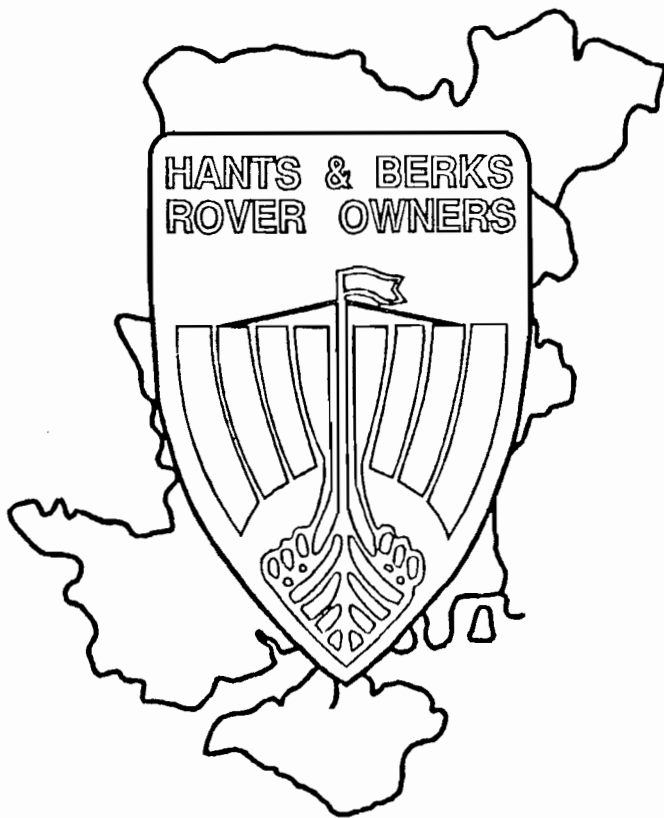


Pants & Barks

August 1993



Newsletter of the Hants
and Berks Rover Owners

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Notes:-

* denotes committee member.

denotes members of ARC Scrutineering Committee.

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

Editorial...

OOPS!! I missed out Simon Roberts from last month's National Rally results list. Simon scored 75 points in the 8 to 12 year-old's bike trial. This compares well with the scores of Thomas, Richard and Damien. Keep practising and we'll see you all there again next year.

So where are all your National Rally reports then? I've written my bit. Can no-one else remember what happened? Shame on you all.

I expect you noticed the different layout of the Events pages. I used to restrict this to just one page with any extras not being printed. It occurred to me that some members may wish to plan further ahead so I will now list all known coming events. Details of most events are then put onto a whole page along with other details and a map. Some events have little accompanying information so I have put those in an "Other events" section. I hope you all approve of this.

Dave Cuthbert (who presents the Red Leader Trophy each year) has written to remind us that 1993 is HBRO's tenth year. He has sent an excellent article describing the club's history from his point of view.

Next issue will carry another of my biased ARC meeting reports. The meeting was a bit of a marathon but we dealt with a wide range of topics. I hope you will find it interesting.

ARC Vehicle Regs 1993 & 1994

We are still getting new members so it might be as well to remind you that the vehicle regulations in the many ARC yearbooks still around are now out of date. I have produced a booklet containing the current set and these are being distributed at events and club evenings or I'll send you one if you like. The 1994 one is also available now - just ask. 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.

Trials Handbook - Latest

The Trials Handbook seems to have met with the approval of the committee and following some minor alterations, distribution to members at club meetings has started. These are white cover drafts, but I'll do the next batch in colour to make them prettier and to differentiate them from P&B which is always white. So if there is an argument about crossing tracks, looping or taking a shunt, then the solution is now 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 they go along, but not for any visitors who may now be lent a copy before they compete.

Steve Kirby

Scrutineering Matters

Are you entering another club's event? Have a good look at their SRs (Supplementary Regulations) if any. We recommend that you all carry a suitable spare wheel and tyre and paint your tow-points in a contrasting colour in accordance with RACMSA rules in case the scrutineers request it. HBRO's SRs do not require tow-points to be painted nor for CCVTs to need a spare wheel. Also check that your wheels are covered by mudguards, flares etc. and that your engine bulkhead has no holes in it. Note too that engine air intakes/filters are not permitted inside the cab. See article on SRs elsewhere in this issue.

HBRO Scrutineers

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Competition Numbers

If you enter a competition in a road-going vehicle and you have competition numbers stuck on, you must remove the numbers before going out on the road. The RACMSA have issued a warning that this is in contravention of rule E.6.2. and they will take action against anyone reported driving on the public road with competition numbers affixed.

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. Please contact the event secretary who will put you in touch with the clerk of the course. He or she will tell you where and when to meet the setting-out team so you can help with the design of the course. Please don't just turn up "sometime" during the day and expect to find them. You may not even be able to get onto the site as they may well lock up behind them to prevent "strays" getting into the land uninvited. It's worth giving up the chance to compete in exchange for a whole day driving around the site while setting out!

Hi There!

Are you a new member attending the pub meet? Please don't just "Hover" in the background! There are about 190 members in all and the regular members of the club don't know everyone by sight and so won't know whether you are new or not. We aren't ignoring you deliberately, we are probably just carrying on with the conversation we left last time! Come and interrupt.

I know I say this every month, and the old hands will be getting fed up with it, but we are still gaining members week by week....

We eventually made it to the pub for a team briefing. Roy stayed back and drank tea with Adrian so they had their own briefing. Some vital decisions were made. As it was my fault we were a team I was elected captain. Dave was in charge of map reading, Ted was in charge of making sure Dave had the map the right way up and Colin was in charge of the music and choreography. We assumed Adrian and Roy would probably do some winching between them. There was no doubt in my mind, we had a really crap (sorry that should be crack) team.

Sunday morning arrived too quickly and we woke to the sound of Adrian doing something to our vehicle. It sounded like he was sawing through the chassis so I crawled out to investigate. He was running a screwdriver up and down the underside of the front bumper - his idea of an early morning alarm call! After a night of fairly heavy rain the weather looked promising so we all did the necessaries and lined up..

Team H were off and running. Ted and Dave found the first section with plenty of time to spare. Ted found the special task clue ready for later. Section One was winching a telegraph pole and we were feeling confident after the previous day's practice. It was hooked up and moving. Halfway point and it was looking promising. Then - bang - no winch. We were back to where we thought we'd be, a winching competition with no winch so we didn't panic. Needless to say we couldn't complete the task but we were all back in the start/finish box on time as indeed we were for every section.

Section Two had lots of mud and really required a winch. The course had to be driven by two vehicles in opposite directions. Dave gave it a really good shot and got through the first section. He proceeded into the second bit and got stuck. Adrian and Roy were still under Adrian's 110 trying to repair the winch so it was up to me to come to the rescue - a depressing thought for any stuck LR owner. No snatch towing so I crept forward until all the slack was taken up and then - stayed perfectly still. After a while the marshal asked me if I had a diff lock. I said, "yes, thank you." He then suggested I use it. Well the old Series 3 didn't have one so I've always been a bit scared to touch it. But it really works you know!

Section Three and the winch was back in working order but we didn't need it. There were 12 tin cans, with marbles in which had to be picked up with a hook and put in the box without losing the marble out of each can. There was a platform with some rope on that we could've

used to winch a person in but heck that would've taken us all day to construct. Adrian and Roy tied the hook in the middle of a long piece of rope and passed it back and forth with everyone giving directions like the Golden Shot. We finished the task well in time - what a magnificent team effort. As long as we didn't have to drive vehicles or use a winch, we were magic!

Section Four was a barrel lift down onto a sled which then had to be towed around a tricky course. We needed a winch which was again our undoing. By the time we found a suitable rock as a ground anchor that hadn't already been pulled loose by the previous teams and waited for Adrian to take up the slack we were too short of time so we cleared up and admitted defeat again.

We didn't do any better on Section Five which was to construct a bridge from four telegraph poles and drive across so I turned the sounds up loud and we boogied our way to the next section.

Section Six involved telegraph poles, a trailer and a winch. I bet you're all thinking - no chance - by now. But we did it with time to spare - 10 seconds actually, mainly due to the fact that Colin was able to carry the telegraph poles on his own.

Section Seven needed a dead vehicle so it was decided that I would be that vehicle. Dave had a rigid bar so he was going behind me. Adrian was in front and drove off into the sunset before I was attached. We called him back and stuck the rope on. Off he was again but Dave my anchor man was yet to be attached. Once out of the box I had no brakes, no nothing according to the rules. Adrian stopped and I was hurtling into the back of him at a fair rate of knots. Blow the rules, I used my brakes. The marshal then came up and said I was allowed brakes to avoid accidents. Thank heavens for that. Dave then pushed me into the mud while Adrian went around the other side to winch me out. As I sat in the mud for a while, I thought I'd have some sounds but I was quickly reminded that I had no electrics. So next year we will need a solar powered ghetto blaster and a bigger bag of liquorice allsorts as I was also in charge of bribery and corruption and we were running very short by this stage. On re-entering the box, Adrian smashed into the back of Dave's Landie. Luckily Dave's was about four foot from mine so we avoided a three car pile-up. Adrian said it was just a love bite so a bit of club gossip here. Adrian must love Dave an awful lot to give his L.R. a love bite like that! I can't remember whether this was the section that Adrian rammed his

vehicle into reverse and nearly flattened Ted or not but will mention it now as it is relevant for a bit later on.

Section Eight was two vehicles around a muddy course so Ted and Dave decided one vehicle with eight wheel drive might do it so we incorporated the solid bar again. We confused the marshals but by now we knew our winching speed and thought one big winching session was better than two separate ones. We were through the mud and it was up over a steep rocky hill to the finish. I knew I had to boot it and didn't stop to consider Dave still attached behind. As I went over the brow of the hill all I could see was a cream and black mass flapping behind me in my mirror but it was still rolling so it was into the box. We waited for Adrian and then found out he'd hooked himself up on a rock when he was winching so Dave, Colin and Ted rushed to the rescue. It involved a high lift and the marshals called it dangerous practice. We protested. If they'd wanted to see us when we were dangerous they should've been on the previous section. Adrian mentioned at that point that I must be getting warm as I was beginning to peel off some layers. With cries of more, more from the marshal, I quickly negotiated some good bonus points (we were short of sweeties and getting desperate) and then the lady marshal, presumably his wife, came back so we ended up with over 300 again.

The last section was driving into three garages, staying in each for a minute and taking six minutes altogether. Watches and clocks were not allowed. So all you had to do was work out something you could do in two minutes and do it three times. It's like the four minute warning, something thought up by men for men. Any woman would give you a quarter of an hour!

We completed four sections and Ted found the password. We had a hoot and still have three driveable vehicles. All in all a good day's competition.

Angie Marynicz

This newsletter is printed by:-



79 Mitchley Avenue, Sanderstead, South Croydon,
Surrey, CR2 9HN Telephone 081-651-1861

Garelohead Off-Road Challenge '93

On the weekend of 28th / 29th August there will be a couple of superb competitions at Garelohead, organised by the Scottish Off-Road Club. Hurry with your entry as officially the entries must all be in by 30th of July but the organisers have told us that they are quite flexible on this!

The Colonel's Folly Comp Safari:- Open to any competitor with RACMSA Clubman's licence driving a 4wd vehicle that complies with the 1993 RACMSA Technical regs. for Comp Safaris. Scrutineering and documentation matters will be carried out on the 28th (from 0900h to 1730h). Event is on 29th at 0930h. Entry fee £25 # to Ian Alexander, 15 Braes O'Yetts, Rosebank, Kirkintilloch, G66 3RP.

The Bog Hopper RTV:- As with Comp Safari except that a Club membership card will do in lieu of the licence. Scrutineering and documentation matters will be carried out on the 28th (from 0800h to 0930h). Event starts at 1030h on the 28th. Entry fee £5 # to Mike Buckley, 1 Lairdhill Court, Kilsyth, Strathclyde, G65 9LT

Classes are:-

	Leaf Sprung	Non-leaf Sprung
Up to 2500cc Petrol (all classes)	1	3
Over 2500cc Petrol (all classes)	2	4
Diesel (Comp Safari)	5	5
Diesel (RTV)	5	6

Engines with forced induction will be treated as having a 70% increase in capacity.

The only SRs likely to affect ARC members are that Babcross and similar tyres are banned. Be aware though that HBRO's SRs may not apply in this event.

Food and drink etc. At 2030 on Saturday, there will be a ceilidh. (pronounced "cayley" for us sassenachs!) Basically a dance with music plus food and bar. Bring your own food to cook on large barbecues supplied.

For local accommodation, call the tourist board on 0436-72642.

complete with entry form. Call Steve Kirby for entry forms (the proper ones must be used) and copies of SRs if you want to go. For either event or for details, call Ian Alexander on 041-776-0541 if you think you're going to miss the proper deadline. He may well make allowance for late arrival of entry form if he knows you're coming.

Tracey Doherty

Off-Road & Four Wheel Drive Show '93. July 17th & 18th

The show at West Wycombe was a great success. Thanks go to various members for bringing along an assortment of items:- Tracey and Mick Doherty (club caravan, their 90 and picture boards) Adrian Bolge (banner and poles and his 110), Terry McGerr (Trialler), Steve Kirby (Picture and information boards and Range Rover), Dave Ridden (Tdi 90), Richard Stewart (EFi auto 90). There were also visits from many HBRO members during the Saturday. Pennie, Gary and Peter Hodgson stayed for a while as did Peter Jeffs, Ian Piggott, Nick Jennings and, er, well I can't remember them all. Perhaps we should have a visitors book!! Anyway, thanks for coming. Sunday was very poorly supported though. Where did you get to? The weather was fine both days and the show was good. Mick, Tracey, Adrian and Steve manned the stand alone on Sunday.

The show was rather spoiled by the mysterious absence of any bits'n'pieces merchants. Half the fun is looking through piles of assorted bits which surprisingly often do actually contain what you were looking for! If you're looking for cheap sets of wheels and tyres, these shows are definitely the place to be. The range of wheels and tyres available is mind boggling. Note that you will be able to use any make of alloy wheels in RTVs next year. There are opportunities to travel in and even to test drive an assortment of types. The new Ford Maverick appeared; the LWB makes a fine large estate car but the SWB version looks odd. It's exactly the same as the Nissan Terrano II with different badges! I had the opportunity to visit the site a week before and drive both the scenic route and the manufacturer's demo route courtesy Colin Gross who officiated again this year and parked my trialler (on loan to him) on the stand from time to time.

When you see the publicity next year, plan a visit or even put your vehicle on the stand. I hope to be able to give you all a bit more advanced warning next year.

Picture boards will be particularly welcome for visitors to the stand to look at, so even if you can't go, let us have your picture display boards to show.

Steve Kirby

Major's Trial Eastnor, 9th - 10th October.

Many years ago, the first ARC National Rally was run at Eastnor Castle under the watchful eye of Major Hervey 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 is therefore in keeping with this history that the weather is usually poor, with rain often creating slippery conditions making it very much a trial for the experienced driver. It is therefore particularly pleasing that HBRO should have once won the event under these conditions. HBRO is also the only club ever to field a team of three Range Rovers but not with the same result! Note that there are no runners-up in this classless event; it's winner take all. There are, however, additional prizes for nominated teams.

Anyone want to have a go? **We can have two teams of three vehicles with another team on reserve; depending on the size of the entry.** I'm not sure yet what the timescale will be for us to be told whether the third team can participate or not. Please let me know so that I can make the appropriate arrangements.

Steve Kirby

Entering another club's event?

Have a good look at their SRs (Supplementary Regulations) if any. We recommend that you all carry a suitable spare wheel and tyre and paint your tow-points in a contrasting colour in accordance with RACMSA rules in case the scrutineers request it. HBRO's SRs do not require tow-points to be painted nor for CCVTs to need a spare wheel. Also check that your wheels are covered by mudguards, flares etc. and that your engine bulkhead has no holes in it. Note too that engine air intakes/filters are not permitted inside the cab.

HBRO Scrutineers

STEWART VISION VIDEO PRODUCTION

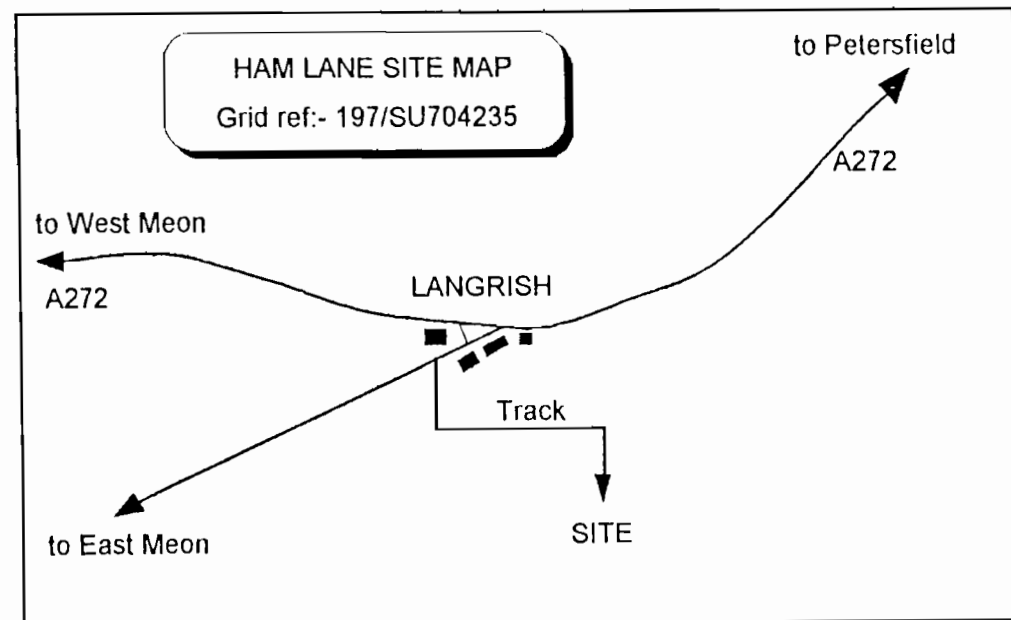
Now available:-

Munich-Marrakech Rally 1992. 90 minutes of action for only £11:99.	The Video Skill Guide to Gas Welding, by Lindsay Porter. 60 mins. £14:99.
Ben Nevis 1992, record ascent, 30 mins, £9:99.	Club Off-Road event, Tixover Quarry, 7th Feb. 93, 45 mins, £9:50.
1) Raid Aneto '90, 60 mins; 2) War of the Roses '90, 45 mins 3) War of the Roses '91, 60 mins; 4) Hereford 4x4 Show, '91, 45 mins.	Electronic Night Stick - £99:95 (p&p £5) Any two tapes 1 - 4 (left) free with this item.
The above videos are £9:99 each, two for £15, three for £20 or all four for £25.	Night Stick Autobar - £44:95 (p&p £5) Any tape 1 - 4 (left) free with this item.
ECOFLOW fuel saving device, £44:95 (p&p £1:50)	Dual-Guard home fire / smoke / burglar alarm. £49:95. (p&p £2)
P&P on videos - £1:50 each plus £1 for each additional video.	
Any industrial, Commercial and Domestic Video work undertaken; let us quote you. Cine film-to-video transfer. Watch your old cine films on the TV. Prices:- £20 minimum charge (this buys 1 hour) including video tape.	
STEWART VISION VIDEO PRODUCTION 5a CHURCH ROAD, TADLEY, BASINGSTOKE, HANTS, RG26 6AU TEL & FAX - 0734-815495	

RTV & CCVT TRIALS at HAM LANE, AUGUST 1st.

We are holding an RTV and CCVT trial on the 1st of August at Ham Lane Leisure Centre, near Petersfield, HANTS. 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 £10 in advance or £12 on the day. Payment to Gary Hodgson. (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. The vehicle regulations in the ARC Yearbooks have now been superseded; revised sets of rules are available now. The new ARC handbook is due soon but if in any doubt 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. On the Sunday, please enrol as a marshal, we'll show you how to score if you've not done it before! Please also offer to help with the scores and tidying up at the end. A couple of minutes gathering up canes etc will be of great help to the organisers: Thanks.

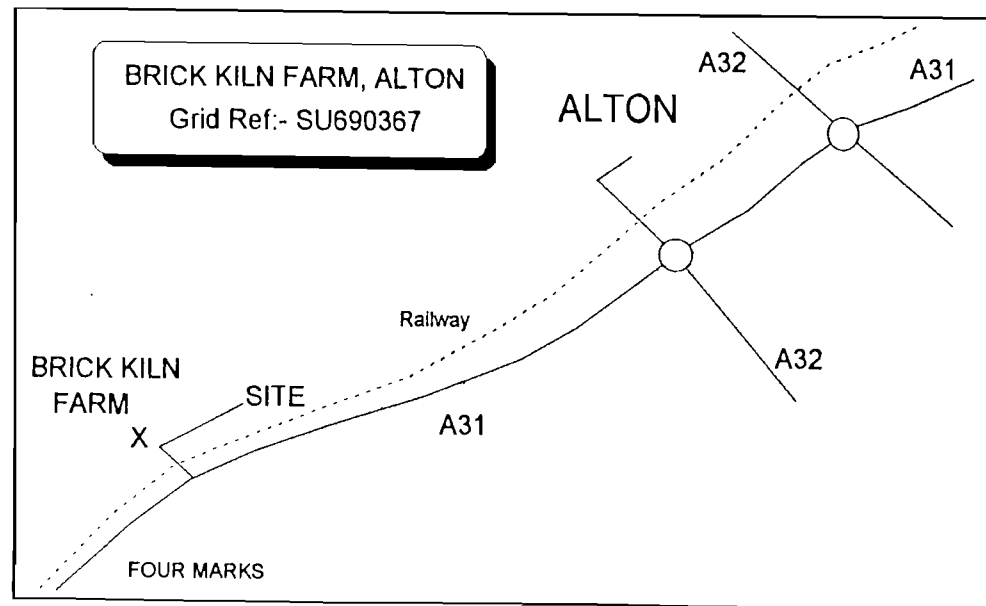


BARBECUE , FIREWORK DISPLAY and TRIAL at Brick Kiln Farm November 5th, 6th & 7th.

We are holding a Bonfire Night Barbecue and bonfire with fireworks and RTV and CCV trial on the 5th, 6th & 7th of November at Brick Kiln Farm, near Alton, HANTS. 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 £12 in advance or £10 on the day. Payment to Gary Hodgson. (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. Those in your ARC Yearbooks are now out of date; revised sets of rules are available now from Steve Kirby. 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!

More details, site fees etc. nearer the time.



The First Ten Years

This year marks the tenth anniversary of the founding of the Hants & Berks Rover Owners, so now is a good time to look back on how the Club has progressed.

Unfortunately I do not know exactly when the Club was formed but it was in late July 1983 that I saw an advert in the *Basingstoke Gazette* resulting in me going up to the Wellington Arms, Baughurst, on about 1st August, expecting to find a thriving club of Land Rover drivers who would take me under their wing and show me where I could drive my 80" off road.

I found instead a brand new club holding its second, or possibly third, meeting. At that point it had eight members, with five more of us joining that night.

The Club had been formed by Peter Nightingale. Pete had previously been Secretary of the MG Owners Club (a regional branch presumably) but had moved his allegiance to Rover Saloons, in particular the big P5 saloons and coupes. I was later to see him turn green in front of my eyes when I showed him a photo of the 1948 MG TC I once owned! It is fairly common knowledge that Pete and I did not always see eye to eye, it's difficult to keep that sort of thing a secret when, as Chairman and Secretary, we had a major row at an AGM in front of the Club, but I must set the record straight in that Pete ate, slept and breathed HBRO and every thing he did was, he thought, in the best interests of the Club. He was aided in starting the Club by Howard Vyse, the owner of an ex-ministry 3½ litre saloon, and of course his wife Kathy who was Secretary, Treasurer and for many years typed and printed the Newsletter.

Neither of these two realised when they formed the Club that there was a network of Rover Clubs throughout the country, or even that anyone could be enthusiastic about Land Rovers! However they soon learned, the initial eight included two Land Rover owners, John Griffith and Hugh Glossop. Another new member who joined the same time as me was Andy Smith, another P5 owner.

The early days of the Club were taken up with running the vehicle side of Beenham Gala, Pete's pet project, but once that was over we were able to settle down to trying to get the Club running. The first event was the HBRO Rally (one of Pete's aims was to run a "national" rally, one of the main causes of conflict within the committee over the years, not to mention objections once we joined the ARC) at Baughurst School. Unfortunately I missed this event but it was an undoubted success attracting 30 vehicles and five new members including, according to the newsletter, a Y reg (in 83 practical brand new) Land Rover, but unfortunately I can't identify it.

By now I had found myself running the off road section, and decided it was time to organise something. So on Sunday 25th September we set off to watch the All Wheel Drive Club's comp safari at Sidbury Hill. By we I mean Ian and Richard Stewart and me, in Richard's yellow lightweight. There we soon met Hugh Glossop

and John Griffith who were competing in that event in their Ser1, John being kind enough to give up his seat on one lap so that Hugh could take me round. The day proved significant in another way as two miles from home it was obvious that something was very wrong with "Toby" (my 80"), transpired to be a blown head gasket, and so for the Club's first off road event I arrived, late, in an Opel Manta.

At the end of October we had our first Green Road run, around the Bucklebury area. Having joined the Club to be shown where I could drive I found myself leading my first ever green road trip, using information supplied by the AWDC. This was memorable for my brother managing to get "Toby" stuck in the late afternoon, it taking us around an hour and a half to get it out, resulting in a drive out of the woods in the dark.

By now the Wellington Arms had proved too small and we had moved to the Hind's Head, and our next step was to hold our first AGM, putting the Club on a proper footing with an elected committee to run it. This contained no surprises, if I remember rightly it was Chairman - Pete Nightingale, Secretary - Andy Smith, Treasurer & Newsletter Editor - Howard Vyse (ably assisted, especially in the latter, by Kathy), Off Road Representative- Dave Cuthbert, Assistant ORR - Ian Hancock. At that time we had 25 members, of whom seven were 4wd members.

The success of our green roading trip lead me to make it a monthly event, starting in December, when a (now) embarrassing nine vehicles set off from Kingsclear for an enjoyable day running in a loop round to Andover. There were a number of new faces, including Roger Pattie (a Land Rover owner for some years, but the first time he'd driven off road) several from the Petersfield area, including Simon & Sally Slater, Mike "Loopy" Roberts (I can't think how he got that name, but of all the photos I have of his motor, the ones that say are the only ones that show it with any form of top), some of the Hansford Bros and some of Hugh's friends from the AWDC, including Mike Scott and Alan Tew, although some took some time to join. It was during this trip that Mike started calling me Red Leader.

The monthly trips continued during the spring, during which we joined the ARC and RAC. Soon the Nationals were on us and although our membership was still being processed around ten of us who were members of various other ARC Clubs attended and the organisers (AROC) were kind enough to group our tents together. This was at Leighton Buzzard and those of you who were around at the time may remember it, it was wet, eventually the campsite had about six inches of liquid mud flowing down it round, and through, the tents. Despite this we all had a good time, several members entering the RTV, under the Southern ROC banner.

Following this we were able to meet the demands of a number of members and hold a second club night in the south of our area at the Hampshire Bowman. Unfortunately although this group had a loyal following amongst the off road members, it was never popular with the saloon owners, still in the majority, and eventually petered out.

In July that year we held our "national" rally at the "Pub with no Name" near Petersfield. Already there were cracks appearing between the saloon owners, who

had no knowledge of, or real interest in, the ARC, and saw nothing wrong with the Club holding its own "national" and the off roaders, many of whom had past ARC experience, for whom there can only be one National. Although parking vehicles in a pretty line is not really most Land Rovers owner's thing, I was determined that we would take part in all club activities and was gratified when we provided over 25% of the entries.

The first Club trip was being planned for November, a trip to Normandy. This seemed to be appealing more to Saloon owners, probably something to do with 15mpg *and* the added cost of a ferry. About half a dozen members went to Bayeux, staying in a hotel, and by all accounts had an enjoyable long weekend.

This gave a spark of an idea to the off road members and a camping weekend at Llanthony Priory, in the Black Mountains, was arranged. This attracted six Land Rovers and three saloons (none of them Rovers!) and included the Slaters, the Micheals, the Suttons, the Stewart and Hansford brothers, "Loopy" Roberts (not only did he still not have a top on his motor [it was October], but he didn't bother with a tent. I think he slept beneath the LR) Roger Pattie and me. We had an enjoyable weekend green roading, including Grwyne Fawr ("Brown Trousers") about a month before it was made famous in one of the magazines, and round the Tal-y-Bont reservoir, and also visited the Brecon Mountain Railway. Visits to railways were to become a feature of HBRO trips, as they tended to be organised by either Roger or me, and we both have a soft spot for chuff-chuffs.

Shortly after our return we had another AGM, resulting in Roger taking over the Off Road side, enabling me to become Secretary. By now membership was around the sixty mark with the split between two and four wheel drive about even.

We continued our monthly green road trips, some being more eventful than others, whilst Peter continued organising more events and trips for the Saloon owners. By now it was becoming a Club tradition to traverse the Ridgeway in the spring, before summer's voluntary restraint came into force. This year it was very wet, and we only got about half way, but afterwards I decided enough was enough, and it was time to take "Toby" off the road for a proper rebuild, rather than just a patch up job for next month (this was 1985, and he is still parked on my drive, having been trailered to Wales, perhaps I will start this year!).

We went to Wales again in the spring, to Machynllech. This time we managed an Escort XR3i, a Golf GTI, a Marina, and a Ser2 88 (well done Roger). The lack of suitable vehicles meant no Green Roding, so we played tourists, visiting three railways, (travelling on two of them) a slate mine and a Hydro Electric station (little did I know that a few years later I would be driving these roads every day, the slate mine is even a customer).

We returned to Petersfield in the Summer for our 3rd Annual Rally, again with a good turnout of Land Rovers. It was memorable for me as it included a Gymkhana, for which Ray Page lent me his V8 Lightweight. I eventually beat him in a three way run off, giving me my first trophy.

Meanwhile the turn out for the Green Road trips was getting smaller, in

October we were down to two vehicles, both new, to the club (Even Roger was reduced to being a passenger). They were my newly acquired Ser2 "Wow" and one Colin Gross with his newly rebuilt Ser3 Stationwagon. He had brought along a friend as a passenger, I believe his first experience of Land Rovers, who didn't even warrant a mention in the contemporary report. In the afternoon we swapped passengers, then drivers, thus I gave Steve Kirby his first drive in a Land Rover off road. (There may be some reading this, especially from other clubs within the ARC who find that a very brave admission to make!)

The AGM saw more changes, with Roger Pattie becoming Treasurer, a role he was to fill for many years, whilst we were joined by Colin Gross and Roger Sutton, leaving just Chairman Pete and Editor Howard out of the founding Saloon owners. We were starting to hear more and more moans that the club was not doing enough for saloon owners, and that the newsletter featured too many Land Rover articles. As the Editor was a saloon owner this could only mean one thing, the Land Rover owners were doing, and writing about, more things!

Late November saw the Club running its first Treasure Hunt, from Overton. Unfortunately I missed it, but the report suggests it was enjoyed by all. Pete had set it out, and decided that all competitors should climb Beacon Hill, and so he asked who resided at the top. Problems discovering this led to much discussion in the bar afterwards, eventually Pete was asked if he knew.

"No," he replied, "I didn't go up there. I thought if all the answers were the same then it must be right!"

January 1986 saw the Club settling down nicely, but also saw the first edition of *Pants & Berks* in a new A5 format, complete with a photo on the front.

Probably the most significant event in early 86 was the "Keep Land Rover British" campaign. I first heard about this as a bit from the Solihull MP on the Jimmy Young Show, and thinking that not many people would be too interested, wrote a piece for P&B trying to foresee the effects of a General Motors takeover (no Frontera?). What I didn't foresee was that some one who had no interest in Land Rovers would decide he had had enough of the loss of British industry, and decided to try for a public protest. I suspect he had no idea of the vast numbers of LR enthusiasts ready to follow him, nor that many of the general public felt the same, and so support rose.

I will always remember leading the HBRO contingent over Albert Bridge, not sure what sort of support it would get, to suddenly see queues of Land Rovers approaching from all directions. It is interesting seven years later to ponder on who was right. I believe there are still some fairly high in the factory who resent us losing them the investment they hoped GM would bring. There are others who have suffered from the demise of Bedford and the current problems with Leyland Daf, which all have their roots with the "Keep Land Rover British" campaign who may see things differently. At Battersea there was much talk that Land Rover should "do a Jaguar," as Jaguar had earlier gone private and after a sometimes painful blitz on quality were riding high. Of course they are now owned by Ford, it

must be a matter of opinion whether they are better or worse than GM (anyone who knows me will know my views on that!).

Life in the Club goes on, more Treasure Hunts, more Green Roding, more trips to Wales. By now Roger and Sandra Sutton had bought a pub near Builth Wells, with a campsite opposite, and over the next couple of years there were several trips there.

That year the Nationals, at Eastnor, were the first to feature HBRO on the entry list. We had five entries in the RTV, new member Gary Hodgson in a 107 station wagon, whilst Roy Micheal, Steve Kirby, Colin Gross and Dave Cuthbert were all driving Ser2 88s, Steve finishing one point short of a class place. We were also represented in the Gymkhana and Trailer Reversing. If my memory serves me right Gary did not disgrace himself in the latter (Red Leader did).

The summer saw our own Rally back at Petersfield. Although again a mainly Saloon event we did manage to include some Green Roding.

This year saw a massive increase in interest in Rights of Way. On a personal level I went on a weekend course about them, but it seemed to be a general trend, with the first stirrings of LARA, and the election of a new Rights of Way Officer for the *All Wheel Drive Club*, Mike Scott. I am sure there are still some around who blame Mike's high profile attitude for the problems that have developed since. I believe the opposite is the case, the problems were coming anyway, but Mike's efforts made people sit up and take notice, and try and do something about them, instead of letting others walk all over us.

All this was putting more load on the Secretary, a post I had already decided to give up at the AGM. To make that post a little less arduous I proposed that the Club have a Rights of Way Officer of its own. I cannot admit to being too surprised at finding myself elected to the post, whilst Andy Smith started his second term as Secretary. Another new job was Competitions Secretary, filled by Colin Gross.

The need for this post was that Gary Hodgson had found us a site for a trial, and so early December saw 13 drivers (although not quite so many vehicles) converging on Ham Lane in atrocious weather. It was difficult finding any traction anywhere on the site, there was no need to resort to the woods and bottom level. Conditions were such that it is claimed Roger P traversed one section by remaining stationary in his newly acquired Range Rover, and spinning the wheels whilst the world revolved beneath him!

Once the bug had bitten the trials stated in earnest, both on our own and jointly with the *Anglian Rover Owners Club*, which got us away from Ham Lane.

The early months of 87 were particularly busy with Green Roding, trials and Treasure Hunts. We still had a number of saloon owners, who expressed their concern at the direction the club was heading in. To counter this Chairman Pete organised a Show'n'shine, an event that should have been right up their street. Land Rovers made up a third of the entries, and mine was the only one.

It was about this time that I left for North Wales, with a bit of arm bending Steve was persuaded to take over as Rights of Way Officer.

Looking back this was a bit of a critical period as roughly half the club were saloon owners, but even events such as treasure hunts were attacking mainly Land Rovers (or Land Rover owners in other cars!). I think it was a bit of a turning point for the Club, it certainly appears that palming me off on the Welsh didn't do the HBRO any harm.

One event I started to organise before I left was a Club Holiday to Yorkshire. This was intended to continue on the success of the continuing weekend trips to Wales. This trip saw five Range Rovers (Andy Smith, Roger Pattie, Steve Kirby and Colin Gross, with Richard Stewart somewhere as a passenger) and one Land Rover (yours truly), whilst accommodation ranged from my tent through Roger's caravan to a pair of log cabins for Andy & Janet and Steve, Richard and Colin. We started the week with a Yorkshire Rover Owners Trial, then continued with a mix of Green Roding and sight seeing, including the National Railway Museum and the North York Moors Railway.

The early early months of 1988 continued in similar style, green roading, trials and the odd treasure hunt, but after a few months things started changing, although as I was now relying on P&B for news, I don't know all the ins and outs. Firstly Colin stood down, Roger taking up his duties. Next to go was Howard, who had been producing the newsletter since the club was formed. Again it was Steve who got lumbered into this role.

Soon it was Andy Smith who left, after a couple of months Gary Hodgson took the job on. (I hope you all realise this means you have had the same Secretary and Editor for five years, and RoW Off for six, whilst they both have and are doing a great job, isn't it time someone out there gave them a rest, and did their share?) I notice Colin's name reappeared at the same time, taking the pressure off Roger. The calendar was looking healthy with Trials, taking AROC invitations into account, most months, and a new site at Harroway Farm appeared, thanks Gary, *again*. That year also saw the HBRO gain its first Nationals award at Trentham, with Malcolm Whitbread winning Class 4 in his 90.

It was around now that the first stirrings of the ARC shake up emerged. At the time it was accepted that ARC Rules should be used for interclub events, but at club level many clubs had less strict rules. Many allowed varying degrees on non-Rover participation, ranging from modifications beyond those allowed, through non-Rover engines, to complete non-Rover cars.

Yet more changes in the Club were to come at the AGM when it got its second Chairman, in the form of Colin Gross.

And so into 89, still the same activities, and a plea from the Chairman for the Saloon owners to put pen to paper, and write articles for P&B. However change was afoot. The ARC Rover only policy came to a head, with ARC rules to apply to all events. Although I have no intention to reopen old wounds it is worth pointing out that contrary to some of the things said at the time, the ARC were not changing any rules, merely insisting that clubs abide by their own constitutions. Even reading the newsletter it was obvious that feelings were running high over this subject, and

I know that underneath they were even higher (I have been rechecking the letters that passed between me and the Chairman/committee at the time). An EGM was held on the matter, an indication of the way people felt was a 51% turnout to this meeting. The result was that the HBRO should stay in the ARC, but by a small margin. It is worth pointing out that we were not the only ones, several clubs taking vote on the matter, and some deciding to leave, notably in our area of course the Anglian Rover Owners Club. Many other clubs had to tighten up on their act (in North Wales we had several with odd engines).

There were several consequences of this vote, not least that Colin felt unable to continue as Chairman or Comp Sec. Also Steve started taking more interest in ARC affairs, and had been rightly determined that if the HBRO had to comply, so must every one else, which hasn't always made him the most popular person (thus my earlier comments). In addition many AROC members found themselves unable to enter ARC events such as the Nationals and the Majors, and so joined the HBRO to gain an ARC card, and so putting HBRO onto results boards at many interclub events.

In May the Club held a Rally again, at Harroway Farm, this time with the emphasis on fun events, gymkhana, green roading, bar etc, with no suggestion of polishing the vehicles and parking them in a line!

This was closely followed by the Nationals in Yorkshire. This was notable as amongst the HBRO members winning awards (some entered as members of other clubs, I hope they're thoroughly ashamed of them selves) Steve Kirby won class 5, as well as the standard trophy, this gave him the Mitchen Cup for the first Range Rover in the CCVT, the first Nationals Cup won by an HBRO member. Another HBRO member, who'd best remain nameless, also picked up the North Wales Land Rover Club's first Nationals award for 3rd in class in the RTV. A good year!

September saw another holiday trip to Yorkshire. This time the party consisted of Roger Pattie (Range Rover, with caravan again) Nick & Maureen Jennings, with son John (Range Rover, in log cabin) Kieth & Wendy Thorn, with Ben (Forgotten the vehicle, log cabin) Ted & Angie Marynicz and the Terror Tots (88 SWB, rented miner's cottage) Andy & Janet Smith (Range Rover, nearby cottage) and Richard and Ian Stewart (90 VM Td), Dave Cuthbert (88 SWB) and Steve Kirby (all in a cottage in the same terrace as the Smiths). The itinerary was similar to two years before, though the differing balance of vehicles meant less green roading and more sightseeing. Is anyone interested in a similar trip?

The AGM saw us welcoming Malcolm Whitbread as Chairman and Chris Noel as Comp Sec. This didn't last long as Chris Noel moved away and Alan Tew took over as Comp Sec. However 1990 saw a continuation as before, mainly green roading and trials. The Nationals returned to Trentham, and proved particularly successful for the Club with Dick Corring collecting the Cornwall and Devon Cup (1st class 9) and Malcolm Whitbread the Mitchen Cup (1st Range Rover) both in the CCVT whilst Malcolm went on to win the Esso Uniflo Cup for the 1st Range Rover in the Comp Safari, as well as several other awards to members.

A couple of months later saw the first HBRO entry in the War of the Roses in Cumbria, although this was really a continuation of the earlier AROC entry in previous years.

The AGM saw more changes with Roger Pattie standing down after five years as Treasurer to be replaced by Nick Jennings.

Like most Clubs in this time of recession things seem to have been a bit quieter lately, although there is still a steady flow of events, with new sites appearing, but little that sticks out as special.

I must make mention of the 1991 Majors Trial however, as our team, Andy & Maurice Flanders and Malcolm Whitbread, won this hard fought event.

Ninety one also saw our first lady committee member, when we elected Tracey Doherty as Comp Sec. Whilst it is inevitable that a motor club will tend to be male dominated I always feel it is a pity that more ladies do not take part, as it appears that all who do enjoy it. (In the NWLRC nearly a third of our Committee are ladies, and I believe the club is far better for it.)

Last year saw further changes to the committee, with Dave Ridden becoming Chairman and Adrian Bolge taking up the Treasurer's mantle.

This brings us up to the tenth year of the club. One thing that shows up is that the same names keep appearing, although in recent years there has been a more healthy turnover of committee members. Whilst a certain amount of consistency is needed, and the experience this brings is welcome, there must be more of you out there who could give up a little bit of time to help run the club. Meanwhile I would like to thank all those who have helped to keep the Hants & Berks Rover Owners running, and long may it do so.

Red Leader

The views and opinions expressed in this article are those of the writer and are not necessarily those of the Editor or Committee, nor do they in any way reflect the official policy of the Hants & Berks Rover Owners.

For Sale

* Land Rover Part Clearout. S111 bonnet, tailgate, truck-cab, hood sticks (suit ¾), 5 SWB steel rims. Possible swap for 4 SATs (90%) and 1 military bar-grip 7:50x16 on rims for set of radials on rims? Various other bits and pieces. Any offers? Contact Rob Hoare on 0895-271408 (AUG93)

HILLRALLY 1993

15th to 17th October

Following the success of the 1992 HillRally, the 1993 event will be even bigger and better. It has been granted National B status by the RACMSA.

The headquarters will be at the Baskerville Hall Hotel, Clyro Court, in the Haye-on-Wye area of Wales. I now have a set of detailed regulations so give me a call and I'll send you a copy.

Any HBRO members who want to compete or marshal or just watch, contact the appropriate address below.

COMPETITORS:- Regulations are now available if you send a large SAE to:-

David Mitchell, Clerk of the Course, The Steppes, Pen-y-ball Hill, Holywell, CLWYD. CH8 8SZ.

A deposit of £50 will be required to book your entry.

MARSHALS:- Those with "86" radios who wish to assist should contact:-

David Mostyn, Chief Safety Officer, 3 Woodlands Avenue, Cheadle Hulme, Cheadle, CHESHIRE, SK8 5DD.

All others wishing to assist should contact:-

Ian Howells, Chief Marshal, 33 Gethin Terrace, Llwynceilyn, RHONDDA, CF39 9TT. 0443-682879.

Secretary of the Meeting:-

Chris Tomley, Cwm Cochen, Bettws, Newtown, POWYS, SY16 3LQ. 0686-650430 (home) 0686-626641 (business) Fax 0686-628618.

Chris Tomley

Camping and B&B is cheap and plentiful in the area. Hugh Glossop, now living near Builth Wells, will act as local host/co-ordinator for HBRO members.

Members' Discounts

Company	Facilities	Discounts etc.
Brooklyn Engineering. 0703-252281 0703-269990 (fax)	Spares, servicing	Depends on what you are buying, but about trade prices.
RoverTune. 0734-842777, 0734-842000, 0860-560556 0734-843019 (fax)	Spares (new and s/h), servicing. (Range Rovers a speciality)	Trade prices, regular special offers.
Wadham Kenning, Guildford	Vehicle sales, spares, servicing.	To be advised.
J.W.Clark's Exhaust and tyres 0705-671231	Exhaust systems, tyres.	Good selection of exhausts from Series One to RR. Trade price less 10%
Urquharts, Petersfield. 0730-261022	Spares.	Cost+20% on non-franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Calcott, Reading. 0734-412412, 0836-577892	Spares (new & s/h), servicing. (Range Rovers only). Custom bull-bars by SIMBARS.	No set discount but very hard to beat prices!
Southern Winch Centre, Southampton. 0703-270600	Superwinch, Warn, Ramsey, Rule winches. Winch accessories, ropes (£2:60/m incl loops), Hi-lift jacks, spotlights etc	Discounts vary but very competitive prices and free fitting on winches.

These companies / dealers are offering discounts to HBRO members on items specified.

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

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

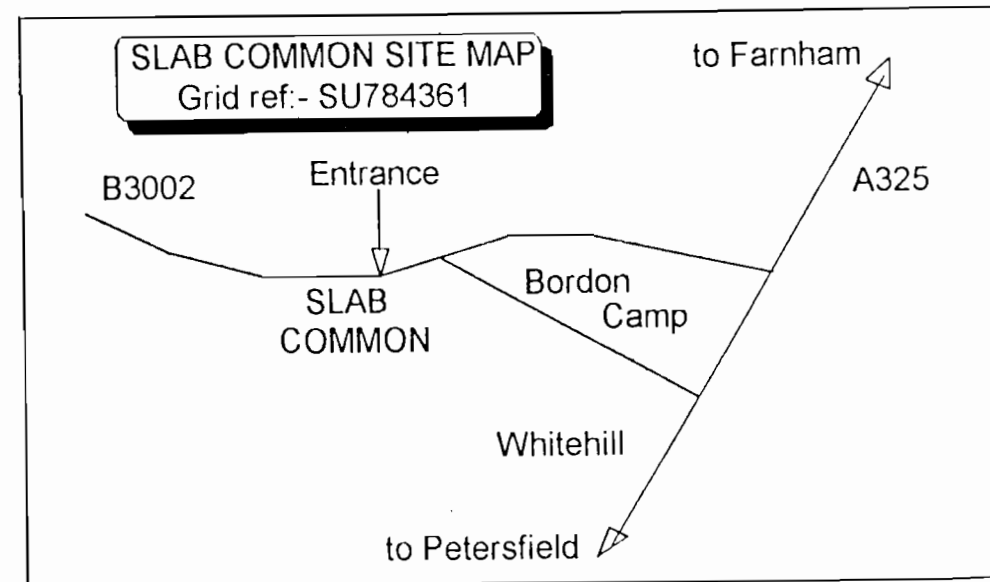
RTV and CCVT Trial at Slab Common September 19th

We are holding an CCVT & RTV trial at Slab Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 19th of September. 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 £12 in advance or £15 on the day. Payment to Tracey Doherty. (Address inside front cover.)

Scrutineering start at 08:30.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 but experience has shown that amalgamations are probable. The vehicle regulations in your ARC Yearbooks is now out of date. If you haven't got a new rule book yet, please contact Steve Kirby for one. It is still up to you to ensure your vehicle complies. Roll bars are now compulsory for CCVT; see the ARC yearbook for information. Don't forget your MOT certificates, and driving/competition licence.

RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

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 once in a while, we'll show you how to score if you've not done it before!



Invite to Southern Rover Owner's Club Rally. RTV Trial & 4x4 Gymkhana, Battlehurst Farm August 6th, 7th & 8th

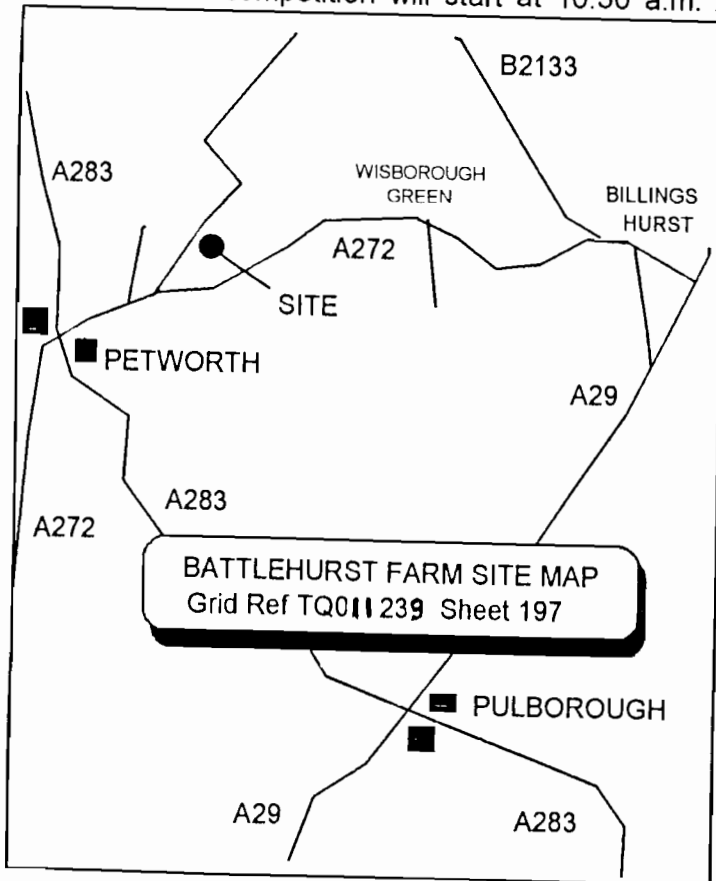
We have been invited by Southern Rover Owner's Club to their rally. They are running an inter-club event with an RTV trial and a 4x4 gymkhana at Battlehurst Farm, near Petworth, West Sussex. The event is open to all fully paid-up members of HBRO. Entries can be on an HBRO entry form. The gymkhana is on the 7th and the fee is £3 (pay on the day only) The event will start at 2:00 p.m. (14:00h). The RTV will be on the 8th. Fees:- £10 in advance or £13 on the day. Payment to:-

Tracey McCartney, 5 Regency Way, Crooklog,
Bexleyheath, KENT, DA6 8BT

Scrutineering for the RTV will be from 8:30 a.m., signing on will close at 10:15 and the competition will start at 10:30 a.m. ARC Rules apply so

don't forget your membership card, MOT certificate etc.. As with HBRO SRs, Babcross type tyres are not allowed and spare wheels need not be carried. Call Steve Kirby for copy of SROC SRs.

CAMPING:-
from 16:00h on the 6th to 20:00h on the 8th. Fee £2 per night.



SUPPLEMENTARY REGULATIONS (SRs)

A new document has been produced to help Tracey with the application for permits for competition events. The text of this A4 document is printed here to publicise HBRO's SRs currently in force.

The following SUPPLEMENTARY REGULATIONS will apply to all HBRO events unless otherwise advertised in the club magazine.

- 1) The ___ trial will be on the ___ / ___ / ___ 199__ at _____
- 2) Every event will be held under the General competition regulations of the RACMSA Ltd (Incorporating the provisions of the International Sporting Code of the FIA) and the general competition regulations of the HBRO.
- 3) Permit No. _____ Grade _____.
- 4) The event will be open to all fully elected members of the HBRO or any pre-invited club covered by the event club.
- 5) The Red Leader Shield and the Pilot Trophy are annual awards.
- 6) Scrutineering will be from _____ to _____ in the car park / parc ferme on the day of the event.
- 7) Starts will be from a marshal's instruction.
- 8) All trial sections will consist of 10 or more gates.
- 9) The Vehicles will be originally of Rover manufacture.
- 10) Trophies / awards will be given for First Overall, then first and second in each class.
- 11) Minimum number of entrants _____ maximum number of entrants _____.
- 12) Entries open on _____ and close on _____.
- 13) Entry fees for trials are £ _____ pre-booked and £ _____ on the day.
- 14) All entrants will be informed of cancellations by the competition secretary.
- 15) Stewards _____ Clerk of the Course _____
- 16) Secretary of the meeting _____ Chief Scrutineer. _____
- 17) Results will be published 10 minutes after the last car finishes (where possible)
- 18) Results will be determined by penalties and class.

- 19) Judicial matters will be dealt with as per chapter O in the RACMSA Yearbook.
- 20) All competitors and passengers must show a current RACMSA affiliated club membership card at the time of signing on.
- 21) Seat belts (If fitted) must be worn at all events. Fitment is compulsory from Jan. 1st 1994)
- 22) Tyre pressures - RTV 22 psi min. - CCVT - 12 psi min.
- 23) Spare wheels & tyres need not be carried by CCVT vehicles. (Ref: RACMSA reg. H.22.7.2.)
- 24) Towing points need not be painted in a contrasting colour. (Ref: RACMSA reg. H.22.13.3.)
- 25) Babcross, Canonica or similar open block tread tyres may not be used.
- 26) Only RTV trials vehicles need to be registered and taxed. (Ref: RACMSA reg. H.22.13.1.)
- 27) Only RTV trials vehicles must comply with all Statutory Regulations as to Construction and Use and lighting. (Ref: RACMSA reg. H.22.13.2.)
- 28) Vehicle may be of a commercial type. (Ref: RACMSA reg. E.13.19.6.)

NOTES

Some RACMSA requirements that are waived above may be required at other club's events. Enquire before entering.

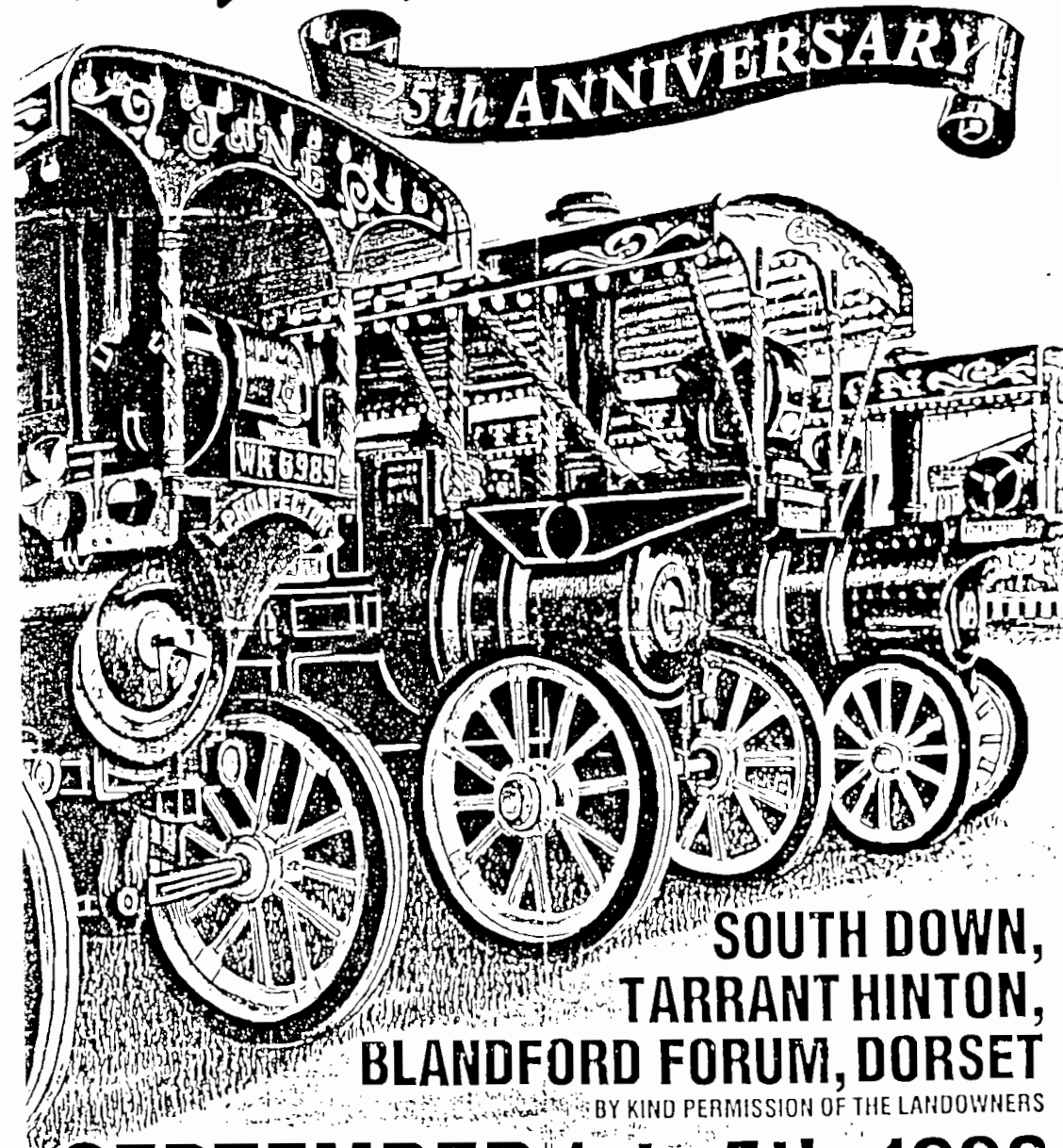
Please note the following matters that can cause vehicles to fail scrutineering:-

- a) Wheels/tyres protruding from the bodywork must be covered by "mudguards" of some description.. See RACMSA reg. E.13.2.7.
- b) All vehicles must be fitted with securely mounted seats for the driver and a passenger. See RACMSA reg. H.22.3.1.
- c) Contrary to popular belief, a tow-rope is not mandatory. We do however recommend you have one and it should preferably be made of NYLON. See RACMSA reg. H.22.13.6.

YOU HAVE BEEN WARNED!!

Article produced by the HBRO Competition Secretary and the Scrutineers

The Great Dorset Steam Fair



**SOUTH DOWN,
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BY KIND PERMISSION OF THE LANDOWNERS

SEPTEMBER 1st – 5th, 1993

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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. I know I forget sometimes so you may need to remind me more than once! Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £25 per 12 issues per half page. 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 about 6 months old, they will be dropped unless the "owners" renews them!

* Land Rover bits... Five 750x16 Super Mud Plugga tyres on new LWB rims. Used a total of 6 days off-roading. Worth £382 retail, yours for £280 the set. SuperWinch (Fairey) overdrive for a Land Rover. 10 months old. Covered 5783 miles and used only in 3rd and 4th gears. Complete with lever and rods. Off vehicle, cleaned, filled with fresh oil and stored in original box(!). Retail £456, yours for only £350. Phone Andrew Holbrook in Camberley on 0276-686920 (AUG93)

* Range Rover Windows Lots of Two-door Rangy side window glass including door glass. About 10 assorted panes going free to a good home. Who will take them all? Can bring to club evening or event. Call Steve Kirby in Twickenham on 081-894-3961 (JUNE93)

* JJ Walker's Clearout. LWB bits:- chassis; 2.6litre engine; gearbox (VGC); axles with 3:54 diffs; fuel tank; tailgates (2); bonnet without wheel carrier; windscreen; wiring harness; brake pipes; speedo cable; etc. SWB Ila bits:- Gearbox (VGC); cargo bay / tub; LH & RH wings; bonnet with wheel clamp; seat-box; windscreen c/w wipers and motor; rollcage with front hoop; bumper (this is a serious nudge-bar); radiator c/w mount; Four 6:50x16 Firestone SAT tyres on rims, c/w tubes (VGC); 2 axles c/w shocks & leaf springs; mudshield; six 6:50x16 XCLs on rims c/w tubes. (VGC). PLUS:- Ser III bulkhead (VGC); ser III wings; RR/Disco nudge-bar. Contact J. J. Walker. 0252-28494 (APR93)

For Sale

* Fairey Winch. Engine driven type, complete with chain drive transfer case, levers, drive-shafts, etc. Fits series I, II and III Land Rovers. Used on 1991 and 1992 Wars of the Roses by HBRO team. New cable last year. Can bring to club evening or event. £350. Call Steve Kirby in Twickenham on 081-894-3961 (JUNE93)

* Breaking Range Rover All parts; engine, gearbox (2), seats, Power-steering, axles, bodywork, etc. etc. Contact James Wallis in West Meon on 0730-261565 (MAY93)

* Gary's Range Rover Extravaganza Top tailgate, heated, tinted, no rust, £95. Late spec. tinted sliding sidewindows with black frames, £80 pair. Two doors (off 2-door), bit battered, good for spares, £5 each. Two gas struts for tailgate, £5 pair. Heater with motor and matrix, £20. Bonnet, tatty, £5. Two rear bumpers, £10 each. Complete set of cloth seats, fronts tatty, £20. Contact Gary Langton in Portsmouth on 0705-388929 (FEB93)

* Mick Maskelyne's Miscellaneous Market:-
Wrap-round bull-bar for 90, £50; 90/110 side step, new, boxed, £20; 90/110 nearside front spat (shiny black), new, £25; Range Rover front valance, plastic, £25; 109 rear axle complete, £45; Two 109 canvas tops, no sticks, £50 each; TIRFOR hand winch, 3¼ton safe working load, complete, very little use, £125; V8 110 engine. 89000 miles, worn cam, £50. Range Rover heater complete, £5. Numerous Series Ila bits, phone for details. Some early 90 door trim, offers? Contact Mick Maskelyne in Newbury on 0635-874013. (MAR93)

* Land Rover 90 / 100 items:- Galvanised front bumper and nudge-bar for 90/110 - £35. Full up-to-date workshop manual in LR binder for 90/110 - £30. New KERR rope - £35. Phone Bruce Cowan in Southampton on 0703-559541 (JAN93)

* Land Rover Parts. Series Ila:- Back body, seat-box, bonnet, 3 sets SWB wheels, 2¼ petrol engine for rebuild. Series One:- 86" front and rear axles. Offers to Mark Furnell on 0635-578665 (JAN93)

For Sale

* Set of 7:50x16 SATs on steel rims; 1 unused, 2 - 75% tread, 2 - 25% tread. £140 o.n.o. Bettaweld front roll-bar hoop and stays only. Fit Bettaweld or practically any other ARC spec roll-cage, £15. Contact Nick Carter in Slough on 0753-586606 (work) 0753-675659 (home) (JUNE93)

* Steve's Sale Series Ila bits:- Gearbox; Front panel and Grille; Bonnet; Complete Dash set; Single-wiper motor; Indicator unit for column; Flat type Smiths heater and pipes; Military oil cooler; Truck cab (will fit series II or III; Series III radiator; PLUS loads of small bits and pieces such as alternators etc. etc. Phone for details or to make an offer. Phone Steve Ellis in Newbury on 0635-38056 (FEB93)

Vehicles for Sale

* Land Rover 110 Safari. 1989. Left hand drive. V8 engine. Air conditioning. 28,000 miles. VGC. £10000. Contact J. J. Walker. 0252-28494 (MAY93)

* 1982 Series III 88" Hard-top. Side windows, 2¼ petrol engine, Overdrive, Free-wheel hubs, mechanically sound, good chassis, body needs tidying up, 205-16 radial tyres. £1950. Offer to Philip Furnell on 0635-578665 (JAN93)

* Series I 107" Pickup. Straight body, new ¾ tilt, unfinished restoration, some work done, some still to do. Log book available. Increasingly rare vehicle - interesting project to complete. Offers to Mark Furnell on 0635-578665 (JAN93)

* OneTen County 12 seater, 1983. 5-speed, 4-cyl. petrol. MOT to December 1993, taxed to May 93, 41000 miles only, good tyres, reluctant sale. £3995 Contact Nigel Leak at work in Hungerford on 0488-685213 or at home in Newbury on 0635-248598. (JAN93)

Vehicles for Sale

* Land Rover Series III T-reg., Green, truck cab, 750x16 tyres, 2¼ petrol, NATO hitch, MOT. £1100. Contact Mick Maskelyne in Newbury on 0635-874013. (MAR93)

* 1983 V8 90 Hard top. EFI 3.5, 4-speed ZF auto box, Salisbury rear axle, power steering, SATs, 8274 Warn electric winch, 92000 miles, full MOT. Must be seen. £4800. Contact Mick Maskelyne in Newbury on 0635-874013. (FEB93)

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 process described in the heading to these adverts.

Lend a Helping Hand

We have mentioned before that setting out a trial can be great fun. You get a whole day driving round the site for free! Try it; and take the load off some of the others who seem to do it all the time. We have the use of military sites on several occasions in 1991. It's worth giving up the chance to compete in exchange for a whole day driving around at Broxhead, Slab Common or Weaver's Down while setting out!

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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 p.m.). 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.

August 1st	HBRO Trials at HAM LANE. RTV & CCVT Details elsewhere.
August 1st	AROC Invite. RTV, CCVT Sundon. Details elsewhere
August 6th - 8th	SROC invite to Battlehurst Farm, Petworth, Sussex. Gymkhana - Sat. 7th, RTV - Sun 8th. More info later.
August 27th-30th	North Wales Bank Holiday Rally. RTV, CCVT, Comp etc. See Other Events Page.
August 27th-30th	Eckington 93. RTV, CCVT, Day and night comp safaris. See details on Other Event page.
August 28 - 30	Invite from Pennine LRC at Tong, Bradford. RTV, CCVT, Point-to-point, day and night Comp Safari. Contact Gary Hodgson for details.
September 1 - 5	Dorset Steam Fair. Details elsewhere.
September ??	HBRO Annual Rally. Date not set. 5th or 12th
September 4th	ARC EGM Solihull
September 19th	HBRO Trials at Slab Common. Details later.
September 25 26	BAGSHOT Off Road Show again. Details elsewhere.
September 28th	Land Rover factory visit. 30 people. Apply to Gary Hodgson. Price not set yet.

October 9th-10th	Major's Trial at Eastnor, near Ledbury. See details elsewhere in this issue.
Oct. 15th - 17th	HILLRALLY 1993. Wales. Details elsewhere.
November 5-6-7	HBRO Bonfire meet at Alton. Details later.
December 4th	ARC EGM Solihull
December 19th	HBRO Trials at Slab Common. Details later.

Other Events....

These may or may not appear elsewhere in this issue.

Eckington 93

Invite from Peak & Dukeries to their RTV, CCVT, Day and night Comp Safaris. Concours d'elegance. Camping and caravanning facilities available. Beer tent - the lot! Contact Steve Kirby for copy of entry form. August 27th - 30th.

Bagshot Heath Off-Road Show 93

Chris Jones is running this event again this year on 25th to 26th September. HBRO will have a free club stand in the trade area and marshals will be paid some expenses. There will be free camping, a Marshal's draw for prizes and HBRO will get a bigger cash payment for its services. More details nearer the time.. Contact Tracey.

Dorset Steam Fair

Dorset Steam Fair is on 1st to the 5th September. Camping is available from Sat 25th August until 7th September. Gary Hodgson has a number of booking forms. See him at events, in the pub, or ring him. If we book together by 15th August, we should be close together in the field. It's a 15 acre site. See poster elsewhere in this issue.

North Wales Bank Holiday Rally

NWLRC invite HBRO to their August Bank Holiday Rally at Dolgwn, Porthmadog on August 27th to 30th. Fri. 27th and Sat 28th - Scenic Drive, £5 per day. Sat 28th - Team Recovery and Winch Recovery, £10 each. Sun 29th - RTV and CCVT, £10 each. Mon. 30th - Comp Safari, £15. Caravan / Camping pitch - £15. Additional Vehicle - £2. Contact Steve Kirby for application form.

Anglian Rover Owners Club

We have been invited to an RTV and CCVT at Sundon Pits just North of Luton on 1st August 93. Bux 4x4, Southern, East Northants and Viking have also been invited. It's just to the north of Luton. It's a great site. Fees - on the day, £13, in advance - £11. Contact:- Robin Warrington 226 Telscombe Way, Stopsley, Luton, BEDS, LU2 8QR. Tel: 0582-415183.

Sweat Shirts

These will be available in time for Winter with the Hants & Berks logo on the top left hand side. They are generously sized and manufactured from 50/50 polycotton fleece material. Colours are Black, Red, Bottle Green or Navy Blue. Sizes are Small - 38/40", Medium - 42/44", Large - 46/48" and Xtra Large - 48/50". Price is £11. Children's sizes are S - 22/24", M - 26/28", L - 30" and XL - 32". Price is £10. Prices are based ordering 12 or more at a time, so there may be a delay on delivery. Order forms next month.

Gary Hodgson

Land Rover Factory Visit.

If you have booked a place, please ring me and confirm your booking before 10th September. There are still a few places left.

Gary Hodgson

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.

BUILDING GENERAL:-

Steve Ellis, builder, bricklayer. 0635-38056

CARPENTRY (CONTRACT & HOUSEHOLD)

Nick Woodage. Liss, HANTS. 0730-894418

COMPUTER SYSTEMS, PCs etc.

Hugh Glossop. Home tel: 05912-231, Mobile - 0836-236564.

ELECTRICAL:-

J. W. Bull, HANTS Tel: Southampton 865675

FENCING MANUFACTURERS & ERECTORS:-

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

FIRE PROTECTION:-

Romsey Fire Protection Consultants/sales. HANTS. Tel: Romsey 514700.

INTERIOR DESIGN, UPHOLSTERY etc.

Windsale Interiors Ltd. Design, upholstery, furniture restoration, carpets etc.

Bruce Cowan, Southampton. Tel:0703-555585 Fax:0703-559541

PLUMBING/CENTRAL HEATING:-

Dave Ridden, HANTS. Tel:-Romsey, 0794-514834

J. W. Bull, HANTS Tel:-Southampton 865675

PRINTING:-

Mark & Isobel Wardley, "KEYLINK" Croydon, SURREY.

Tel:- 081-651-5722 (home) or 081-651-1861 (works).

Nigel Leak. "MULTIPLEX". Hungerford, BERKS. Tel: 0488-685213.

TRANSPORT:-

"Group Lewis Industries". Heavy vehicle and other transport. Reading area.

Call Mark Ambler on 0831-345485(mobile)

VEHICLE REPAIRS/SERVICE/SALES/RECOVERY:-

John Dowdeswell, "Traction Force Rescue". Recovery and Transport.

Fareham, HANTS. Tel:0831-551055 (business) 0329-220859 (residence)

P. J. Cooke, Tel: Headley 234 (workshop) Thatcham 62163 (Home)

James Wallis, West Meon, HANTS. 0730-261565.

Steve Barnwell Motors, Newport Pagnell. BEDS.

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

Andy Flanders, "Tring 4-Wheel Drive", Tring, Tel: Berkhamstead 872523

WATER TREATMENT/FILTRATION (Domestic):-

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

WELDING / FABRICATION:-

Neville Dewdney, Aldershot, HANTS, 0252-28185

Don't forget, you get a full page advert free if you sponsor an event!
Send your business cards/letter-heads to the Editor!