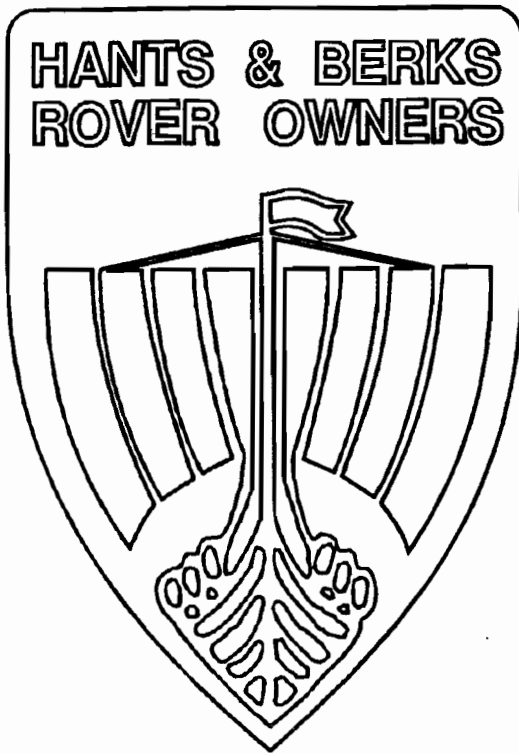


*October 1990*

# *Pants & Berks*



*Newsletter of the Hants and  
Berks Rover Owners*

## Officers of the Club

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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 year seems to be whizzing by, and I haven't been partaking in much of it! Many thanks go to Gary and Nick for running most of the green lane trips and Roger for taking over the printing of the newsletter. The odd (and late) appearance of the last newsletter was due to a series of mistakes by the printers resulting in tinted paper being used throughout. The card covers are very expensive so a paper cover was tried as an experiment. Please let me know what you think about this.

This issue also sees part three 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.

### Don't forget (1)

AGM on the 3rd of October. Start will be at 8pm prompt. 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 (or should that be - briquebats or boukets?). If there is anything you want changed or even left alone, you can do something about it. Come along and have your say.

### Don't forget (2)

The Major's trial on October 5-7th. Main trial on the Saturday, Comp Safari on Sunday. 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.

# ARC News

Here's a brief run-down on the events of the ARC meeting on September 1st. Those attending from HBRO were Steve Barnwell, Adrian Bolge, Malcolm Whitbread, Allan Tew and myself. I won't go into a huge amount of detail, but here are some highlights....

Some discussion took place regarding an entry in the minutes of the last meeting. It appears that a passage in the ARC's constitution allows the ARC Council to veto any decision taken by the members. Two meetings ago, there was a vote to change the constitution to allow for a bigger council. The selection and voting-in of that bigger council had also taken place. It was clear at the time that certain members of the Council didn't like the idea, but it was clearly the will of the membership. The "old" council then met to ratify the vote and threw it out! It appears that some cunning wording in the constitution, not hitherto made use of, allows them to do this; but on this occasion they decided to invoke it. Thus the desires of the membership are not being allowed to come to fruition. I can't remember how many times in the past that we have been told that the Council wasn't the ARC; the members were. Now it seems that isn't true after all; the council merely seeks "guidance" from the members and does not actually have to follow their (YOUR!) wishes. The "old" council can run the whole show. Some democracy! It wasn't so long ago that the ARC Council rejected a proposed constitution submitted by a club wishing to join, because the club's proposed mode of operation was undemocratic. Please let the HBRO committee know what you think of this arrangement.

Invitation events:- An ARC club may now invite a non-ARC club to an event on the following conditions.:-

a) The ARC member club's constitution be amended to allow for non-Rover vehicles to participate on a limited basis.

b) That the ARC club concerned write to the ARC secretary for permission prior to the event.  
c) That this dispensation may be taken up only twice per calendar year.  
d) That the vehicles from the ARC club should be ARC legal even though the visitors aren't.

This change was agreed to because some clubs have either a rather thin or widely scattered membership (as in Scotland for example) or that suitable land is hard to find and has to be shared. (as in the South of England)

Following a letter of enquiry to the RACMSA, the Midland Club had been given permission to allow non-members to participate as passengers or navigators in competitions. This special treatment has been queried by other clubs; it's legality being questioned. Apparently it was originally intended to be a one-off for a charity event. Those attending voted that ANY participants must be members of an ARC club that has RACMSA affiliation or that they hold a RACMSA competition licence. Dispensation could however be sought on an event by event basis to allow non-members to participate as passengers.

The extraordinary affair of the outright rule breaking by the Cumbrian Club brought forth sheer disbelief as the story was told to the members present who hadn't heard about it before. This is the first time a formal written complaint has been made about this sort of thing. It's amazing that, despite regular discussion on the topic, it seems to be getting worse! No members of CROC attended to answer the charges despite having letters written to them and having a specific entry in the Agenda. It was decided that they must explain their actions either by letter or personally by the next meeting or be suspended or expelled. If the explanation is not acceptable, then they may be suspended or expelled anyway. Lancs and Cheshire came within a whisker of a similar complaint following the Nationals. For goodness sake, chaps, stick to the rules or leave.

Bill King, who agreed to stand in for John Jones as Overseas Relations Officer, is in hospital. I offered to send a card on behalf of



the ARC. John Rogers and Dave Jenden of Chilton Vale know Bill very well and offered to assist or even take over the post.

Vehicle regulations. The Agenda entry contained no specific items and was left open for any suggestions. A small number of proposals for changes were then forwarded to the scrutineering committee for discussion. It seems most people are happy with the rules; I wonder why they break them so often? The Scrutineering Committee was asked to clarify the rule on fuel tank covers and to discuss the following proposed changes:-

- a) Specials need not adhere to the silhouette rule. i.e. delete "14" from rule 25.
- b) Trial ASRs: All vehicles to have a roll bar.
- c) Trial ASRs: All occupants to wear full harness, not just a lap strap.
- d) Comp Safari motors should be fitted with side netting. (Following the accident at the Nationals)

The Cornwall and Devon Club have offered to run the 1991 National Rally at Newnham Park, Plymouth. Well done. Red Rose are doing it in 1992. I still think it's a pity that HBRO drew a blank this time; 1993 perhaps?

Steve Kirby.

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### *Photos opposite:-*

Top:-

Picture from recent green lane trip around Inkpen. The Byway past Coombe Gibbet does NOT go along the gravel track there. Go through the iron gate marked "No Entry, Private" (or words to that effect) and along the grass route shown on the OS map. The photo shows us by-passing the gravel track. The rather bemused people standing there are not on the right of way!

Bottom:-

Bit of a blockage! HBRO green laners survey a fallen tree prior to much hard work clearing it away.

Photos by Steve Kirby

# Night Shifts

by Colin Gross

For many months I have been avoiding events whilst constructing my new Range/Land Rover hybrid, but in late July I attended a Rights of Way seminar that unexpectedly led to a hectic weekend. One of the guest speakers was John Rogers (Rights of Way Officer for the Wiltshire Council) and he suggested that Larry Byrne ['Raid' Aneto] and myself may like to take part in a "12 Car" rally he was planning on Salisbury plain. Having co-opted Richard Stewart as my navigator I was all set for the event scheduled for the night of 17th July; but unfortunately at the last minute Richard had to drop out. Since I was already at work, and due to travel straight from there to the start, it looked as if my rally was over before it had begun. However a shout of "Anyone want to navigate for a car rally tonight" brought confused looks from the staff of the open plan office; and a quiet reply of "I'll give it a try" from Jeremy. He hadn't done any map work since his school days, but at least the event was possible again.

Having met Larry and his navigator Brian at the start point, and had the vehicles passed by the scrutineer, we looked at the opposition. Another Land Rover 90, a Range Rover and a Toyota Hilux provided the 4x4 opposition to Larry's 90 and my much abused Range Rover. The remainder of the entrants ranged from a fully rally prepared Escort via a Hillman Imp to a Skoda. One thing however was obvious from the other drivers comments, they were all experienced at this type of event. The first car got under way at 8pm and was followed 7 minutes later by Larry, and myself one minute after him.

After so many weeks of drought this had to be the evening that the deluge arrived and we splashed our way out of the village looking for the first turn. Eight minutes were allowed for the drive to the first check point with a maximum lateness of 30 minutes to cover the entire 144

kilometre (90 mile) event. Unfortunately John Rogers had given me the wrong map reference for the garage from which we started (1 kilometre out) with the result that we wasted almost ten minutes getting onto the right road, and coincidentally collected Larry who was also lost. When Larry disappeared down another wrong turn we carried on up the lane, and then following the intended route turned down a chalk surfaced track. Wet chalk on steep slopes is not a good recipe for grip as Jeremy quickly noticed, the Range Rover crabbing sideways down the slope until it fell into some Land Rover sized ruts. Powering on down the hill with the diffs occasionally scraping on the ground I wondered how, or even why, the car drivers would want to come this way. How they didn't go that way was quickly answered when we were forced to stop by the Skoda whose wheels were no longer on the ground. Land Rover ruts are too deep for cars! Luckily Larry's wrong turn brought him out just in front of it, so its extraction wasn't too difficult; but the cars that had failed the climb up the other side of the valley brought all those following them to a halt. By now we were over 25 minutes late, and exclusion looked likely, so we adopted the ungentlemanly trick of leaving the cars behind and retracing our route to bypass the hold-up. This got us to the check point in the nick of time; and there followed some very exciting driving as we chased, and occasionally were chased by, the other cars along the gravel tracks on Salisbury plain. Although you only needed to average 20 miles an hour to keep on time this included the time needed to plot the routes handed out at each check point and we had some catching up to do. Flying along rough tracks at over 50 leads to a rough ride and Jeremy was having problems trying to keep us on course, especially since the rally notes pointed out that some 'roads' weren't even marked on the O.S. maps.

Our navigational luck ran out after check point five when Jeremy missed a turn and we ploughed on into the labyrinth of tracks behind Tidworth military barracks. Anyone who has tried Green Roding in this area will know the problem

of finding your way around, so you can guess what it was like in the dark. With Larry still tagging on behind we tried all forms of navigation from compass work to blind luck before I reluctantly set off towards civilisation shown by a distant set of bright lights. Needless to say these were at the back of the Tidworth Barracks. A tarmac road emerged through an open gate in the barracks fence so we naturally turned in the other direction, only to find a sentry post just around the corner. Luckily the bemused soldiers accepted our explanation that we were lost on a rally, and explained that our route out involved going through the gate and then the barracks. The Armalite toting guards at the main gate on the other side looked even more confused but made no attempt to stop our exit.

Having managed to rejoin the rally at check point 16 we completed the route within the time allowed after one more slip by Jeremy had directed me into a field. The inevitable 'courting' couple must have had their night ruined by the entry and then exit of two vehicles. Once the results had been worked out we were surprised to find that we had come sixth of the eleven that had finished the rally, the minute that I had made up on Larry relegating him to seventh place.

Judging by the excited chatter over the CBs on the way back to my home everyone had really enjoyed the event.

Arriving home at 4am, and getting up at 6.30 to see my parents off on holiday I find leads one to enjoy a quiet day. A leisurely lunch with Larry and Brian, followed by wheel changes and a quick service had the Range Rover readied for the next part of the weekend; just before Steve Kirby arrived on the scene. By 5.30pm the now four vehicle convoy was on its way to a night RTV being held by the Chiltern Vale Rover Club near Oxford. By definition the event couldn't start until it got dark, and the fine night delayed the start until after 10pm. This ensured that we were not to get to bed until 3am on Sunday.

For the second night running the Range Rover's additional lighting came into its own as

we completed the sections. Unfortunately despite leaving the Range Rover's lights on all time the event proved that at least one driver couldn't see where he was going when he drove into my parked vehicle. The front wing and the scuttle panel now look just like those on Steve's battered vehicle.

Unlike the previous night were we had covered over 133 Kilometres the entire competitive sections measured on the Terratrip computer totalled under 400 metres, and that included the wheelspin! Driving anywhere offroad at night can be interesting, but trying to find your way around trials sections can be quite entertaining; and judging by the number of people who tripped over obstacles or fell down holes it was far safer in the vehicle than on foot. Surprisingly only a few competitors managed to lose their way on the sections, and it was the normal axle twisters and steep climbs that produced the penalties. When we arrived at the penultimate section my score card still showed zero penalties, but all those who went before me were failing the climb before the two gate. The left foot braking technique (to provide a form of differential lock) got the Rangie up this climb and on to clear the section; so with the last section having an even worse climb I, as the only one to clear the previous section, was elected to go first. This time the Rangie just failed, but so did everyone else. In fact it took the Clerk of the Course three attempts to prove that it could be done.

Once the scores had been added up it was announced that I had won not only the long wheelbase class, but also the overall first place with a margin of two points. So that was night two, or nearly so since we had to drive back to my home again.

After just three hours in bed it was time to get up and set off to the All Wheel Drive Club's open day at Long Valley. Larry was intending to help Liz Hurley on the rights of way stand whilst Brian and I tagged along. After the beautiful clear Saturday night Sunday dawned to torrential rain but it did make the site more interesting,

and it wasn't long after our arrival that we found ourselves booking in to take part in the event.

A six and a half mile scenic drive had been marked out around the site, and scattered around it were ten RTV sections and ten Beginner's sections which you could drive if you wished. Remembering that when I last entered an AWDC RTV some four years ago they weren't always the sort of sections that I would like to tackle in the Rangie; and having seen so many pictures in their club magazine of 'rolls' in RTV events; we all decided to enter the beginners trial. Since this was intended to take complete novices in offroad driving and introduce them to trialing you may be forgiven for thinking that they would have been very easy, but each section was a little more devious than its predecessor. The Clerks of the Course for this event really should be congratulated for a fantastic job as I don't think I have ever seen such a well designed set of sections. Despite the number of trials I have entered I still found that I had to think about the correct line for each section, and the rain just added to the fun. The final section was up to normal RTV difficulty and my score for the day totalled one penalty (I stopped two inches before getting the hub through the finish gate when the marshal had said "Clear") but it hadn't been easy. Back at the finish I persuaded the organisers to dispose of my score card as I felt it would be unfair to genuine beginners for my score to count, but what a superb day it had been. The two laps of the scenic drive alone had been more fun than some days greenlaning.

Not surprisingly once home that night I only stopped long enough for a meal and a shower before crawling into bed, less than six hours sleep since five o'clock on Friday morning had finally taken its toll.

## *Raid Aneto 90*

by Colin Gross

Morning started with the luxury of hot showers, and then breakfast in the old convent which we discovered had been turned into an education centre. While we checked the vehicles, and improved the fan wiring on Larry's motor the Pig Killers (as they were now nicknamed, from the name painted on the passenger door of the Portaro) set off for Pamplona to collect the new half shaft. Before the afternoon's start we found time to visit the delightful old town of SOS Del Rey Catolico. Most of these old Spanish towns were built on hill tops, or more incredibly perched on the steep sides of a mountain. Built from local stone they were very picturesque with mazes of narrow and steep streets, and always were centred on a large church. As the Aneto was currently running we had the best of both worlds; superb off road driving mixed with marvellous sightseeing and insights into the local culture in the evenings.

Back at the campsite everyone gathered for the days briefing, and the Pig Killers arrived with the half shaft; only to discover that they had left their propshaft on the counter of the Pamplona Portaro dealer! As they again departed for Pamplona we listened to Jean Pierre Steiner (the events organiser) telling us about the potential problems in store. In theory we were to drive throughout the afternoon, stopping for a rest at an Inn; before restarting for the night stages to the overnight camp high in the mountains. The local Department of Agriculture (DGA) manager for Aragon however had declared his intention of stopping organised events from using the unsurfaced roads.

Steiner had written to him asking for an alternative route, and threatening to write to the newspapers if a reply was not received. The DGA manager took this as a threat and refused to

reply, threatening to call out the police (Guardia Civil) if the event went ahead. Steiner told us all that the event would go on, and asked us to keep the road books hidden to preserve the image of lone travellers. He recommended making sure that lights were clean etc. so as to give the police no excuse for stopping vehicles; and concluded by saying that he may be arrested for organising the event. Since the briefing had been watched by officials from the DGA we felt that problems were indeed imminent, but were soon on our way.

The first track was an easy dirt road and at its end we encountered some Aneto officials who quickly amended the road book, thus rerouting the event from where the DGA were waiting. The tracks took us for a long drive along a large river bed with many fords through the river before bringing us to the first checkpoint in a small village. Needless to say we had been watched on our way by a vehicle from the DGA and found them waiting at the checkpoint. From there we set off over a signposted public road crossing the mountains for about 10 miles; the problem was that it had a gravel surface and at the far end the DGA were collecting license plate numbers. That may have been the end of the matter, except that a Frenchman in a Range Rover decided that as the DGA Official was walking up one side of the queue, he would drive past on the other side. The DGA gave chase, and for a while the official succeeded in hanging on to the Range Rover, but once it reached the tarmac and accelerated away he was forced to let go. Needless to say he became somewhat annoyed! His actions made it clear that if he had been armed (as are most of the local police) there would have been a major incident; but all he could do was block the road with his Land Rover and use the radio to call for assistance. The actions of this \*!^?\* stupid Frenchman had clearly landed all the Aneto vehicles at this point well and truly in the ....! After a long wait reinforcements arrived for the DGA, and the tail end officials of the Aneto caught up the 25 strong convoy. Some

hard bargaining by the Aneto team finally convinced the DGA to let the local Spanish vehicles pass (they had quite innocently been caught in the road block on this public road) but the DGA official was in such a hurry to replace the road block that he rammed a Fiat Strada with his Land Rover. This provoked much laughter from all the 4x4 crews but didn't do much to calm the DGA official. As time went by it became clear that no one in authority was going to arrive. The Guardia Civil didn't want to know (they pointed out that it was a public road through DGA forests) and the head of the DGA was apparently leaving the local DGA men in the lurch. Having stopped the convoy they didn't want to lose face by letting it go. After nearly four hours a senior DGA official arrived, and within minutes we were allowed to leave; following the Aneto officials to the Inn since the afternoon's driving had been abandoned. The Pig Killers arrived (by tarmac) just in time to join the convoy, which proceeded at very high speed along a gravel mountain track through a torrential thunderstorm to the Inn. Here the officials informed us that the event had been cancelled for that day and night, and that we should meet next morning at Barbastro. The problem was caused by the British bikers, who, knowing that we were to camp up the mountain that night (where their support van was unlikely to arrive) had asked us to carry their tents and overnight kit. Unfortunately they had long since departed for Barbastro the officials told us, so we had no alternative but to begin the 100 plus mile drive there, and already it was 9.30! Somewhere on route we lost the Pig Killers, and needless to say in Barbastro we couldn't find the bikers; so with all the hotels closed for the night (it was after midnight) we parked in a lay-by and prepared to sleep yet again in the vehicles. All this time the thunderstorm had raged on, and just as we were settling down the lightning silhouetted a familiar shape; the Pig Killers had somehow chosen the same remote road to locate a lay-by.



# Trial Report

Manor Farm RTV & CCVT, Sept 16th.

## Hands In

In a recent edition of *Pants & Barks* Ted gave us some excellent advice following Malcolm and Brian's accident at the Nationals. My thoughts however were going in a different direction, how to prevent the accident at the first place.

I will not suggest not rolling the vehicle, although that must be the ultimate solution, but I am hardly qualified to advise on that. No, my concern is preventing the injury.

The previous day, during the National Trial, I noticed several codrivers holding onto the roll bar to steady themselves. It does not take much common sense to realise the danger of this practise, even if the roll bar isn't called upon to fulfil its designed purpose, it is far from unknown for a trials driver to use the roll bar as a pivot round a tree. However, whilst I didn't see Malcolm's accident, I'm sure that wasn't the case, but that Brian, probably subconsciously, reached for a convenient handhold as they rolled.

One preventive method is to fit restraining netting in the "window" space. Whilst getting this a compulsory ARC requirement will involve much discussion, and probably several years, as I understand it there is nothing in the rules to stop a driver fitting such netting now.

The alternative is to ensure there are suitable handholds inside the vehicle. Then you have to ensure that you use them. It may look very cool to sit with your hands in your lap, but if you roll, where will you grab for. Clutching the grab rail all the time may result in some sarcastic comments from you mates, it did during my brief excursion into comps, (although those who have travelled with my driver will understand) but if it keeps your hands inside, who cares. Those wearing a full harness can hold tightly onto their shoulder straps. Female codrivers seem to find this method has an added bonus.

Although this primarily applies to comp safaris and trials, keeping limbs in is equally important in RTVS, whilst green roading or even when driving down the road. In fact many years ago a friend of my badly crushed his hand when he rolled an Austin Cambridge whilst holding onto the guttering. Whether it would have rolled if he had both hands on the wheel is another matter.

Dave Cuthbert

Firstly, many thanks to all those who helped clear the land at Manor Farm on the 2nd of September in preparation to the event on the 16th. It really is a superb new site, being only a mile from Ham Lane and much larger. The sections were set out by Allan Tew and others and they achieved the desired balance in that no-one cleared the lot but someone cleared each section! The sections were well designed and great fun. Hugh's new car was double driven, his friend beating him! Notable too was the fine drive by Gary Green.

## RESULTS

### Group 1 (ARC Class 5)

Steve Kirby	3	Alex Waugh	7
Gary Langton	11		

### Group 2 (ARC Class 2)

Robin Warrington	9		
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### Group 3 (ARC Class 3)

Gary Green	6	Terry McGerr	7
Ted Marynicz	13	Angie Marynicz	16
Gary Hodgson	21	Mark Benger	26
D. Green	32	Neil Shawyer	33
N. Woodage	38		

### Group 4 (CCVT)

Dave Thompson	16	Hugh Glossop	18
Mike Wardley	20	Isobel Wardley	23
Dave Henry	38		

### Ladies Prizes:-

RTV	Angie Marynicz	CCVT	Isobel Wardley
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### Many thanks to:-

Secretary of the meeting Pennie Hodgson  
Clerk of the Course Allan Tew

Scrutineers

Gary Hodgson, Steve Kirby

Stewards

Chris Homewood, Nick Jennings

Marshalls,

Paulette Wardley, Christine  
Wardley, Phil Matthews, Adrian  
Bolge, Anita MacFarlane.

Steve Kirby

## 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

### FENCING MANUFACTURERS:-

S.OSBORNE & SON, Newport Pagnell, BUCKS, 0908-616564

### 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

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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:0705-470183, 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!

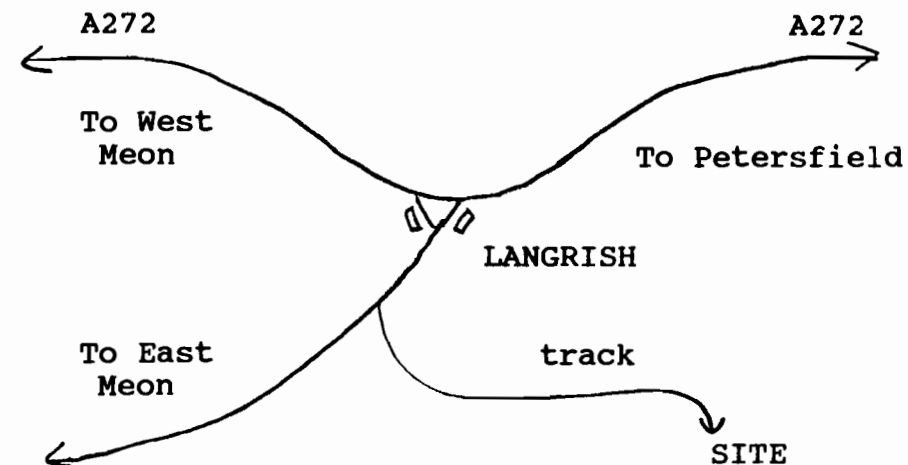
## Trial

BARBECUE and TRIAL at HAM LANE, OCTOBER 20th-21st.

We are holding an early Bonfire Night Barbecue and bonfire with fireworks on the 20th of October at Ham Lane Leisure Centre, near Petersfield, HANTS, followed by an RTV and CCVT trial on the 21st. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £7:50 in advance or £10 on the day. Payment to Allan Tew. (Address inside front cover.) Scrutineering will be at 9:00.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along early on Saturday to help set out the sections, it's always the same few who get lumbered with this. Please bring all your own stuff for Saturday night. Facilities are minimal. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!

### HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.

# Dragon's Drivel

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

First the good news, or perhaps not, I've had my computer fixed, so you will not be deprived of *Dragon's Drivel* any longer. Those of you who have joined the computer generation will appreciate what 3 months without it is like.

Those of you who read *Pants & Barks* carefully will know that the editor asked for typed contributions to match the rest of the newsletter. (If any of you can help the editor get information off a 3" disc, please let him know.) Fortunately my type in this size (approximately 12 characters to the inch) matches his closely. I soon realized that by altering the margins, and making my printer print nearer the top and bottom than the book says it can, I could match the page closely.

So what does our editor do in July? Change the size of his type. Out with the ruler, 17 characters per inch, yes I should be able to get close to that, although the style is slightly different, I must try when I get my computer back. Then plop, the August edition falls on the mat, open it up and - shock! horror! the type's grown, 10 characters per inch, and great big gaps between paragraphs. At least that way he doesn't need to write as much to fill a page!

Enough of this waffle, what's been happening with the North Wales Land Rover Club? A couple of weeks after the Nationals came our Birthday Rally, but as I came to the HBRO rally, I can't comment on it. It was as I sat down to write to thank all of you responsible for a great do, that the computer declined to play, or work, so I'll do it now, thanks all of you.

Our next event was a trial at a new venue near Bala, found courtesy of *Landcraft*. Although this is close to our Arenig site, it is down in the valley, although only when compared with the surrounding mountains, it is still a large hill, it is a different and very promising site, and I am sure is going to give us many enjoyable events in the future. The site is mainly rough grassland, very hilly, with a bit of rock. There is also a reasonable amount of woodland, although I didn't make use of it this time. There are also a couple of boggy bits, but they were not enough to stop NWLRC members. The only obvious shortcoming of the site is a lack of water. I think most people enjoyed it, I certainly enjoyed setting it out, and on the day I even had enough marshals to sit back and behave as a Clerk of the Course should, take an overall view, and be ready to sort out problems,

but not get side tracked with details like marking cards.

The following weekend saw a number of us up in the Lakes for the War of the Roses. I went up as a spectator, but found we were a team member short, so quickly donning my HBRO T-shirt, newly produced by Angie for the event, I signed on. I did attempt to decorate the HBRO team vehicles with NWLRC stickers, but having reccied the vehicles during the evening I set off from the caravan at about 2 o'clock, no mean feat after a good barbecue, only to be thwarted by someone walking down the field with a torch. There was no point in trying any later as Colin would have been up! I am sure there will be a full write up elsewhere, so I will just congratulate the HBRO team on their 3rd place. The NWLRC? Well we were two places lower, but were the best placed foreign team, beating the Scottish LRC.

The next weekend saw the BFGoodrich Off Road Show, an interesting couple of hours. It only took me about 1½ hrs to get there, and but was glad I hadn't driven up from Basingstoke!

There was then a couple of weekends off from Land Rovers, but early in August the Yorkshire R O C came over for their holiday rally, and we arranged a joint trial with them. This was at another new (to us) site, which again looks promising for the future, being a large site up the side of a hill, offering a wide variety of terrain, although I was not having a good day. It didn't seem too bad at the time, with a couple of exceptions I was failing at the same place as many other people, but the others were taking turns!

This only leaves the Bank Holiday, when we were back at Arenig, although only for the day. We had a slightly smaller entry than normal, I must plead guilty, for various reasons I was not entered, but this means we were finished earlier, leaving time to visit the NORC comp safari at the Bala site we had used the month before.

But what else has been happening in Wales? Not a lot, we haven't had all the excessive heat you evidently have, but it has been hot enough. The traffic didn't appear as bad as last year, maybe I'm just getting to know the way round it! The only real problem was the Tuesday after the Bank Holiday, when many people take an extra day. I would never attempt to come back through Conwy on a Sunday, but now I know what they are complaining about. What is usually the last 15 min home took over an hour, and that was using a short cut which is estimated to save another hour in those conditions!

It's called Moving the Goal Posts, Dave! The reasons for the variations basically revolve around the change of Wordprocessor to Word for Windows and the use of an inkjet printer; which doesn't have the range of fonts the dot-matrix one had. I used to print at 12 characters per inch (cpi) but the new printer has 10, 17 and 20 cpi. 10 cpi is nice and readable and I intend to use this most of the time. However, I needed to get so much into July's issue that I elected to go for the tighter print. Things may change yet again as I experiment with different systems and techniques!

Ed.

## 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

### *Photos opposite:-*

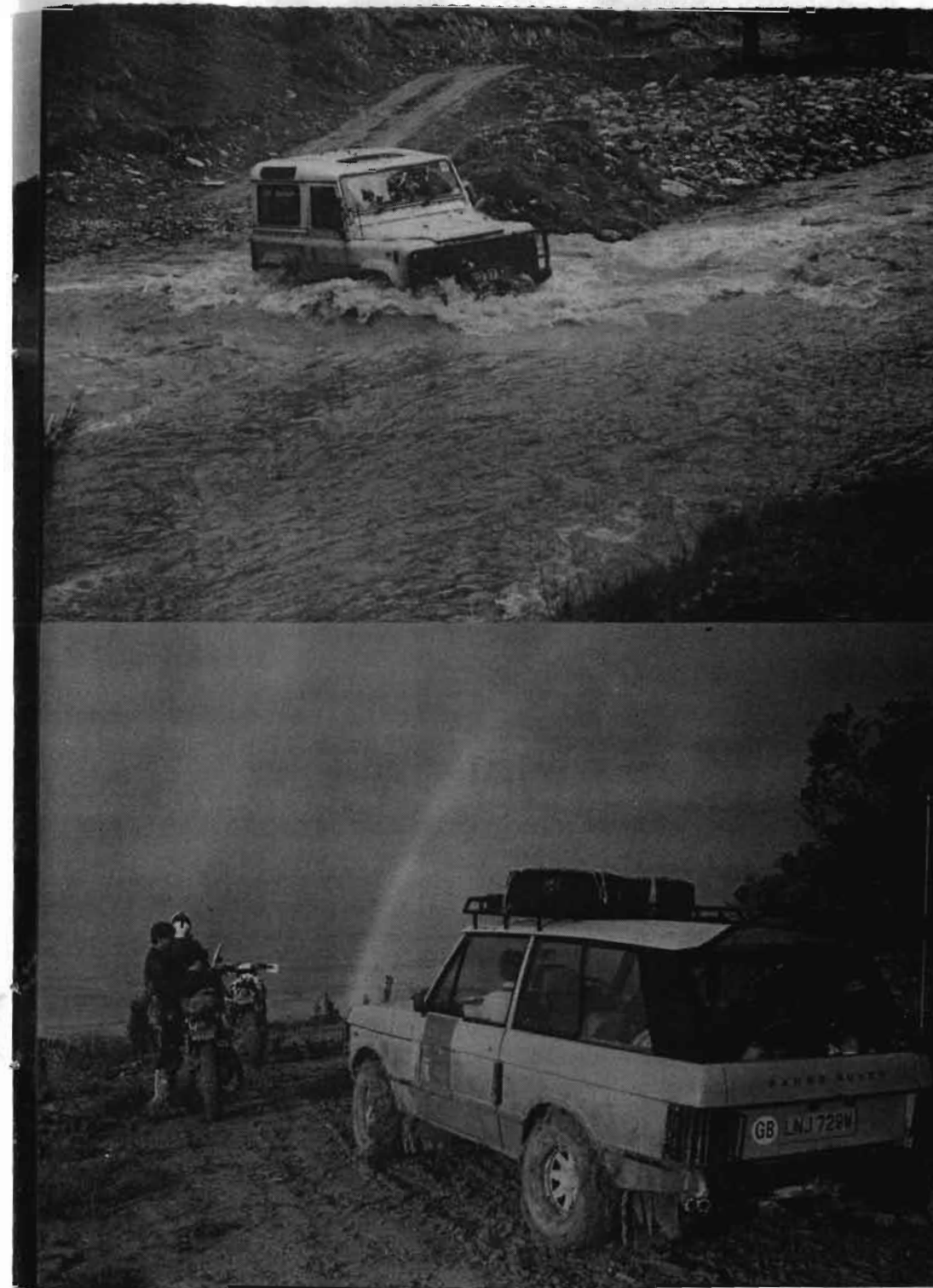
Top:-

Larry Byrne crosses a fairly raging torrent somewhere in the Pyrenees on the Aneto 90 trip.

Bottom:-

"Somewhere over the rainbow...." Colin's rather muddy Rangy and two similarly muddy motorcyclists stop to admire the spectacle when the rain stopped for once and the Sun shone during the Raid Aneto 90.

Photos by Colin Gross



## 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!

\* 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.

\* Land Rover Parts. Hard top for SWB, £80. Truck Cab and ¼ tilt with frame, £60. 2¼ petrol engine in running order, £50 (V8 transplant.) Phone Mark Sheperd in Gosport on 0705-521218.

\* 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)

## For Sale

\* SWB Land Rover bits... Hard top, £80. Truck Cab and ¼ tilt with frame, £60. L/R 2¼ 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

\* 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.

\* 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 Barkes-Fay in Woodley, near Reading, on 0734-690189.

\* Lightweight Series III. Completely standard. 2¼ 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.

## Vehicles for Sale

\* 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

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

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

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## 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.

Oct 5-7th	Majors Trial and Comp Safari. Eastnor.
Oct 20-21st	Bonfire/Barbecue on Saturday. RTV and CCVT at Ham Lane on Sunday. Details elsewhere in this issue.
Dec 2nd	Trial at Broxhead Common. Details later.
Nov 24th or Dec 8th	ARC Meeting. (Date not set)
Dec 22nd	Christmas Dinner at the Dove, Micheldever. Details later.

### A SAFARI INVITATION

We have been invited by the Anglian Club to the following Comp Safaris:-

16-12-90	Sundon, near Luton
13-1-91	King's Dyke, near Peterborough.
10-2-91	Wapsey's Wood, near Gerrards Cross,
24-2-91	Sundon, near Luton.

Contact Steve Kirby for details and copy of ASRs.

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### AFRICA EXPEDITION

A drive to Capetown by Land Rover. Start January 1991. Duration about 8 months. Interested in joining in? Contact Mark Benger on 0705-581845 or see him at the White Swan pub meets.