

# *PANTS & BARKS*

DEC 87



Journal of the HANTS & BERKS ROVER OWNER

OFFICERS OF THE CLUB

CHAIRMAN : P Nightingale Tadley 5194

SECRETARY : A J Smith  
29 Silverdale Road  
Tadley, Hants Tadley 3395

TREASURER : R Pattie Pangbourne 2884

COMP. SEC. : C Gross  
16 Thurlstone Road  
Ruislip  
Middlesex HA4 0B5

RIGHTS OF WAY  
OFFICER : S. Kirby 01-894-3961

EDITOR : H G Vyse  
67 Long Grove  
Baughurst  
Hants RG26 5NU Tadley 2708

Dates of Next Meetings

Wed. 9th Dec. Hinds Head 7.30pm  
Sun. 27th Dec. " " noon  
Wed. 23rd Dec. Queens, Fishers Pond.

DECEMBER MEETING - HINDS HEAD, ALDERMASTON

Please note that there will be a meeting as usual on Wednesday, 9th December at the Hinds Head, Aldermaston but the meeting will be in the bar and not in the snooker room or the upstairs room.

CHAIRMAN'S COMMENTS

With the AGM now over, I dare say a report will appear elsewhere, but in brief the committee is now a more manageable unit of 5 with everybody still in the same posts. These being Chairman, Treasurer, Secretary, R.O.W. Officer and Editor. A couple of valid points were raised and discussed, the two main ones being the R.O.W. Officer will have a sub-committee under him, and discussion on the Southern Meeting was aired.

It seems some people still aren't happy with this, so could you please send any comments you would like discussed, to the Secretary as soon as possible for inclusion at the next committee meeting. Remember, we are here to serve you, the members!!

Something I heard the other day which may only be pure speculation or rumour, is the possible privatisation of the Rover group by the end of '88 early '89. I seem to remember writing something to that tune when the sell-off of Land Rover was happening, a short while ago. I think it went something like "If they must kill it, at least let it go out with a fighting chance".

As we know, the Rover group looks to be on the road to recovery and soon we will see the relaunch of the Coupé, as well as many other exciting ideas that have been revealed in the MG and Rover concept cars. With quality control up and what looks to be fresh blood in the Ranks it looks as though privatisation may well be on the cards. After all, the Land and Range Rover side are doing pretty well for themselves, and having trimmed the excess weight off, so to speak, they may stand a very good chance of surviving. What are your views??

If you have any queries, comments or ideas about the Club don't hesitate to contact a committee member or, if its about competitions, contact **Colin Gross**. Telephone numbers are inside the front cover of the newsletter.

## SECRETARY'S REPORT

First of all many thanks to Roger for taking the minutes of the A.G.M. Unfortunately, I was in hospital at the time so was in no fit state to attend. Very many thanks for the cards and your best wishes. As you can see I am now back in the land of the living, but total recovery could take 3 months.

I have contacted Land Rover Ltd and am now awaiting a reply concerning a factory visit. From 10 to 40 people can visit at one time, but they do not want lots of cars turning up, perhaps due to lack of parking space or security problems. It is envisaged hiring a mini-bus or coach depending on numbers wishing to attend. Would those who wish to attend please let me know as soon as possible so that I can estimate the size of the coach needed. I will let you know further information as soon as I have it, but it is hoped the visit will take place early in the near year.

Andy Smith.

## CHRISTMAS PRESENTS

How about a sweatshirt with the Club Logo embroidered on? Very good quality, available in a variety of colours with the club logo in a choice of colours; pullovers, jogging tops are also available or have the Club Logo embroidered onto your own garments or sew one on.

Windscreen stickers available : £1.20 and also brass car badges.

For further details : Roger Pattie Pangbourne 2884

25 Sunningdale Ave  
Colwyn Bay  
Clwyd  
LL29 6DF

To : The Editor  
Pants & Barks

29.9.87

Hiya!

### Greetings from North Wales

Sometime ago it was announced in "Pants and Berks" that I was leaving. Some of you may have been wondering if I would ever actually go. Well, the good news is that I have at last moved into my new home in Colwyn Bay.

However, I hope I will still see many of you at HBRO events, if you come to North Wales and of course, at ARC events, especially the Nationals.

As you so generously presented me with some book tokens I thought I would report back on what I have got. It has taken some time as although I could have increased my collection of O.S. maps, I felt I wanted something special to remember you all by, not that there is much chance of me forgetting you!! However, eventually I chose two books "Flywheel" and "Land-Rover, the Early years".

"Flywheel" which has been extensively reviewed in the motoring press, on "Top Gear" etc, is a facsimilie reprint of a motoring magazine produced, with great difficulty and from memory, in a Prisoner of War Camp during World War II. It is the sort of book you would like to have, but never get around to buying.

"Land-Rover, the Early Years" by Tony Hutchings, will be known to many of you as the book about the original Land Rovers. Tony Hutchings is the man who turned early Land-Rovers into Classics having restored several, including the one at Beaulieu, and generally stirred up interest in them. He will be known to many of you as, until recently, Chairman of the ARC and has been a Judge at our Annual Rally.

All in all, two books I'm sure I'll treasure for life.

To change the subject completely, and to get back to a subject near to my heart, some comments on Rights of Ways.

There has been a certain amount of discussion, at times quite heated, about the sign-posting of RoW. It has been suggested that life would be far easier if all RoW were clearly signed, e.g. Byway to Ambridge thus saving a lot of messing around with maps, county councils etc. In Hampshire a lot of RUPPS are sign-posted, though with just "Right of Way" so care is still needed, and many are not.

The situation in Gwynedd is different. So far I have found far fewer unsignposted RUPPS than in Hants, although I have yet to find one that is signed. The biggest difference is with County roads. In Hampshire (& Berks) these are largely unsigned, whereas here a large number appear to have signs. Unfortunately, the sign used is the "Stunt Motorcyclist Ahead" signifying a TRO, and so undrivable.

What is the point of all this? Basically, your situation may not be perfect, but don't shout too loud, things could be a lot worse.

See you all sometime I hope. If you'r in the area after mid November give me a ring on Colwyn Bay 534417

Red Leader.

WANTED : by recently joined member -  
SWB petrol series 3 preferably green in  
above average condition. Any leads to :

Paul Warburton on Warborough 8406

## CHRISTMAS DINNER, WHITE HART, OVERTON

FRIDAY 18th DECEMBER 1987.

This year the venue for our annual Christmas dinner is the White Hart, Overton. This is on the Basingstoke Road in the centre of the village. Overton, is midway between Witchurch and Basingstoke. For those who wish to travel by train, the station's not too far away.

There's ample parking adjacent to as well as on the Pub's premises, so there shouldn't be any problems ther.

Please find enclosed their **MENU**. I need to know who is coming and their choice of main course 7 days before the day, and I need your confirmation by **11th Dec** although the payment is not essential on the 11th.

Please contact me on **Tadley 5194**. Note, that if you contact me after the **11th** I can't do anything about it Sorry.

Pete.



"DRINKING UP TIME" HINDS HEAD 87



THE WHITE HART HOTEL, OVERTON.

CHRISTMAS FAYRE

Soup of the Day  
Smoked mackerel pate  
Stuffed mushrooms  
Prawn Cocktail

Roast turkey with chipolatas,  
Chestnut & apple stuffing

Roast Beef and Yorkshire Pudding  
Sirloin Steak with Parissienne sauce  
Vegetables in season

Dessert  
Christmas pudding with Brandy sauce

or

Choice from the Sweet trolley

Turkey main course	£7.50
Roast Beef main course	£7.75
Steak main course	£8.50

Unlimited coffee and mince pies - 50p per head extra

Final Members in Party, List of Main Courses, and all monies due 7 days prior to Party, please.

The Proprietors and Staff of the White Hart and H.B.R.O. Committee members wish all their Customers and Friends

A VERY HAPPY CHRISTMAS.



BRUSSELS 87

or

WHAT NOT TO DO ON HOLIDAY!

Last year as probably most of you will remember was the first time we visited Belgium and the Brussels Retro along with our hosts the Belgium Rover Club.

As we had the pleasure of Frederick, one of their members, visiting us this Summer it was decided to inflict ourselves upon them again. And true to HBRO tradition we certainly made ourselves known.

Firstly, let me congratulate Alan Tew on taking his Range Rover, as this caused some entertainment, and its not just my driving as Howard insists.

Setting off in convoy I was persuaded that there was no need to rush, by my trusty co-driver and navigator. (bit like the works rally team), so we set off at a steady 55 up the M3. By the time we started going round the M25 this had crept up to 65. Having now arrived at Maidstone to connect with the M2 my trusty co-driver looked at me and I looked at him, thinking he must fancy me or something only to realise we were rather pushed to reach Dover by 10.30 a.m. What followed was a high speed chase from Canterbury. Nigel Mansell eat your heart out. Rushing into the Eastern Docks with the oil pressure down and temperature approaching bursting point we rushed through the ticket office and Customs only to be asked to park on the left hand lane which I duly did, behind this dirty big lorry. It wasn't until Alan (he of superior ground clearance) shouted that I was parked behind a broken down vehicle. So after being called everything under the sun we rushed out onto the harbour, found the ferry, only to be told that we were not allowed on it. Apparently, because the bow doors were being sealed up. So there we sat watching our ferry for 15 mins, with me being paid more compliments but in more detail!!

Chatting to the chappie concerned, we were told that the next ferry to Calais would be pretty full and we would stand a better chance by going on the ferry to Bolougne. So with an hour and a half to kill what better to do than what all owners of class vehicles do but clean them, which proved highly amusing to the Swedish coach party beside us, until somebody pointed out to me that they were Welsh! After suffering severe bruising of the earhold from Kathy we duly arrived in Bolougne. Not much more could go wrong, but as you will read on, more will be revealed. • Driving out of the town towards Calais we followed the due signs until we approached a cross-roads on top of a hill. "Now what do I do", asks yours truly to No.1. "No signs, so go straight on" says he. As we start to move we spot a sign pointing left. "Only one thing for it, just turn round" says I. Which I do followed by a dirty big red Rangie into the Way Out of a car-park. O.K. so far, but forgot about the extended turning circle of the Rangie, which promptly wiped out a couple of flower beds in the process!

Having scattered the locals the rest of the trip was fairly uneventful. Apart from playing Russian Roulette round the Dunkirk by-pass!! But then, Howard's been round Castle Coombe circuit, so now has nerves of steel while I'm driving. Having found our way to the Border we were waved through and carried on to Ostend to pick up the motorway for Brussels. It wasn't until we were going past Brugge that I happened to look in the interior mirror to notice - no Kathy! In the panic that followed the conversation went something like - "Kathy's fallen out of the car" "That's alright mate, perhaps now I'll get some peace!". Looking over our shoulders, there she was - stretched out (!) on the back seat, fast asleep!! (Amongst all Pete's clobber, may I add, Kathy).

As we approached Brussels the fun really began, trying to remember our way around to find the Hotel remembering last year's attempt. But surprisingly, Pete recognised the area immediately and drove straight to it. No problem.

As we were late, Howard rushed in to tell them we had arrived, leaving me with the problem of finding somewhere to park. Next thing, Howard shouts out that there was a space behind me. Bearing in mind we had started to unload the car before finding this space, Alan and Angela and Emma and Kathy and Howard and the buggy (Emma's pram) all tramped in followed by me, bringing up the rear. After signing in I asked who had my bag. Howard said it was Alan, he said it was Kathy, Kathy said it was on the buggy, buggy was searched only to realise my bag was still on the pavement where we had left it when first unloading the cars. Panic! Alas it was no more! Tea-leafed!! After a bit of thought Howard, Alan and I decided to go and search for it, so made straight to the local bar.

Alain turned up at 9 pm to take us to Fredericks for a quick drink at his home, which gave me a long-awaited chance to ride shot-gun in Alan's Rangie. I don't know what the Belgian is for Oh S--t but the English version is much the same as we decided to illuminate our route. Four K.C. daylighters and 150 watt full beam lights makes for some singed eyebrows! Leaving Alan at the Hotel, Howard and I took up Alain and Fredrick's invitation to the local bar. Must have been a good night because when walking back at 3.30 am, I happened to slip on the pavement. Unfortunately, he of short hairy legs happened to be in the way when the elbow flew. Poor chap, looked quite stunned when it landed.

Saturday dawned bright and early, and as the car was parked on a meter I decided to move it elsewhere. So I parked it round the back of the hotel behind a large box type trailer unit. Meeting Howard in their room we were standing on the balcony when he asked where was the car parked? Behind the trailer unit down there, says I. Looks down. No car. On dashing down to Reception I bumped into Alan and the two of us went to look for the car. On turning the corner, we realised what had happened. The trailer unit was so large that it had hidden the car from view of the balcony at that angle. What a relief!

We then went for a stroll to the flower market in the Grand Place which was a beautiful sight.

The afternoon was spent visiting the Retro to show support for our hosts. As we had parked the cars by now in the hotel car park, we took the Metro to the Heizle stadium. Next surprise was that they use trams as well as trains, so we had quite an interesting ride around the city. Arriving at the Show we split into our own groups and wandered around. Unfortunately, the show was smaller than last year's and that was the reason why we never got to exhibit Alan's Rangie, much to Alain's embarrassment. But all credit to him, he reimbursed us all with our entrance fees.

At one point Howard and I found the Borgward stand and promptly started to pass such comments as "She's got a nice chassis, and that's not the car's". It wasn't until their Rep. walked over to us that we found out that she could speak fluent English. "Damn" says I. "Why damn" asks she, at which point Howard walks off and leaves me to it!! Mind you, we have some very candid photos of Mr Vyse so I shall have my own back. For example, he was spotted at one time playing with a pedal car. But I'll leave that to your imagination.

Before leaving, my other particular passion was spotted, which happened to be a Maserati. So Alan was grabbed to pose with said car and to young lovelies, all under the watchful eye of the wife, of course.

That evening, Howard, Kathy and I went with Alain and family to where the Belgian Rover Club meet. It was then discovered that Alain would like a Collie dog. Apparently, he also watches the sheep-dog trials on T.V. At this point, Kathy tells Alain that they also use ducks in Wales. Alain looked very puzzled at this point. When asked why he couldn't understand how they used ducks to round up the sheep: So we had to explain that they substitute the ducks for sheep. So obviously sheepdogs in Belgium have feathers, a bill and two webbed feet! As was proved by going round the Bird Market on the Sunday morning; plenty of Van Brussel Collies there!

Sunday afternoon we paid a visit to a small part of England called Waterloo. Very touching!!

Especially the two hundred and thirty steps to the top of a giant mound where a lion stands, cast in the bronze from the canons off the battle field.

With a quick trip round the Museum followed by a beer at a roadside cafe. Mind you, it was probably the fastest beer drunk ever as the aroma from the open drains along side us was incredible. Strange how people kept looking at us as they passed our table!

Sunday evening saw us nearly thrown out of a Macdonal's because of something Kathy said. I refuse to divulge what, on the grounds of self-preservation. (I should think so, too. Kathy). The evening saw us taking a few night shots followed by a few beers to round off the evening.

Monday morning was time to say farewell to Alain and Frederick, and so to wend our way home. Allowing plenty of time to get there, we set off about mid-day Well, how wrong can you be. Approaching the border we slowed down, but with no sign of life I thought O.K. Go For It. Down with the right foot, only to see in the rear mirror a gendarme charging out and yelling. "Pete, I think you had better reverse" says Kathy. Up to the passenger's window comes this bad-tempered frog and gave us a french verbal mouthful. Here Howard showed his English aplomb and shouted "English" to the guy, who again gave us a load of verbal. Here, Kathy remembered here schoolgirl french of bye-gone years and managed to catch the word "Declare". "Pete" says she. "He wants to know if we have anything to declare" "Show him your boot, Pete". At sight of the mess in Pete's boot the gendarme just pushed H & K's suitcase aside and then waved us on with disdain. Chatting to Alan later, he was roaring with laughter because the demented gendarme was so busy trying to stop Pete that he didn't realise how close he came to being mowed down by a dirty big red Rangie who was always almost up our exhaust almost all the time over the weekend.

With thoughts of sailing back to Blighty we tuned in to English radio about 12 miles from Calais. Guess what we heard??

We heard of a blockade across the harbour by the french fishermen. Howard still reckons its because I upset the border official!! The look on Alan's face when we got to Calais and we told him the good news was pure magic. So, with a conference called among us Brits, we decided that as the second greatest tradition in our country is queuing, we would stay put. When we decended on the Information desk, I don't think they took it too kindly when it was suggested that as a car ferry was much bigger than any fishing boat, why didn't they just try to push their way through?

It wasn't until some 2½ hours later that we were told that a ship was coming over from Dover to pick us up, amongst cheering. So being rushed through Customs everyone ended up just further up the harbour, only to wait another 2 hours. Mind you, a pair of cars with french registrations were spotted in one row. By now, the french du-tont cordiale was by now rather strained, and quite a few Brits gathered around them. They must have been worried because of the way the windows were tight shut and the central locking pressed in operation.

By 11 o'clock we were aboard and on our way home, with us remarking how we didn't mind having to wait because it was worth waiting for "The Pride of Dover" which P & O had sent over to take us all home. If you get the chance, do travel on this ship, as it is literally a floating hotel, and the space is incredible. Chatting with the Purser apparently there were 1500 passengers and that was only half the capacity!

Finally, docking in Dover and winding the clocks back it only remained for a long drive home. Fairly uneventful except for a typical English climate of rain, fog etc.

Apart from arriving home at 4 am I had thoroughly enjoyed myself, and apart from taking into account missing the boat, arriving in a port of France we didn't want, having a holdall swiped, Kathy nearly getting arrested, running down an official, and getting barricaded by the french fishermen, anormal HBRO event.

Finally, my grateful thanks to Alain and Frederick of the Belgian Rover Club for their hospitality and to Alan and family for providing the Range Rover.

Not forgetting Howard and Kathy for providing some very memorable moments of entertainment, and we all know what that was!! (That'll keep the rest of you guessing!).

So how about a 10 day tour of the Rhine Valley next year?.

Pete.

#### To Clear

Due to a balls-up by a so-called body repairer, my beloved Roaring Rat will now have to be abandoned.

Much to clear, including spares from donor cars. Example, Rostyle glass (saloon and Coupe), Coupe doors complete rot free, cream seas, badges, trim, lights, mechanical, gearbox, back axle, front subframe with steering plus suspension. In fact, so much I don't know what I have got.

No sensible offers refused.

Also brand new steel r/o/s wing still in primer. Genuine article. Cost £90 - accept £40.

Some parts for 3 litre and P4 100, 110, also some small amount of trim for P6.

Space urgently needed for new project.

Details Tadley 5194.



The site will again be Ham Lane, near Petersfield, but this time I am looking for volunteers to fill the following positions :

1) Clerk of the Course

responsible for setting out the sections and for controlling the event when it takes place,

2) Secretary of the Meeting.

This person will handle all the paperwork for the event, collect the entry fees, sign everyone on at the event, and summarise the financial accounts for the event. They are also responsible for obtaining the prizes,

3) Scrutineer

These responsibilities are probably self-evident.

In all cases, don't worry if you haven't done the task before. Those of us who have will be there to assist. The idea is to train other Club members to do the job when myself or Hugh Glossop are not available.

Don't forget that the Clerk of the Course cannot take part in the competition, and that the Secretary of the Meeting will normally assist with the Marshalling.

Volunteer marshals are also required on the day.

Colin Gross.

On the cold and overcast morning of Sunday, 8th November, we sat in the scenic surroundings of Andover railway station car park, awaiting the hordes of participants in the latest treasure hunt. Fortunately, in setting out the clues we had assumed that it might be foggy. It was, but not sufficiently to postpone the event. Still, it would have been considerably more comfortable if our heater worked - how about a closed season for such events?

First to arrive were Gerry and Penny - their heater was working - in a Vauxhall. We jointly decided that they could compete, since, if not a Rover, it was a Nova, and qualified on phonetic grounds.

Second to arrive was Roger, without a navigator, no doubt hoping to pick up a spare from one of the other crews taking part. Next to arrive was Pete and Howard - not arguing as yet - who helped pass the time by recounting their and Cath's adventures in foreign clims (well, Belgium).

Alas, nobody else appeared, and so the three crews were despatched, with Roger making a solo run. After a suitable period, we followed, to almost immediately meet Roger backtracking already.

Having parked ourselves strategically at a crossroads at the centre of a figure-of-eight on the course, the chances seemed slim of the small number of crews passing in opposite directions. But spot on cue, Gerry and Penny emerged from one turning as our solo pilot appeared from the south. The phonetic crew made the right deduction, and so did Roger. All seemed well, though it later turned out that the duo had been delayed by the service at the war memorial, leading to the perfectly timed rendezvous.

Without warning Roger reappeared from the wrong direction and compounded his mistake by vanishing in the wrong direction, almost immediately passing Pete and Howard. Could this have been better planned? After a full 360

degree turn, the mustard P6 vanished in the correct direction, waving fists and muttering Anglo-Saxon words of well being.

Moving on to a further observation point, after saying how good it had been to know Roger and never expecting to see him again, we passed Gerry and Penny going in reverse, but on the right road. After a long wait - next time we shall take a flask, a Thermos of HOT coffee, rug, sleeping bag and primus - the Nova appeared and made the correct decision before again vanishing from sight. Another long wait (now down to our last bar of Dairy Milk) the P6 duo appear. Intense concentration (they didn't see us) and apparent lack of communication as they too went off in the right direction. But still no sign of the solo explorer.

Fearing the worst, after a suitable time we decided we had better go and look for Roger (to be honest, we had finished the Dairy Milk and were getting bored). Sure enough, five miles back, on foot and with his vehicle parked facing where he should have been coming from, was our man. Reassured, we beat a hasty (well, as fast as a P4 can respectably call hasty) retreat to the pub.

Having concealed the car, we rushed in to order HOT food and drinks, in that order, and waited again. Sure enough, first to arrive were the Nova duo, followed after a short period, and in quick succession by the P6 duo and the solo Land-rover.

After suitable refreshment, the forms were marked, amid continuous but unsuccessful argument, barracking and questioning by the P6 pilot and navigator.

The clear winners were Gerry and Penny, with Pete and Howard second and the solo Roger a close third. The judges felt that Roger's efforts had been commendable for the first solo attempt, though we had to point out, tactfully, that the correct answer to the clue "What faces you on the right" was not 'A white Ford transit flashing its headlights because I've stopped'.

Despite the weather, and the disappointing turnout, all were agreed that they had a very enjoyable morning, and were looking forward to next year's treasure hunt season, when - hopefully - thermal underwear will be optional.

Phil & Sue P.

#### Wanted

One of our Belgian friends of the Club would like to acquire a :-

Rover P5B. Any colour. Must be in reasonable condition as it will be going to Belgium to be restored.

Buyer willing to pay £800.

Frédéric HERINCKX

Rue des Balkans, 4  
1180 Bruxelles

Tél. (02) 345.73.60

Wanted

For Land Rover Series One 80" 1956 complete tool set, as described on P.178 of L.R.spares part catalogue, including Lifting Jack.

Need not be period tools, but must be Rover.

.....0.....

P4 saloon wanted

Must be older than 1963, preferably pre 1957. (Model with sidelight on top of wings). Like a P4-90 1956 but a later model will do i.e. 105S or 100, but not a P4 60 or 105R.

Should be in reasonable condition must be MOT and drive-able, because it will be taken to Belgium. Price about £500.

Contact :  
Alain Van Brussel  
Rue Zandbeek 133  
1180 Bruxelles  
Belgium.

Phone : 02 3782752.

.....0.....

These wanted adverts are from the Belgium members and will be restored. Pete and I have seen their cars that they have restored, so know that the cars will be going to a good home. If you can help, please contact Pete Nightingale or Howard Vyse. Phone nos. on Page 1

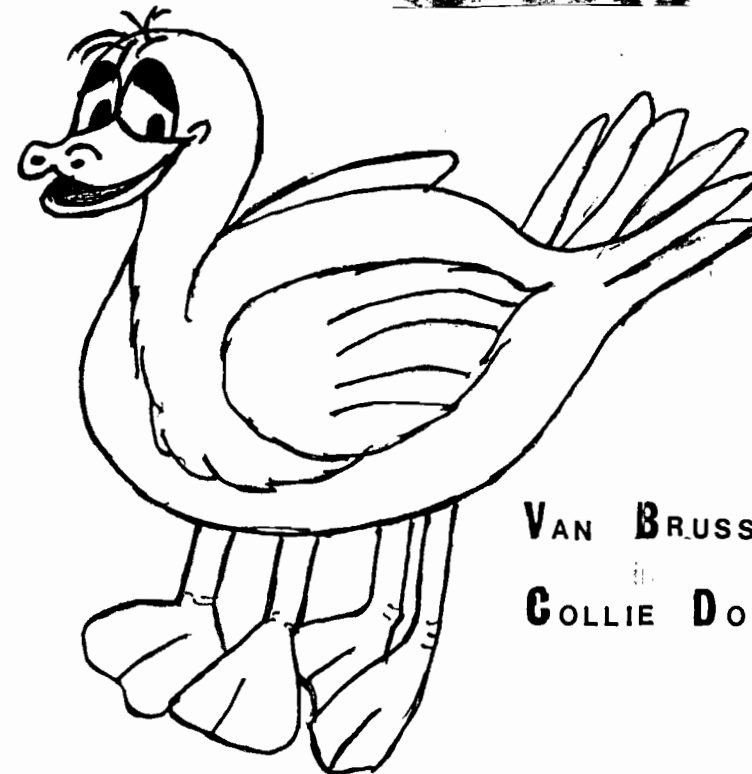
# JACKO IS WACKO OVER HIS ROVER

**EXCLUSIVE BY CHARLES RAE**  
**SUPERSTAR** Michael Jackson has given Britain's car industry a massive boost—by going wacko over his new Range Rover.

He has turned it into a cult car for showbiz stars—who are clamouring for the rigged runabout to keep up with Jacko. Rover chiefs have taken £3million in sales after recently putting the Range Rover on the U.S. market.

Film heroes Jack Nicholson and Martin Sheen and pop stars Whitney Houston, Rod Stewart and Jacko's brother Marlon have the £22,000 vehicles.

Cock-a-hoop U.S. car sales chief Bill Baker said: "Since the Jacksons bought them, the Range Rover has become a cult car in the States."



VAN BRUSSELL  
COLLIE DOG !!

## The Red Leader Shield

Any of you who have been in the HBRD for more than six months will undoubtedly realise that the club has recently lost one of its most important offroad assets, namely Dave Cuthbert, alias Red Leader. Despite the appearance of Daves Landie, he has always stated that his favourite, and the only genuine Land Rover product, was the old leaf sprung Landies. Since his defection to the wet land of the sheep, Dave has still kept in touch with the clubs activities, and has now donated a trophy to the club.

This trophy is known as the Red Leader Shield, and in accordance with Daves wishes it will be awarded annually to the most successful member driving a standard leaf sprung Landie in the clubs trials. The events which will be eligible for points towards the award will be:

- a) All the HBRDs RTV trials.
- b) The RTV trial at the ARC Nationals.
- c) Any RTV trial held by a neighbouring club, and to which the club members have been invited.

The inclusion of such an event shall have been well publicised in advance.

Eligible vehicles will be any standard leaf sprung Landie, Series I, II, or III with the normal factory fitted engines. Series Is fitted with 2 1/4 ltr engines are eligible, as are factory built 6 cylinder and Series III VB vehicles.

The winner will be decided by taking the average of their total penalties accumulated from all the eligible events, the lowest score being the winner. If a driver misses an event, or drives an ineligible vehicle, then he, or she, will be credited with the maximum penalty obtainable at the event ie. 8 sections of 10 maximum penalties giving 80 points. If a driver is officiating at an event then they will be allowed to ignore that event, and take their average from the remaining events. The results or maximums from at least half the eligible events must be counted. This is to stop someone getting one good low score, and then ducking out of the remaining events by officiating at all the others.

The Red Leader Shield will be awarded annually at the clubs Christmas dinner, and should be returned by the holder at the following AGM. ( Or returned if the holder leaves the HBRD. )

### Future Events

Sunday 6th Dec. R.T.V. Trial, Langrish  
Near Petersfield.  
Friday 18th Dec. Christmas dinner, White Hart,  
Overton.

### 1988

Sunday, 21st February R.T.V. Trial,  
Langrish, Nr Petersfield.

WANTED : ENV Axle parts for a 2B 110" (1970) forward control. Will buy whole axle, if necessary. Also Salisbury rear axle and Series 3 gear-box, either complete or just primary box less transfer box (4 or 6 cylinder bell-housing).

Tel.No : Petersfield (0730) 62057  
James Wallis  
19 Tilmore Road  
Petersfield  
Hants GU32 2HJ

FOR SALE : Rolling chassis SWB on 900 tyres front axle replaced with tube but swivels there, bulk-head and front body panels. Start haggling at £100.

Tel.No : Roger Pattie Pangbourne 2884

Set of rear folding seats from 90 L.R.  
Original equipt average condition £50.

Tel. No. Richard Stewart Tadley 5495