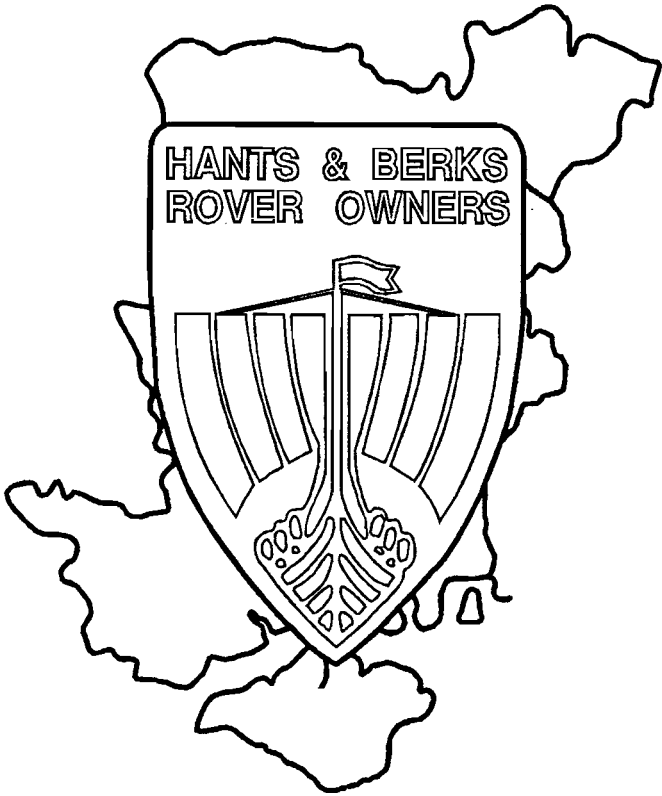


# Hants & Berks

November 1992



Newsletter of the Hants  
and Berks Rover Owners

## Officers of the Club

*CHAIRMAN	Dave Ridden, 9 woodlands Gardens Romsey, HANTS SO51 7TE	☎ 0794-514834
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SCRUTINEERS	Gary Hodgson, Steve Kirby #, Steve Barnwell # (0908-616878)	
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 18 Lechlade Gardens, Fareham, HAMPSHIRE PO15 6HF	☎ 0329-220859
NEWSLETTER EDITOR	Steve Kirby, (address above)	☎ 081-894-3961

### Notes:-

\* denotes committee member.

# denotes members of ARC Scrutineering Committee.

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

## Editorial...

The Bagshot Land Rover Show is over. If you went, you will know how successful it was. See report elsewhere in this issue.

We have another superb article from the fruitful pen (wordprocessor actually) of Adrian Bolge, our new treasurer. Adrian describes a trip to France from where it seems he picked up a writing style similar to that of the French novelist Antoine de St. Exupery. I hope he won't mind my saying that.

At this point I must add sincere thanks from all the membership to the fine work carried out by Nick Jennings who now hands the treasurer's job to Adrian. Similarly, we also thank Malcolm Whitbread for all his efforts as chairman - the reins of that task now being taken on by Dave Ridden.

Thanks again to Robb for the mast/flagpole. It worked fine at the Bagshot do. The problem now is to find somewhere to keep it assuming we aren't going to find some way to make it collapsible!

Gary Hodgson has been busy getting promises of discount prices from Land Rover Parts suppliers. A list appears elsewhere.

Christmas dinner will be on December 19th at the White Swan, Bishop's Waltham, HANTS. Details elsewhere. Map reference on events page.

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## Bagshot Heath Off-Road Show.

Originally billed as the Land Rover Show, it was opened up to owners of all types of 4x4. Chris Jones did a terrific job with all the organisation, all we really needed to do on the run-up was to put up signs and lay out some of the excursions - the main routes already exist. There seemed to be some confusion as to just where we could set out the hard "off-piste" sections. many hours of hard work were eventually to be wasted in devising some of these routes only to be told that we couldn't use them. If we ever do this event again, we will need much more detail in this respect as I'm sure some of our members who worked so hard to no avail were somewhat disenchanted with this matter.

Another serious planning error was in the way the club stands were so well hidden out of the way! I'm sure that much of the effort that was put in would lead to a substantial increase in membership at the end. Unfortunately, despite the last minute erection of some signs, I don't think many visitors found the club stands and therefore went away without even realising that such things as car clubs exist.

The car parking arrangements and the disposition of the "car-boot" sale area also needed further thought.

The last down-side comment involves many of the marshals, many of whom turned up on Saturday and received their free sweatshirts and then didn't appear on the Sunday. Furthermore, many marshal who were allocated work areas, simply disappeared from them leaving only a few die-hards to run sections and recover stranded vehicles from them. It was after all a working day and this fact was made clear to all the volunteers.

If the foregoing smacks of poor organisation, it certainly wasn't for the want of trying. None of us had ever done anything like this before. The sheer numbers of the public that turned up was a surprise - we simply didn't have enough parking space for them, despite the size of the terrain. Clearly the most popular area was the cross-country bit. It seems that people are content just to drive round and round between the trees, over mounds and through water, none of which presented any greater hazard than a very dirty car; or at the very worst, water in the electrics causing the occasional stall in the water.

The trades people were very happy with the outcome apparently. Hopefully, they will be willing to contribute more in the way of sponsorship in the future. The proximity to London may also have been instrumental in its success. I suggest that the event may have to have controlled numbers attending, perhaps by pre-booking only. Alternatively, a larger more versatile site could be found, say Slab Common or Long Valley. Yes, I know there is no equivalent to the Alpine route there, but as I mentioned earlier, I think a straightforward cross-country type route would go down well on its own. Even a site the size of Broxhead Common could have a long rambling expedition route laid out and clearly marked that would satisfy a large number of visitors.

Having said all that, I can't wait to do it again if only to make sure we get it right next time!!

PostScript:-

We have had a letter from Chris Jones thanking us for all the hard work we did to make the event the success it undoubtedly was. It would not have been possible without you all. Chris has donated £300 to club funds. The committee has proposed buying a small caravan (12-14ft) with this. If anyone has an old caravan they are willing to part with for around this sum, please contact Gary Hodgson.

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## Comp Sec's News

Would anybody kindly just now and then take on the job of secretary of the meeting and Clerk of the course. I can not compete if I officiate. There's nothing to it; I can show you how. I would like to compete so I can stand a chance of keeping my Nationals Trophy.

Tracy Doherty.

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## The God's must be Crazy

Funny title for an article!! Actually, Tracey Doherty has lent a video of this title to someone in the club. They have either forgotten they have it or have forgotten who they borrowed it from. If you have it, please give Tracey a call to set her mind at rest that it is safe!! Thanks.

Tracy Doherty.

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## Come and Play

We have mentioned several times before that setting out a trial can be great fun. Try it; and take the load off some of the others who seem to do it all the time. There are several events advertised this month. It's worth giving up the chance to compete in exchange for a whole day driving around the site while setting out!

## Secretary's Scribble.

The three week Series One project which commenced last Christmas has finally got an MOT! The only thing it needs now is a soft top, so if anyone has an 88" Rag and Hood sticks set, I've got a good hard back to swap.

### Post Bag

I have received details of a 25 day holiday touring Brazil in your own 4x4 with a guide; only \$15,000! I don't think that includes getting there either!

Bit closer to home, an invite to a "Russian" rally; shame it arrived on the 16th October, the event is 29th October to 1st November.

See you all at the Training/Bonfire/Trial weekend at Alton.

Gary Hodgson

### Members Discounts

Brooklyn Engineering 0703-252281	Depends on what you are buying, but about trade prices.
RoverTune 0734-842777 & 842000	Trade prices.
Wadham Kenning, Guildford	To be advised.
J.W.Clark's Exhaust and tyres 0705-671231	Good selection of exhausts from Series One to RR. Trade price less 10%
Urquharts, Petersfield. 0730-261022	Cost+20% on non-franchise parts. Trade price on others.

Don't forget to take your membership card with you!

If anyone can add to this list, please contact Steve Kirby with the details.



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(By the time you read this, some of the events discussed will have taken place as it arrived too late to make the October issue Ed.)

October saw two invites from BUX 4x4. This is an RACMSA affiliated club - any 4x4 owner can join. I hope you went to pit your wits against other makes!

The October 11th do at Broxhead Common has come and gone. See report elsewhere in this issue.

On December 20th will be another non-ARC invite event involving Anglian, BUX 4x4, Southern, Breckland and Midland. Should be quite an event! We'll need plenty of marshals too. More info elsewhere in this issue.

November 14th to 15th at Brick Kiln Farm sees a camping, driver/marshal tuition and trial weekend. The 14th (Saturday) will be the tuition day. there will be a charge for drivers of £8 per driver to cover site and RAC fees, insurance etc. Camping will be £3 per tent/caravan. We will be running a barbecue in the evening, so bring some suitable food. Please keep your dog(s) on a lead at all times and please keep an eye on the children. The trial is on the 15th, fee is the usual £12 on the day or £10 in advance. This is likely to apply to all trials from now on. Last year's prices were £10 and £8, having been held at that for about three years.

The Newbury event was very successful. It was great to see so many people turn up on the Saturday to help set out. It was also great to see so many new faces. Range Rovers and Discoveries outnumbered all others; nice to see.

Mr. Fairhurst has kindly given us other sties to use. Thanks go to Malcolm for finding him in the first case.

Anybody who takes their children to trials, please supervise them or make sure they are behaving themselves. I know they can get bored, but why did the parents of certain children let them throw missiles at the land owner's tractor. I stopped them twice but they aren't my ultimate responsibly! If we don't want to lose our hard-won sites, we'll have to behave ourselves.

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It turns out that dogs are not allowed on military sites; which I find odd as I walk my dog on a military sites every day. I'm going to check it out but I've got it on a duplicated land-owners consent form. I'll let you know what happens.

Mick and his Ben Nevis team will be on BBC 1's Record Breakers programme on November 24th at 4:35.

Tracy Doherty.

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## Contributions

Keep the articles and letters coming in, folks. If you're typing or printing them yourself, please make the block of text match the rest of the newsletter. For those of you with access to IBM PC or compatible computers, I can accept articles on 3½" and 5¼" discs. Better still, send document files from "XywriteIII", "DCA-RFT", "RTF", "PC-Write" "Tasword", "WordPerfect" (most versions), "Wordstar" (most versions), "Windows Write" and "Word for Windows" (versions 1 & 2)) word-processors on either size of disc. 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 if possible. Please let me have your articles by the 10th of the month please.

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## THE BEAUNE RALLY

This was not strictly a "Rover" event, far from it. However a Range Rover saga found its way into " Fishtail " and this contribution may be seen as a complement of the former. A few extra notes are here provided to assist the unenlightened. Venom - Sporting 500cc, MAC - cooking 350cc, KSS - prewar sporting 350cc, all with magneto ignition, Fishtail - magazine of the Velocette Owners Club.

I had promised myself this one since last August when it was announced at the Velo Club de France rally at St.Leonard du Bois. The distance, 350 miles using motorways, looked prohibitive for a Friday 4pm to Monday 9am teacher's weekend. Unless... unless the venom could be commissioned in time. Last Summer's experience of Wenning's produced a "noli pro sequi" from the MAC. It is twelve years since I bought the venom. It had nearly run last July. I'll spare you all the agonies of dodgey mags and fag papers and the like. Suffice it to say that the venom visited Huncote and Peterborough and declared itself ready, with 600 on the clock.

On their way also, to a more civilised schedule, Stuart and Nina checked my preparations on the Wednesday before and parked their car with me in Portsmouth. The countdown was put on hold for a full 45 minutes on Thursday evening while an errant trangia was unearthed. Panniers, alias ex-govt. rucsacks, were slung over a Loch Ness Camel, Armour's version of the early MAC seat, vast differential between front and rear levels. An extra bum pad on the front part afforded a more operational height and I set off 4.30 Friday for what I had in mind was a 6.15 ferry at Newhaven, the earliest crossing I could reach after work. In the middle of Brighton a clock showed ten to six. Gosh! I'd better get a move on. Can't have a fall at the first hurdle. I squeezed past several slow queues along the A 259 to just make it for 6.15. "You're in good time sir; it doesn't leave till 6.45." The unexpected gain of half an hour was

turned to advantage in securing one of the few sets of three seats with the centre arms raised, forming a fine kipping place for the next four hours.

I left Dieppe about midnight. Down the road the left hand bar mirror was caught trying to escape. A pause to fix it was extended to include adjustment of the headlamp, which had become intent on inspecting the front brake. I refuelled in Rouen and pressed on by the A13 towards Paris at a steady 60. The periferique was almost empty. Turned right onto A6 - Lyons 393 - good job we're not going all that way. My joints were beginning to complain and I squirmed to escape their protestations. What nasty longitudinal grooves in the concrete surface south from Paris - Rainuage! It felt like riding on a thin strip of jelly. Was I glad when it ended. At last, the exit for Fontainebleau and an aire for a few hours rest, 4am.

Je me suis levé a 7 hours, topped up the oil, petit déjeuner, welcome sunshine - soon to fade - refuelled, A6 continued. It was much cooler in the morning, 9 & 10 C according to the gantries. The speedo drive was beginning to have palpitations so details of progress had to be imagined as the majority of traffic hurtled past on my left. Then, smoke ahead - black and oily - what trouble was to come? I didn't seem to catch it up. Eventually there came into view an aged coach all but invisible in its own emission of noxity. It turned off into the services - I resumed breathing. None too soon the exit for Avallon appeared, where I left the rat race. The N6 was far more agreeable, not least because I knew this bit. Aha! A flash of headlights from the other side. The fuz were about. Very genuine 50kph for this village. Guess who got pulled in. The gendarme was pointing at my headlamp and talking very quickly. Then it dawned. Lamps are supposed to be on at all times. Mine worked and I agreed to keep it on. Safe passage resumed. A young lad was left standing there looking very woebegone beside his new faired machine. I was thankful I didn't have to stand in the corner like him! I refuelled in Saulieu, cheapest for several miles around, turned off at Arnay le Duc. Nice road for a B road this one,

some good straight stretches. The anxieties of having to make progress diminished with the remaining distance and as the scenery became more refreshing. Bligny sur Ouche, Bouze les Beaune, very pleasant lanes with fine views over the Cote d'Or; finally a narrow lane wound back over the A6. A glimpse of the rooftops below, followed by a couple of hair pins and I was down in Savigny les Beaune, a collection of narrow streets and some very blind corners. The skewiff crossroads in the middle has no signs except faded broad red and white lines painted across all four approaches and preceded by the similarly painted "DANGER". Fishtail directions correctly led me to the campsite, to be welcomed by Stuart and Nina who had arrived with the KSS.

Où sont les Français? Outnumbered 3 to 2! Well we're sharing the occasion with the Royal Enfield owners and Bernard is here from Switzerland with a fine '49 specimen. We made a rendezvous on foot at a restaurant in the village, a pleasant mile stroll beside the stream. We were eight altogether for lunch. Language was the subject of our conversation - ranging from diction to spoonerisms. The latter name required careful explanation and the french ones tend to be double entendres, unsuitable for public consumption. It was so helpful having these people speak such good french; able to explain the language to us and patiently correct our errant phraseology. We wended our way back to the campsite to find that more Enfields and Velos had arrived. The former's well-polished chrome doing credit to the looks of the machinery. Jean Pierre had made a fine job of restoring a d/a chair attached to his venom. Eight Velos in one place is no small achievement in France, proving that the rally was a success. One new member had not long owned his MAC and had difficulty with starting. The president gave several faultless demonstrations. Now that would make an interesting way of selecting a fresh president of the VOC when the time comes. The ability to make first attempt starts is clearly important among French Velo owners. The Enfield had a few photo calls and I snatched a couple of



hours of missed kip. The evening saw a fresh pilgrimage to a different shrine in the village. This time we were to occupy a whole cellar. Many more people kept arriving during the evening. Conversation was animated and the speciality of the house well used.

Sunday morning dawned bright and fair. We assembled at the chateau before making our way out of the valley to the local karting club's circuit. A Terot had been withdrawn from the museum for the occasion. As it was push started from cold the silencer announced so clearly and unmistakably its Brooklands pedigree as the sound echoed from the chateau walls. Later, on the circuit, it made more noise ... but without the charm! The track was well finished with a good tarmac surface a kilometre in length. Four straights, one wide and three narrow bends were fitted into an area some 250 yd by 150 yd to make a double U-shape. It may have been fine for the karts; it was like toytown for the bikes, which just managed to get into 2nd gear. It was a happy diversion, enlivened by the two wheeling antics of a french BM outfit; the rider's five year old son passenger giving a regal wave the while. Didn't he cop when another child had a ride for five minutes in what he clearly regarded as his inalienable throne - poor Joash, it's hard being five!

Lunch was taken alfresco in the chateau grounds as an interlude in an investigation, with two pairs of slip-joint pliers, of a halfshaft problem on a Triumph car. Nina escorted me round the bikes section of the chateau museum. Loads of bikes, the majority thirties to sixties with a few earlier and later, some British some Continental. All were "as left", gathering a little dust on scuffed seats, faded transfers, worn footrests and sinking/sunken tyres.

I had to make a move back to camp and be off if I was to catch the ferry. I left about half past four, ambling again through the delightful lanes by which I had but recently arrived. I had just produced my visa card for petrol at Saulieu (it's cheapest there 4.99 a litre sans plomb ) when the skies opened. How lucky to be under the

forecourt canopy to don waterproofs! I needed them twice more for further squalls, which drove some cars to take refuge on the hard shoulder for several minutes, though not I and the venom. Fontainebleau peage, tickover stayed high while I fumbled for change. Then she cut out, restarted, and cut out again down the road. Fuel, I thought, pulling on the reserve. She restarted and cut out again two miles later. Oh dear, the petrol's there, but that mag is awfully hot, and I don't see anything to help cool it. Faut de mieux a short wait ..... she restarted. I made very sedate progress into town to encourage cooling, refuelled, took a nibble in a lay by and replaced a blown tail light. On to Paris - lovely warm evening 24 C. Coming out of the periferique tunnel more rain - waterproofs again - press on. The joints complained. When I stood on the pegs for some relief the bum pad went AWOL. Oh well, it had served well while it was there and there was not so long to go now. Eventually Rouen, better refuel again as there may not be a 24 hour station back in Newhaven. With the clock out of action I had had little idea of how my progress had been. I had listened to the engine, try not doing so, and imagined what passed for a steady 60. Now it was 12.45 and the ferry was an hour and 55 km away! The climb out of town seemed to drag on and on before I could at last make effective haste. Village speed limits were overlooked - fortunately without penalty. There was still a funnel to be seen as I rounded the corner in Dieppe. Half a mile round the quay to the check in. "Come on. Hurry up. Are you on this ferry? Have you got your ticket? Where's your passport? Down there. Hurry up." Half a mile back on the other side of the fence, boarding pass, down the ramp, dismount, look at the bike ..... the engines began to throb. Made it! No small relief. Too late to get three nice seats - settle for/on the floor, after a snack. Over the side through a hazy/misty dawn the sun had just got his fingernails over the edge of the horizon. That's O.K. It'll be behind me. 5.45 in Brighton and 6.45 indoors. Breakfast, shower, collar and tie, and I managed to stay awake all day, nearly.

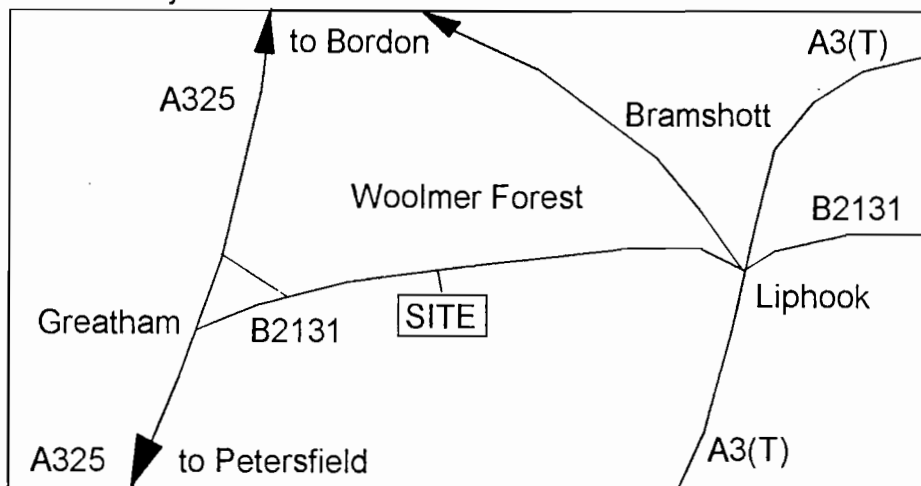


## Hants & Berks Inter-Club Challenge Weaver's Down, 20th December.

We are holding an inter-club challenge-type thing at Weaver's Down, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 20th of December. The event will be open to all fully paid-up members of HBRO, Southern ROC, Breckland 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 Gary 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 similar to ARC rules. Most regular competitors will have their HBRO-issued ARC Rulebooks by now. Don't forget your MOT certificates, temporary or full certificates of registration or a Clubman's Licence. (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). The B2131 is being extensively enlarged and may have a new number by December!



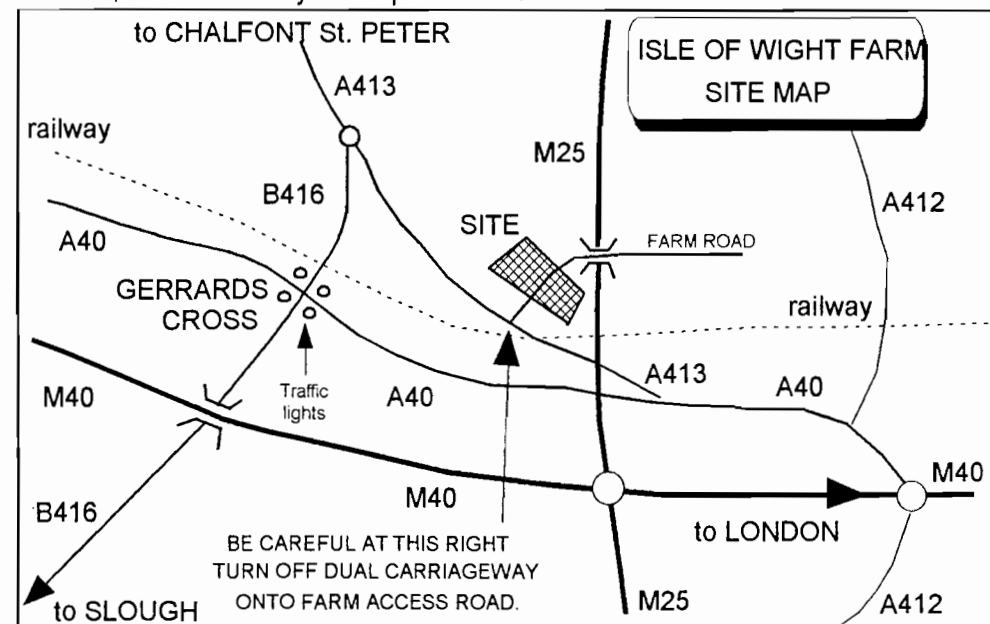
## Isle of Wight Farm, RTV & CCVT, 8th November. Invite from Anglian Rover Owner's Club.

We have been invited by Anglian Rover Owner's Club to an RTV and CCV trial at Wapsey's Wood, near Gerrards Cross, just to the NW of Heathrow Airport, on the 8th November. The event is open to all fully paid-up members of HBRO. Entries can be on an HBRO entry form. The fee is £10 in advance or £12 on the day. Payment to:-

Robin Warrington, 226 Telscombe Way, Stopsley, Luton, Beds LU2 8QR  
tel: 0582-415183

Scrutineering and signing on will be from 8:30 to 9:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Rules are generally similar to those of ARC. Seat-belts compulsory in all vehicles. Event is run to RACMSA and FIA competition regulations. You will need to show a temporary or full RACMSA registration document or a Clubman's licence and a membership card. Southern ROC and Bucks 4x4 will also be present. Should be a big event. Try it.

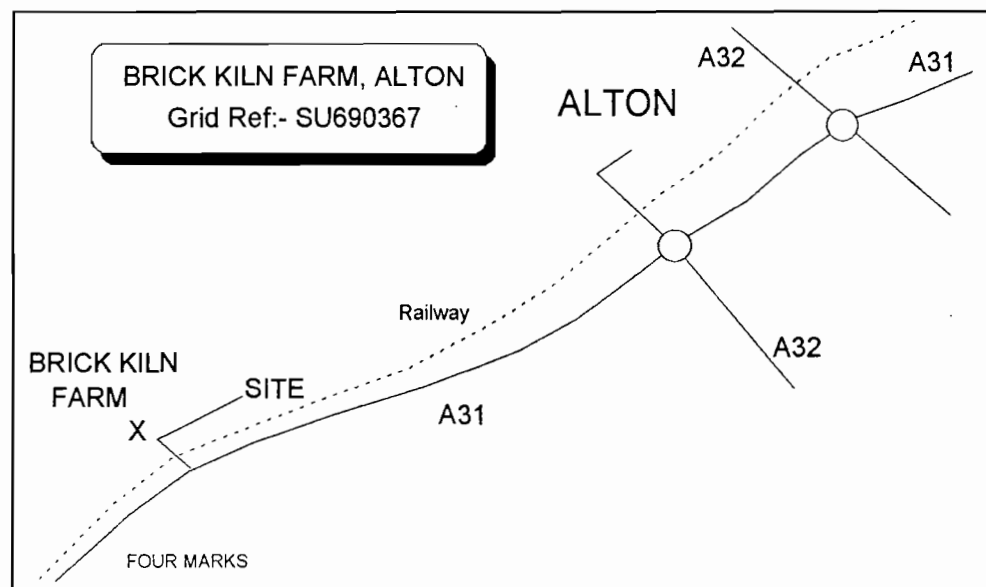
Despite the proximity of motorways, they aren't much use for access. Use the A412 or B416 from the South or leave the M25 and use the A40/A413. Railway is on prominent viaduct visible for miles.



## Camping, Tuition and Trial Brick Kiln farm, Alton, November 14th-15th

We are holding a camping, driver/marshal tuition and trial at Brick Kiln Farm near Alton, HANTS, on the 14th and 15th November. Driver tuition on the 14th will cost £8 for the day to cover charges and insurance. Camping will be £3 per tent/caravan. There will be a barbecue but you will need to bring your own food. Dogs must be kept on a lead at all times please. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Gary. (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. Contact Steve Kirby for your new rule book if you haven't got one. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

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!



## Trials, and How To Run Them.....

I thought it might be a good idea to re-issue the Trials Handbook. Yes I know you've read this bit several times before but only recently has anyone actually asked me when it is about to appear!! My excuse is that I was wondering if any members were really interested. So I'll knock up a few samples for perusal (that's a good word) and see what members think. I must give credit to Colin Gross who came up with the original idea about five years ago. The last issue was 1987/88. Colin and I have updated it somewhat and it will be available soon. So if there is an argument about crossing tracks, looping or taking a shunt, then it will be in writing. Most clubs, including this one, tend to rely on the "It's always been done that way" method. That's fine for HBRO members, who pick up standard practices as we go along, but not for any visitors who may now be lent a copy before they compete.

Steve Kirby

## ARC Vehicle Regs

We are still getting new members so it might be as well to remind you that the ARC yearbooks you all have are now out of date. I have produced a booklet containing the new set. Some of you may already have one. The current issue is green and has two vehicles and 1992 on the front. The older purple ones are still OK to use but all others are now out of date. Please bear in mind the Roll-bar rules and the Scrutineering article in the ARC Yearbook are still valid. Remember too, that the regulations in the RAC Yearbook also apply to us. Members of the committee will endeavour to hand these new rule books out to regular competitors at events or club evenings. Please write to me or phone if you want me to send you one.

Note that some of the rules have just been changed again. ALL the changes will allow many currently prohibited vehicles to compete again as of January next year, so that is all good news.

Steve Kirby

HBRO Christmas Dinner  
Saturday 19th December 1992  
to be held at  
THE WHITE SWAN, BANK STREET, BISHOP'S WALTHAM, HAMPSHIRE  
7:30 for 8 P.M.

MENU

Home-made Soup or Open Seafood Cocktail

--0--

Traditional Christmas Dinner  
Roast Turkey, Bacon Roll, Stuffing,  
Roast and Boiled Potatoes  
Full Selection of fresh Vegetables

--0--

Christmas Pudding with Brandy Sauce  
Mince Pies & Cream

Coffee to follow

£8.85 per head

Please advise Gary or Pennie Hodgson as soon as possible if you would like to reserve a place for you, stating your choice of starter. Although this year the menu is somewhat limited, we hope you will agree that the low cost compensates for this

The White Swan are willing to offer an alternative 'Roast' for anyone who dislikes Turkey, and a Vegetarian meal is available too. Once again please advise of your preference ASAP.

There is one room available for B & B at the White Swan and there are several alternatives in Bishop's Waltham.

# ROVERTUNE

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REPAIRS & SERVICING TO  
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## BARNWELL MOTORS NEWPORT PAGNELL

Land Rover & Range Rover  
Service, Repairs, Spares  
including Competition vehicles  
Engine swaps, roll-cages fitted etc.

Call Steve Barnwell  
at work on 0908-611413  
at home on 0908-616878

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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.)

All adverts are dated as to their first month of publication. When they become 6 months old, they will be dropped unless the "owner" renews it!

Free advert if you sponsor a competition event!

\* Land Rover accessories:- Brownchurch roof-rack with ladder, for SWB Station Wagon; £85. Wrap-round bull-bar for Series III, £50, Series III windscreen, £25. Set of 5 SWB wheels, £25. Call Angie Marynicz on 0666-822348 (OCT92)

\* Series III Light-weight Bulkhead. Lower part only. Average condition. £160 or part exchange for set of 7:50x16 SATs. Call Ian Copplestone in Fareham after 5 p.m. on 0329-827015. (OCT92)

\* Diesel Engine, 2¼ litre for Land Rover Good used condition, with pump, filters, starter etc. £370. For more details, phone Mark in Gosport on 0705-521218 (SEP92)

\* Mick Maskelyne's Miscellaneous Market:-

- 2.4 litre turbo diesel VM engine, 1986, 89000 miles - £650.
- Four-speed 110 gearbox complete - £250.
- Four-speed Range Rover gearbox, condition unknown - £175.
- V8 Range Rover engine, 1982, very good, complete -£225.
- V8 110 engine, cam gone -£100.
- Genuine Land Rover 90 load liner - £30.

Contact Mick Maskelyne in Newbury on 0635-74013. (JUN92)

## For Sale

### \* Allan's Great Range Rover Bits Sale....

5 SATs, £20 each. 2 SATs on RR wheels, £25 each. 5 RR wheels with 205 tyres, £25 each. 1 RR Radiator,, £20. RR Chassis with suspension and axles but no diffs, £250. RR Manual steering box with drop arm, £10, Pair steering rods, £30. RR diffs, 1 new, £120, 1 s/h, £80, 1 old type, £60. 5 LR diffs (4.7), from £25 depending on type. Various fire extinguishers ranging from in-car type to workshop size, phone for prices. Big kinetic type tow-rope, 7 ton army type, £50. 5 foot Hilift jack, £25. Arc-welder and rods, £15. Four wheel 2 ton vehicle trailer, £500. Stirrup pump and hose, £10. Contact Allan Tew in Tadley on 0734-812069. (JUL92).

\* Land Rover Parts.:- Over-drive unit, Fairey-Unipart, in very good working order; less than one year old, removed for automatic conversion; £175. Series III V8 adapter plate; £60. Series I or 6 cyl adapter plate; £50. Series III Land Rover gearbox. Full rebuild less than one year ago. Good working order. Removed for automatic conversion.; £185. Contact Andy Flanders on 0442-822565. (JUN92)

\* Heavy duty adjustable drop-plate like a Dixon-Bate but for military cross-member. Complete with stainless steel bolts and load-spreading plate, £35. Contact Robin in Luton on 0582-415183. (MAY92)

\* Land Rover bits.... 5.50x16 Land Rover 90/110 wheels with Michelin XCL 7:50x16 radial tyres. Four; £45 each or £170 for the set. Kinetic tow rope, £30. Complete roo-bar with Warn 9000 winch, electric loom etc., perfect, demo only, £750. Snatch-block for winch, £20. Contact Bruce Cowan in Southampton on 0703-559541. (MAY92)

\* Trailer. 4'6" wide, 10' long, 2' high sides. Marine ply. Two wheels, Land Rover size, standard 50mm ball-hitch. £140. Call Mark Furnell on 0635-578665 (JUL92)

## Vehicles for Sale

\* 1987 model Vogue EFI Range Rover. Metallic green, 54,000 miles, 3.9-type auto gearbox with better shift pattern, recently rebushed suspension, official STC8046 handling kit, Pioneer Stereo. Superb condition. £8750 ovno. Contact Hugh Glossop on 0836-236564 (mobile). (AUG92)

\* V8 One Ten. 'A' reg. Van type body. Paintwork needs a little attention. 100,000 miles but with new cam and U/Js. In fine working order. Michelin XCL tyres. Offers around £2500. ARB locking diff for Salisbury axle. New, boxed. Any offers? For details phone Peter Gott in Slough on 0753-526975. (JUN92)

### \* Land Rover Lightweight Series III V8, 1975.

Engine:- 3.5 V8, new rockers, tappets etc. 160+ bhp, 200+ lb-ft, 20+ mpg. Twin electric fans, Lucas Opus electronic ignition. Range Rover differentials. Details of this professional conversion available.

New items:- Complete paint strip and respray, dark blue; blue canvas tilt; door bottoms and tops; seats; Fairey overdrive; clutch and cover; brake linings; slave and master cylinders and copper pipes; free-wheel hubs; 7:50x16 Firestone tyres including spare and cover; electric fuel pump and fuel lines; offside fuel tank; clutch slave and overhauled master cylinders; HD battery fitted March 91.

Details:- Fully adjustable towbar and electrics; Quadoptic quartz-halogen headlights; chassis in good order with new off-side outriggers and rear member; recent shock absorbers.

This really is an excellent vehicle, more economical than with original engine. 18-20 mpg around town and 23 on a run. £3250 ono. Contact Keith McLuckie in Bexley, Kent, on 081-304-7859 (at work) or on 081-304-4359 (at home) (MAY92)

\* Lightweight Series III 1975, W reg, red, roll-bar, MOT £1725 ono. Phone Denny Horndean on 0705-592871 or Ray on Portsmouth 370685. (APR92)

## Vehicles for Sale

\* Complete CCVT trialling outfit. If you have ever thought of advancing from RTV into CCVT, how about this complete CCVT outfit? This comprises a Series 2, 2¼ petrol engined Land Rover trialler fitted with a full roll-cage. Vehicle is to ARC specifications. Offer includes a 4 wheel trailer. All this for £1150 o.n.o. Call 0296-29721 (JUL92)

\* 1971 Range Rover. Red. Good condition. Prominent external roll-cage, much beefed-up all round. Multiple shocks all round. Recently reconditioned engine. £2800 or near offer to Allan Tew in Tadley on 0734-812069. (JUL92)

## Wanted

\* Land Rover 110 roof lining. Rear section only needed. Call Angie Marynicz on 0666-822348 (OCT92)

If your advert has disappeared and you didn't want it to, give me a call and I'll reinstate it and redate it. This is the "weeding" process described in the heading to these adverts.

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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 usually be on the second Sunday of the month. See list below. If this second Sunday clashes with an HBRO trial, then it may be moved to the first or third instead. Tracey will try to book trials on dates other than the second Sunday where possible. 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.

November 8th .	Green Lane trip. To be in Wiltshire in association with Ted and Angie and their friends. Intention is to travel down on Sunday and explore the Fosse Way.
November 8th .	Isle of Wight Farm, RTV & CCVT, Invite from Anglian Rover Owner's Club. Details elsewhere this issue
Nov. 14th, 15th	Camping, tuition and trial. Brick Kiln Farm, Alton. Details elsewhere this issue. BBQ on 14th to start at 6:30 p.m. Baked potatoes and soup will be on sale but bring your own fireworks and sausages etc. to cook on the barby.
December 12th	ARC meeting at Solihull
December 13th	Green Lane trip will be in the Guildford area
December 20th	Trials at Weaver's Down. RTV CCVT Details elsewhere this issue. Plus prize for best fancy dress worn during the trial.
January 10th	Green Lane trip.

NOTE:-	*for Anglian ROC Trials invites, contact:- Robin Warrington 226 Telscombe Way, Stopsley, Luton, BEDS, LU2 8QR. Tel: 0582-415183
	Comp Safaris:- Andy Flanders, 3 Mortimer Hill, Tring, HP23 5JT Tel: 0442-822565 (home), 0442-872523 (work)