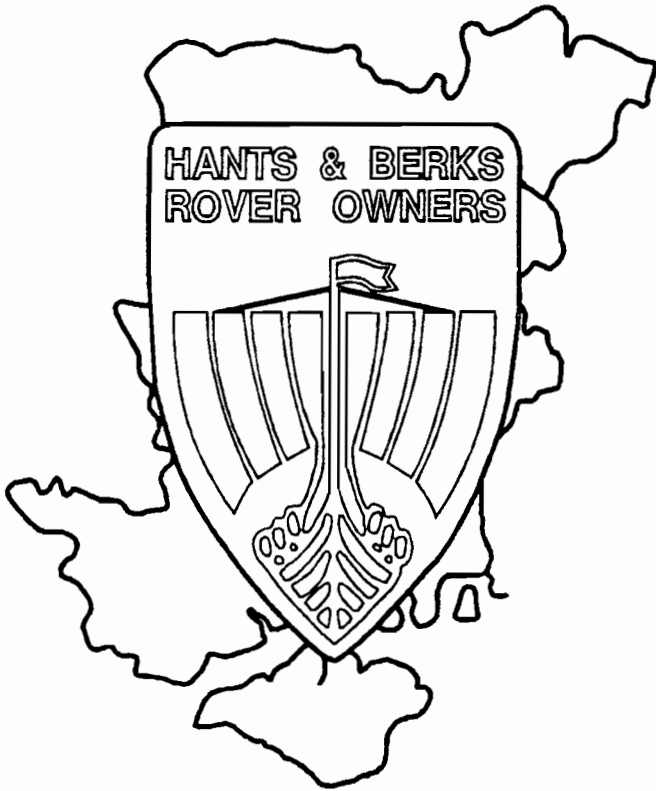


Pants & Barks

November 1991



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...

Check out the proper location for the Firework night "do" Up til now it has said Harroway Farm in the events list. That was a *faux pas* or a *fox's paw* as a friend of mine calls it! For everyone else, that reads "mistake" "error" etc. Gary's article and the map last month and this month is correct. One of these days I'll get it all right in one go and then what will you have to complain about! At least that's a target still to achieve!

This months articles include Adrian Bolge's detailed account of the RTV (or FVT, Family Vehicle Trial, as it was called locally) that was held on the Saturday of the War of the Roses weekend. We also have a report on the last ARC meeting. This article contains a list of proposals which I hope you will study and comment on if you have any particular feelings. Finally but by no means least, there is a report on the Major's Trial (we won).

Did you like the new look newsletter? Isobel and Mark Wardley printed and distributed it for us. That takes a load off your hard worked Treasurer who usually does it.

HBRO AGM

Don't forget the AGM on November 6th, starting at 8 o'clock. It's too late now to send in any proposals, but please do come along to help determine the way the club runs. We may be needing some new officers of the club. Are YOU willing to have a go at helping this increasingly successful club on its way into the future?

Membership Renewals

For those of you renewing for October, there may be a slight delay in sending out your new cards as Nick is having a well earned holiday. Show this paragraph to any relevant officials if they think your card is out of date and you're trying to enter a competition!

ARC EGM 14/09/91

This was attended by Steve Barnwell, Colin Gross and myself from HBRO. If you're interested and want to come along any time, give me a call. Dates of future meetings on the events page.

As I don't do shorthand, it's hard for me to record everything in word for word detail. So here's an impression in note form. Any views expressed are mine. If anything in the following article takes your interest, please write or phone with your comments. These will influence the way HBRO votes in December.

For the first time, there was a collection of sub-committee meetings in the hour before the main one. Colin, Steve and myself were in the scrutineering one (Steve Barnwell and I are on the ARC scrutineering committee); hence I missed the Rights of Way group. It would help if any member with interest on the RoW front could attend next time to keep an ear open for Rights of Way matters.

Discussion points/topics raised in the scrutineering meeting:-

- a) Comp Safari - if windscreens are fitted, they must be of laminated construction. Toughened glass is not acceptable.
- b) If a Ninety is made from a shortened Range Rover complete with RR back axle, it will be a special because it will then have disc brakes on the back instead of drums. It is not permissible under ARC rules to exchange drums and discs in Standard Class.
- c) Range Rovers and Discoveries are the only vehicles currently allowed to have petrol injected engines under any circumstances.
- d) Seat belts are not mandatory in Team recovery and Winch Recovery events.
- e) Team Recovery and Winch recovery regs; info still awaited for inclusion in rule book.

In the main part of the Meeting, the following are noted:-

- a) A question was asked regarding inviting the ARC to a competition run by an ARC club. Yes, this is allowed because the ARC is registered with the RACMSA as a club, not an association as it's title may suggest.

So a club wishing to run a completely open event, can invite members of all the ARC affiliated clubs simply by inviting the ARC.

- b) Proposal that each club should send at least one delegate to each ARC meeting. If they didn't (over the period of a year), then they would be fined a sum equal to one year's membership. If the fine was not paid in a certain period of time, the club would be expelled with the right to reapply after a year. This was subject to a few amendments but when finally voted upon, there was a dead-heat. The chairman decided that we should vote on a person by person basis and the motion was defeated.

- c) Proposal that the procedure for changing rules be altered. At the moment, a proposal is presented at the September meeting, discussed at the December meeting and voted on at the AGM in the following year. A rule change would then come into effect on January of the year after that. The proposal was to enable this three month cycle to start at any month. Secondly, if a rule was of a restricting nature, then a period to be decided would pass before the rule became valid. If the change allowed things to happen that were at that time prohibited, then the change *could* be valid immediately. The voting was again equal and again the membership present voted on an individual basis. The motion was defeated.

(If you read the ARC Constitution, you will see that it does not include this method of resolving a dead-heat. The chairman is allowed a second casting vote on these occasions. Hence the votes would seem to be void. I have written to the Secretary of the ARC pointing this out.)

- d) If any club member wishes to receive a copy of Rover Runes, the ARC newsletter, then he/she should write to the secretary, Andy Stavordale.
- e) The new Land Rover Directory is to be published in the Spring of 1992. ARC clubs may submit a brief description of their activities to Dave Barker, the ARC's Press & Publicity Officer.

f) ARC secretary, Andy Stavordale, read out a letter from the Southern Rover Owners Club. This stated that Steve Kirby of HBRO had told members of SROC "not to take too much notice of the rules as the HBRO didn't either" (or words to that effect). Well, I was speechless; a rare occurrence indeed. Discussion with SROC members present subsequently highlighted certain things - too many to go into here. Suffice it to say that I have responded in writing to Andy in strong terms. Anyone who knows me at all will know that I take the regs very seriously and to suggest that I should tell anyone to disregard them is patently ridiculous. Moreover, to imply that the HBRO does not heed the rules is positively slanderous - we are the most compliant club in the country. I await a response.

g) Land Rover Parts have withdrawn their sponsorship of the ARC. So we will have to find £5000 a year to pay for it all ourselves. Various ways of finding the money were suggested. With 12000+ members, a levy of 50p a year per member should adequately cover it. Other methods were suggested, but look out for a slight increase in fees soon.

h) Dave Barker, Press & Publicity Officer also commented on the above item. Shall we look for alternative sponsors? In order to target the sponsors accurately, it would help if we could find out exactly how many vehicles of what type and age there are in the ARC. So please write to me and let me know what you own (model/series etc) and how old it is (or just quote the year). This survey will be very useful to the HBRO as well as being vital to the future of the ARC.

i) Technical Adviser, Bob Ivins, pointed out a couple of safety related items:-

1) On Series One vehicles with the original type screw-in wheel studs, only original type wheels should be used. Eight-spoke and similar should not be used. On the proper wheels, the vehicle weight is carried on a ring on the hub; the studs merely clamping the wheel to the hub face. If eight-spokes or similar are used, all the loads are taken on the studs.

2) If you fit a non-standard steering wheel, be careful that it does not clamp down onto the self cancelling indicator mechanism, resulting

in an insecure steering wheel; perhaps with the splines not engaging properly.

j) The 1992 ARC Nationals will be run by Red Rose at Houghton Towers, near Preston, Lancashire.

k) 1993 Nationals to be held at Eastnor Park and run by the Midland ROC.

l) ARC Yearbook. Following the withdrawal of the major sponsor (LRP), this has been delayed. Publication will not now take place until 1992. In the meanwhile, I have produced a P&B sized booklet containing the current rules.

There are numerous proposals outstanding. These have come from various sources (i.e. they are not all mine!!!) and are printed below accompanied by explanatory notes.

a) TYRES, Rule 9. The rule as it stands is unenforceable. It states that "Tyres must be no larger than 7:50x16 or equivalent, cross-ply or radial and have a maximum inflated diameter of 33". The '7:50' means 7½ inches section width which translates into 190.5mm for metric measurement tyres. There aren't any this small. Factory fitment tyres are typically 205 or 215 thus making them oversize according to rule 9. Basically, the proposal is that we abandon the 7:50 ruling and rely on the 100mm offset on the wheels to limit tyre sizes. This will actually allow the fairly wide tyres commonly used but these are often to the disadvantage of the competitor (restricted turning, heavy steering and added overall width). The following proposal also clears up the confusion relating to 9:00 size tyres. Again, this figure refers to the width not the diameter.

PROPOSAL:-The first sentence of Rule 9 should now read:- "Any size tyres may be used so long as they have a maximum inflated diameter of 33" diameter and that the 100mm wheel offset limit (rule 8) is not exceeded. Forward Control Land Rovers (all types) may have larger diameter tyres."

b) Classes 1 & 2 in Comp Safari. Both mention 2286cc diesels. This is a minor misprint that should be corrected.

c) RTV SR 1 (b). Reference is made to manufacturer's hard top. This means ALL of the relevant hard top. For instance, a Range Rover pickup with a shortened roof is not allowed.

PROPOSAL:- SR's, RTV, 1 (b) be amended to read "The whole of the manufacturer's hard top or truck cab with all fastenings secured and all glass in position."

d) Rule 10, Suspension. The ruling on wide/narrow springs for Series One vehicles has been re-clarified several times now based on the joint decision made at the scrutineers meeting on Jan 20th 1990, where it was agreed that these are acceptable.

PROPOSAL:- That the paragraph removed from the original proposed set of rules that appeared in Rover Runes be reinstated. i.e. that the paragraph "The narrow springs on 80" Land Rovers, may be replaced with wider springs as an alternative." be added to rule 10 as para (iv)

e) Rule 10. Part (i). Forward Control 101's should really have an exemption from the specified 5 leaves to a leaf spring; otherwise they are not ARC legal!

PROPOSAL:- The following be added to the end of the first sentence in rule 10 (i) "101 inch wheelbase Forward Control Land Rovers must have at least two leaves on the springs".

f) Rule 13, Silhouette. There are numerous 88" SWB Land Rovers around that have been modified with 90/110/Defender style front ends. In many cases, these vehicles have been purchased in good faith from refurbishers and coachbuilders in this form. The new owners then find they are not ARC legal.

PROPOSAL:- Add to rule 13 (i) "The use of Ninety/OneTen/Defender/LWB 109" style bonnets and grilles be allowed on 88" Srs II and III".

g) Rule 13, Silhouette, item (iv) seems to be describing the construction of a special. As this is in the "standard" section of the rules, it should be changed.

PROPOSAL:- Reference to Range Rover chassis in Rule 13 (iv) should be amended to refer to a LWB leaf-sprung chassis being shortened and fitted with a Lightweight body.

h) Competitive Safari SR 7; and Point-to-point & Team recovery SR 6 Electrical Isolation. These SRs say that on open vehicles the cut-out switch should be on the "lower main hoop of the roll-over bar." This is very widely disregarded probably because it is impracticable. Only one or two open comp safari vehicles in the 1991 Nationals had the cut-out switch on the lower main hoop as specified! The RAC Year Book refers to the positioning of the **triggering system**, not the position of the actual cutout itself. It is suggested that the rule be amended bring the ARC ruling into line with the RACMSA regs.

PROPOSAL:-That Comp Safari SR 7 and Point-to-Point & Team Recovery SR 6 be amended to read "On saloons, the triggering system shall be....."

Please let me know if you have any views on any of the above.

Steve Kirby

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Roads for Thought.

Why do you drive a 4x4 ? If we ignore the "street racer" cars, then unless its for the "poseur" image or because you do a lot of heavy towing its probably safe to assume that you want to drive "offroad". Only a few years ago it was possible to combine interesting "offroad" travel with enjoyment of the beauty of the countryside. A case in point was the Ridgeway in 1988. In a single day it was possible to traverse the 40 plus miles from the A4 near Marlborough to Streatley near Reading, visiting along the route Silbury Hill, Avebury Stone Circle, Barbury Castle, Wayland's Smithy, Uffington Fort, etc. etc.; whilst enjoying the magnificent views of the Vale of the White Horse and driving a challenging "offroad" route. Of course there was a negative side to it all. To anyone who enjoyed the countryside the very sections that gave the challenge to the trip could only be described at the minimum as eyesores, or more likely by non vehicular users as a nuisance or possible danger.

Three years on and a lot has changed. Vehicular use of Byways has supposedly risen, and both the "pro" and "anti" vehicle lobbies have become more vociferous. It is still possible to drive the Ridgeway and enjoy the splendours along its route, but the "offroad" challenge is gone. Much of the route has been surfaced with gravel and chalk scrapings.

Standing up for our vehicle rights has led by necessity to the provision of a surface which the vehicle traffic will not destroy. As a result the Ridgeway is now open to any motor vehicle, which is good news for the elderly or disabled who now have access to areas that could previously only be reached by 4x4s.

Unfortunately the route improvements have led to an increase in traffic, apparently not of 4x4s but of normal cars. On a recent journey along the route we passed several burned out cars and even a Vauxhall Cavalier driving past Barbury Castle whilst the dogs the owner was exercising ran behind, but only one other 4x4 was seen. Maintaining vehicle rights to the route is giving the "anti" lobby more traffic to complain about, and has turned natural Green Lanes into what look like rural motorways.

Successfully fighting for vehicle rights can do much to remove the reason for wanting them, and may actually help the "anti" vehicle lobby by turning Green Lanes into "surfaced" roads and increasing vehicle traffic. Is this what you want ? Why should 4x4s have access to Byways which may

suffer damage from their use? Why must you be able to drive Byways and not be confined to "offroad" play sites? Ignore the "they have historically had vehicle rights" argument.

Mopeds are not allowed on motorways because they are not considered suitable for those routes, tracked vehicles are not allowed over some bridges because the structure of the route (bridge) may be damaged by the weight. Could not the same be said of 4x4s on some Byways? Why not put pen to paper and answer these questions. I for one would like to see some fresh arguments for vehicular rights of way.

Name Supplied.

ARC Vehicle Regs

From time to time I mention the ARC Vehicle Regulations. The ones in the yearbooks you all have are now out of date so I have produced a P&B style booklet containing the new set. Some white and some green ones have already been handed out. If you have one of these, please add the following paragraph to the end inside the back cover:-

NOTE:-

These rules supersede those in the 1989 ARC yearbook. However, the contents of the Scrutineering article by Dickie Day and the information on roll bar design are still valid. Please read them.

Subsequent batches of the booklet (coloured purple to distinguish them from Pants & Barks at a distance) have this already added. Members of the committee will endeavour to hand these out to regular competitors at events or club evenings. Please write to me or phone if you want me to send you one.

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 to members.

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James Wallis, "Red Rover Services" Petersfield. Tel: 0730-62057

Chris & Georgina Noel, "GLE", Service, Recovery, Hire, Boston, LINCS.

Tel: 0205-352683

Steve Barnwell Motors, Newport Pagnell. BEDS.

Tel: 0908-611413 (Works), 0908-616878 (Home)

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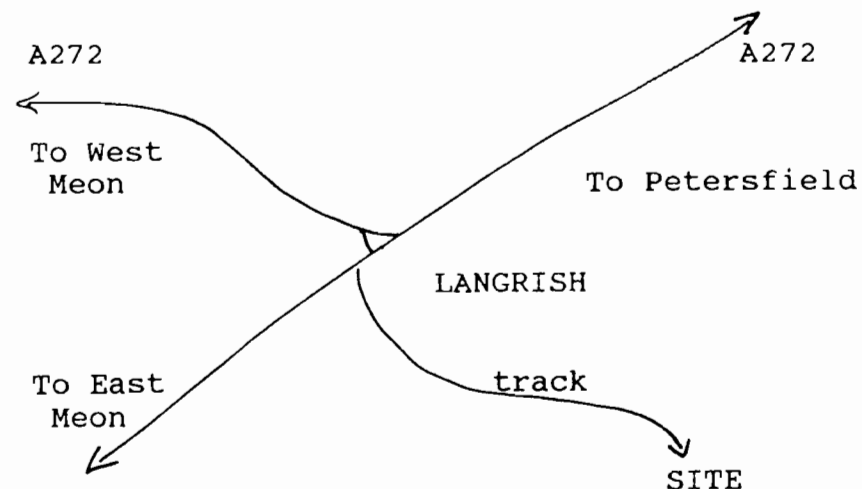
Send your business cards/letter-heads to the Editor!

BARBECUE , FIREWORK DISPLAY and TRIAL at HAM LANE, NOVEMBER 2nd/3rd.

We are holding a Bonfire Night Barbecue and bonfire with fireworks on the 2nd/3rd of November at Ham Lane Leisure Centre, near Petersfield, HANTS, followed by an RTV and CCV trial on the 3rd. 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. ARC rules will apply as usual. Your ARC Yearbooks are now a bit out of date; revised sets of rules are available now. The new ARC handbook is delayed, so consult club scrutineers for clarification. Don't forget your MOT certificate and driving licence. 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 and organise the barbecue. Please bring all your own stuff for Saturday night. A contribution of fireworks would be appreciated. Facilities are minimal. On the Sunday, please enrol as a marshal, 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.

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Hants & Berks Rovertune Challenge

We are holding a Rovertune sponsored CCV & RTV trial at Weaver's Down, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 8th of December. The event will be open to all fully paid-up members of HBRO, Southern ROC and Anglian ROC. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Pennie Hodgson. (Address inside front cover.)

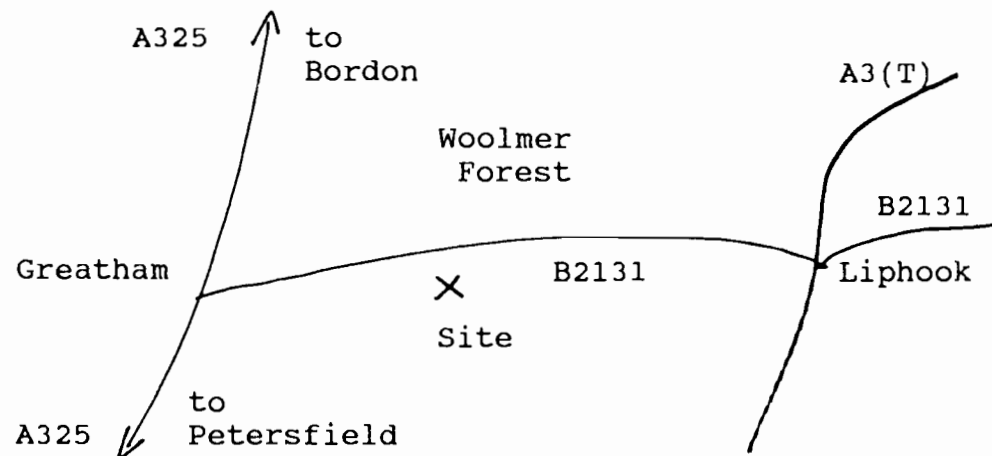
Due to the short daylight this time of year, we are going for an early start. Scrutineering will be at 07:45 - 9:15.a.m. and the competition will start at 09:30.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. The rules in your ARC Yearbooks are now rather out of date although any vehicles built to comply with them will not be illegal. New rule books will be supplied soon. Don't forget your MOT certificates (where relevant) and driving licences!

RTV will be a qualifying round for the HBRO "Red Leader Shield" and the "Pilot Trophy". There will also be a team "Nomination" event for all the clubs, run concurrently.

Please come along on Saturday to help set out the sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal: we'll show you how to score if you've not done it before! Please bring a CB radio if you have one (in car or hand-held).

Weaver's Down Site.

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or

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or

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All served with button Sprouts with Chestnuts
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* * * * *

DESSERTS

Christmas Pudding & Brandy Sauce

or

Fresh Fruit Salad

* * * * *

Coffee with Mince Pies

25% Deposit Required. Contact Allan Tew.

SLAB COMMON TRIAL - 21st September 1991

My First Trial as a new member of the Hants & Berks Club

Having gained my licence to kill in February this year (otherwise known as a driving licence), at last I managed to bend my parents' arm to drive their beloved vehicle in the RTV at Slab Common. Armed with my weapon I decided I to choose a novice navigator who wouldn't shout at me, so I opted for Mum!

Quivering at the knees we set off for Broxhead Common. Arrived about 9 o'clock to find the site devoid of any vehicles or sticks - had a feeling something was up, or wasn't as it turned out. Needless to say my navigator had driven past an enormous notice telling us to go to Slab Common - this didn't exactly give me great confidence as to her navigational abilities! Still no one else volunteered so it looked as if I was stuck with her!

Arrived at Slab Common, looked a lot more promising - at least there were some vehicles. After a very thorough scrutineering we all set off for the first section. A canny section designed to catch the unwary at the No 10 gate - Dad did but we didn't - perhaps not politically a good move - but he's still speaking to us. The section appeared to swallow up the vehicles all over the place including a nice mud hole - let alone the sand.

I knew I should have stopped whilst I was still clear, but some people never learn do they? The next section had a tricky first two gates, but most of us were a bit more careful this time and decided to run the risk of rolling over rather than have the indignity of another '10'! For the experienced a nice little technical section - great if you got the right line but hell to steer if you didn't. By this time there were parts of me aching that I didn't know I had. I've been dropping hints about power steering ever since, but he doesn't seem to listen!

Oh well, onto the next nightmare - I mean section. Great, a hill start at the start gate. The ultimate embarrassment I thought, so determined not to get a maximum took a fist full of revs and got over the hump. People complain about narrows sticks, but how about the trees! The RTV route was relatively straightforward, as long as you remembered the way. The CCV one had a few more treacherous drops including one over a tree root, Paul Barton will remember it well! Well if you managed to get over that, then there was a nasty little axle twist at the 3 gate. Had to stop them getting clears somehow.

A good debate at the beginning of the next section resulted in a victory for the drivers as a large lump of brickwork was removed, rather than the differential. At this point I'm sure the RTV group had a more difficult route than the others, a

point no doubt hotly disputed. However we managed to steer our way through the solid wooden obstacles with the tilt intact, although sustained a little bodywork damage. I must commend the long wheelbase drivers I thought the 80" felt like a lorry.

If I have made any mistakes in the order of sections - blame my navigator - they're not what they used to be! I think we stopped for lunch now - a chance I thought for my arms and legs to recover, only to find they stiffened up further.

Back to the battleground as the Doherty's might say. Whilst the competitors had been fortunate enough to have a break the Clerks of the Course had been busily altering Section 3. They certainly did enjoy catching us all out on axle twists - and I think a fair number of did (for once not me!).

After walking the next section, my navigator spent ages trying to find a route for us through the 4 gate that was defying all, so I decided to take the pressure off her and got a '9'! Fed up with myself we travelled onto the mud run, which for some of us was never to be. Mind you for those who did get through the ducks thoroughly enjoyed it. What a quacker!!

Last but not least was a very clever trick, how to keep out of the ruts, which I didn't. How humiliating as you travel straight down them. Tracey and Mick Doherty made it all look so easy, and then moved to the tie break. Well done Tracey, at least you kept the side up. I'm right behind you but I won't say how far!

I don't think I'll recap on the score, but it was a very enjoyable day, with an extremely friendly bunch of people. My thanks go to everyone and also the Clerks of Course, particularly in view of the last minute difficulties with the land, and especially to Alan and Gary who somehow managed to create a system which won me an award. Maybe I really ought to stop whilst I'm ahead, but I don't think I will.

Paulette Wardley

Events Hot-Line

In order to provide late information for changes relating to HBRO events, Roger has set up a telephone line with an answering machine. So please call 0734-842884 on the **Friday** or **Saturday** only prior to the event.

Major's Trial Results.

WE WON!

Tremendous drives in incredibly difficult conditions by Andy and Maurice Flanders and Malcolm Whitbread took the event by storm and won by a clear margin. Our other two teams were Dick Corking, Colin Gross and Dave Osborn in the second, with Robin Warrington, Steve Barnwell and Geoff Thaine all on leaf springs in the third.

The support from the rest of the club was from Gary and Pennie Hodgson, Adrian Bolge, Mark Ambler, all the Maryniczs and Brian Warn. Steve Kirby, Richard Stewart and others passengered in various team vehicles.

For the last three years, Cornwall and Devon LRC have shown the way, so although we didn't prevent a hat-trick last year, we did put a stop to their remarkable run this time.

Brief history lesson:- Many years ago, the first National was run at Eastnor under the watchful eye of Major Harvey Bathurst, the land owner. As a gesture of thanks, the Midland ROC gave the Major a beautiful rose bowl for his mantle piece. After the event, he got to hear comments that the summer event was dry and easy and lacked real challenge. He was a tad annoyed by this and said "You should try it when it's cold and wet later in the year" So he threw down the challenge and arranged a trial in the rainy season and put the rose bowl forward as the trophy. Ever since then, an intentionally very difficult trial has been organised by MROC in October with the Major's rose bowl as the (returnable!) prize. It was therefore in keeping with this history that the event this year was held in the pouring rain, the slippery conditions making it very much a trial for the experienced driver. It is therefore particularly pleasing that HBRO should win the event under these conditions. Note that there are no runners-up in this classless event; it's winner take all. You should have seen our faces at the prize-giving; we didn't think we had a chance.

Tremendous thanks go to the MROC for running this trial, the size of the entry would have graced a National of only a few years ago. Although it must have been both great fun and very hard work to set it all out, on the day the marshals, scorekeepers and other officials kept at it through many hours of pouring rain to keep it all going smoothly. Great stuff! Anyone interested for next year??

Steve Kirby

CROC's FVT at the War of the Roses.

Looks very tussocky and messy with bits of rock to avoid - but we'll have ago. First to go was an RR which began by scoring 11 on gate one of section one. He couldn't take off from the starting position. Not a good omen, however his tyres weren't very aggressive. The going was very greasy - the next SWB couldn't even get lined up for the start as he was on a slippy camber. It's raining and very cold, wish I'd brought another jersey - jolly thankful for my waterproofs at least they kept a bit of the draught out. My turn. I got away - at least that's better than the RR. (Which had another go later with a different driver and the same result.) I'm still going, bit wobbly, but making progress. Now a short rise - although I'm revving well, silly billy, I'm only in first and haven't enough momentum. Seven, I think, no, the gate wasn't square across the slope and I'd got one wheel through, so 6. Well that's better than 11 so I'm not too disappointed.

I think of Steve writing the newsletter all by himself and search for paper to write on. I was fourth and there are ten drivers i.e. some doubles. By now the rain from earlier has eased. The SWBs are finding it easier, not so heavy, I think to myself, and that one's set off in second. The next section starts off on a slippery bank. After ten yards some grip appears and we get through 11 and up to 10. No go, a slippy stone drops me beside the l/h cane which eventually gets me, the 110 that is, at the rear end. A couple of the earlier starters reached 7. I've nearly written a page and this bit of paper's going to run out. Ah! and invoice from Otton's (plug) just the job. There's so little on it I could write on the front as well if I had too. Next section is "on top". A stroll compared to the first two - the ground is much more level - no slopes - good firm turf. I took a shunt to keep the diffs of a lurking rock - clear!

Section four starts with a vertical rock face, albeit a small one, up which I managed to climb. Then the gremlins struck and I dented my rear step, folded up, on a flake. Now I was in a hole, only a little one and I didn't give enough welly to restart after my shunt - idiot, 9. Two others cleared it, most getting caught by a side slip at 6 or 8.

Parking for the next section the 110 became stuck on a couple of rocks (lucky me) poor diffs! By the time I was free again there was no time to walk the course. I was just in time you see the first one go. Just as well I did too, 'cos he showed me where to welly and I just cleared it. Groans

and scrapes from underneath! Total score was now 25 for 5 sections - average 5 - not too bad under the circs.

We've moved into the lee of the hill here and the cloud is lifting just a little. My turn to go first but the track is narrow and two others in front of me so I go third. A bit miry - we wriggle through tho' it's all too fast as grip returns and we're full tilt (!) into gate 5.

Lunchtime.

Competition increased, RR found the difflock lever was working back to front. This section involved a tour of Cumbria and he was doing well - but not for long - seems the lever slipped out again. The ground had dried out somewhat now and the footing was more secure; except on the steep bit where I, going fast, suffered from everyone else making it smooth and skiddy. Well that's my excuse for another 7.

Now we start with a steep hairpin. How on earth can you get round it? Third car gives away the secret. There's a small boulder just after the big aggressive (with all respect) looking rock. Plant the inside rear against it to get slewed round. Straight up hill, tight canes, RR wobbled into them, front wheels held the inverse camber giving desired best angle on next gate but one. Technical stuff this! Safely through, on over the rise, down the rubble slope, right hander.... what about that rock? From the walk through, I'd planned to go outside round it. Lots of tracks now showed inside it. Too late to cogitate - go astride it - ouch! Grab some welly to get through the gate - hard right through the tree, 3, 2, skid skid skid just failed, 1.

"You're going first next section 'cos you missed your turn earlier" Not so bad as you get virgin surface - others not having moved all the rocks you plotted on the walk. So what have we? Rocks. (place was full of them) Let's have a change. A small boulder, two thirds of the way across 11 - get o/s wheels close to r/h cane. (Miss it left and you'd hit the left one) Now 7. a stone in a difficult position. A small stone just to the right of it. If we step gently on the small one we should just have enough lift to clear the big one. Up the gully to 6, better go for the l/h cane, those stones on the right might really upset me. What else? Sharp r/h after 3 up the bank across a pair of rocks to 2 and even further up the mountain to 1. It all went like a dream, clear! The later ones couldn't make it because it got greasy.

One section to go. Actually we're about half an hour late by now. The weather has turned out fine, if cloudy and I can smell the trees.... and the grass.....and the peat. Cumbria is GREAT, never mind the trial. Back to the start area for the last section, steep and rugged. Cross and recross a large gully. The first descent was twenty feet of one in one, mud in the bottom and the far side soon became a skid pan. Nevertheless, one SWB made it and went on to fail at two. My inauspicious finishing score was 8. The cost of all this ambition? R/h sill scrunched, the only one so far unscathed. The reward? The pot for coming first in class. Thanks to the double driven RR for providing three entrants. A very warm vote of thanks to CROC for putting it on. In particular, Graham, Phil, Vic, John, Ray, Dave, Jeff, Richard 1, Richard 2 and Pete.

Adrian Bolge.

Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! Apart from the inconvenience, the mag is getting cluttered with old adverts. Are they yours?

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Unless otherwise indicated, articles and items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that the author and the HBRO are acknowledged. References to forthcoming events may be published only with prior written permission.

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 Bits..... 110 Hard-top and rear door, £400. Land Rover 110 Roof rack (Brownchurch & ex-camel Trophy), £100. Land Rover 5x Wheels and tyres (Tyres not much cop) £100. Capstan Winch to fit Range Rover together with rope, £150. Ammo box, £5. Contact Nick Jennings in Caversham on 0734-471258.

* Hugh's Summer Clearout. Land Rover Series II gearbox and Series IIa gearbox, both for 2¼s - £75 each. LR series III gearbox for 6 cyl - £75. LR 2¼ diesel engine £250. LR series III petrol engine - £100. Range Rover bonnet - £100. SWB LR front and rear axles - £75 each. LR series IIa chassis - £75. SWB LR rolling chassis - £250. LWB LR rolling chassis - £250. Call Hugh Glossop in Mortimer on 0734-333409.

* Mick Maskelyne's Miscellaneous Market:-

Breaking SWB IIa. All parts available. Call. 4 SATs on Range Rover rims, as new £50 each. Perkins 4203 complete diesel engine, £300. Adaptor plate for above, £125. Range Rover and 110 spares/bits. Phone Mick in Newbury on 0635-74013.

* John's Autojumble:-

- 2 front, 2 rear Woodhead shock absorbers for 109" LWB. Brand new, waxoyled, ready to fit. Not suitable for 110. £45 for the set.
- Series IIa military/strengthened front axle complete. In need of rebuild although passed last MOT. Good 4.7:1 diff. £75.
- Firestone SAT. 100 miles only. Kept as spare. Offers please.

Contact John Dowdeswell on 0329-220859

For Sale

* Hard top for 88" LR £80 Call Roy Michael in Eastleigh on 0703-611491

* 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.)

* PAUL'S CLEAROUT:-

- 2¼ petrol engine stripped for rebuild, all parts available,
- Rover V8 inlet manifold and carbs.
- Various aluminium castings and twin Solex for Jaguar straight 6.
- Max-Arc industrial arc-welder. Heavy duty. Single phase.
- Canoes, water-worthy. Needs tidying.

Any offers on the above to Paul Barker in Basingstoke on 0256-469674 after 6 pm.

* Land Rover bits..... Series I 88" windscreen frame £5. 90/110 dog guard, £10. Two high back Corbeau style seats, one very good, one torn, £20 pair. Phone John King in Maidenhead on 0628-25909.

* Range Rover diff Good condition. £80. Call Brian in Oxford on 0865-63985.

Vehicles for Sale

* Land Rover 110. 1984. Pickup. 2¼ petrol. Orange. Contact Nick Jennings in Caversham on 0734-471258.

* LandRover Series 1, 86" 1955 Hard top with side windows. 47000 genuine miles. Two previous owners. Full history known. Original number plates, logbook and owner's manual. Chassis and bulkhead rebuilt and Waxoyled. Bodywork repainted. No rust. FWH. Many new parts - springs, shocks, wiring loom, tyres, front hubs, carb, copper brake pipes, silicon brake fluid. All receipts. MOT to December. £2750 ono. Contact Paul Snow in Caversham, near reading, Berkshire on 0734-477781

Vehicles for Sale

* Land Rover Series Ila, Rolling chassis. Part restored over 13 months but forced to sell due to expected arrival of twins and a bank that likes to say NO! Fully rebuilt chassis - a back end from a 6 wheeler giving 7" more body clearance. Front and rear axles rebuilt with new bearings, seals and gaskets all round. New crown wheel in rear diff. Brake system totally replaced. Gearbox rebuilt and engine reconditioned. New shocks and springs all round. Only major operation to complete is the installation of electrical system (wiring only) Photographs available from every stage of rebuild. Reluctant sale but has to go. Open to any reasonable offer. Call Paul Barker in Basingstoke Hants on 0256-469674.

* Land Rover 110 County V8. Many extras including Husky winch (with new motor), roof rack, overdrive, Dixon-Bate rear coupling. Recent new tyres, complete exhaust and engine rebuild to latest spec. Personal plate (valued at £1000). Reluctant sale. £6995+VAT or vno. Contact Steve Barnwell on 0908-611413 (days) or 0908-616878 (evenings)

* 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.

* Range Rover Special. 1980. Two door. Sprintex supercharger. Warwick-Banks handling kit. Electric windows. Alarm. Specialist upholstery (Wood & Pickett). Vinyl roof with sunroof. Rear window conversion. Rear seat-belts. Overdrive. Extensively reworked and restored. Immaculate. £8950. Electric winch for RR, £400. Contact Mike Dunne in Little Chalfont, BUCKS on 0494-764877.

* Lightweight Series III. ***PRICE REDUCED*** Standard. 2¼ petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. £1500 ono. For more details, phone Simon Hazell in Oxford on 0865-714153.

* Land Rover SWB Hard top. K reg. 2¼ petrol. Rear seats and windows. Recon gearbox. This vehicle was featured in the 1988 Land Rover calendar. £2300. Call Dave Buzza on 0491-671243 (near Pangbourne)

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 usually be on the second Sunday of the month. See list elsewhere in this issue. There will be someone present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire, or borrow the club's set. If there is a lot of rain on the few preceding days, anticipate postponement.

Nov 2nd/3rd	Bonfire and BBQ at Ham Lane. Firework "do". Bring your own. Details elsewhere in this issue.
Nov 6th	HBRO AGM. Hind's Head. Proposals please, 14 days before meeting. Start at 8 p.m. See you there.
Nov 17th	Comp Safari at King's Dyke, near Whittlesey, Peterborough. Invite from Anglian ROC.**
Dec 1st	RTV & CCVT at Wapsey's Wood (W London) Invite from Anglian ROC**
Dec 7th	ARC meeting, Solihull.
Dec 8th	Trial. Weaver's Down. Southern are invited as are the Anglian Rover Owners. Details Later.
Dec 14th	Xmas dinner, Hind's Head, Aldermaston, Berks. See menu elsewhere in this issue.
Dec 29th	Comp Safari at Wapsey's Wood (W London) Invite from Anglian ROC**
Feb 11th 1992	Visit to Land Rover Factory, Solihull. Contact Gary Hodgson to book a place. (24 only)
NOTE:-	** for Anglian ROC invites, contact:- a) RTV, CCVT Robin Warrington, 226 Telscombe Way, Stopsley, Luton, Beds LU2 8QR. Tel: 0582-415183 b) Comp Safaris:- Andy Flanders, 3 Mortimer Hill, Tring, HP23 5JT Tel: 0442-822565 (home), 0442-872523 (work)