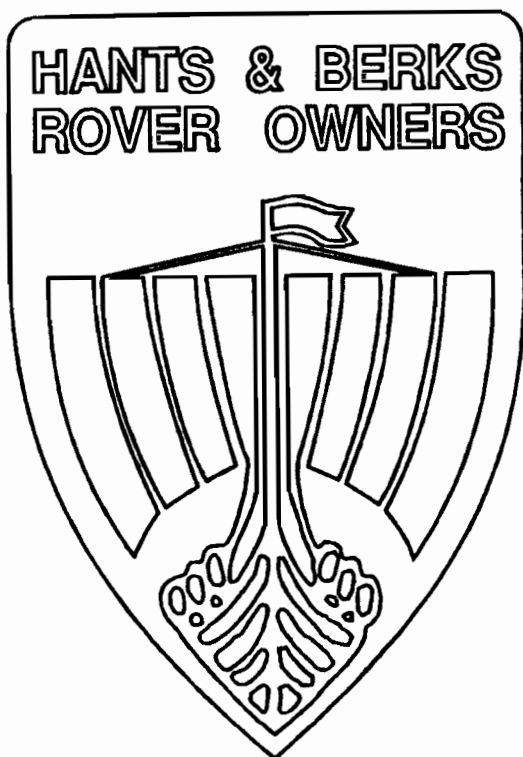


Pants & Barks

September 1990



**Newsletter of the Hants
& 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....

The HBRO team made a creditable third place in the recent War of the Roses event in the Lake District. See article elsewhere in this issue.

This issue also sees part two of the ANETO 90 article about the drive along the Pyrenees by Colin Gross and Richard Stewart. An hour-long video is available from Richard for a tenner. See article elsewhere in this issue.

Following my comment last month about the diesel Range Rover affair, it has been pointed out to me that the Turbo-charged Isuzu 4BD1T 3856cc diesel engine now bears a Rover part number. The engine produces 120 bhp at 3000rpm. Torque is 314NM, 230 lb.ft @ 2,200 rpm. This engine is one of two options, the other being the V8, for the One Ten 6x6 series of vehicles. Information is from Land Rover publication LR552. Is this vehicle ARC legal? Unfortunately not but it should be!

I know I've written this bit before, but we are still gaining more members....

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.

Keep the articles coming in, folks. 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 7³/₄") For those of you with access to PC compatible computers, I can accept articles on 3¹/₂" and 5¹/₄" 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.

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.

BUILDING SERVICES:-

A. N. TEW, Tadley, Basingstoke, Hants. Tel:- 0734-812069

ENGINEERING:-

BETTAWELD. Simeon Hill, Doncaster. Tel:- 0302-642682

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. Fax:- 0734-461380

OFFICE SUPPLIES:-

Tom Andrews, T.B.Andrews Ltd. Tel:081-570-5411, 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, LINC. Tel: 0205-352683
Steve Barnwell, Newport Pagnell.
Tel: 0908-611413 (Home), 0908-616878 (Works)

WATER TREATMENT (Domestic):-

Kevan Chippendall-Higgins, Havant, HANTS.
Tel:0705-470183, Fax:0705-453539

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

Send your business cards/letter-heads to the Editor!

Raid Aneto 90

by Colin Gross
Part 2

Sunday morning found the three British vehicles at the front of the 4x4 queue to start the event. In all there were 42 4x4s and about 96 bikes entered, so the event would not exactly have a low profile. Then once the bikes had been despatched we led the 4x4s out of the car park, or would have done if one of the photographers had not parked across the exit gate. The second start proved more successful, and just beating the red traffic lights meant that temporarily at least we had the jump on the normally faster French entrants. This didn't last for long, as shortly after entering the first track Larry's 'swing away' spare wheel carrier on the rear of his Land Rover decided to swing away. The stop for repairs allowed half the 4x4s to pass, but gave Richard the chance to get to grips with the 'Road book', that innocuous sheaf of papers that provide the only clues to navigating the days 171 miles of driving. With all the information being written in French, and the 'tulip' maps not showing any junctions except those involving a substantial change of direction, it proved all too easy to get lost; something that the French were equally good at doing as we soon noticed.

However the Terratrip helped, and with a modicum of luck we found the correct route along some delightfully muddy tracks in the foot hills of the Pyrenees.

The first problem occurred about an hour into the event, when a motor bike had to be towed up a slippery hill by a 4x4. Only a few miles further on the whole convoy of 4x4s ground to a halt when several bikes failed to climb a longer slope. This time it took over an hour for the 4x4 drivers to help manhandle the bikes to the top! This hill had a hard base, but the track was covered with a

layer of very slippery clay; just what my Grabber Mud Terrains are worst suited to; and for good measure the track started off across the bottom of the slope, then via a 180° hairpin traversed the face on a steep climbing ledge, before turning straight up the hill for the finishing climb. Not easy, was my verdict, and several 4x4s struggled to make it up the track. My attempt came to a not unexpected halt just after the hairpin when two of the wheels lost traction. A second attempt made from just above the hairpin was even worse, as gravity took over and the drivers' side rear wheel slid over the edge of the ledge. Back home there would be a rush of club members to help, but in France every one settles back to see how you get out of the mess. My decision was instant, and obvious; reverse over the edge and straight down the face of the hill, finally dropping over the two foot ledge onto the approach track. This manoeuvre certainly cleared the waiting vehicles out of the way, but the problem still remained of how to get the heavily loaded Rangie up that hill, and I was determined not to be towed. The third attempt started as the first, with plenty of speed around the hairpin to keep the Rangie 'up slope' and away from the edge, then began a balancing act between a heavily applied left foot on the brakes and an equally heavy right foot on the accelerator.

The auto gearbox sorted out the gears, and with the braking acting as a form of diff lock, the Rangie scrambled to the top. Not a technique which is normally required, but it really works when all else is failing.

A few miles of very interesting, and often difficult tracks later, brought problem number two; Larry's V8 began to boil. Easily fixed by replacing a blown fuse, but costly in time to allow the motor to cool; at least that's what we hoped but a mile later and it was boiling again. This time we discovered blown fuses and melted fuse holders, but the short circuit was more difficult to trace. Eventually I decided to rewire

the entire electric fan installation using a manual switch in the cab, but this took time and the organisers who follow the event to look for stragglers and breakdowns caught us up. We explained that we did not require any further assistance and would soon be on our way, but they pointed out that we were now running very late, and asked us to miss the next 40 Kilometre stretch. Driving the 100 Kilometres by tarmac and crossing the Spanish border would allow us to rejoin the event later in the day. A rapid drive around the mountain roads brought us to a sleepy customs post where the guards waived us through, and Richard's navigation quickly got us to the only petrol station marked on the road book. As luck would have it an Aneto official vehicle was there and we found out that the next river crossing was banned for motorbikes, but OK for 4x4s. Our only problem was to actually find the correct route out of the village since we had not entered it using the road books route. Once located the distances given proved inaccurate and led to several worrying minutes as we descended a long and slippery hill. If this was the wrong way how would we get back up? My worries only temporarily ceased when we arrived on the river bank to be greeted by a wide white water river, but the officials were on the other bank with a winch vehicle ready for use.

Pleasingly our luck held and the winch wasn't needed, but the crossing was to say the least interesting with its many submerged rocks providing a very rough ride.

The day continued with miles of off road driving. Some along gravel and firm mud surfaces was very fast, with speeds of up to 60 m.p.h. needed to keep up with the French entries. Other sections over the mountain passes and crests called for good technical driving ability just to get through, together with a good nerve on some of the side slopes which thankfully were not driven in one of the many thunderstorms that accompanied our journey. Another track started its descent on



a billiard table smooth surface covered with that slippery clay again. With a storm in full spate, and the camber always towards the drop off the mountain, these four miles had Richard and I wondering what we were doing there. It was the most frightening piece of driving I have ever been involved in; as in first low with feet off everything we trickled our way down a track that felt worse than driving on sheet ice. At every bend the Rangie would slide towards the drop, but somehow we made it down into the vineyards of the lower slopes; and in the process used my jerrycan to refuel two motorbikes. The vineyards were always a navigational nightmare with their maze of tracks, and the small towns and villages full of very narrow (6½ feet in some places) roads weren't much better. Finally after a superb days drive we found the final track and blasted across its 5 miles with the accompaniment of some motorcyclists to the old Convent at SOS Del Rey Catolico. It later transpired that most entrants failed to find the last track so we had good reason to feel happy with our day's efforts. Not so for the Portaro crew who had broken a half shaft early in the day and didn't have a spare. They had driven to the night's halt by tarmac, and now needed to find a Portaro dealership. Following another superb night's entertainment provided by the locals the British contingent retired to a local bar and proceeded to investigate the Yellow Pages to find the required Portaro spares. Fortunately the next day involved the night stage, and wasn't scheduled to start until the afternoon, so we had a chance to sleep in.

After a hard day's driving, and a long night's entertaining, bed was most welcome.

Photos opposite:-

Nick Jennings, Dave Osbourne and Steve Barnwell assemble the log bridge and then drive over it, during the War of the Roses competition.

Photos by Steve Kirby

War of the Roses

This year, HBRO fielded a complete team; Steve Barnwell, Dave Osbourne, Dick Corking, Colin Gross, Nick Jennings and Malcolm Whitbread. Accompanying the team were Steve Kirby and Richard Stewart.

A fortnight before the event, we had a practice session to hone the skills. All we succeeded in doing was to find that setting up an electric winch top get the advertised pull is not easy. We broke all Nick's capstan winch shear pins and blew the motor in Steve Barnwell's Husky, the most reliable unit at the time! Following this debacle, a PTO winch was borrowed from Andy Flanders but as this would fit only a Series II or III gearbox, we had to borrow a vehicle too! Geoff Thaine's trialler was at Steve's works for repairs so we used that. Geoff, being in the USA at the time didn't know until after the event! So the vehicles finally used were Steve's and Geoff's triallers and Malcolm's comp safari Range Rover.

The two triallers travelled up to the Lake District in and behind Dicks Lorry and Malcolm's spent the long trip hanging out of the back of Malcolm's similar truck along with Richard and his new video gear. I had been in touch with the organisers to see if Richard could make an official video of the event and sell it afterwards. The answer was "No"; a group from a university were going to do that as an educational exercise. The aforementioned travelled on the Friday with Colin and me arriving on the following day. On arrival, I was immediately approached and told that the other film team were not coming. Richard's face lit up when I told him he was making the official film after all!

Early Sunday morning saw a huge convoy climbing into the hills to a superb site at Speel Bank, overlooking Morecambe bay and the Leven Estuary. Normally, I would have followed the HBRO team all day to take pictures but ended up helping

Richard and driving him around the site in Colin's Rangey; for which many thanks Colin.

There were seven teams and seven tasks so I thought that if we visited all tasks, we would see all seven teams in action. If only life were that easy!

The first task we saw involved getting a trailer and a vehicle through a bog but not by the same route! The North Wales team were there and made a bit of a mess of it. What looked like a smooth pasture was soon turned into a mire and they were the first. You should have seen it at the end of the day!

Next we went to see the Yorkshire team manoeuvring as dead vehicle through a shallow pond and up a steep bank. Nothing terribly difficult but needing some thought.

An amusing task was to move a body on a special stretcher down a hill and back up via a different route. We saw the ARC team and the Scots trying this at different times. If the "victim" had any life in him at the start, I don't think he would have survived. The big problem here was to get enough height on the cable to keep the Stretcher clear of the ground on the initial descent. The HBRO team tried to route the winch cable up to the roll-bar to increase the height. Unfortunately, the lack of a roller fairlead caused the cable to break and much time was wasted sorting this out.

I don't know who's evil/fertile mind though up the "Two buckets" task. Two tripods supported a scaffold pole with two bucket and two shackles hanging on it. This had to be carried atop two vehicles and driven around a course without the bucket touching the gorse or the shackles touching the ground. The pole needed to be rotated to change the height of the buckets to achieve the required clearance. I think the pictures best describe this!

All this was enough to make you go up the maypole or at least round it. That's what task seven was. Drive round the pole holding a rope. This was linked through a shackle with a piece of rubber tube instead of a shackle-pin, so if you

pulled too hard, it came apart. Again, the details were a touch complicated and we got an average score.

Finally, Richard and I homed in on the HBRO team for the log bridge. Numerous telegraph poles had to be assembled into a bridge (Camel Trophy style) over a "ravine" and then drive all three vehicles over it. Finally, the whole thing had to be dismantled and put back. Our team managed this in the record time of 14 minutes. Quite incredible. Unfortunately, a couple of wayward feet in the "ravine" added punitive penalties.

The camera crew missed the "barrel lift up the cliff face" task, the interlocking of the times and the distance twixt the tasks made it impossible to get to them all in time to film. If we had been given the programme beforehand, we might have made it. However, the organisers felt that as we were HBRO members, other teams may have suspected foul play had the HBRO team won.

In the final analysis, we came third; missing second place (and a prize) by only a few points. Well done chaps.

	NWLRC	RRR	CUMB	HBRO	ARC	SCOT	YROC
Trailer in bog	280	550	240	190	280	190	120
Two buckets	250	220	120	120	130	210	150
Dead Vehicle.	75	65	35	55	45	175	105
Log Bridge	190	210	170	190	130	250	190
Dummy & Stretcher	240	220	170	210	150	230	100
Barrel Lift	120	70	90	130	90	240	20
Drive in circle	350	350	350	250	270	350	160
TOTAL	1505	1685	1125	1145	1095	1645	845
Place	5	7	4	3	2	6	1

Steve Kirby

THE ON-OFF EGM

As mentioned in the supplement in the July Pants and Barks here is the background to the on-off EGM.

On the Sunday prizegiving of our Rally at Harroway Farm at the beginning of June, Steve Kirby and Malcolm Whitbread reported that at the previous day's Association of Rover Clubs meeting, offers had been made to host the 1992 ARC National Rally - this in itself will give you some idea how far ahead the Nationals are usually planned - but no-one had come forward with an offer to host the 1991 Rally. The HBRO was, we thought, too small a club to consider hosting it. It was suggested, however, at the ARC meeting that the HBRO, which had made its presence "known" at a number of the ARC meetings, though small, might like to consider hosting the Nationals in 1991, this would have been at the end of May, the "offer" to host it would have to be received by the ARC by September.

A straw (or was it grass) poll at our Rally indicated that an overwhelming number of the members and families there thought it an excellent idea and indicated their willingness to assist. The committee asked that members pass on any details of possible sites that they might know or hear of. A couple of sites were suggested within a couple of days which the committee quickly investigated. For those members who have not been to a Nationals or who have not read any reports of them, it is worth pointing out that there are two areas (literally) of the Nationals to consider, a competition area and a camping and caravanning area with its attendant trade and catering facilities. The competition area has to be big enough to provide for twelve sections each in the RTV and National (ccvt) trials, a team recovery area, a winch recovery area and a comp safari course, whilst the latter has got to be big enough to provide for about 600 units ie about 30 acres! One of the sites considered was a military training area that was not usually available, this was obviously going to be an absolutely superb competition area; the adjoining camping and caravanning area had to be "surveyed".



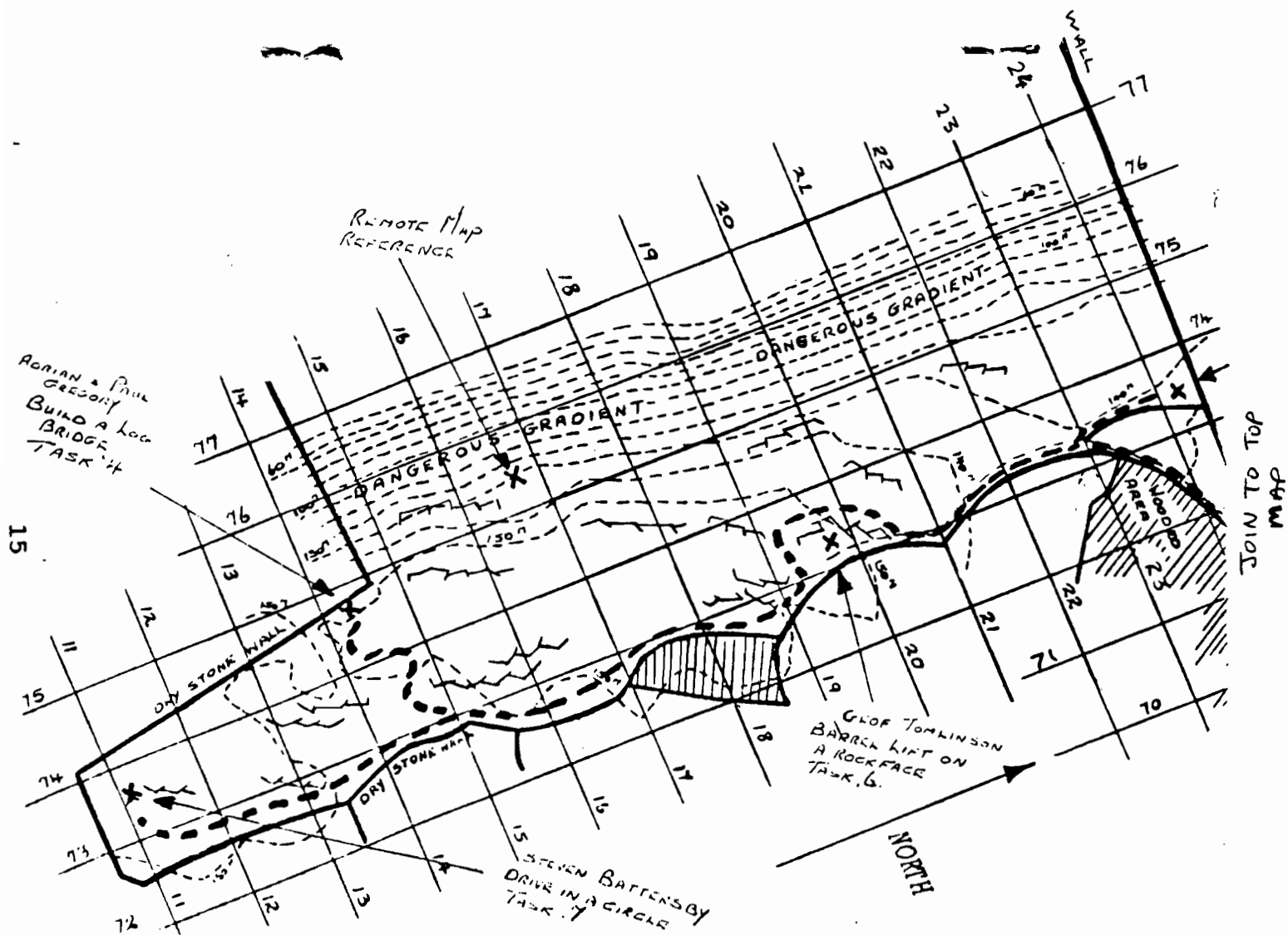
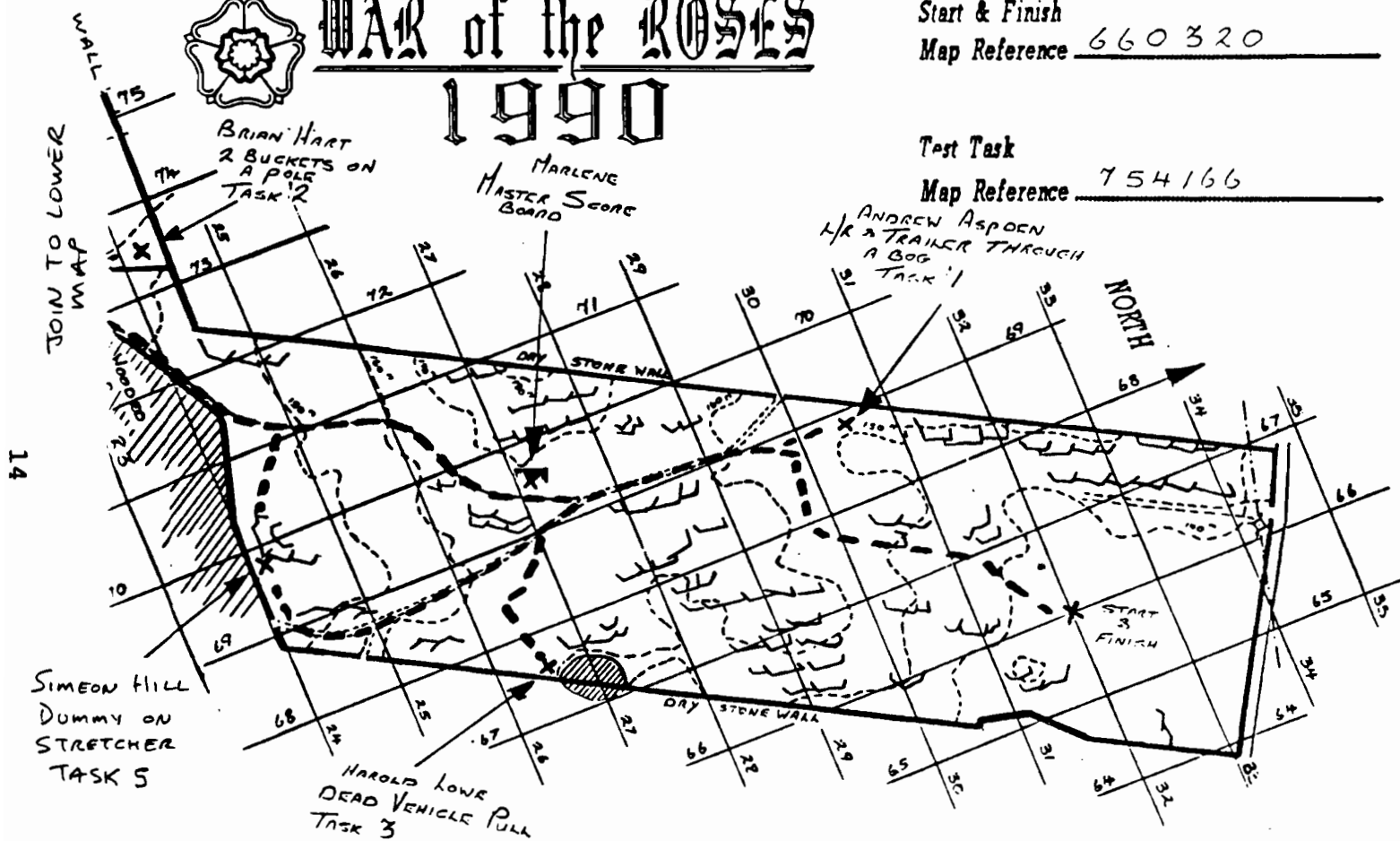
WAR of the ROSES 1990

Start & Finish

Map Reference 660320

Test Task

Map Reference 754166



The other site considered would have provided superb facilities for the camping, caravanning and trade stands etc, whilst the competition area, essentially a wooded area that had been devastated by the January storms, had to be fully "surveyed". It was at this point that the notice about the EGM was put in the July newsletter as it had been hoped that by the meeting on the 1st of August matters would have been sorted out enough to be able to answer members questions and also to let them know what was required of them. A meeting with the ARC Nationals Liaisons Officer had been planned to find out exactly what would be required of us by Land Rover Parts and Equipment, the major sponsors of the Nationals and vice versa.

Further investigation of the wooded competition area indicated that the planned direct access, albeit across a road, would not be available, but that it would be necessary to trailer all the competition vehicles along a public highway to the site, a distance of over half a mile. Also a field that had been planned as a vehicle and trailer park was probably not going to be available after all!

After surveying the camping and caravanning area on the military area, it was eventually decided that regrettably there was not really enough level area to accommodate the number of units expected. There was however, yet another military training site that was being considered, but unfortunately the personnel who could give answers about certain aspects of it were not going to be available for a fortnight.

At about this time, we heard that the Cornwall and Devon LRC were also considering hosting the 1991 Nationals. They had progressed with their plans to the extent that they had suitable competition and caravanning areas - this was rather more than HBRO had! The day before the newsletter was due to be sent out it was also learnt that the planned meeting with the ARC Nationals Liaison Officer had been postponed, to a date that would have been after the EGM.

The committee took the decision to cancel the EGM as there was going to be very little to tell the members. The decision was taken just in time for the notice to be printed and sent out with the newsletter. With the 1st of August only three days away it was decided to send the newsletter out first class. Hopefully members would just get the advance warning! Unfortunately a couple of members didn't get the newsletter as they had come straight from holiday.

It was decided however, not to give up the idea of hosting the 1991 Nationals. Although the Cornwall and Devon LRC had been advised of the problems and had said that they would wait before contacting the ARC with the offer to host the 1991 Nationals, it was felt that it was unfair both on them and ARC clubs to be asked to wait until we found out the situation as regards the alternative military site. It wasn't really very long until next May and it might not have been available. As it turned out, the alternative military site was not available for all the days that would be required for the 1991 National Rally.

1990 ANNUAL GENERAL MEETING

The 1990 Annual General Meeting of the Hants and Berks Rover Owners will be held at the Hinds Head, Aldermaston on Wednesday 3rd October commencing at 8 pm. Any members wishing matters to be discussed at the AGM, should refer to clause 26 of the Constitution, re the requirement of giving 14 days notice and having two signatures on the details of the text. Nominations for candidates for election to the committee can be taken at the AGM.

It's an opportunity for all members to come along and throw brickbats or bouquets. If there's anything that you feel strongly about, if there's anything you want changed or even left alone, you can do something about it, come along and have a say.

Films by Richard Stewart

Raid Aneto 90

60 minutes of action packed driving
along the Pyrenees

War of the Roses

All the clubs in action in the 1990 event

£9.99 a copy (inc. P&P). VHS video.

Phone Richard on 0734-817834

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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 ¼ 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!

* 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.

* Land Rover Parts. Hard top for SWB, £80. Truck Cab and ¼ tilt with frame, £60. 2½ petrol engine in running order, £50 (V8 transplant.) Phone Mark Sheperd in Gosport on 0705-521218.

* WARN 8274 electric winch with fitting kit for LR and RR. £375. 4 RR wheels modified to fit Srs IIa, 2 with holes cut for FWH. Shot blasted and resprayed. £80. Phone Steve Barnwell in Newport Pagnell on 0908-611413 (day), 616878 (eve)

* 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 loadsa tread. Offers to Dave Catlin on 0329-46235 (Fareham)

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. One of our teams will consist of Allan Tew, Steve Kirby and Malcolm Whitbread, all in Range Rovers. We believe we will be the first such team ever. 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)

Photos opposite:-

Top:- The entire HBRO team work hard at the "Buckets" task under the watchful eye of two judges.

Bottom:- Our friends from North Wales grapple with the "Trailer in the bog"

Photos by Maureen Jennings and Steve Kirby



Scottish Rally

Driver : Kev Place. REME
Navigator: Phil Matthews.
Vehicle: 2½ SWB LR CL

The original plan was to use MoD resources to the full and transport one rally vehicle and one recce (reconnaissance) vehicle on the back of a Foden 14 tonne lorry to Glasgow to take part in the National class of the Scottish rally. The mini-bus that was to form the service element was to travel up nearer the date of the rally.

As is normal, the best laid plans go to the wind. Due to an admin error, the transport consisted of one rally vehicle, one recce car (Kev's private vehicle) and one Army Metro service barge!!

We travelled to Scotland on Sunday 3rd June and stayed at a TA (Territorial Army) centre in Glasgow. It was here that we met the last of the Army team. This consisted of 13 vehicles, all Land Rovers. It was the biggest single make entry and the largest team ever entered into any rally ever.

All the stages were recce'd on Monday, Tuesday and Wednesday using the pace notes, supplied by the organisers, in Kevin's Ford Taunus (Cortina). Pace notes, as I am sure you all know, are abbreviated route instructions. This navigator isn't too keen on heights and on the Drummond Hill stage, at one point the navigator sits above a 900' drop into a loch; rather disconcerting I can assure you. At this point I added one of my own instructions :-KRPF. Kev, looking at this asked what it signified on the road. So I explained:-KEEP RIGHT, PHIL'S F...ING FRIGHTENED (F...ING is an abbreviation of FLIPPING, meaning VERY, ed.) He laughed, I thought "keep your eyes closed".

After a rather uneventful scrutineering on the Friday evening, we tried for an early evening/night. No chance. Sleeping in a hall with over 100 people all hyped up for the start meant a late night.

On the Saturday we arrived early at the start and watched the international field away. Dai Llewelyn was first on the road in his Toyota.

At the start of the National class, all runners were in the same category, National 3. First away was Pentti Arrikola in a full works Ford Sierra Cosworth Turbo 4x4 (against a Land Rover?) Running third from last on the road was Land Rover 117, us.

After 16 stages we returned to Glasgow for an overnight stop. On checking the stage results, we were in 9th place overall in the National class and 6th fastest Land Rover.

It became apparent that the smallest team (us) had a severe disadvantage. All Land Rovers were the "same" mechanically. The only difference was that the majority were running Avon Rangemasters 205Rx16, we had only standard cross ply tyres. We were losing anything up to two minutes a stage through tyres alone. At this point I must say a very big thank you to crew 114, John Steed and Nick Brehault. They had gone out of the event with an ignition fault, later traced to a partially broken wire on the capacitor. They offered us the use of their service barge, crew, chase car and, most important, 10 Avon tyres. What a difference!

On the second stage, Bella Huston Park, a real "Mickey Mouse" spectator's stage, 2nd fastest Land Rover. This was to set the pattern for the rest of the event. The tyres alone meant that all we lost to the top two Land Rovers was at the most 20 seconds. We were fastest LR on stage 20, 4th fastest in class. Kev was flying. at the end of the day and a further 12 stages we were lying 6th over all and 3rd LR. After checking timings, I realised that it would be impossible to catch the leading LR. They were some 10 minutes in front but the second LR was only 2½ minutes ahead. We spent the night in Castle Douglas and due to being tired and an early start 0230, we fell asleep virtually straight away.

At the start of the third day we decided to try to catch the second place LR but not do anything too ridiculous.

After four stages, we were now only 90 seconds off the 2nd place LR. On stage Glen Gap 2 it was turning into a good day. Nice weather, dry and things were looking good. Do not tempt fate.

At junction 13, the two U-bolts holding the right front axle in place sheared. This was over a crest right 3 into a left 3; nothing particularly hairy so Kev wasn't hanging about. Kev was brilliant - we managed the right 3 (due to the axle configuration perhaps) but on the left 3 we took to the countryside. We ploughed through rocks, tree stumps and bog and ended up over 60m from the road. We didn't roll as Kev kept us straight and level. The end result was a smashed right front wheel station, spring, shock absorber, both front wings bent, gearbox cracked and the gearbox cross member torn from its mountings. Result - end of event.

My main memories were of the superb organisation, Kev's preparation of the vehicle, (it did 23 mpg and pulled cleanly to an indicated 95 mph) and doing a 1 mile straight, an old railway line bed, in 42 seconds.

Our thanks to Slick 50, RRS suits, Flame Cheater Fire Extinguishers, Lucas Reading, Solomons of Farnborough, Camberly Autofactors, Power plus, British Army Motoring Association, our service crew, the entire team 114 and last but not least our respective bosses Jan and Jagni for allowing us to go.

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For Sale

* 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

* SWB Land Rover bits... Hard top, £80. Truck Cab and $\frac{1}{4}$ tilt with frame, £60. L/R 2 $\frac{1}{4}$ petrol engine in running order, removed for V8 transplant, £50. Phone Mark Shepherd in Gosport on 0705-521218

* 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.

Vehicles for Sale

* V8 80" Trials/Comp Safari Land Rover. Very strong with too many mods to list. See July issue for action photo on page 16. Phone for further details. Steve Barnwell in Newport Pagnell on 0908-611413 (days), 616878 (eves)

* 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.

* 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.

Vehicles for Sale

* 1989 Range Rover. F reg, Vogue EFI, Cairngorm Brown, 3.5 manual. Standard vehicle with dog guard and load area liner. Immaculate condition. 25000 miles. Absolute bargain at £16000. Phone Peter Gott in Slough on 0753-26975.

* 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.

* Lightweight Series III. Completely standard. 2½ 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.

* Range Rover 1974. Olive green. Rebuilt Engine/gearbox/overdrive. Waxoyled. Bull-bar. Tow-bar. Very clean, good condition, much recent restoration. £3000 or haggle. Phone Jonathan Scurlock on 071-603-2790. West Kensington.

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 Lymington, (Near Southampton) Hants on 0590-72614

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 preceeding days, anticipate postponement.

Sept 1st	ARC meeting, Solihull.
Sept 2nd	See Sept 16th
Sept 16th	RTV and CCVT at new site close by Ham Lane. Please come to new site on 2nd to help clear the ground. Those who do will get cheap entry (£2:50). To be signposted from the junction at Langrish on both dates. More details on insert sheet in this issue.
Sept 23rd	Treasure Hunt. Meet at the Old Bell, near Burghfield, just to the south of Reading. Map Ref:SU683672 at 2:30 pm, 1430 h.
Oct 5-7th	Majors Trial and Comp Safari. Eastnor.
Oct 21st	RTV and CCVT at Ham Lane. Details later.
Dec 2nd	Trial at Broxhead Common. Details later.