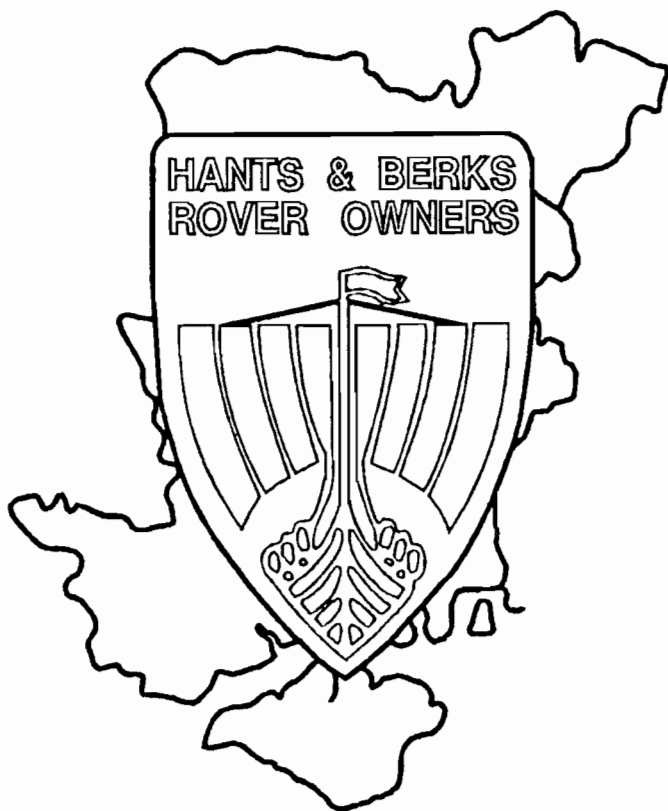


Pants & Barks

September 1993



Newsletter of the Hants
and Berks Rover Owners

Officers of the Club

*CHAIRMAN	Dave Ridden, 9 woodlands Gardens Romsey, HANTS SO51 7TE	☎ 0794-514834
*SECRETARY	Gary Hodgson, 5, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	☎ 0730-267146
*COMPETITION SECRETARY	Tracey Doherty, 1 Middle Hill, Talavera, Aldershot, HANTS.	☎ 0252-27198
*TREASURER, MEMBERSHIP SECRETARY, NEWSLETTER DISTRIBUTION	Adrian Bolge 36 Rectory Avenue, Farlington, Portsmouth HANTS PO6 1AL	☎ 0705-377488
*RIGHTS OF WAY OFFICER	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	☎ 081-894-3961
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 (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

Editorial...

Last month's P&B was the largest ever. Thanks to Dave Cuthbert and Angie Marynicz for their superb articles. Dave Cuthbert has sent in a War of the Roses article for this month and we have a report on a most unusual event from Ann and Malcolm Rain. With my ARC meeting article squeezed out from last month now included, this magazine is heading for another bumper issue. I would still have liked some National Rally reports though!!

On the events page, you will see the note "Details later" in several places. If YOU are the one due to provide those details, please do so as soon as you know them.

Following the continued lack of competition reports from anyone other than your faithful editor, the suggestion was made that the person winning a club event should write the report for P&B. (unless he / she has written one before in which case the next highest takes up the pen; and so on). This idea now has committee approval so watchout. Having made this momentous decision, what bighead went and won the very next trial? Er, well, yes it was me so I wrote the report as usual (elsewhere in this issue). Peter Jeffs won the Ham Lane event and his report is also included in this issue. As time goes by, it will be your turn eventually; there is no escape. Just a few comments on the event will do fine, I'll add the results list. Failure to write anything will result in public vilification. No, I don't know what that means either but it sounds nasty!!

Fancy an HBRO sweatshirt? Gary Hodgson has arranged production of these in a range of sizes and colours. They're good quality but delivery might be a tad slow as he has to order a dozen or more to get the very good prices quoted. See the order form elsewhere in this issue.

Copyright Notice:-

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

Regular Competitor?

If you pre-enter HBRO events on a regular basis, please let Tracey, Steve or Adrian know and we'll send a wad of entry forms. In the past, we sent these to everyone 3 or 4 times a year but only about half a dozen members pre-enter on a regular basis, so it is for them that we offer this service.

AGM

This year's AGM will be held on October 6th. Some committee members have been doing the same task for several years, so put in your bid for stardom! Please make any proposals or any other comments or input should be sent to our secretary, Gary Hodgson. Thank you.

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

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.

Definitive Statement

The Definitive map and Statement for Berkshire has been doing the rounds among interested members. I have the maps but someone still has the Statement book. It's a blue ring-binder with a written description of all the Rights of Way shown on the map. This is an important document so whoever has it please let me know. I don't need it right now but it's important I know where it is. Thanks.

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 (published last month) 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

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. Many HBRO vehicles still carry competition numbers. Please remove them or cover them up. Thanks.

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....

RACMSA COMPETITION LICENCES

You will need a CLUBMAN'S licence if you compete in Comp Safari, Timed Trials, Point-to-Point and Team Recovery. You won't need anything other than an ARC club membership card for RTV and CCVT events.

If you are keen to know what is going on regarding RACMSA matters, the cheap way of getting a "Blue Book" and the associated quarterly newsletters is to apply for a Clubman's licence which will cost you £10.

Steve Kirby

The Braille Traille

As a member of the Guide Dog Association Adventure Group, I have accompanied my wife on a driving course at RAF Catterick where all the drivers were blind. Our latest excursion was a treasure hunt this time; the navigators having their route notes in Braille or on tape.

The brains behind this venture was Mr. Breakspeare, chairman of the Austin 7 Club in conjunction with Sandra, secretary of the Adventure Group.

The demand out-numbered the cars so help was enlisted from the Classic Car Club; hence our 1966 SWB Land Rover joined the list of cars ready to start the BRAILLE TRAILLE.

Sunday the 20th June found my wife and her two dogs, Falstaff (retired), Cherry (her new dog of one year) and myself arriving at the Guide Dog for the Blind Association Head Office, Hillfields, Burghfield Common (just south of Reading) at 8 a.m.

At the gate we were given our parking place number and running number, two bright yellow T-shirts and meal voucher and directions to the car park and restaurant where we found members from the three clubs having breakfast. Breakfast over, the navigators were introduced to their drivers and Route Notes were handed out (Braille and tape).

After making the dogs comfortable for their journey we all returned to the car park to be told that the Guide Dog's managing director had awarded a prize for the best turned out car (a 1923 Austin 16). We then ran through our taped notes and joined the others at the start. Our major problem was going to be the poor quality of the tape. On full volume it could not be heard above the engine so it was stop; listen to two groups of instructions; then move on.

Our route took us through Theale, Bradfield, Pangbourne, Whitchurch, Woodcote, Stoke Row, Witheridge Hill, through Bear Woods bridle paths (*not in the vehicles I sincerely hope - ED*) to Sonning Common, Sonning and so on to Wokingham for a pub buffet lunch which the Lion's club had arranged.

After lunch, printed notes were handed out as several others had had the same problem (*with the tapes*). We took retirement as Falstaff had got very stressed-up with the heat and all the stopping and starting; so we returned directly to Hillfields to find the first car was

home - parking in our allotted space! We joined the others and the staff in the garden for a drink and a chat till all had returned. After the barbecue, the winning car was presented with a pair of Waterford Glass brandy goblets and a bottle of Brandy having completed the course using only the tape and managed to find 54 of the 55 points.

All those who entered received acknowledgement in the form of a medallion and a signed scroll. We returned home tired but had had a very enjoyable day and looking forward to another next year.

Ann & Malcolm Rain

Major's Trial, Eastnor 1st - 3rd October. (Note the revised dates)

The first ever 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. Note that there are no runners-up in this classless event; it's winner take all. There are, however, additional prizes for nominated teams.

We have two teams of three vehicles with another team on reserve. I'm not sure yet what the timescale will be for us to be told whether the third team can participate or not.

COMP SAFARI on same weekend is also very good. Please contact me for entry form or call M. M Smets on 0926-316627

Steve Kirby

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.

Ham Lane Trials "A Few Words"

Naturally following an exhaustive day of closely fought sections against the odds and (cut the flannel and get on with it - Ed) OK anyhow I was very pleased to make off with a trophy but my joy was short-lived as I heard the throw-away line at the end of the presentations: "...and of course the winner will write a few words for the club magazine". It's only fair I suppose (= I couldn't come up with a convincing reason / excuse to get out of it.)

First off all, I would like to say thank you on behalf of all the participants to all involved on the organisational front and especially to those who turned up on the Saturday to set out the sections. Well done Dave, Gary and all those who helped. Sorry I couldn't be there this time to lend a hand, I was er, um, oh yes - staying away so I didn't get a sneak preview of the course! (A bit dubious - Ed) There wasn't much mud about but the course builders managed to make good use of what there was. (Every entrant is to bring a gallon of water next time in case it's dry - Ed)

Then there was the good weather - a beautiful day not even spoilt by Adrian claiming credit for organising it. My only comment is that if Adrian is that good then I wish he would sort out the English cricket team. By the way Adrian, next time please arrange a couple of good downpours a day or two beforehand with warm fine weather on the set out and trial days. Drivers were heard to complain that their vehicles would not need cleaning and their neighbours would think they had reformed and given up vehicular mud-wrestling. (Some people are never satisfied. I defy anyone to write a report without mentioning the weather; but to get cricket and mud-wrestling in too is doing well. By the way where do I sign up for the mud wrestling? Come to think of it, we had the mud-wrestling at this years Nationals - Ed)

Anyhow, back to trialling: Steve Kirby < room here left for gratuitous promotion of the man > (Sadly, the comments appear to have got lost in the post - Ed) has promised to provide a comprehensive list of the results below. Steve has also promised to publish a list of bribes paid to marshals and scrutineers unless he receives his cut before publication date (It's alright, I've been paid - Ed).

By the way, how much money changes hands these days to ensure Steve Kirby doesn't enter a trial? - I think we have the right to know. (Right' that's enough of the investigative journalism. That's the sort of thing that gives us tabloids a bad name. Why don't you mind your own business? Anyway, Peter, it's more than you could afford - Ed) Those Range Rover drivers will stop at nothing after they have had their shunt!

This leaves me with little to do but provide, in a sanitised form, some of the comments and opinions heard among drivers on the day, so here goes:

Why has the 109 lost the two shunts per section privilege? Most drivers that I spoke with seemed to be in favour and anyway, if a 109 looks like getting anywhere near the prizes we could always change the rule back then (After we've got the money - Ed) - much more fun than discouraging the 109s from participating.

RTV competitions like this one at Ham Lane seem more popular because sections are generally non-damaging - yes, I've heard arguments that said you don't learn unless you try the more difficult ones but does "more difficult" necessarily mean "serious damage" if you get it wrong? I hope not because that will mean RTVs being laid out like some of the All Wheel Drive Club RTV sections where bodywork re-arrangement appears to be the norm. (It's compulsory actually! - Ed). Obviously all risk of damage cannot be eliminated but so long as the balance is similar to the situation at Ham Lane then this should encourage more vehicles out of the car park. Personally I like this level of RTV with the CCVT class available for the more experienced who can accept a higher risk of vehicle damage.

It was good to be able to see the CCV vehicles - it is always disappointing when numbers or completely different courses prevent RTV competitors from seeing the more experienced and glamorous (!) CCV drivers (Stop creeping to the CCVs. If members want to watch the CCVs, they can marshal them instead of competing in an RTV - Ed)

So in summary; a great day's trialling - thanks to all who made it possible and to all who entered; see you at Slab in September.

Peter Jeffs

Please offer to help the secretary of the meeting with the scoring at the end of the event; it would help all of us.

Without the following, the event would not have been possible:-

M. Ridden - Sec. of the Meeting.

Scrutineering - Gary Hodgson, Steve Kirby.

Marshals:- R. Johnson, Mick Clarke, Nick Jennings, Steve Kirby, Stuart Bird, Rob Sutton., plus a few who didn't sign on but helped anyway.

Steward:-Adrian Bolge.

RESULTS (as promised earlier. This bloke's a tyrant!) :-

Peter "smarty-pants" Jeffs was the overall winner of the RTV and Mark Tester was the overall winner of the CCVT.

CCVT

Mark Tester - 37

John Tester - 40

Mark Furnell - 42

V. Maddey - 53

RTV Group 1

Roy Michael - 19

Nick Woodage - 26

Mark Burrell - 33

John Burrell - 41

M. Asquith - 49

Richard Emery - 57

RTV Group 4

Peter Jeffs - 18

Hugh Duffett - 23

Steve Creamer - 26

Gavin Duffett - 33

Neville Dewdney - 41

Ian Coplestone and Chris Homewood retired from the RTV.

Sorry if I've got only your initial instead of a Christian name, but that's all that was on the entry form!

This newsletter is printed by:-



KeyLink

Business Supplies and Services

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

The War of the Roses

The time is twenty past eight on Friday morning, less than fortyeight hours before the event, and the phone rings.

"Hullo Dave, this is Angie. Are you going to the War of the Roses tomorrow?"

"Yes."

"Are you taking part?"

"Well I'm second reserve for North Wales, but I don't think I'll be needed."

"Good, will you join the Hants and Berks team?"

"Yes, if you're that desperate!"

"Great, oh and we need your Land Rover as well!"

It transpired that at half past eleven the previous evening Angie had received a call stating that most of the team had had to withdraw, so the Hants and Berks wouldn't have a team. She failed to understand the logic of this, so whilst on Thursday night there was only one team member left (Adrian, who fortunately had fitted a winch to his 110 County the week before) by eight thirty Friday morning we had a team of five, Adrian, Ted and Angie, with Angie's 110, their friend Colin, and me with my Ser3. Of course at this stage I was all ready to drive up after work on Saturday afternoon, the need to take the Land Rover would call for a major change of plan, not to mention budget, but at least I would be able to take the caravan rather than a tent.

Fortunately I was able to change my Saturday off at very short notice, and so in the morning I set off on what was to prove a marathon four and three quarter hour journey to Cumbria (over twice as long as it took me to get home last year). I arrived to be told there were two H&B members there already, Roy, who I had never met, and was away doing the RTV, and Adrian, who had arrived a little earlier. I was directed to beneath the tree next to Adrian, with the warning that I may have to go round the long way, as my caravan might not fit under the low branch. I pointed out the dent in the front, and said I knew it wouldn't!

By the time we had set up and changed Adrian's tyres, fitting Goodyear Extragrips, Ted and Angie arrived with Colin. We took one look at her shiny vehicle, bought with school runs rather than off roading in mind, and decided we must remove the steps. Angie was not too sure, but when told that the steps *would* come off, either on before or during the event, but if we took them off then they would be easier to refit, she relented.

The North Wales team returned after a day's hard green roading, needing to fit a new exhaust to one motor, whilst another had blown a diff in a big way. They too had dropouts, and were looking to their reserve, but fortunately they were able to recruit Barry, who had come to spectate, instead.

And so to scrutineering. At this point Paul from North Wales came forward and offered to lend Angie his Tracker tyres in place of her Rangemasters, this time she didn't need much convincing. Scrutineering the equipment didn't take long, we didn't have much, although there was a slight hiccup with Angie's 110, no extra throttle return spring (not needed for the school run). No problem, she delved into her hand bag and produced one! (Come on ladies, I know you carry a lot around, but how many of you carry spare throttle springs?) The bracket caused a few more problems but by raiding my tool box and offering the Scrutineer vast quantities of Liquorice All Sorts and we passed. By now Roy had returned and we had a full team, just in time for a team meeting in the Crown.

After overnight rain Sunday morning looked promising, and soon we were all off in convoy to the competition site. For those of you unfamiliar with the War of the Roses the actual competition site is kept secret, so all competitors (nine teams of three vehicles, a number on trailers or transporters, as well as at least as many hangers on and spectators again) have to go in convoy. In recent years they have used one of three adjacent sites, but which one is such a secret even the burger van had set up on the wrong one.

Soon we were off. The first test involved winching a telegraph pole up a bank to the winch vehicle, then up another bank to a box well above it. Stage one went alright and we got an anchor set up

for the second bit.

I should explain that each test has a set time, and you get a set number of points. You then get bonuses for finishing the tasks and finishing early, but you also get penalties for not returning all vehicles, equipment and team members to the correct box by the end of the test, so you have to decide when to abort. There are also penalties for not attempting the task, and it has to be a serious attempt, not just looking busy with a few ropes. Naturally the Marshals won't tell you in advance what they consider a serious attempt. We decided to winch the pole above the middle box, and so prove our anchor point, then stop. In the event we had no choice as at that point our only winch failed. We just got everything back to the box in time, with the winch rope coiled up on the bonnet.

The next test was at the bog or lake, either description would do. This involved driving two vehicles in opposite directions round the course, whilst the third assists as required. At least this should give Adrian a chance to fix his winch (the drive had pulled out) whilst the rest of us looked at the course. We decided that all we could do was drive my motor in as far as possible and hope the 110 could pull it out in the time. I started off and much to everyone's surprise, especially mine, completed the first leg through the bog. The bumps and crashes from underneath, not to mention the very muddy water, or watery mud, confirmed that Angie wouldn't risk it. A quick reinforcement of WD40 and in I dived for the second leg, this time coming to a halt quickly followed by a dead engine and water almost over the transmission tunnel. Time to get the ropes out. After a lot of struggling (one of the rules of the WoR is no snatch recoveries), and a bit of assistance from the starter motor, we got my motor out and running and back to the box. I don't know how we would have managed without the Trackers. The Marshal accepted that as attempting the test so things weren't too bad, and the winch was working again.

The next test involved picking up tin cans from inside an exclusion zone. Eazy peazy, no vehicles needed, our first task completed, with enough time to have some sarnies.

We needed them, as next was the dreaded barrel. Perched on top of a cliff it had to be lowered on a sledge in the gully, towed round the course and then returned to the top. Well we got it onto the sledge in the time!

Then we had the telegraph pole bridge, no real problems apart from time. We got the poles across the gap but didn't have time to line them up or drive across, just a frantic drag back to the box. Then came the trailer. This is not as feared as the barrel but is another WoR favourite, as for some reason it will not reverse nicely. The first year I came across it I thought it was just me, but it transpires every one has trouble with it (but perhaps not as much). This task involved winching two telegraph poles out of their box and over a ridge, then loading them into the trailer and driving it round a course to a steep hill, which both Land Rover and trailer had to be winched up. So far so good, but we misjudged the weight and there was a bit of a delay whilst the winch motor was anchored more securely. It was a bit frustrating sitting at the bottom of the hill, unable to see what was happening, waiting for the winch line to go taut, looking at a hill which I reckon I could have driven up. To make it worse the motor ticked over like a dream for five minutes, the only time it did all day! At the end Colin proved his worth by picking up a telegraph pole on his own and carrying it the 'fifty yards back to the box! Another test finished in time (by 20 seconds!)

Back to another bog, with the need to propel a dead vehicle (totally, no power or brakes) round the course. First problem, which to chose? Obviously not Adrian, we would need his winch. What about the lightest (mine)? Then we would loose our best tyres, so Angie's 110 it had to be. Got off to a bad start when Adrian shot off before we attached mine to the back (no brakes, remember). Eventually we set off towards the bog, Adrian pulling and me pushing with a solid bar. After Adrian had gone off to set up ready to winch her into the first gate I was able to push the 110 to the edge of the bog, then hook up the ropes ready to pull it out of gate one backwards into gate two. No chance, it wouldn't budge (don't forget, no snatching) so again time was against us, so pack up and return

ARC Meeting 11-6-93

to the start (as we had failed, Angie could start up and drive).

Then to another glorified trials section, this time to be driven by two vehicles in the same direction, so we decided to use the bar again, if only to save winching time. As we were the eighth team through the boggy bits were getting bad, 101s leave deep ruts. We got both vehicles back in a reasonable time (well reasonable if you ignore the fastest time of 4 minutes and the NWLRC time of 6!) but then had a delay as Adrian got hooked up on a boulder (I thought only I did that), but still managed to finish with over fifteen minutes in hand. Unfortunately we spoilt it by picking up our only safety penalties of the day (in particular, going under a vehicle to put a rope round the rock whilst it was supported on a hi-lift) and this from Marshals who are members of North Wales.

Then finally to what looked like a simple figure of eight with three garages on the way. We weren't surprised when a marshal confiscated our watches. It had to be driven in six minutes with a sixty second stop in each garage. Some of us can count better than others, but none of us were very good.

And that was it. We had achieved the highest score of the day, by a considerable margin, pity no one told us that the lowest score wins. Never mind, we enjoyed it and we will be back. All that was left was to swap Paul's tyres back, refit the low tow hitch, hook up and head for home, in a more respectable three and a half hours.

Whilst it would be easy to blame the vehicles, most teams seemed to have two or three trialers, whilst we had two 110s and an RTV motor, or a shortage of winches, again most teams seemed to have at least two, our main problem was that we were too slow. We don't feel we did anything wrong, and surprisingly, apart from a second winch, weren't lacking equipment. It did fill us with admiration for the other teams though.

The Hants and Berks Rover Owners War of the Roses Team would particularly like to thank John Nuttall of the North Wales Land Rover Centre for changing my day off at very short notice and Paul Hallows of the North Wales Land Rover Club for lending us his tyres.
Dave Cuthbert

Adrian Bolge and myself, Steve Kirby, attended the ARC EGM at Solihull. The meeting started at about 10 o'clock and rambled on rather. I started for home at 7 o'clock. Mind you we covered much ground. Here is a report put together from notes made at the time. Accuracy is not guaranteed as this is a personal view. For the official minutes, see the ARC newsletter.

- 1) Notice convening the meeting.
- 2) Apologies for absence. (you don't really want to know who wasn't there do you?)
- 3) Minutes of the AGM. Minutes agreed and accepted.
- 4) Matters arising:-
 - The use of the Rover logo by overseas clubs is being investigated.
 - RAC Recovery - Pamphlets are being distributed to all ARC clubs on a *pro rata* basis.
 - Overseas members attending the National Rally - ARC did inform LR Ltd about these.
 - The TRF (Trail Riders Fellowship) will be contributing an article about rights of way for the yearbook.
 - LARA fees are greater than inflation. see later.
- 5) Chairman's Report. Peter Oakden.
 - ARC now have regular council meetings in between EGMs. Minutes are available if required.
 - The 1993 Yearbook, the Green Book, is about to be produced. It will be an annual production. The first edition will be a fairly simple affair but once we have something to show, we should be able to get advertising to defray costs.
 - The CCMSA (Cross Country Motor Sports Agency), a wholly owned subsidiary of the ARC is now up and running. Non-ARC clubs can gain exemption certificates for £20.
 - New clubs applying for ARC membership - Nottingham LRC.

- ARC newsletter now in new hands. Great improvement in quality but it will have to be paid for.
- State of play regarding overseas Rover Clubs - where does the ARC see its future there? A meeting with 5 overseas clubs took place at Eastnor. Good response to idea of more involvement with the "parent" club. They appeared willing to pay for this.
- The ARC newsletter is sent to 10 of the 60 known overseas clubs.
- Proposal made to hold a convention of all known Land Rover clubs world-wide to be held on mainland Europe. Is this worth pursuing. Hold it in Wintertime as ferries are cheaper then! Two delegates from each club should go. Alternatively, the convention could be held in UK, at the factory even. What an opportunity to combine it with a factory tour.
- The Swedish LR club has organised a bit of a "do" in Stockholm in August.
- We hope to get Roger Craythorn, an off-road specialist from LR Ltd to attend a meeting to show him what we do and to get his interest.

6) Secretary's Report. Andy Stavordale.

- Andy Stavordale was not present and his report was read out.
- He said he had been very busy and the ARC had taken a back seat for a while. The National Rally was a great success. Thanks to MROC for all the hard work.
- ARC car window stickers and pens are now available.
- Any club that has not declared their official ARC meeting delegates - please do so.
- There was some advertising material and some correspondence. Notable was a letter from Red Rose asking why the ARC council was still pursuing our withdrawal from the RACMSA when there was no clear mandate resulting from the referendum results. The response was that the ARC has formed the CCMSA to which the ARC *could* go in the future should we ever decide to leave the RACMSA. The process by which this move would take place is being looked at but will not occur without the express agreement of the members.

A long letter from Dicky Day would be read from at the appropriate points during the meeting.

- CCMSA requirements have to be met by any club making an application before the permit is issued. The Agency is administered by Andy Neaves

7) Treasurer's Report. Lawrence Johnson.

- Anyone using ARC budgets - please submit 1994 requirements by August.
- Predicted income and expenditure figures indicate that we will have only £640 to run the ARC next year! We have paid out £1540 meeting expense claims. Lawrence commented that this is a hobby and members should not claim for any expenses incurred. Any ideas on saving money should be submitted to him by the September meeting. Increase the fees? Any ideas? Write to him if you have any suggestions or comments regarding expense claims.
- A discussion about the ARC Yearbook resulted in the comments that the ARC needs to inform all competitive members as to the rules and regulations. A copy will go to each member and a levy made to pay for them. These will be produced for a very fair £1 per copy.
- Monies from 1992 National Rally - Amicable(ish) settlements have been made with LRO, John Craddock and BettaWeld. Southdown Engineering has gone into liquidation and reformed with a different name since then. There is no point in pursuing this company further. "Pub Catering" and "Dorset Cross Country" are still being pursued for the money they owe. On the other side of the coin as it were, the ARC still owes some money but is still waiting for invoices to arrive.

8) Presentation from the Emergency Planning Department of Shropshire County Council. There was far too much said to cover here but if anyone is interested in helping in emergencies, then contact the emergency planning dept of their local authority. Alternatively, contact Rover Rescue via the ARC or HBRO's Rover Rescue Co-ordinator John Dowdeswell, 16 Lechlade Gardens, Fareham, HANTS, PO15 6HF.

9) Presentation by David Kersey of the MFU (Motor Sports Facilities Unit) , part of LARA (Land Access and Recreation Association).

- Why? LARA was created to cope with an uncertain future for motorsport, particularly off-road events.
- When? LARA was formed in 1986 to tackle problems of land availability and use for sporting activities and also rights of way. LARA deals with various commissions, Countryside, Forestry etc. Venues for events are sought from these bodies. LARA also defends existing venues and establishes the ground-work to get new/more sites. Currently under investigation are MAFF (Ministry of Agriculture, Fisheries and Food) set-aside areas which we can and can't use. (Set-aside - Farmers are paid NOT to farm some parts of their land . So maybe we can use this for events. This money comes from our taxes so we should get some benefit from it.) The DoE may want planning permission/consent for EVERY event.
- MFU/LARA should be educating clubs as to how to deal with these statutory bodies with regard to land use.
- David was asked when MFU/LARA meetings occur so the "grass-roots" people involved can give feedback. Any information needing to go to LARA can be sent to Tony Kempster, LARA rep for the ARC.

10) National Rally 1994

- All is well so far. Final confirmation will be on July 24 but no problems are foreseen.
- Should we call it the "ARC International Rally"? It's possible some overseas clubs don't come because they're not sure if they qualify.
- 1995 - Lincs. LRC are running this one, They are fully committed and negotiations are progressing well.
1996 - Southern are doing this one.
1997 - no takers yet.
1998 - Lancs. and Cheshire have this one booked.

11) CCMSA (Cross Country Motor Sports Agency)

- One of the purposes of going ahead with the CCMSA was to show the RACMSA that we do have somewhere to go if we leave the RACMSA. If we scrub the CCMSA, the RAC will see this as sign of weakness and may walk all over us. Anyway, it was a

remarkable achievement for the ARC to become one of the 11 authorising organisations to be allowed to issue exemptions and it would be criminal to throw that away. The CCMSA could become a source of income although it's a bit slow moving at the moment.

- A side issue at this point raised the issue of a club (not an ARC member) having three serious injuries at one trial event resulting from the difficult nature of the trial. The RACMSA is conducting a formal enquiry on the incidents. Feedback will be provided when the enquiry is concluded.

12) New Clubs.

- Nottingham LRC want to join the ARC. They are to be a non-competitive club, having mostly social events and non-competitive fun-days. Neighbouring clubs (Peak & Dukeries, Leics. & Rutland) commented that they had no objections as many Notts. LRC members were also members of those same neighbouring clubs already.

13) ARC Newsletter - the future.

- Part of a letter from Dicky Day was read out at this point. He was scathing of the presentation and criticised the loss of the Rover Runes name. Dickie felt that we should produce a full glossy magazine to rank beside that produced by the AWDC and that the name should reflect the language of the Vikings, whose ship is used as the Rover logogram. He says that runes are reputed to reflect the future but the cover (which includes a beaten up trialler) was not representative of the ARC's activities. The new editor, Ted Ivory (who has improved the newsletter immensely) stated that runes were ancient scripts and said that we should be looking forwards, not backwards.

14) Log books.

- The Staffs & Shrops log-book records items on the vehicle that require attention but which aren't serious enough for it to fail the scrutineering. It also records scrutineering failures, again so that action can be taken for the next event. The ARC log-book is to record the construction and ownership of the vehicle. In particular, the roll-bar design will be recorded if acceptable

because the roll-bar regs may change soon and old roll-bar designs may be allowed to continue in service.

- Dicky Day has comments on log-books too. He said that the log-books will never really match the vehicle; then arguments will start and the vehicle will have to be scrutineered anyway thus making the log-book redundant.

15 a) Caravans. Jim Campbell.

- Please note, Jim moved 6 years ago! Please use his current address printed in the ARC Newsletter.
- All monies from last year have now been collected. He had to chase some clubs for the money. In future, he will not issue caravan permits to clubs that have not paid.
- Caravan permit is for 5 nights only and costs £2
- A 15 night Holiday Rally permit needs 3 months advance warning. Cost is £20 including ACCEO fees. This drops to £10 if ACCEO insurance is used.

15 b) Overseas Liaison Officer. Fran Luxton.

- There are 13 overseas clubs waiting to hear the new procedure for joining the ARC
- A club in the USA sent a cheque in 1990 which was cashed. Where did it go? Lawrence Johnson promised to look through ARC records to find out.
- Land Rover owners have written from Jakarta and Malaysia to ask about individual memberships.

15 c) Rights of Way and Land Use. Tony Kempster.

- ARC Fighting Fund - money is needed to challenge a bad decision in a public enquiry in Devon. The judge asked for conclusive evidence of use but the Law requires only sufficient evidence.
- ARC representation at the Royal Show at Stoneleigh. There will be an improved layout and a trials circuit will be provided. One static vehicle is required plus four demo vehicles to drive round the circuit. Date is 5th to 8th July.
- ARC subs to LARA have gone up by 10%. At the last meeting, we agreed to a rise of only 5%. We will send the money for only a 5% increase and see what LARA do. Will they turn down £2540? Would you? Watch this space!

15 d) National Rally Liaison Officer. Harold Lowe.

- Matters already covered in item 10.

15 e) ARC Newsletter. Ted Ivory.

- Matters dealt with in item 13

15 f) Press publicity and Sponsorship. Wendy Costello-Roberts.

- Comments came out about our image. Most glossy off-road magazines are bought by "office-dreamers" who don't drive off-road. Such magazines pander to this requirement and publishes dramatic stories and pictures which give the whole scene a bad name. Wendy asked if she should issue press releases with the truth, Who should she send them to and what should they contain. If any club has something suitable for a press-release, please send it to Wendy Costello-Roberts, The Old Reading Rooms, Bridgend, Lostwithiel, Cornwall. Thanks.

15 g) Rover Company liaison. Charles Whitaker.

- Not present. Apologies for absence.

15 h) Technical Officer. Ken Knight.

- No report - apologies for absence.

15 i) Club Shop. Graham Chick.

- Windscreen stickers and pens are now available.

15 j) Car Clubs Liaison. Tony Holder. A report was read on his behalf.

- With regard to the National Rally - what can we do for each other? We should encourage car owners to come to the National Rally. The 1993 entry form had no date for events nor what the entry fee was. On arrival, car owners were confronted with a rough gravel track and lots of mud and grass. They were not informed about the actual facilities and so some turned round and went straight home. As a result of the rain, these facilities were not suitable for new cars, let alone classic concours ones. He proposed a meeting for non-competitive clubs. Let's not have "4x4 versus cars" but "competition minded members and non-competitive members"

- 15 k) RACMSA Liaison. Tony Kempster made the report until such time as Harold Carman is formally accepted by the RACMSA. See item (iv). The main points were:-
- i) "Promotional Events" or fun-days are now a recognised event where no results are published and no prizes given. An exemption certificate costs £1:10 and a Gymkhana one costs £6:50. Promotional events are to introduce new owners or drivers to off-roading. if you are applying for one, write "Promotional Event" on the bottom of an ordinary permit form until proper forms are printed. Otherwise they will send it back.
 - ii) The RACMSA wants to introduce a standard system of classes, initially for Comp Safari, but possibility eventually for all events. The ARC classes have been submitted as requested.
 - iii) Clerk of the Course licensing. The ARC is opposed to the concept. This will be for Comp Safaris and Hill Rallies by 1994 with the other disciplines being embraced by the end of the decade.
 - iv) The ARC has voted Harold Carman as RACMSA representative but as this is an RACMSA nomination, we have yet to hear if the RAC will accept him.
 - v) Following the accidents mentioned before, the RACMSA Safety Committee have proposed that the minimum first aid cover for timed events other than hill rallies shall be "A St John, St Andrew or Red Cross ambulance and crew be present and this be recommended for non-timed events." This seems to exclude the ever increasing private/paramedic organisation ambulances. A Lancs. & Cheshire member pointed out that they have 18 members trained in CPR (Cardio Pulmonary Resuscitation)., This training cost them only £10 each. Money well spent they consider.
 - vi) Tyres in use. The RACMSA is concerned about the use of aggressive tyres and is pleased about the SR for Canonica and similar tyres. They have, however, observed RTV vehicle arriving at events on illegal tyres.
- 15 l) Shows and Displays. June & Jack Green.
- Off-Road and Four Wheel Drive Show at West Wycombe Park on 17th and 18th July

- Should they hire a marquee when wanted or buy a large tent. Hiring could be as little as £50 a shot or the outright purchase of a decent size frame tent for £600.
- 15 m) Scrutineering Committee Chairman. Steve Barnwell. Steve Barnwell was not present so his report was read by Steve Kirby.
- The wording of next years new RTV rule 10 should say "Special coil-sprung 86" min wheelbase." Otherwise, Range Rover and 110 specials won't have a class. At the moment they will be class 9.
 - The protest at the National Rally on engines size for series Ones - a series One 86" or 88" had a 1997 engine. Anything else will make it a Special. The rules have made this clear since 1987. However, there do seem to be other interpretations of this rule.
 - The manner in which the protest was conducted was wrong, too. The scrutineering committee should have been called in to apply their expertise. Two stewards and two scrutineers was not enough.
- 16) AOB
- MAJORS TRIAL 2nd October - Trial. Two teams of three for each club plus one reserve on standby. Use of reserve team will depend on the size of the overall entry.
 - Bonfire Night at Eastnor. November 6th - invite from MROC.
 - Please supply information about "cowboy" activities to the ARC.
 - RTV vehicles are using over-aggressive tyres. They may be road-legal but RTV vehicles should be just that. Road-legal CCVT vehicles should not be admissible in RTV events which are intended to be for family vehicles. It is simply unfair and not in the spirit of our organisation for a bog-standard road vehicle to be competing directly against a full-blooded trialler.
 - Beware about publicising your presence at an event in case the criminal element work out when you're going to be away from home.
 - The other side of this coin is that there were no reported robberies of any kind at this year's National rally.
 - Next ARC meeting:- September 4th.

Shaw Dene Trials, Newbury, 27th June.

Another superb event. This isn't a particularly demanding site although a quick look round at some of the restyled bodywork belies this perhaps!. The weather was scorching , which makes a change for Wimbledon week! The general good humour and friendliness for which the HBRO has a good reputation was there again. Several new members have told us that they joined this club just for this kind of laid-back event.

Making the event the success it was were the following without whom it would not have taken place:-

Secretary of the meeting - Tracey Doherty.
 Clerk of the Course - Malcolm Whitbread.
 Chief Scrutineer - Malcolm Whitbread.
 Stewards - Nick Jennings and Adrian Bolge.
 Marshals - Richard Maskelyne, P. Harris, C. Stubberfield, S. Clarke, L. Norris.

Results.

CCVT

Overall winner - Mark Furnell - 29.
 James Hynes - 50; Andrew Blake - 55; Mick Maskelyne - 65;
 "J" Walker (retired)

RTV

Overall Winner - Steve Kirby (Range Rover) - 4
 Group 1 (Classes 2 and 3)
 Neville Dewdney - 45; Mark Sullivan - 49; Peter Jeffs - 52;
 Matthew Moat - 54; Ian Copplestone - 58.

Group 2 (Class 5)

Chris Homewood - 24; Roy Michael - 28; Mark Burrell - 28;
 John Burrell - 37; Nick Woodage - 38; Dave Henry - 41;
 Richard Emery - 42.

Group 3 (Class 4)

Roy Bowerman - 35; Hugh Duffett - 37; Gavin Duffett - 54.

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.	
<p>STEWART VISION VIDEO PRODUCTION 5a CHURCH ROAD, TADLEY, BASINGSTOKE, HANTS, RG26 6AU TEL & FAX - 0734-815495</p>	

Sweat Shirts

These will be available in time for Winter with the Hants & Berks logo in yellow 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.

If you would like to place an order, please complete the order form (or a photocopy) below and send it with a cheque for the appropriate amount payable to HBRO to me, Gary Hodgson (address inside front cover). Due to the cost of printing, I have to order in batches of 12 or more so delivery may take a while

ADULT SWEAT SHIRT - £11:00

COLOUR	S 38-40"	M 42-44"	L 46-48"	XL 48-50"	QTY
BLACK					
RED					
GREEN					
BLUE					

CHILD'S SWEAT SHIRT - £10

COLOUR	S 22-24"	M 26-28"	L 30"	XL 32"	QTY
BLACK					
RED					
GREEN					
BLUE					

If you are in doubt as to size, order a size larger.

Name _____
 Address _____

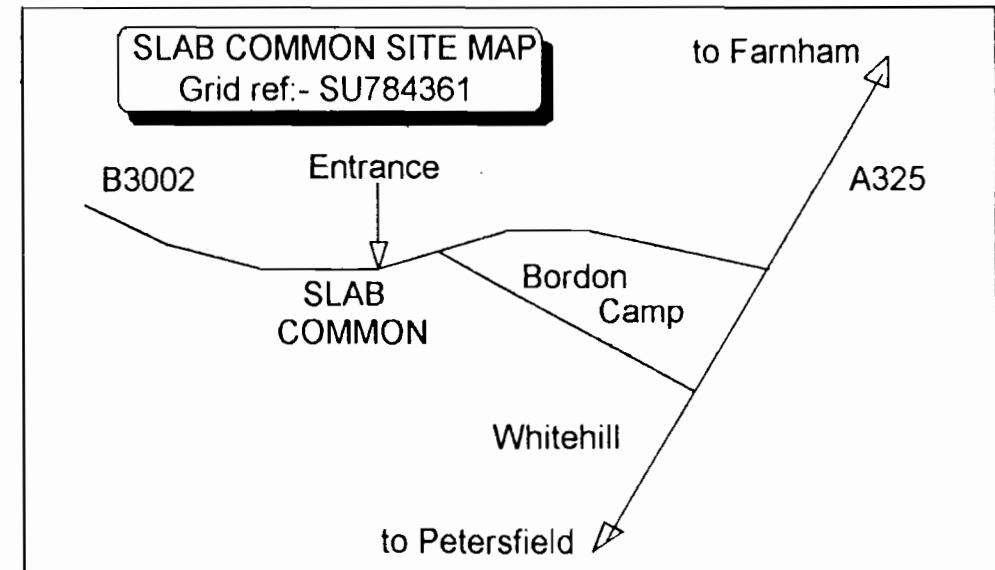
RTV and CCVT Trial at Slab Common September 19th

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!

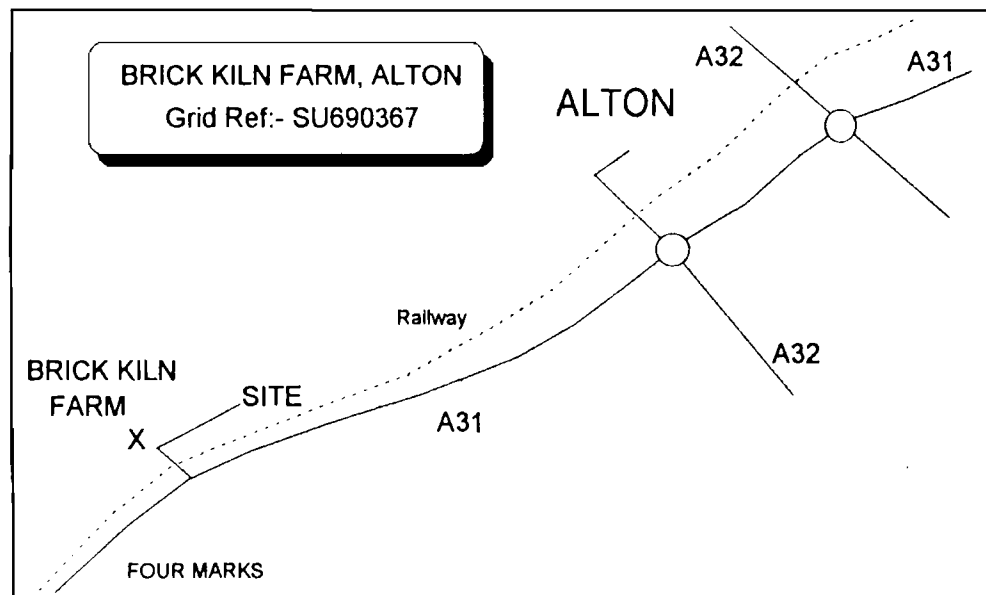


BARBECUE , FIREWORK DISPLAY and TRIAL at Brick Kiln Farm November 5th, 6th & 7th.

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.



Adverts in P&B

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

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. You will need to sign on for the setting-up day too in order for you to be insured. Don't land the club in the mire by disregarding this important requirement. It's worth giving up the chance to compete in exchange for a whole day driving around the site while setting out!

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

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.

September 4th	ARC EGM Solihull
September 12th	Green lane trip. Berkshire area. Phone Mick Doherty for location.
September 19th	Trials at Slab Common. Details elsewhere.
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 1st-3rd	Major's Trial at Eastnor, near Ledbury. See details elsewhere in this issue.
October 10th	Green lane trip. Meet at the Alton Layby. (On the A31 Alton to Four Marks road near Brick Kiln Farm.)
Oct. 15th - 17th	HILLRALLY 1993. Wales. Details elsewhere.
November 5-6-7	Bonfire meet at Alton. This will be the club rally, this year due to lack of suitable venue. Details elsewhere.
November 14th	Green Lane trip. Meet at A3 picnic area by M25 junction. Details later.
December 4th	ARC EGM Solihull
December 12th	Green lane trip. Details later.
December 19th	Trials at Slab Common. Details later.

Other Events....

These may or may not appear elsewhere in this issue.

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.

This Month's Special

Breaking 1972 SIII SWB:-
 Bulkhead, fully refurbished with new side plates and hinge bolt nuts, bead blasted and sprayed. No rust whatsoever - £150. Fairey Overdrive, perfect working order - £150. Rolling chassis, good overall, needs new outriggers, on 750x16s, recent new springs - £200. 2¼ petrol engine, fair condition, Weber carb, all ancillaries - £75. Gearbox, no faults - £100. Back body, no holes or dents, very straight - £75. Seatbox, very straight, soundproofed, fitted with GOOD Volvo velour seats on LR seat runners, not bodged - £40. Wings complete - £10 each. Fuel tank, known to be good - £10. Windscreen and glass - £15. Hardtop with sliding windows, recent new channels, c/w Safari door - £150. Another Safari door - £15. Bonnet, very straight - £10. Front panels, no rust - £10. 109" rear axle, complete (not 6-cylinder) - £10. Two NEW Genuine Parts doortop kits, sprayed limestone, c/w all rubbers - £60 for both. All other bits available, good condition, at less than "the usual prices". Contact Mick Dyer in Windlesham (3 mins from junction 3 of the M3) on 0276-473907 or 0831-466306 (SEP93)

(Just buy the lot and build a Land Rover!! - Ed.)

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 General Versa-Trac 235/85x16 radial tyres on 7x17 white-spokes, ½ worn (6 to 8mm tread left); look excellent on LR or RR, quiet and long-lasting - £40 per wheel/tyre. Breaking SII 1969. Good (later) 2¼ petrol engine - £50. Good suffix B gearbox - £50. Axles (rear has recent casing) £40 rear, £50 front c/w SIII ends (good balls!). Also Hardtop with side windows; SIII type radiator; front panel; etc. All to sell. Make me an offer for the lot? Call Charles Best in Windlesham on 0276-476223 (SEP93)

* JJ's Clearout. I have three garages full of spares and lots more coming in; NEW and old. Please ring for details. If I cannot get what you want, I know a man who can! Here's what I've had recently to give you an idea of the range - 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 (Ansafone.) (AUG93)

For Sale

* 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 (Faurey) 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)

* Faurey 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)

* Mick Maskelyne's Miscellaneous Market:- Wrap-round bull-bar for 90, £25; 90/110 side step, new, boxed, £20; 109 rear axle complete, £40; Two 109 canvas tops, no sticks, £50 each; Some early 90 door trim, offers? Contact Mick Maskelyne in Newbury on 0635-874013. (MAR93)

* 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)

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)

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)

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!

Copyright Notice:-

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

For Sale

* Load Luger 380L Box Trailer. Large four-wheel braked trailer. Body is about 10' long, 6' wide, 7' high (approx dimensions.) Over £2000 new, used for hot-air balloon, now going for £1300. Contact Mick Corbett on 0344-778284 (SEP93)

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.

Windsdale 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!