. The very latest news is that following negotiation difficulties with English Nature, the Hants and Berks Rally Management Team have decided to relocate the rally to another military land venue at Bordon about 7 miles from Long Valley, where conservation is not an issue. Agreement has been reached with the Military to use 3 co-located training areas plus adjacent camping grounds and a former barracks area for the ARC2000 International Rally. The reasons for the change are complex, but essentially due to the substantial amount of work needed to satisfy the interested conservation bodies, English Nature in particular, the club have decided that the task of running the Rally is large enough, without having to face an extended workload due to conservation pressures.

The new location features land that Hants and Berks Rover Owners are very familiar with, having held many Club events on it over the years. There is more than enough competition ground, extensive camping areas (200 flat acres) and substantial trade and arena space including a tarmac area for arena events. The site is easily accessible from the A3 or A31/M3, and there are good local services, superstore and facilities. It is now full steam ahead to fix all the arrangements for the event, and the management team is being spurred-on by the increasing flow of entries being received.

Latest information is being captured and published on the event web site: <http://www.4x4web.co.uk/> ARC2000 and progress updates will be included with every issue of ARC news.

Further information for any Day visitors wishing to enter events.

You are most welcome to come along for the day to watch the competitive events or to enter the Concours D'Elegance, Gymkhana or Trailer reversing events or to drive non- competitively off road on the "scenic drive" which will operate throughout the weekend.

CONCOURS D'ELEGANCE

Following consultations with potential entrants, the entry fee for the Concours D'Elegance has been set at £5 + ARC levy of £2 for each entrant and it is confirmed that the Concours competition will take place and be judged on Sunday 28th May 2000. All potential entrants for the Concours are asked to please note that the organisers have secured the use of a large tarmac area for the arena events and so car owners need have no worries that they will have to drive over any mud or ruts! HBRO and ARC want to encourage a return to a strong entry for both the car and Land Rover Concours competitions and you will be made most welcome.

To help the organisers to plan the event with their sponsors, "Land Rover Monthly", HBRO would welcome Concours entrants sending in their entries beforehand please. This is to ensure sufficient space can be allocated. At this stage HBRO have not yet set entry fees for either the "Trailer reversing" or "Gymkhana" events.

HBRO will shortly be sending out formal invitations to all clubs and would welcome confirmation of club stand requirements from interested clubs so that sufficient space can be allocated for club displays close to the arena area.

SPONSORS FOR ARC 2000 INTERNATIONAL RALLY

Hants and Berks are pleased to announce the following sponsorship arrangements;

- Rally programme – Sponsored by Land Rover World
- The National Trial – Sponsored by Land Rover World
- Road Taxed Vehicle Trial – Sponsored by Goodyear
- Team Recovery – Sponsored by Intamech Power Drive
- Winch Recovery – Sponsored by Intamech Power Drive

- Concours D'Elegance – Sponsored by Land Rover Monthly – Chief Judge James Taylor

DISCOVERY SERIES 2 TOWING BRACKETS

ARC members who also belong to the Caravan Club may have seen an article in the Caravan Club Magazine about towing problems experienced by some members using Discovery Series 2 models. It seems that that the new suspension is more sensitive and provides more feedback to the driver with the result that some drivers may over-correct the steering in certain circumstances. Land Rover have also recognised that the two options for the accessory fit towing brackets, (it is no longer possible to specify a factory fitted bracket) did not fully meet the needs of all customers. Additional new towing bracket designs have therefore been introduced. Dealers have also recently been provided with new information on towing with Discovery S2 to enable them to better assist and advise customers with the selection of the appropriate design of bracket for their needs. Members contemplating the purchase of a bracket should take care to ensure that the bracket's towing limit suits their purpose as not all brackets are rated at 3500kg, some are 2500kg – a fact known to some traffic Police officers who have been taking an interest in the rating of brackets fitted to Discovery S2 models towing heavy loads. Your editor's local dealers (Testers of Edenbridge) have advised that some 2500 kg brackets may have towing limits uprated by Land Rover very shortly. For up to date information, please check with your nearest franchise dealer.

THE VERY LAST FIFTY

Well very nearly almost. We still have a few copies of the very special video produced by Rover, showing the History of Land Rover from conception and testing on that farm in Anglesey to the present day. Get your orders in now (this is a great Christmas present idea) to Andrew Neaves, 8 East House Drive, Atherstone, Warwickshire, CV9 2HB. The cost is £14.95 including p&p for the U.K. and £15.95 for overseas. Cheques payable to "Association of Rover Clubs Ltd" please.

NEW ARC RADIATOR BADGES

New supplies of ARC radiator badges have been secured and are now available from ARC Non Competitive Clubs Co-ordinator, Chris Savidge. The badges are in stainless steel with polished stainless steel lettering over a maroon background to the ARC Viking Ship design. Fixing holes are provided. Priced at £7.50 plus £1 for post and packing you can obtain yours by sending a cheque made payable to "Association of Rover Clubs Ltd" for £8.50 to:

Chris Savidge, Wicketwood House, 86, Spring Lane, Lambley, Nottingham. NG4 4PG
Club Shop co-ordinators should contact Chris for details about "bulk" supplies.

FORTHCOMING EVENTS

Please would Club Competition Secretaries/ Event organisers notify the Editor of Inter-club or Open to ARC Club events. Non-competitive events organised by/for Car Club and other non-competitive members particularly welcome.

UK EVENTS

SOUTHERN ROC CHARITY COMP SAFARI – 23 JANUARY 2000

Southern Rover Owners Club is to hold another Comp Safari in aid of Charity at Mereworth, near Wrotham, Kent on Sunday 23rd January 2000. This event is open to all ARC Clubs, and all funds raised will go to support the local Air Ambulance. The course is on mud and gravel tracks and promises to be an exciting start to the 2000 season. Details available from Clerk of Course - Tony Howland 64 Stockett Lane, Coxheath, Maidstone, or E-Mail Capt@landrover93.freeseve.co.uk

OVERSEAS EVENTS - THE POLAR EXPRESS EVENT – MARCH 2000

Join the Swedish Land Rover Club on a journey to the "Scandinavian Roof" and Russia as per Land Rover Owner articles in the May and June 1999 issues a trip "to hell and back". This year we do it in March to avoid the minus 40 period – that was a bit heavy for the cars, normally the factory tests them down to minus 20 and a lot happens below minus 30. This year we have 4 or 5 brand new cars lent by BMW/Rover Norway. Some 4 or 5 people are coming over from Solihull to test some special projects on the trip. In addition a group of private cars will take part in some of the legs including our

own racetrack on a frozen lake. During all legs there will be a complete programme of social events and activities every day , You are welcome to join us on our full time programme either in your own car or as a passenger, flying in or out of the airports. Prices to be finalised depending on sponsors, For budget reasons work on NOK 1000, for the whole trip. If you sleep in your car and bring your own food then will be about half price, Chance of a lifetime for a memorable winter trip up on the European roof with a bunch of funny, wild bunch of friendly people.

- Check out the web page at www.micromarketing.no/express/

CAPE TO CAPE 2000

The unique challenge of Cape to Cape 2000 gives motoring enthusiasts driving standard production vehicles the opportunity to take part in a non-stop drive of a lifetime from the most northerly part of Europe, the Nordkapp, Norway to the most southerly point, Cape Tarifa, Spain. Teams (3 or 4 persons) can attempt to break the existing record for the drive, raise the club profile and enjoy the experience. There is friendly rivalry between teams and the sense of competition gives a challenge second to none. Participating teams can also raise money for a charity of their choice.

- Further details from Tony Stubbs on 01252 837414.

OFF ROAD MOTORPORT – PROPOSED NEW PUBLICATION

Many competitors will be aware (frustrated?) by the lack of sustained coverage on the part of the three current monthly “Land Rover” Magazines of off road motor sport. Things are about to change with the proposed launch of a new fortnightly newspaper format If you agree that this is what the sport needs – a dedicated journal covering, trails, safaris, French Tout Terrain, desert raids, jungle events, fixture lists, event reports, technical articles etc then the next move is yours. It will only be viable if competitors and those with an interest in off road motor sport sign up for it. Commit yourself to £5.00 for four issues posted directly to you each fortnight. Give your support by sending a cheque to Off Road Motor Sport dated 1.3.2000 to P.O. Box 57712, Hinckley, LE10 2YZ.

No cheques cashed until the presses are rolling. The respected team involved in setting up the new publication includes Diana Andrews (Commentator and Sports writer). Send your cheque together with a note of the address you would like Off Road Motor Sport to be delivered to as soon as possible. Go on - Give them the green light!

**NEWS FROM THE SUB COMMITTEE FOR COMPETITIVE MATTERS
(Formerly the Scrutineering Committee but now renamed to reflect its role in dealing with all competitive matters, not just vehicle eligibility)**

Fire Extinguishers. News items from MSA Club Bulletin number 5, 1999.: -
“The Motor Sports Council has extended the use of existing Halon (BCF) fire extinguishers in British motor sport until 1 January 2003.”

=====

Fire: - Strangely, petrol isn't the greatest danger; brake, clutch and power-steering fluids are the worst culprits. Many drivers lag the exhaust manifolds as a heat shield and noise deadener. This absorbs oil, petrol and brake fluid and acts as a wick for a fire to be based on. The meeting decided that such absorbent wrappings (as opposed to high temp paint and similar non-absorbent finishes) should be prohibited.

=====

An ARC club recently had their 4 event extinguishers professionally examined and they all failed as the operating mechanism had fallen apart inside. The meeting's view was that all clubs should have at least an annual check by a specialist company and obtain certification (not just a sticky label) for each of the main extinguishers that they use at events. Clubs could be sued for negligence if the extinguishers fail to work when required and it is discovered that no maintenance or checking has been carried out.

Please note that the technique for the use of AFFF is different from BCF. Club members will need training on this different type as and when the clubs buy them in.

=====

Rescue from overturned vehicles.

Undoing of harnesses:- Concern was expressed over the use of latch and pin type harness fastenings. These are often sold as "NASCAR" or "Off-Road" type harnesses. They are difficult to undo when the occupant is hanging in them in an overturned vehicle. The rotary latch type is much safer in this respect. Consequently, the Committee strongly recommends the use of the rotary latch type fastening, not the latch and pin type.

Harness knives. This is a special shielded-blade knife for cutting harnesses / seat belts in serious emergency situations. All marshals on duty should have one (but concentrate on higher risk events like comp safari etc.) These are available from First Aid Equipment suppliers and motorsport accessory catalogues.

=====

Fuel spillage prevention: - The practice of running a loop of fuel vent pipe around the roll-bar is inadmissible as it could still siphon fuel out of the tank and constitutes an exposed fuel line anyway. A small loop inside the fuel tank enclosure would serve the same purpose.

At the January 18th 1997 meeting, the committee decided to use the MSA Yearbook definitions in Q.6. and Q.14.1.2., with the accent on the last sentence of Q.14.2.1. which says, "**Vents should be designed to avoid spillage if the vehicle becomes inverted.**" This decision was minuted at the time but does not appear to have been publicised until now. The MSA only recommends a non-return valve. So if drivers want to use a valve, there are suitable ones available such as the Range Rover fuel vent pipe valve P/N 575865. **Screen washer system valves are not suitable.**

=====

A couple of Scrutineering Committee members are Mot testers and stated that where bump-stops are factory-fitted items, their absence will cause a failure at a MOT test. Consequently, we have now decided that for RTV events, vehicles must have a full complement of bump-stops. In order to allow for specials where the chassis and axles are from different vehicles, these bump-stops must be complete items that match either the chassis or axles in use. (So if you are using Range Rover axles on a series 3 chassis, then the bump stops must be Range Rover or series 3 items.) We agreed that the rule should be changed but this will have to wait until next year now. The proposed new wording will be "**A.10.2. Axle check straps are not mandatory. A full complement of factory-specification bump-stops must be in place. These bump-stops must be complete items that match either the chassis or axles in use.**" Meanwhile, this is to be considered to be a strong recommendation.

=====

Track-rod ends.

Recent failures have raised a few issues. It's possible that someone with little engineering knowledge might be tempted to do the nut up very tightly in order to get the split pin in. Standard engineering practice is to use different washers and / or nuts to achieve the required torque figure (30 lb-ft on a RR for instance) and split pin alignment at the same time. If the washer is too thick then use a thinner one (or vice versa). Self-locking nuts are supplied with some brands. If the fitting is not tightened adequately (or comes loose in use) then the taper fitting may wobble about and open up the hole or wear the tapered shank. This could result in a couple of problems. (a) The taper part comes too far through the steering arm with the result that the washer / nut will bear on the shoulder of the tapered part. (b) The fitting wobbles and puts a bending load on the thread end that is designed to take only a tensile load.

=====

Log Book and Roll-cage Tag practices: -

- **The tag should be removed by the event Scrutineer after accident damage. It will be replaced after repair, replacement and re-inspection by a logbook Scrutineer.**
- **If the vehicle specification is overtaken by rule changes that are retrospective, the vehicle must be updated, re-inspected and re-tagged by a logbook Scrutineer.**
- **The tag should not be removed just because there is doubt as to eligibility.**
- **Event organisers must retain the logbook until after the event in order to prevent the owner of a damaged vehicle taking it home with the tag still in place.**

These definitions will go in the Log Book Guide and the ARC Handbook.

=====

Illegal steering gear parts:-

Steering gear parts are defined as "All the parts that move when the steering wheel is turned except the wheel in the hand and the wheel on the ground."

Discussion between the Scrutineering Committee and the Council have decided that all welded / jointed shafts must be replaced by the end of 1999.

An issue was raised at the Scrutineering meeting as to the precise definition of "welded". Many steering gear parts are welded in the factory and obviously those parts are acceptable. So the rule needs to be clarified to define whom it is that does the welding. We agreed to state that "**Post-manufacture welding of steering gear parts is not permitted**".

=====

It is the responsibility of competitors to present their vehicles in a condition ready to compete. The checks they should do are clearly laid out in the ARC Handbook. It is NOT the task of the Scrutineer to "wet-nurse" the driver and vehicle through the event. The Scrutineers should need to check only for eligibility and to carry out principal safety checks. Matters of reliability are up to the competitor.

=====

Damage to vehicles: -

If a boulder or log is pulled up or onto the section during an event, should it be moved away for safety or fairness reasons? If the section / course is no longer as designed, then any such obstruction should be removed. How we deal with "wear and tear" is another matter! Common sense should apply but discuss the matter with the CoC. If a re-run is requested, do consider discussing the matter with the other competitors.

=====

Metal ball-joints (commonly referred to as Rose-Joints) on radius arms.

Although previously publicised in ARC News, further clarification is needed. The original query related to these joints on radius arms. Following further discussion, the Committee decided that ball-joints of this kind are not permitted as substitutes for rubber bush fittings on any radius arms or panhard rods.

=====

Hood sticks for RTVs.

Following recent clarifications on this subject, we need to consider the matter of the SV90, which has a tilt and "cage" rather than the traditional tilt-frame. This is acceptable as it a factory standard set-up.

=====

Following an enquiry at a General Meeting, the Committee has decided that the new style prop-shafts with the rubber doughnuts can be used on other vehicles.

=====

Disabled drivers / co-drivers / navigators. If they are participating in an event that requires a competition licence, then they will need the disabled competitor identifier on the vehicle per MSA reg. E.2.11.4.

=====

Steve Kirby - Hon. Sec. ARC Sub-Committee for Competitive Matters If you have a competitive query please contact your club scrutineer (names and numbers in the Green Book) or Steve on 0181 -287-0377

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Please Note - ARC News Distribution

Just a reminder that address updates are only done three times per year. The closing dates for clubs to send information are 1st March, 1st July and 1st November. If you change your address you need to ensure your club has registered your change of address and has then passed that change on in your club's next update to the ARC. The responsibility for getting any change of address to the ARC rests with your club. Any club, which has missed two updates, will be removed from the circulation list until a new address update is received. Please be aware that with the exception of duplicates, (which may arise if you belong to more than one club) all address errors should be directed towards your club. With a circulation list of over 10,000 addresses, the ARC cannot handle address changes. Club member address lists/updates to Andrew Neaves please – address as above in previous item. Thank you.

F & R Commercials

L Rover R Rover Discovery

S 1, S 2, S3, 90, 110

RR & DISCO

Repairs and Servicing

OVER
25 YEARS
EXPERIENCE

Affordable Rates

**Quality Preparation
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Standards**

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FEB99



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Disclaimer

Views and opinions expressed in this publication are not necessarily those of the Club or its Committee. You should seek to verify any information, data or technical information especially where safety, finance or legislation matters are concerned.

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JUL99

L.R. SERVICES

PAUL BASS

SPARES, REPAIRS, SERVICING, WELDING
SALES FOR ALL LAND ROVERS, RANGE ROVERS AND DISCOVERYS
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For Sale

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

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

Commercial Adverts:-

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

Bits & pieces

* Garage Clearout - SWB series II/III hard top with non-opening side windows (11"x41") and safari door £150. Tyres - 2 x 205-16 Olympic Mud Terrains on LR rim 10 mm tread £50 the pair, also 3x 225/75R16 BFGoodrich Trac Edge on rims 5mm of tread on the best 2mm on the worst, £30 for all 3. Any Offers? Phone Peter Webb, Sandhurst, 01276-35525 or Peter.Webb@EDS.com (DEC99)

- * 1989 Lunar Jupiter Caravan. 5-berth. Single axle. End bedroom. 17ft internal, 21ft external length. Cassette toilet. Shower. Hot & cold water. Electric water pump. 3-way fridge, gas / 12v / mains. 3-ring gas hob, oven & grill. Plus extras, battery, battery charger. Full Trio awning with groundsheet. £3500 ono. Call Bob & Jenny Davis on 01243-430070 (DEC99)

- * Mountain bike Stunning red & blue dual slalom / jump bike. Identiti frame. Mantou triple clamp forks. Sun rims. Race-Face chain-rings. FSA cranks. Avid V brakes. Shimano shifters. Tomac bars. DMR pedals. As new. Suit rider up to 5'10" Sale due to cash-flow problems. £800 or swap for Land Rover. Call mike on mobile 0793-1363865 (DEC99)

- * Defender bits Defender diff (needs new bearing otherwise fine £60 ono. Defender steel wheels (will fit series vehicles and provide a wider offset) £15 ono. Defender black bumper (bent at one end) free to any collector. Defender manual 4 bolt steering box offers over £50. 2¼ petrol genuine Land Rover timing chain still wrapped and sealed. £15 (bargain). Defender 110 rear window, rear side window and rear side-door trim panels (grey) all parts present, good condition, none broken, will swap for 90 panels or make me an offer. Tel: Andrew Brett (Reigate) on 01737 210799 or 07767 650153. Fax: 01737 210439 (DEC99)

- * Wheels and Tyres Set of 5 Dee Stone 7.50-16 tyres on RR wheels. Nearly new. £110 ono. Can bring to clubs meets. Contact Andy Jones in Sutton on 0181-661-1911. (DEC99)

- * Five Rostyle wheels from Defender 90, 1995, excellent condition and fitted with 205x16 Michelin M & S tyres (old pattern). One tyre as new, two about 10mm left, two need replacing. £100. Please phone David Horvath on 01483-482355 (days) or 01483-828077 (eves.) E-mail, dhorvath@lineone.net (DEC99)

- * 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)

Vehicles for Sale

* Series 3 Lightwiegth, Good overall condition, recent unleaded head and several new engine ancilliaries. Must sell. MOT end April 2000, not used since May. Good running order. £1700 ono. Please call simon Newington on 01252 612 272 evenings. (JAN00)

- * SWB V8 SIII 1973. Roll-cage. ARC Log-book. Hi-Miler tyres. Lots of bits. £2000(ish). Contact Neville Dewdney in Ashvale on 01252-650212 (JAN00)
- * LWB Land Rover 1979. 2¼ petrol. Canvas top. Tax. MoT. New rear cross-member. New Weber carb. New electrics. £1500. Call anon in Stubbington on 01329-665720 (DEC99)



* 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. £4900 or more if you like. Kiran Raval 01705 350975. mob.0958 521740. E-mail kralav@uk.xyratex.com. (NOV99)

* 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)

- * Trials Land Rover S2a SWB petrol with tax and mot and ARC logbooked and has recently been converted to unleaded petrol. £1 000.ono Call Phillip Pilcher on 01243 542464 (NOV99)
- * Trials Land Rover S2a SWB petrol with tax and MoT and ARC logbooked 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)

Wanted:

- * Wanted for 110 Full length roof rack and rear ladder suitable for use with a sun roof. 2x Michelin 7.50 x 16 XCL tyres preferably on rims. Land Rover type opening side windows. Please call Colin Bartlett on (Aldershot) 01252-331473 (JAN00)
- * Defender bits. Defender 90 rear window and side window trim panels and rear headlining. Defender alpine roof windows. Good condition 90 rear bench seats or individuals (forward facing and fabric even better!) Defender 90 carpet set Defender 90 rear load tray. External 90 front roll cage. Parts must be well priced, I'm a student! Tel: Andrew Brett (Reigate) on 0 1737 210799 or 07767 650153. Fax: 01737 210439. (DEC99)

WARNING

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

Services

- * Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.
- * Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-650212.

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 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.
 - 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.
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<i>April 23</i>	<i>Nelly's Dell. Easter Rally. RTV, gymkhana, Green lane trip.</i>
<i>May 27 - 28</i>	<i>ARC2000 International Rally. But where? Either Aldershot or</i>
<i>June 18</i>	<i>Social Rally at Roundhills. New Forest.</i>
<i>July 2</i>	<i>Slab Commion drive round.</i>
<i>July 23</i>	<i>Budden's Bank RTV. Petersfield area.</i>
<i>August 5 - 6</i>	<i>Battlehurst Farm RTV.</i>
<i>August 27</i>	<i>Club Rally Harroway Farm. RTV.</i>
<i>October 8</i>	<i>Broxhead Promotional event.</i>

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 "Rights-of-way" Parker or Richard Myers for details of the next trip.

Jan 15	Quiz night. Crown Hotel Alton High Street.
Jan 21 - 23	Rickshaw Ramble. POSTPONED.
Jan 23	Nelly's Dell Driving Day. Members only.
Feb 6	Treasure Hunt. Crown Hotel Alton High Street 1.00/1.30pm start. A LandRanger map No. 186 Aldershot, Guildford is
Feb 27	Broxhead Common. RTV & drive round.
March 19	Harroway Farm RTV. WS.