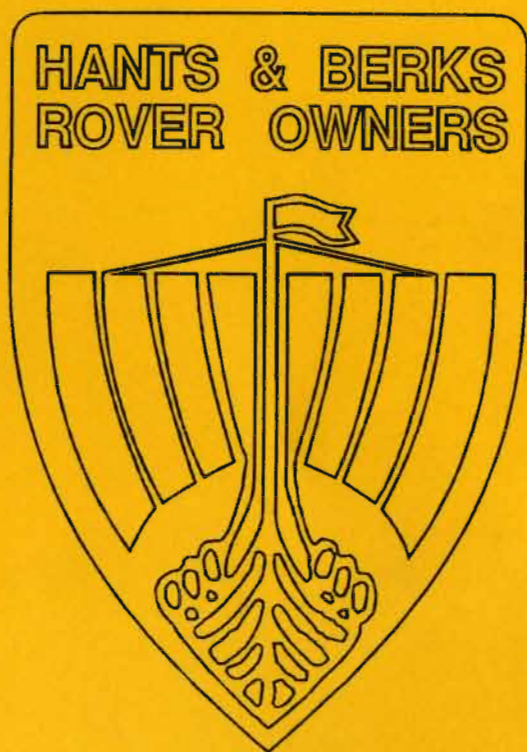


**JULY 1990**

# PANTS & BARKS



**NEWSLETTER OF THE HANTS  
AND BERKS ROVER OWNERS**

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### Notes:-

\* denotes committee member.

~ denotes members of ARC Scrutineering Committee.

"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

## Editorial....

This month's issue seems to be full of rally reports.... well two anyway. The National Rally at Trentham Gardens achieved a level of success that really has now put HBRO on the map; our chairman in particular wearing a groove twixt his seat and the stage collecting an armful of trophies and bottles of champagne! What a worthy Chairman we have. We had other notable successes, the joint score in the CCVT winning the much sought after Team Cup for HBRO. The down side was the unfortunate accident to Brian Warn who is now recovering. The Club Rally was a great success again due in the main to the tremendous efforts of Gary and Pennie Hodgson to whom we owe many thanks.

We also have a report on Steve Scholey's sadly abortive drive across Africa. Balancing this, we have a report on the North Wales LRC's successful attempt to get a Land Rover to the top of Arenig Fawr in North Wales. This climb was a sponsored event to raise money to buy an electric wheelchair for a rather sick youngster. Despite regular publicity in P&B, the response from HBRO was disappointing to say the least. (only two contributions.)

New member attending the pub meet? Please don't just "Hover" in the background! There are about 150 members in all and the officers of the club don't know you all by sight and so won't know whether you are new or not. We aren't ignoring you, promise! Come and say Hello.

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I do hope more of you can send some articles in. If you're typing or printing them yourself, please make the block of text the same as in the rest of the newsletter. (5" x 7<sup>3/8</sup>") For those of you with access to PC compatible computers, I can accept articles on 3½" and 5¼" discs with ASCII files on PC discs. Better still, send document files from "Smart", "Tasword", "WordPerfect", "Wordstar" and "Word for Windows" word-processors on PC discs only, either size. If you don't have a choice, send it in anyway and I'll see if I can load it. Unless otherwise requested, I'll return the disc, and any photos sent, with your newsletter. Please let me have your articles by the 10th of the month please.

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## Ascent of Arenig

Last year Robin Wyn Evans, the owner of one of our best trials sites, challenged the North Wales Land Rover Club to get a Land Rover across his land to the summit of Arenig Fawr, at a height of 2 800ft. Unfortunately the recipient of this challenge, Dave Kelly, got distracted last year by minor irrelevances like getting married, but this year the challenge was taken up. It was decided to use the event to raise money towards an outdoor wheelchair for Damion Plant, a local Cerebral Palsy sufferer, by asking for sponsorship for each 100ft gained. Unfortunately investigations showed that to the actual summit was on Crown Land by about 10ft, and 4ft in height. As there probably is not room for a Land Rover there, there is already a Trig pillar and a memorial to some American servicemen who crashed there 50 years ago, this didn't matter.

A greater problem was that to reach it would entail crossing a portion of a neighbouring farm, and since the challenge was issued it has changed hands, preventing us getting the necessary permission in time. This was a bit of a mixed blessing, as although it denied us access to the summit, it also prevented us taking the easy way by crossing into this land much lower and following an easy track much of the way. In my view any sponsored event should have an element of doubt about its ultimate success, so being forced to do it the hard way was no bad thing, and made it more interesting. It was decided to continue the challenge and try to go as high as possible on Robin's land. Following consultations with the Nature Conservancy Council and the National Park, the insurance arrangements were made with the RAC and the attempt was set for the May Day Bank Holiday.

The route selected could be split into four sections. First came a climb out of the quarry where we were camping, round to the west. Much of this bit was already familiar to us through trialling. This was followed by approaching a mile east across a boggy plane below a steep slope until we reached a point where it should be climbable. This section had been reccied, and was not expected to cause too many problems. Next came the climb itself, at one point about 300ft in about 100yds, but around 600ft in all. This was followed by a final ½mile gentle climb to the corner of Robin's land. This was totally unknown, but from the map looked promising.

At first we thought of using a bog standard Land Rover, but

common sense soon prevailed. We decided to use our Pete Roberts' V8 coil sprung 80" (the *Beast*). During the winter Les Butler built a similar machine, but with an 86" wheelbase, so this was added to give two vehicles to spearhead the attempt. Although these are both specials, they are both built to ARC rules, and, with the attachment of details like door tops, could have entered an RTV. Both (along with the other 2 vehicles involved) arrived on the site under their own power towing caravans. After looking at the steepness of the main climb a third vehicle was included in the team, Alf Hartley's Ser IIA diesel 88, with a mechanical winch on the front and an electric winch on the back. This would also carry all but the lightest recovery equipment. The idea was to get the two leaders through any obstacle, then tow the diesel through, until its winch was the only way. It was not intended to take it all the way. Finally came Dave Cuthbert's Ser 3 88 which was to provide transport and power for the video. As soon as there was any danger that recovery of this vehicle could delay the main attempt, it would be abandoned, and I would have to go onto battery power. The only other vehicles that would be allowed beyond the quarry would be Gwyn Jones' swb which would bring spectators up to the start of the bog, where they could view much of the ascent, and Phil Cooper who would be arriving later with Damion in his Light Weight.

Disaster struck early. Pete Roberts arrived on Saturday afternoon and joined other members playing on a lower area of the site, and broke the front diff! Fortunately Dave Kelly had a spare that he had removed when putting LR diffs into his Range Rover - on his garage floor in Wrexham 40 miles away! When it duly arrived fitting caused no problems.

On Sunday morning general preparation took place whilst the War of the Roses team had a practise, then in the afternoon we set off for a full recce. The idea was to find the best route to the foot of the main climb, in particular how to cross the various steams and drainage ditches. Of course it was not just a case of blasting through regardless with V8 power, at all times we had to be conscious about damage to the environment. Particular care was needed with the drainage ditches to ensure we did not collapse the banks and block them, apart from which some were deep enough to rip a front axle off. Towing a dead motor out from that site would have been a mammoth task, recovering one with that sort of damage would be nearly impossible. In order to ease these crossings we had two metal

planks, about 15ft long, to form a bridge. I believe these were originally made for the building trade as roof supports. Finding a suitable carry point caused a problem, they were eventually tied to Alf's roll bar, but they soon proved their worth.

We slowly worked our way round squeezing between the bog and mountain, to the base of the bank, picking and marking a dry route and all the crossing points as we found them, before some members walked up the hill to find the best way. The main problem was getting the diesel through, where at times Alf's considerable skill could not compensate for the considerably greater weight (Diesel engine and 2\* winches) and lesser performance. However all were agreed that it would be effort worth while as its winch would be invaluable. Before returning we unloaded most of the ground anchors and associated kit at the base of the climb. The biggest problem was the time spent reloading the "bridge" each time, not to mention the danger it posed to anyone pushing or rocking the vehicle. We were all quite pleased when we got back to the first crossing point, and abandoned them there ready for the morning. That evening that problem was given much thought, and eventually we decided to attach them to the rear crossmember and tow them round, a system that worked well.

The following morning hangovers were cast aside and we set off for the main attempt. There had been quite a bit of rain overnight, meaning that at some points we had to deviate from the reccied route, but generally the previous day's efforts payed off, and we made steady progress to the last stream crossing. It was during this stage that true to tradition, having gone ahead to film the group approaching I jumped out of the Land Rover and ran round the back to pick up the camera, older HBRO members will not be surprised that I fell flat on my face! To prove it was no fluke, and that I have lost none of my old skills, I later checked the depth of a drainage ditch, with my foot. Disaster two, taking a slightly different route from that reccied due to the overnight rain Les found a hidden rock, and put a hole in the front diff casing. He promptly parked it with the front high up a rock, putting the ouch to the back (fortunately the oil seal was better than many) and we set about a repair. We hadn't though to bring any welding gear with us, so it was out with the chewing gum! Naturally our first concern was not to continue with the ascent, but to ensure that we could get Les's motor back. Once we were happy that we could, we left it and carried on.

We soon reached the point where the video machine had to be abandoned, and I started the long trudge up the hill weighed down like a pack horse. Meanwhile Pete tackled the climb. After winching him out of a ditch he reached the steepest bit to find he just couldn't get any grip. After lowering the tyre pressures and taking on some extra passengers as ballast, skilful driving saw the *Beast* up to an easier bit. Then came the long slow task of getting the diesel up behind it. This required the use of the winch with ground anchors, having first to winch itself through the ditch. Meanwhile the scouts went on ahead and soon reported that we appeared to have climbed the worst section.

A decision was taken, we would press on with one vehicle, and the *Beast*, now with a grateful cameraman on board, set off on an exhilarating climb. The scouts were right and the boundary fence soon hove into view. All that remained now was to follow the fence to the corner of Robin's land. As we had hoped this was easy rolling grassland, although still climbing steadily, but it was a case of keeping all eyes peeled for obstructions, especially wet bits, as we were travelling light with virtually no recovery equipment. If we got stuck now we would have a long wait whilst the diesel made its slow ascent behind us. In no time at all we reached the corner, where the National Parks Warden was there to greet us, with a warning of which Act he would do us all under if we put a wheel over the boundary (and quite right too!)

However, having already established that this was a carefully organised and controlled event by a responsible club, a long and friendly conversation ensued. He is naturally touchy about vehicles in the National Park, and has considerable problems with "cowboys" who drive and ride where they like without permission and with no regard for any damage they may cause. Despite this, although I feel he personally would rather we weren't there, he will support any group who go about things properly, legally and responsibly. We can't ask for more than that.

And so four members, Dave Kelly, leader, Pete Roberts, driver, Les Butler, 2nd driver/route scout and Dave Cuthbert, press & video, and one vehicle, the *Beast*, had made it, although we were soon joined by more members walking up behind us. All we had to do now was the final couple of hundred yards and 125ft to the summit, on foot. A door was removed from the *Beast* and this was carried to the summit, so at least part of a Land Rover got to the top.

All that was left was to get back down. I am pleased to say that we had trouble spotting where we had driven half an hour earlier, so cannot be accused of causing too much damage. We eventually found the recovery party well up the hill, having rolled, and righted, the diesel without injury or damage. The descent was easier and I was soon back behind the wheel. Next we came to Les's motor, the chewing gum appeared to be holding and there were no nasty noises, so we appeared to have got away with it. As always at times the return seemed harder, partially because what made a good descent into a gully wasn't always the best way to climb out. We also had to stop and ensure we were not leaving any blocked drainage channels, and pick up all our markers, so that no-one would be tempted to follow our route, one of the Warden's concerns. By early afternoon, at about the time we had previously decided we would have to turn back if we hadn't made it, we were back and it was over. We had climbed to height of 2675ft, an ascent of 1475ft, 125ft short of our objective, but had been stopped for legal rather than physical reasons, so we feel we had achieved our aim.

Although only four members and one vehicle made it, like all mountain expeditions it would not have been possible without the aid of a large number of members who walked, pushed, carried ropes, scouted ahead, and generally did all the hard graft whilst the drivers enjoyed the view and the glory.

The North Wales Land Rover Club would like to thank Robin Wyn Evans, the Association of Rover Clubs, the RAC Motor Sports Association, the Snowdonia National Park, the Nature Conservancy Council and all the members who assisted.

I must emphasise to anyone considering a similar expedition that it is vital to get the necessary authority from all concerned before attempting it.

Dave Cuthbert

*For various reasons, mainly assuming that as the video was OK last year, it must be alright now, the video is a bit on the short side, but I will endeavour to get a copy down to Hampshire, possibly for the Annual Rally.*

WRL

Note:-

Due to having four major articles this month, shortage of space has resulted in the Ascent of Arenig pictures being held over until next month.

## Club Annual Rally

Following last year's successful renaissance of the HBRO annual rally, this year's effort was even more... er, well successful. The first part of Saturday was basically for setting up camp but a popular green lane trip was organised. The various sections for the following day's gymkhana were set out by Allan Tew, Andy Muchmore, Robb Unsworth and others. About 50 units (tents/caravans) in all turned up. Just how many members and guests came during the whole weekend I don't know, but I guess it was a substantial part of our membership.

The barbecue and miscellaneous games evening in the barn went down well too. Pennie Hodgson with her Mum and Debbie Muchmore were seen to be doing the most of the work preparing the excellent food. The meat was supplied by Nick Jennings and the salad bowl being made up by the three ladies mentioned. Gary arranged for the booze to be there and then ran the skittles for the children. Richard Stewart brought along some videos, notably the recently made Croisiere Blanche tape, taken on the Pyrenean trip that he and Colin Gross went on in May. Steve Scholey gave a slide show of his adventures in the Sahara. Such a shame his LR broke down with a faulty engine.

The skittles competition was won by John Jennings with Richard Whitbread second and Jake Marynicz third.

On Sunday morning, Adrian Bolge gave a demonstration of chain-saw use. Properly equipped with thick gloves and Kevlar overtrousers, he showed an interested crowd how to use this potentially dangerous tool in a safe manner.

Nick Jennings followed this with a demonstration of various winching techniques. I don't think many members have seen a Tirfor winch before. Nick pointed out that you must never touch a winch cable with bare hands and never step over a tensioned cable. Nick's young son John, suitably equipped with thick gloves operated the winch and towed his father's Range Rover across the field with little effort. This showed well how even a youngster, correctly trained and disciplined, can operate this type of equipment safely. This unusual device is very portable but a bit fiddly in use. It is, however, very versatile and efficient. Nick showed it's use with and without a snatch block to change the pulling power. He then showed the capstan winch off to good effect. This is surprisingly easy to use although the huge fallen tree he tied up to failed to move! While all this was going on, several members were selling off their nick-nacks (Nasty!) in the Bring and Buy sale.

We then moved on to the usual array of interesting trials and tests. The trailer reversing came first. What fun! This really isn't as easy as it looks. The short ex-army trailer being particularly difficult to manoeuvre. We soon found out who does a lot of towing with some extra-ordinarily quick times being posted. Pull



the trailer out of the start garage, round a pole and reverse into the next garage. Then forwards into the third and finally a reverse out of that in to the first one again. Some took a long time and others just gave up. Gary Green had to be different and hitched the trailer to the front of his LR. This didn't give him the advantage he anticipated but it was fun to watch. Allan Tew, who gets withdrawal symptoms if he hasn't got a trailer in tow, showed how it's done. His first run was a remarkable 56 seconds. Just for the hell of it he tried it again and knocked ten seconds off. Quite outstanding and exciting to watch.

The next section was the blindfold drive on a simple trials section. Isn't communication a difficult thing! We had people all over the place. We had to check that the navigator didn't have a blindfold on too in some cases.

Section three was reversing again; this time through a more difficult trial section. Some people seem to like making life difficult as at least four drivers forgot their diff-locks! They also regularly forgot about the front ends of their vehicles as they would lock on when the car was still only halfway through the gate. Very few clear rounds here.

With a total of thirty entries, the tyre dragging was to be the last event. It sounds simple, but try dragging a tractor tyre on a rope around a trial section without hitting anything with either the car or the tyre.

After the scores were added up, we were glad that there were no ties. For a tie-breaker, we had decided on a blindfold trailer reversing whilst dragging a tyre. Well, perhaps not. Alex Waugh scraped in third behind Malcolm Whitbread in second. Chris Homewood was the clear winner. An administrative error occurred with the ladies' scores so we gave them all something! Catherine Watkins had the lowest score (we think) with Angie Marynicz and Kim Shawyer equal second(ish)

Steve Kirby

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### *Photos opposite:-*

Top:-Gary Green puts the cart before the horse during the trailer reversing at the club rally!

Bottom:-Nick Jennings demonstrates the use of a capstan winch to an interested crowd of club members.

# ARC National Rally

The ARC National Rally was held at Trentham Gardens again this year. This really is a superb site, with a large campsite adjacent to the ideal terrain for a rally with the various competitions envisaged.

I arrived on Friday with Roger Roger to find a well organised campsite. Our club entries were sent in at different times and I was afraid that we would be all over the place. However, the organisers had pre-empted this problem by allocating camping areas to individual clubs. Thus it was that there was plenty of room for all HBRO members to pitch in one area.

After setting up camp, I went to watch the scrutineering and was dismayed with what I saw. Numerous rule infringements were simply being ignored. I introduced myself as a member of the ARC scrutineering committee and asked why certain clearly ineligible vehicles were being allowed through. It was clear that some of the scrutineers knew little about the vehicle regs and cared even less when I pointed some things out. Aspects of safety, were however, well observed; no complaints there.

The RTV was on the Saturday and further evidence of superb organisation was noted. The vehicles lined up in number order in tens (or thereabouts). Each group of vehicles then remained in numerical order for the first section. By moving the first vehicle to the back on subsequent sections, everyone had to be first to go on at least one section. A very fair way of doing things. Furthermore, if you knew the number of a certain vehicle, you could find out where it was fairly easily. The sections were generally fairly easy, some being quite long though. I witnessed many drivers getting lost! I don't think anyone cleared the lot; just the right balance. This event was not HBRO's, the best place being Alex Waugh in 5th in class 5. Angie Marynicz drove with Ted as passenger, the ban on double drivers hitting this couple particularly hard. Robb Unsworth entered his Range Rover and Gary Hodgson tried his SWB. I think he suffered a couple of times by having 600 size tyres on, but he did well. Dave (Red Leader) Cuthbert was also there in an 88" Series III hot from the successful Ascent of Arenig in which it was used as a support vehicle.

That afternoon saw the team Recovery in which Malcolm Whitbread was teamed with Dick Corking, with Maurice and Andy Flanders teamed together as usual. After a couple of runs, Malcolm & Dick came second with Maurice & Andy third; a remarkable achievement considering how rarely they participate in this type of event.

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## Photos opposite:-

Top:- Malcolm and Brian on their way to a class win in the CCVT event at the ARC Nationals.

Bottom:-The Barber bicycle Trial Team ready to have a go!



Saturday evening saw all the youngsters hot-footing (or should that be hot-peddalling) it to the bike trial. This has now grown to enormous proportions, the crowd of cyclists from near-toddlers to teenagers was impressive. Simon Warn was looking for a follow-up to last year's success, but it was not to be, with Tom and Jamie Barber coming away with class awards. Later on, we gathered at the marquee where we were inflicted with dreadfully noisy music. All those who wished to talk had to do so outside in the cold. Why do we have to put up with this year after year? If I want loud music, I'll go to a disco.

Sunday saw the CCVT event which was to prove very interesting. The sections were much more difficult with a lot of dodging through the trees. I walked round the sections in the reverse order to the competitors to ensure that I saw all of our team. The results were impressive with Malcolm Whitbread (with Brian Warn) and Alex Waugh taking first and second in class five with Dick Corking winning class 9 and the coveted Cornwall and Devon Cup. Malcolm picked up the Mitchen Cup (The trophy I won last year) for first RR home. The combined points for our entries in the CCVT (Malcolm & Brian, Alex, Dick, Steve Barnwell with Dave Osbourne, Maurice and Andy Flanders) brought HBRO the Rover Owner's Association Inter-Club Challenge Cup, a team award, of which we are justly proud. The event was to prove expensive for Steve Barnwell who managed to break both diffs!

That evening saw us again standing outside the marquee in the cold so we could hear each other talking about Land Rovers.

The Comp Safari on Monday had it's highs and lows. Malcolm and Brian, Dick, Maurice and Andy having a go at this one. Apart from watching our team of course, my eyes were on the impressive looking (but not ARC legal) French Range Rover in class 5. This was enormously powerful and fast but handled badly. On one part of the circuit, there was a hump over which most vehicles became airborne. Very impressive except that a hole was slowly being dug where they all landed. Several vehicles ended up on two wheels here but Malcolm was the unlucky one to catch it all wrong. His right wheels had hit ground and were bouncing up again whilst the left side of the vehicle was still coming down. The result was a straight line roll which unfortunately resulted in Brian Warn receiving a crushed hand as he instinctively held onto the roll cage when the vehicle went over. The quick actions of the marshals was commendable and one radio call summoned the doctor and closed the course. The St. John Ambulance soon arrived to take Brian to Hospital. The Clerk of the Course took the unprecedented action (as far as I know) of altering the course at this point on safety grounds; a large cane marker being placed on the track at the offending point and the road was widened accordingly to accommodate it. Needless to say, Malcolm collected a maximum for this run. At Brian's request, Malcolm carried on with the event, beating the Frenchman into second place by a couple of minutes (and that's with a maximum on Malcolm's score sheet to boot!). A well earned first in class and the Esso Uniflo Cup to add to the other awards.

As Brian was unable to drive with his hand in plaster, I drove Brian home in his car towing the hired caravan, whilst Simon lived it up in Roger's Rangie!

Steve Kirby

## Dragon's Drivel

*News from the Hants & Berks Rover Owners' North Wales Correspondent*

Unfortunately due to submitting copy late a couple of months ago, I have got a bit confused as to when I am writing this for, hopefully it will be July's edition.

In fact I haven't got much to say as I should be telling you about April and May's activities. The main event in April was Easter at Arenig, which Colin reported on last month, and May started with our successful charity mountain climb, details of which will hopefully be related elsewhere in this edition, and the Nationals, which again I am sure Steve will cover fully.

A couple of thoughts on the Nationals though. Firstly congratulations to all concerned on a fine result. It seems amazing that it was only 2 years ago, also after Stoke on Trent, that I was congratulating Malcolm Whitbread on being the first Hants & Berks Rover Owners representative at a Nationals prize giving.

I believe most of the HBRO members at the prize giving had always seen it as I had. First come the awards for each event, then come the annual cups, that have to be returned, although they are usually accompanied by a smaller trophy to be kept, and a bottle of champagne. This part of the prize giving has always been for the likes of Tom Boydell and Harold Carman, whilst us mere mortals just politely applauded. This year we were just relaxing after a number of members had collected their expected trophies, ready to clap the top dogs, when we realised that they were announcing a trophy for the first Standard Range Rover in the CCVT - hang on, that's Malcolm! And so it went on until between them the Hants & Berks contingent had collect 4 bottles of champagne (and I was driving home as soon as it was over!). Well done, all of you.

The North Wales Land Rover Club also had a good turn out, with a number of entries in both trials, and some winners, although without the same degree of success. We all enjoyed it though, which is what it is all about, even if the beer did run out! Now the the HBRO have proved the Team Recovery is not the sole preserve of the Lancs & Ches and the Southern, there is talk of a NWLRC team next year. We shall see.

There we are, nothing to say and another page filled!

Red Leader





# The Major's Trial

October 5-7th

The Major in question is Major B. Hervey-Bathurst, OBE, one of the patrons of the ARC. He is the owner of the Eastnor Park site where the trial is always held.

Midlands Rover Owners Club run the event and have invited us to take part. It takes place over the weekend of 5th to 7th October. It will be a fairly hard CCVT event. We can enter three teams of three vehicles for the "Major's Rose Bowl Trophy" on the Saturday. Contact our comp sec, Allan Tew, if you wish to take part. There will be a competitive safari on the Sunday. Even if you don't enter, please come along to watch.

The location is at Eastnor Castle on the A438 just to the East of Ledbury in Hereford & Worcester. Ledbury is about 15 miles NW of Cheltenham and just North of M50 junction 2. Map reference is about S0746375 on sheet 150.

(Steve Kirby)

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**FOUND:-** after the Club Rally:-

A red and clear "Boots" baby feeder. Contact Steve Kirby.

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*Photos opposite:-*

Top:- Mike Cunningham keeps a look-out to the rear whilst Mark Benger wonders which way to look during his attempt at the reverse trial section at the HBRO Rally.

Bottom:- Dave Osbourne ducks as Steve Barnwell gives a tree a close shave on the CCVT event at the Nationals.

All rally pictures by Steve Kirby.

More pictures from both rallies next month.

## Letters to the Editor

Littlecroft  
29 Reservoir Road,  
Solihull B92 8BA  
10th May 1990

Dear Steve

It was with interest I read 'Confused of Tadley's' (alias Richard Stewart) letter in your May '90 Newsletter.

My interest concerned his reference to the Range Rover featured in the '88 Stoke National video. I believe he was concerned about the whiter Midland entry, PHP ???M which passed scrutineering legally! They raised their eyebrows at an M reg diesel and wondered for a second or two. Perhaps Confused should do as they did - lift the bonnet and what did they find? The same as everyone else since the owner realised he couldn't enter an MROC RTV - a VM engine (as fitted to production diesel Range Rovers!).

I suggest Confused checks his facts in future before putting pen to paper.

Yours in Roving,

signed

Kathy Armstrong (Mrs)  
Editor MROC journal.

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Thanks for your comments, Kathy. The argument goes something like this:-  
"An M reg Range Rover would have been fitted with a petrol V8. The rules do not offer a diesel as an acceptable alternative to a V8." Hence the raised eyebrows.

Seriously though, a turbo diesel Rangy is acceptable, of course.

Steve Kirby.

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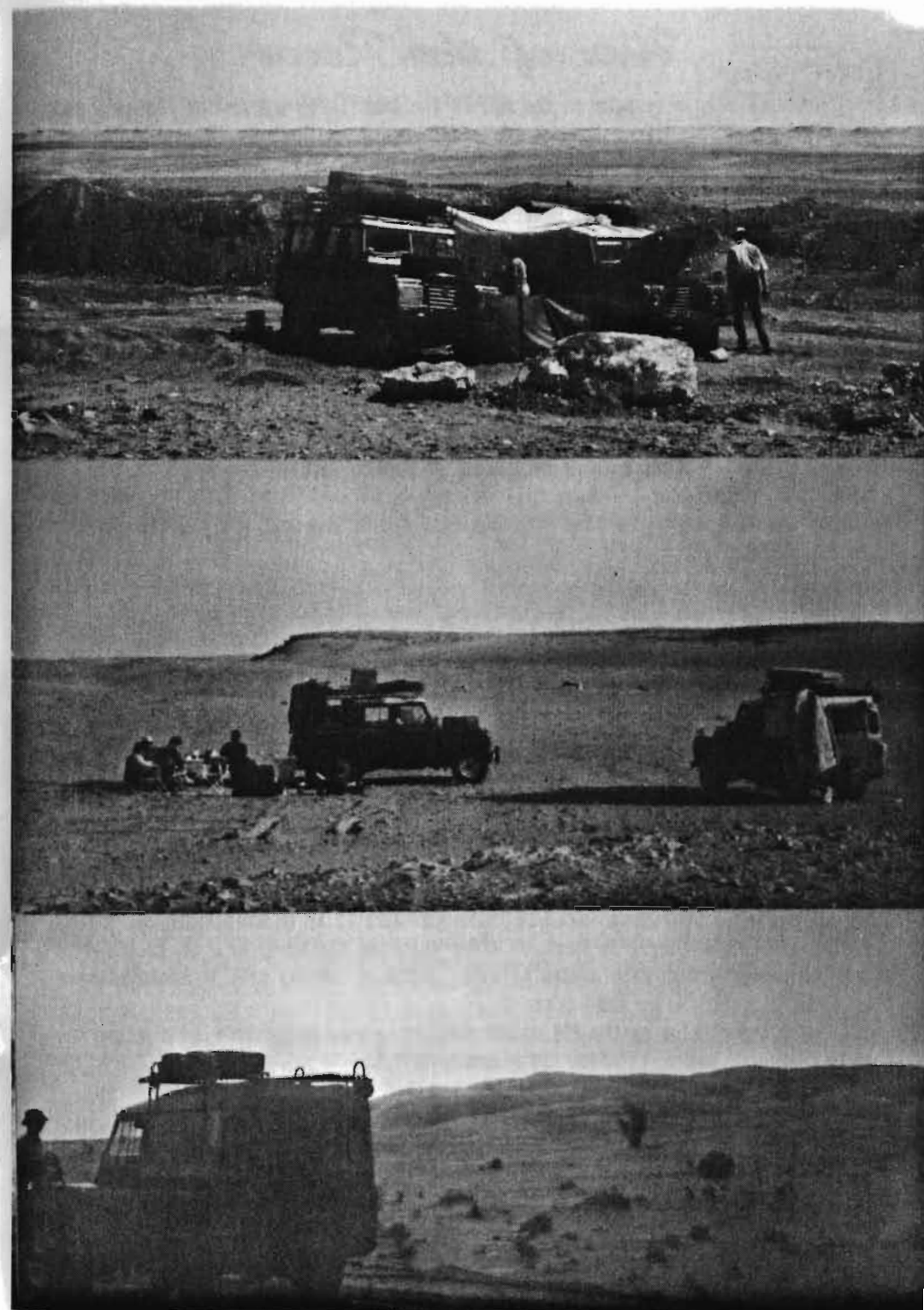
### *Photos opposite:-*

Three views of Steve Scholey's trip to the Sahara

Top:- Completely out (in the middle of nowhere) to lunch! Over 120°F in the sun,  
despite a stiff breeze.

Middle:- The morning after the night before - breakfast after camping north of  
El Golea.

Bottom:- Sun, sand, but no surf.



# War of the Roses

Here's some more news on the War of the Roses. The weekend of the 14th and 15th of July sees an RTV on the Saturday followed by the main event on the Sunday. The Wotr is a winching/map-reading/initiative/stamina test that lasts for seven hard-working hours. The "War" is run by the Red Rose Land Rover Club. It is now open to any ARC club having started out, as I expect you can guess, as a competition between Lancashire and Yorkshire clubs but is held in Cumbria!

Red Rose have had to turn teams down for the first time ever, such is the interest in the event. The nominated team at the moment consists of Dave Osbourne, Colin Gross, Steve Barnwell, Malcolm Whitbread, Dick Corking and Nick Jennings. The HBRO entry was the first to be logged for 1990. This will be the first full HBRO team in the event. Why not just come along to watch or take pictures? It's great entertainment.

There is an RTV on the Saturday before, to which we are also invited. For those of you who want to make a holiday of it in the lovely Lake District area of Ayside, the Oakhead Caravan Site will be open from midday on Friday the 13th to Saturday the 21st July. The camp site has full facilities with hot and cold water, showers, toilets, etc.

## Programme:-

- Friday 13/7/90, Site opens at 1200h. Oakhead Caravan Site, AYSIDE,  
map ref:-97-391838.
- Saturday 14/7/90 RTV assemble on Camp site at 0930h ready to go to Colton,  
Ref: 97-318860  
WOTR scrutineering 1330h-1730h.  
Barbeque-1930h (Bring your own drink)
- Sunday 15/7/90 WOTR competitors assemble at 0800h and leave site at 0815h.  
War of the Roses 0900h-1605h
- Saturday 21/7/90, Site closes.

Route to campsite:-From M6 junction 36, take the A591(T) to Kendal. After 3.4 miles, take the A590(T) to Barrow-in-Furness. After climbing the steep hill on the Lindale Bypass continue through High Newton village. Oak Head Caravan Site is accessed by a very tight left turn after some trees.

For information on the RTV and/or camping, please write to:-

Red Rose Land Rover Club,  
c/o Peter Hartley,  
5 Stockdale Crescent,  
Bamber Bridge,  
Preston,  
LANCS PR5 6NA

Steve Kirby

## A HOT SPOT OF BOTHER IN THE SAHARA

by Steve Scholey



Did luck "desert" us, or contrariwise? In spite of our best intentions and four months planning, we failed to reach the Hoggar Mountains in southern Algeria.

But we did learn an awful lot trying, which will make things much easier next time (yes, definitely!). Here's what happened (and what didn't), interwoven with a few pearls of hard-won wisdom and incentive for you, as we'll be needing some company and a mechanic (me, I know nurthing) next time around.

For a long time now, I've had a hankering to drive across the Sahara; but then, there are lots of things I'd like to do some day... Last November, a friend, Jim, expressed a similar desire and, what is more, a plan to do it with an acquaintance in March. I immediately asked to go along, but could only be offered an unlikely reserve seat.

By Christmas, Jim's friend had dropped out, a Series III 109" Safari had been bought by Ian (our mechanic), and I had persuaded my fiancée, Tina, to buy NDT 876R, a Series III 88" hardtop (the only off-roader my student grant will stretch to is a 1 man-power 2x1!). Another friend, Richard, made up the team.

Both vehicles were diesel, as this is cheaper (9p/litre) and more available than petrol in Algeria. Also, it doesn't go "whoosh!" when hot. The disadvantages became apparent straight (wiggly?) away - for its driving characteristics, NDT 876R was named "the Heffalump", but these were short-lived and for its tendency to sit around awaiting repairs, this soon became "the 'Lump". Having evaluated with Mike Pullinger at Brooklyn's of Chandlers Ford the repairs and modifications required, we had the work done bit by bit over a couple of months to ease (!) the payments. In retrospect, we should have had it all done at once, and then waited to see if anything else was going to go wrong (which it did). The LWB was just as bad, and the vehicle preparation costs were twice what we had anticipated.

The Tuesday evening planning meetings started eating into Wednesday. Having eventually verified that we should be able to enter Algeria (a political complication we hadn't reckoned on) but only via Marseilles, we changed our plans accordingly, and hoped. Even with Jim and I working almost full time for a month on the preparations - modifications to the Land Rovers, locating and buying equipment, and umpteen other things - we suddenly had only a week to go, and were still nowhere near ready. The working day was stretched yet further.

D-day - March 15th. We were booked on the 2330 ferry from Portsmouth. The mountain of food, spares and equipment that had half-filled Jim's dining room was by mid-afternoon neatly conjured into lockers and onto roof racks, but the springs were ominously flattened. Off to Brooklyn's for some weighing. With

cooking equipment, personal kit and various oddments still to be piled in and, more worrying, all twenty-six jerrycans empty (an extra 1000lb plus when full), both Land Rovers were nearly up to maximum weight. Whoops! What had happened to my careful calculations? After puzzling for a while on that mathematical equation which states that "the whole is greater than the sum of the parts", we realised that with no time left to sort it out, we were 'lumping' it, like it or not! Only later did we find that some sneaky last-minute "it might be useful" items were merely unnecessary duplications.

Back at my place, time was getting short. After a hurried shower and meal, the pile on the living room floor was thrown into what little space remained in the 'Lump, and we were off to rendezvous at Jim's. A few moments extra caution at this point, and we wouldn't have been kicking ourselves in southern France - the Land Rover Manual, the safe keys (fortunately the same as Ian's) and my specially made prescription sunglasses were found on our return home lying uselessly under the sofa.

We crept into Marseilles early on Saturday, only to find that the ferry to Algiers was full. Knackered after twenty-two hours of virtually solid driving, we booked places for Monday and retired to a campsite to wait. Worry over whether or not we could enter Algeria (we still weren't sure about the political situation) prevented us from either concentrating on the various jobs that needed doing or catching up on our sleep.

Our lack of reservations (for places or about travelling second class - not recommended for Europeans) were rewarded by twenty-four sleepless hours in either a smokey cafeteria or a stuffy cabin (or was it a rabbit-hutch?). The LWB was soon off the ferry and whizzed through the port formalities in about an hour. The 'Lump, on a different deck due to its lower height, got snarled up with all the Algerian mobile scrap heaps. It took an aggravating four hours to escape, but at last we were free in Algeria - or so we thought. With a 3-day petrol strike imminent and huge queues at the pumps, we escaped from Algiers hours later with 500 litres of fuel and two pairs of flat rear springs between us, plus an aggregate score of 3-0 - a motor-bike (gentle), a taxi (winged!) and a sexy little Renault 5, which kissed the 'Lump's behind rather too passionately!

With the city behind us, we hoped that our progress might speed up. But what with searching for a place to stop for the night (campsites were closed and hotels full), a lorry rather inconveniently parked across the road with its nose buried in a ditch, a roadworks diversion, and problems navigating on un-signposted minor roads, we were getting nowhere fast! Early on Wednesday evening we started climbing the Atlas Mountains and, after a short nap in the early hours (overnight accomodation was a sore point by now!), by dawn we were almost at Ghardaia.

Seemingly for hours we droned across a semi-arid plateau, then suddenly the road dropped into a hole in the desert - and like an inverted tablecloth, the ancient oasis town was spread before us. Once settled in at the campsite, we strolled into town and lunched at a pizzeria. Everything shut after 2 p.m.,

so we finished those odd jobs that hadn't been done before we left and repacked both vehicles so that the rear view mirrors became usable. We ate well to the sound of the muezzin (just behind the campsite) intoning the evening prayer service, and when he had finished, we hit the sack.

The guide-books recommend three days in Ghardaia, but we were eager to press on southwards. The plateau with its intermittent escarpments became more arid. In one of the few grass-tufted wadis we saw our first camels and several miles further on encountered the warning sign "sable!" and some dunes at the edge of the road. When we stopped for lunch, the heat made us lazy and irritable. That night we camped behind a rocky hill well away from the road. After helping the sun down with some Southern Comfort, we ate generously then drank coffee and more intoxicating liquors by starlight. We felt that we had arrived in the desert.

Saturday mid-morning we rolled into El Golea and stocked up on fuel and water for the long stretch to In Salah. Jim got the difficult job - attempting to 'phone home with a progress report - whilst Ian attended the Land Rovers and the rest of us went searching for bread and veg, which we eventually found in one of the 'garage-door' type shops and the market.

Leaving El Golea, the sand dunes gradually crept in from both sides, providing a scenic venue for lunch, followed by a few games involving Land Rovers, sand and ultimately shovels! Fun over, we hit the tarmac again.

Up the next hill, I noticed a loss of power but blamed it on the fuel. A bit further on, the engine suddenly went clunk! (!!!). I slammed in the clutch and drifted to a halt. Ian soon had the head off and we found that No.3. hot spot (combustion chamber) had bored through the head gasket and into the block and piston and finally disintegrated. No.4. was in a similar but less advanced condition. This explained the noisier engine and escalating oil leaks I had complained of (but which the garage had dismissed) since the hot spots had been replaced 3000 miles earlier. We were well and truly in a "hot spot" of bother, due entirely to our attempts to solve the problem of a persistently breaking heater plug! Out with the tow-rope, and back to El Golea.

I suppose we were fortunate (!?) that it didn't happen on some isolated rocky or sandy piste where towing might not have been possible. Nevertheless, with the engine fugazi, there was no way the 'Lump was making its own way home. I thanked myself for having persuaded the (reluctant) girl at the A.A. to sell us the "5-star" international recovery insurance (I doubt they will again!). After three days of ranting, raving and battling with the Algerian telephone network, the 'Lump was left at the 'douanes' in El Golea. Whilst Ian, Jim and Richard continued to Tamanrasset and the Hoggar in the now seriously overloaded LWB, Tina and I flew first to Algiers, to arrange the 'Lump's recovery by the Touring Club d'Algerie, and then on home, only two weeks after we set off.

We came, we saw, we went away again - but we'll be back!

## Special Services Section

This section is for members who are self-employed and can provide special services to club members. Entries below are free on condition that some discount is given.

### ELECTRICAL:-

J. W. Bull, Tel: Southampton 865675

### FIRE PROTECTION:-

Romsey Fire Protection. Tel: Romsey 14700.

### FOOD:-

Nick Jennings, Family Butchers, Reading/Caversham area.  
Tel:0734- 471528 and 0734-475172.

### OFFICE SUPPLIES:-

Tom Andrews, T.B.Andrews Ltd. Tel:081-570-8411,  
Fax:081-847-1588

### PLUMBING/CENTRAL HEATING:-

Dave Ridden, Tel: Winchester, 0794-514834  
J. W. Bull, Tel: Southampton 865675

### VEHICLE REPAIRS/SERVICE:-

P. J. Cooke, Tel: Headley 234 (workshop)  
Thatcham 62163 (Home)  
James Wallis, "Red Rover Services" Petersfield  
Tel: 0730-62057  
Chris & Georgina Noel, "GLE", Boston, LINCS.  
Tel: 0205-352683  
Steve Barnwell, Newport Pagnell.  
Tel: 0908-611413 (Home), 0908-616878 (Works)

### WATER TREATMENT (Domestic):-

Kevan Chippendall-Higgins, Havant, HANTS.  
Tel: 0705-47083, Fax: 0705-453539

Don't forget, you get a full page advert free if you sponsor an event!

Send your business cards to the Editor!

## For Sale

Note that small ads are free but please let me know when a sale is complete so I don't keep printing an out of date ad each month. Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £1 per 1/4 page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

Free advert if you sponsor a competition event!

\* Breaking two-door Range Rover. Body, roof, bonnet, seats, doors, glass, lights, etc. available. Very good heated tinted top tailgate £110, but haggle over the rest. I'm keeping the chassis, running gear, suspension etc. Phone Hugh Glossop in Mortimer on 0734-333409.

\* Two Berth Thompson Caravan. Good condition, fully equipped, toilet compartment, cooker etc., complete with awning, new tyres. £200. Phone Hugh Glossop in Mortimer on 0734-333409.

\* Land Rover Iia bits. LWB axles with good chrome, steering box, two 7:50x16 tyres, two 6:00x16 tyres on wheels, front wings. Plus Srs.III bonnet and loads of odds and ends. Phone John on 0895-33568

\* TOW ROPES 12-ton, standard length, made of Nylon, £25. 7.6-ton standard length, made of Polypropylene, £18. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham.)

\* Breaking rolled Rover SD1. Good V8 engine, 5-speed gearbox, tailgate, 1 good tyre, towbar, pair of front seats, set of rear lights. Any offers? Phone Roy Michael on Eastleigh 611491.

## For Sale

\* Chassis Outriggers for Series II or III SWB. Set of five, £20. Range Rover workshop manual and parts book, £12. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

\* Four used Tyres on White SWB rims. Two Avon Traction Mileage 600x16. Two Firestone Town & Country 600x16. All with loads a tread. Offers to Dave Catlin on 0329-46235 (Fareham)

## For Sale

\* Range Rover bits.... Complete exhaust system (including down pipes and Y) for late single pipe model (carb version). No clamps but very good condition apart from one loose baffle. Any offers? Contact Roger Pattie in Whitchurch, OXON on 0734-842884.

\* Mobelec Magnum contactless electronic ignition unit for Rover V8, £25 Phone Steve on 081-894-3961. (W. London)

## Vehicles for Sale

\* 100" Conversion, Hardtop V8. Built on Range Rover chassis. Fitted with Fairey Capstan winch at the front, 4 Ton "Wreckers International" electric winch in the rear. Dual batteries and charging circuit fitted. Numerous new items including new springs. Superb recovery/work vehicle. Good value at £5000. Dave Ridden, Romsey, Winchester, 0794-514834.

\* Land Rover 109" LWB. Y reg. Converted to SD1 V8 engine. Conversion needs finishing. Offers to Mark Bankes-Fay in Woodley, near Reading, on 0734-690189.

\* Lightweight Series III. Completely standard. 2 $\frac{1}{4}$  petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. £2200 ono. For more details, phone Simon Hazell in Oxford on 0865-243462.

\* Land Rover Series IIa. SWB. Ex Army, 1965, petrol, new tilt, new door tops, comfy seats, uprated springs, bull-bar, loads spent, good runner. MOT 'til Jan 1991. £995. Phone Simon Cruttenden on 0794-68012. Near Winchester, HANTS.

\* FC101. Michelin XCLs, new engine/gearbox, sprung seats, well equipped. £5000. Phone Peter Gott in Slough on 0753-26975.

## Wanted

\* Truck Cab & Windscreen frame & Tailgate for 88". Phone John on 0895-33568.

\* Canvas top for 88" Or exchange for an 80" one. Phone Gerard Morris in Lyminster, (Near Southampton) Hants on 0590-72614

\* Rover Motorcycle 1902-1925. Any model, any condition.

\* Range Rover Engine post 1977, for rebuilding. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

## Events for your Diary

\*First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible)

\*Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 pm). See OS sheet 185, SU555175 approx.

\*Green-lane trips will be as shown below. (Usually the second Sunday of the month). The rights of way officer will try to be present (if available) 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.

- |                     |   |
|---------------------|---|
| July 7th            | Green lane trip.  |
| July 14-15th        | WAR of the ROSES weekend, Ayside, Lake District. RTV on Saturday, main event on Sunday. See article elsewhere in this issue.  |
| July 14-15th        | "Wheels, Wheels & more Wheels", Manby Show Ground Old Manby airfield, Louth, Lincolnshire.  |
| Sept 1st            | ARC meeting, Solihull.  |
| July 21-22          | BFGoodrich OFF-ROAD & FOUR WHEEL DRIVE SHOW 1990. Trentham Gardens, Stoke-on-Trent. (Same place as Nationals) More details later or you can phone the co-ordinator, Dave Mitchell on (20352-711855. |
| Oct 5-7th           | Majors Trial and Comp Safari. Eastnor. Details elsewhere in this issue.   |
| Dec 2nd             | Trial at Broxhead Common. Details later.  |
| Nov 24th or Dec 8th | ARC Meeting. (Date not set)   |

## Vehicles for Sale

\* Range Rover, 1981 White four-door. ARB bumpers front & rear. Front mounted capstan winch.. ARB diff-lock in rear. Full length roof-rack. 750x16 XCLs + 2 spares. Good interior, slight exterior panel damage. New top tailgate. Taxed, MOT. £5750. Contact Nick Jennings on 0734-471258.