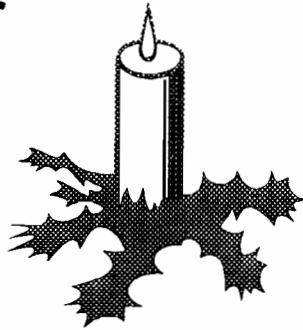


Pants & Barks

December 1993



HAPPY CHRISTMAS



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...

I managed to keep last month's issue down to 7 sheets (28) pages. This is necessary to keep the weight down to fit a postage rate. If we have more than 8 sheets, we have to pay the next rate. If we do pay the next rate, then we can jump up to 40 pages to make the increased postage worthwhile. So I may hold some large articles in abeyance and produce a bumper issue from time to time. Please continue to send in the articles, though.

There still seems to be a lot of green laning activity going on. Great stuff, but where are the survey forms? If you want to keep the lanes open then you must keep records of the ones you've driven. If you want more survey forms, call Mike & Tracey Doherty or Steve Kirby for them.

ARC YEARBOOK

May I remind you that the vehicle regulations in the many 1987 and 1989 ARC yearbooks still around are now out of date. 1993 vehicle regulations and a host of other information can be found in the new ARC Yearbook. For some strange reason, this is dated 1994! These yearbooks are available free to members. Initially, we will be handing these out at meetings and events in order to reduce postage costs. The 1994 regs (Valid from January 1st 1994) are available now from Steve Kirby - just ask. Please bear in mind the Roll-bar rules and the updated scrutineering article in the 1994 ARC Yearbook are also valid. Remember too, that the regulations in the RAC Yearbook apply to us too. Such a lot to read!

The contents of the HBRO Trials Handbook has now been incorporated, albeit in a modified form, into the ARC Yearbook. The dedicated HBRO version is still available and can be distributed to members at club meetings. So if there is an argument about crossing tracks, looping or taking a shunt, then the solution is now in writing.

Steve Kirby

1993 AGM EPILOGUE

There seems to be a bit of confusion over the 'legality of the 1993 AGM, as secretary and acting chairman of the AGM I would like to explain my interpretation of events. Due to the 14 day rule in para 26 of the Constitution, I could not include the agenda in the September magazine and it would have been very tight to get October's out 5 days before the 6th. As I did not receive any matters for discussion, the agenda was dictated by the constitution:-

Para 17: Subscriptions to be decided at each AGM

Para 24: The AGM shall:-

- a) Receive from the committee a full statement of accounts duly audited showing receipts and expenditure for the year ending.....
- b) Receive from the committee a report of the activities of the club during the said year.
- c) Elect the Chairman, Secretary, Treasurer and committee members of the club and two auditors.

Regarding resignation of retiring officers, their term of office ends at the AGM, if they wish to stand again they may do so, unless there are other nominations for that post they are normally voted back in *en masse* with other committee members wishing to remain on the committee. In the event of two or more nominations for the same post, the existing member has no preference and it must go to a vote.

With regard to people leaving the meeting before the end, it would have been courteous to make an apology however brief, at the point of departure. The constitution does not state a quorum for an AGM so subsequent voting was quite valid.

I hope this clarifies matters and we can get on with the smooth running of the club.

On a lighter note, I would like to wish Nick, Gary and Judith good luck in their new roles.

RICKSHAW RAMBLE

I have just spoken to Bernie Stevens and he would like our club to set out and marshal the Rickshaw Ramble again over the weekend 8th (trial) and 9th (orienteeing exercise) in January. Interested marshals can call me. We shall need at least 20 marshals with 6 vehicles.

Gary Hodgson (Hon Sec Retired)

New Chairman's Chat

Well, what a turn out. We, the regular bonfire crew, have never before seen so many visitors to the night's activities for well at least the last three years at least. Good that's what we want to see.

I hope that I didn't put any of you off only I am the new chairman and hope to make the club more interesting in the near future. New ideas and better run events. If you have any ideas or suggestions please let me have them as this is your club the members not just the committees. Personally I thought that the better BBQ went down rather well and thank you for all your help and support towards putting this kind of activity on. As I said previously, I am the new chairman at least for the next twelve months anyway and nobody is going to change that. So I would appreciate your help and support at the forthcoming events and trials.

The trial on Sunday started off rather cold but soon warmed up as high scores were the order of the day at least in my group anyway. I say group because we had so many entrants to the RTV that two groups were made in order to make the day run smoother. Walking the sections looked easy but driving them proved to be another matter. As we got further into the woods the more 'mud' was encountered for all you 'mud' freaks who just love to wallow. I could say like Rhino but then we drive Landrovers not Suzuki's, so I shall say like big kids. Unfortunately some got more mud than they would have liked Roger and Hugh I hope your motors have recovered from that porridge like slop which greeted the fan upon entry to the hole which was passed off as part of a section.

Thank you to all the marshals who I pressganged into the job only we need marshals to run an event and well it gives you a purpose in life doesn't it. The wives can get back at their husbands with the power to rule. At least I didn't make you wear those bright coloured vests this time. I didn't know that they were actually in the rover at the time. Incidentally, the motor is in for repair now so I hope to be back to competing again soon.

See you all again soon at the next event or pub meet which ever comes sooner.

Nick Woodage, the new chairman.

Regular Competitor?

If you pre-enter HBRO events on a regular basis, please let Tracey Doherty, Steve Kirby or Adrian Bolge know and we'll send a wad of entry forms. In the past, we sent these in P&B to everyone 3 or 4 times a year but only about half a dozen members pre-enter on a regular basis; hence most of you are amassing a stack of waste paper. We have worked out that it's cheaper to send forms directly to those who need them most, so it is for them that we offer this service.

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

LICENCING

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.

Steve Kirby

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?

4x2x40

Ted Marynicz's 40th birthday 'do' was a Karting grand Prix in Swindon. Angie mentioned it at the AGM but as it was a "surprise party", we couldn't publicise it in the magazine in case Ted saw it. We did our best to mention it to as many as possible but it was rather a disappointment that only two HBRO members, Steve Kirby and Adrian Bolge, turned up. Numerous other friends and relatives of Ted's did go and we had a great evening's racing. Ted came in third, won a trophy and was sprayed with champagne by the winner! Buffet food was available *à la Kart* (sorry).

Angie suggested doing something similar as a club event. Cost was £25 per driver with 32 drivers to hire the whole place for exclusive club use. Less drivers, the higher the unit price which seems to be set at £800 for the evening. This covers about a dozen resident staff, marshals, engineers etc., complete management of the event, crash-hats, overalls and nice trophies at the end. Is there an indoor Karting centre near you? Please have a look and find out the price.

Steve Kirby.

T-Shirts and Sweatshirts

Fancy an HBRO sweatshirt or T-shirt? 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. Sweatshirts are £12, T-shirts are £7 and baseball caps £5. Contact Gary Hodgson.

Winter Trials Series

1. BRICK KILN FARM. 7th November.

"After a very good days sport and 'Smarty Pants' Jeffs", that's how the poet Hugh Duffett put it in last month's very good news letter. Well the rookie Jeffs won his second event, not bad. Where was Hugh this time? Because Peter has already put pen to paper, I was chosen. "Wrong day to win my class!" OK, time to stop mumbling....

When I arrived at Brick Kiln Farm, I was a little late but not the last. I won't put down the things Tracey said! With all paid and signed-in, I went to scrutineering and with a small word form Gary, a little movement in one of the ball-joints, I then went on to test the hand brake up the hill. On with the handbrake and the Rover rolled backwards. Well, what could I say but "I'll fix that in a minute". Out with the tools and it was working. Then with card signed it was off to park up. It was a good turn out with several new members present. It wasn't long before the driver's briefing. Well, almost as soon as Dave Riddden started it was over - nice one Dave.

We were basically split into two groups with me being in group 2. Then we were off to the first section which was number 4. After the first gate was moved to make it safer, it was then the tricky downhill drop which had a lot of drivers a little out of control.

After the start of section 5 was made safer, the route went up a small hill with very close canes which caught out most of the drivers. Section three was a mud-hole. Down into the mud and up and out - but too many of us went too fast over the top and with tyres still wet, went into cane 8.

On to section 7 now and it was getting on in the day so the orders were "If you hit a cane leave the section". Not many of us got to see all of this one did we? This was a good day out so far - no damage, nothing broken on the sections that is. Well in group 2 we were off again. This section had a nice hill to get up which none of the Rangies made to the top. Onto section 2 which was a little tricky at the start which caught a few out, didn't it? I managed to get round through the trees but then the bank stopped me. This was section 2 in reverse with lots of axle twisters that were quite tricky. The section was through the trees that some were driving into!

Number eight was the last one of the day for our group. It was nice and tight through the trees, round some more trees (I think he's

trying to tell us there are trees there!, Ed.)

I would like to thank all the marshals who made it such a good day out plus all the helpers on Saturday. These were Mike Doherty and Dave Riddden (Clerks of the courses), Chris Homewood and others (Scrutineering), the marshals and all the others who helped set out and run around doing all the odd things that need to be done:-

Tracey Doherty, Nick Woodage, Adrian Bolge, Paul Joslin, Sarah Bridger, C.R.Oliver, Janet Vare, J.Dance, Mike Clark, Peter Tarrant and friend and others who helped in an unofficial but essential way.

Neville Dewdney

CCVT RESULTS

Brian Warn - 37. Mark Furnell - 48 Gary King - 67
Judith Frisby - 76 Roy Bowerman, John & Mark Tester all retired.

RTV RESULTS

Class 3

Neville Dewdney - 38 Russel Vare - 39. Neil Shawyer - 40
Roy Michael - 46. Andrew Bridger - 49. Trevor Clayton - 53
Bryan Clayton - 54

Class 4

Peter Jeffs - 35. Arthur Biershenck - 38, Hugh Duffett - 46
Gavin Duffett - 47. Steve Creamer - 48 Nick Jennings - 50
Alan Smith - 50. Paul Cole - 55

Class 5

Mark Burrell - 47 Clive Parker - 49

Class 8

Gary Langton - 38

Peter Jeffs had the lowest score but as he has written the report before, the next one on the list takes his / her turn. So it fell to Neville Dewdney this time.

The scoring system for this series hasn't been revealed yet (!) but we will be giving awards for each event as well, because not everyone will be able to attend the requisite three out of four events to qualify for a final series award.

Bashall's Bash, October 25th.

Tracey, Mike and Brendan Doherty and I went to the first Open Day at the Dunsfold Land Rover Collection on 25th October. What a superb selection of vehicles the Bashall family have gathered over the past 25 years! The vehicles were laid out in a field for the visitors to see. There were many visiting vehicles and it was hard to tell which ones were residents of the collection and which were "guests". It didn't matter so long as they all were Land Rovers!

A trio of Pink Panthers greeted us at the gate. They're not all pink either! Apparently, in the desert, pink paint tends to blur the whole vehicle into an indefinable blob and is, somewhat surprisingly, a very good camouflage. Just out of interest, many Royal Navy warships were painted "Mountbatten Pink" in the second World War. Not many people know that. The later "Panthers" are 110 based but are generally very similar to the 109" originals. The concept has now been developed into the MRCV (Multi-Role Combat Vehicle) based on 90s and 110s, as readers of LRO will know.

Next to them was an assortment of chassiseses (Help! What's the plural of chassis?) One had the axles, gearbox and engine casings cut-away to reveal the innards; very educational. Actually this was done for educational purposes and these chassisisis (!) were on loan from a training establishment.

Noteworthy exhibits were numerous one-off prototypes and No.1 production vehicles. The first ever lightweight looked much the same as many others I'd seen except for the metal cutting and rivet hole position markings still being visible. The big 110" 'lightweight' gun-tractor is also quite an attractive beast; superb ground clearance being achieved by putting the axles under the springs instead of the springs being under the axles. This same trick had been done on a home-made 6x6 modification to a 109 there on loan. (Don't try this at home folks, unless you really know what you're doing. It will add a good 6" to the height of the vehicle with consequent serious stability problems.)

The much talked about 100" Land Rovers were there in abundance. (2!). Rag tops and four-door station wagons were built for Switzerland. Only 12 were built, I was told, but although that hardly amounts to mass production, they **were** built as a production run. We saw a 90 that really is 90" wheel base. Apparently, it handled very badly, the 2½" or so lengthening of the wheelbase to accommodate a

longer rear propshaft made all the difference. The Llama is an interesting beast, such a pity I missed the opportunity to own one some years ago before I realised the significance of it. This is a forward control truck of boring appearance but a Land Rover none the less. It wasn't cobbled up out of existing bits and pieces either but had a wholly new chassis and body. The V8 engine and gearbox looked like FC101 items though (and why not?) The collection boasts two, one soft-top and one box-van.

Another amphibious 110 has surfaced to join the one we saw at the "Keep Land Rover British" parade we went to in London a few years back. I wonder where all the others are? A prototype 101 with 3 litre 6 cylinder engine was there with several other production variants, including ambulances. A prototype truck had an almost WW2 vintage appearance to it. It was up against the Unimog for a military contract and didn't stand a chance. It's nice to know that it wasn't broken up in disgust but is here in working order, as are the vast majority of exhibits.

To make this point, several were doing tours of a fenced off area at the end of the field. The Roadless Traction 109 variant with full-size tractor tyres found the level field easy! This has a very wide front axle to let the huge diameter wheels steer and goodness knows what the ratio of the diffs was. The first diesel Discovery pottered around in a cloud of smoke. This very tatty vehicle has done over 250,000 miles and has clearly been subject to many alterations and repairs. The Llama was sticking its neck out with a troublesome leak in the power steering while the armoured car soldiered on. (There are jokes in there somewhere.)

There were several pre-production Range Rovers dotted around the field. The prototypes were badged as VELARs to hide their real identity. What member of the public, in 1970, would have guessed that this vehicle was a product of that staid and old-fashioned utility vehicle company called Land Rover? How times have changed with Land Rover challenging the Japs head-on and winning hands down! The sole surviving OLYMPIC Range Rover had just been acquired courtesy of OTTON'S in the few days before the show; only two were built, the press wrecked the other one!

So there it all was, from Series One 80" to LSE and just about one of everything in between, it is a collection to be proud of. Let's hope it opens again soon.

Steve Kirby

Special Services Section

This section is for members who are **self-employed** and can provide special services to club members. Entries below are free on condition that some discount is given to members.

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.

Winsdale 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!

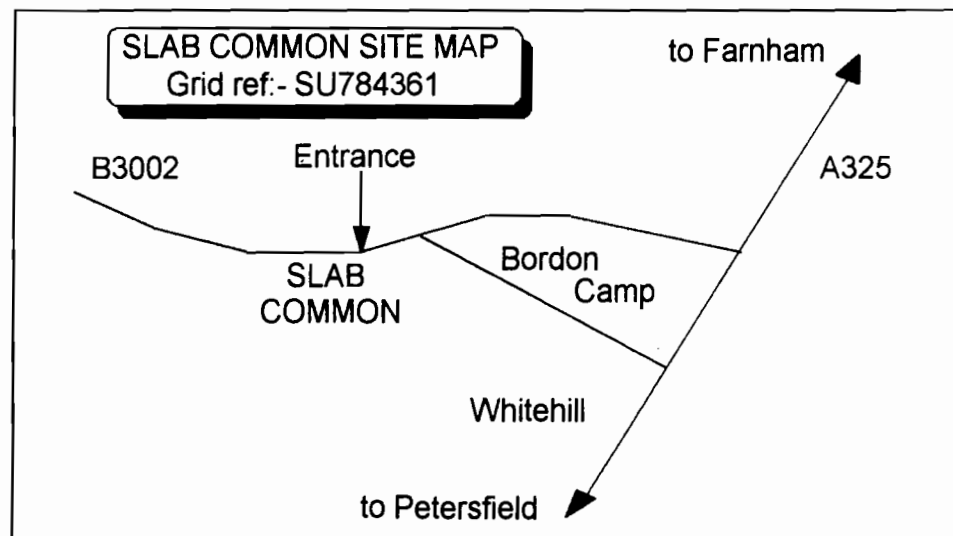
RTV and CCVT Trial at Slab Common December 19th

We are holding an CCVT & RTV trial at Slab Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 19th of December. 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 new ARC Yearbooks are being handed out now. These contain the new vehicle regulations (Those in the 1987 and 1989 ARC Yearbooks are out of date.). 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 / RACMSA 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!



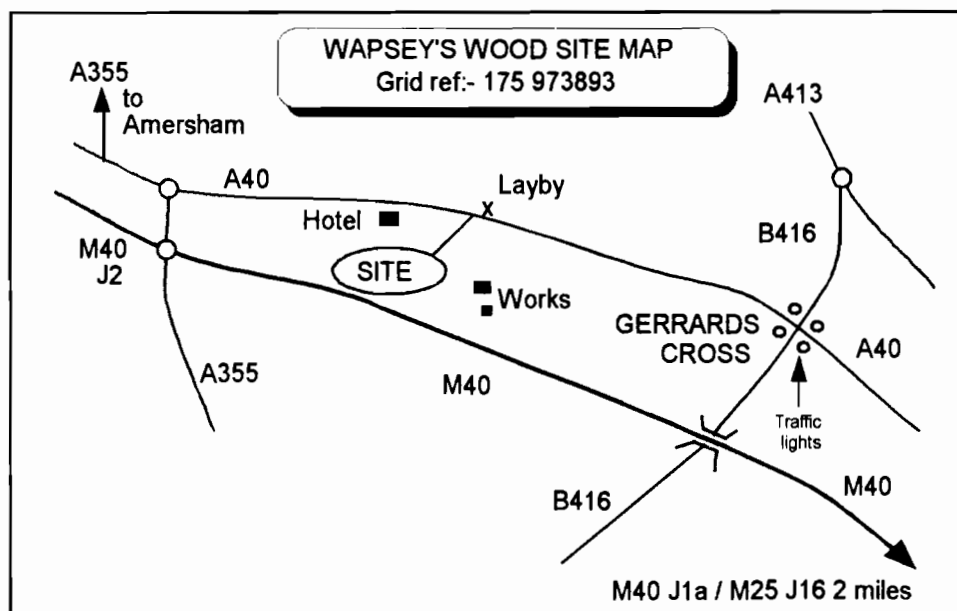
RTV & CCV Trial, Wapsey's Wood, Dec. 5th Invite from Anglian Rover Owner's Club.

We have been invited by Anglian Rover Owner's Club to an RTV and CCV trial at Wapsey's Wood, near Gerrards Cross, just to the NW of Heathrow Airport, on the 5th December. The event is open to all fully paid-up members of HBRO. Entries can be on an HBRO entry form. The fee is £11 in advance or £13 on the day. Payment to:-

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

Scrutineering and signing on will be from 8:30 to 9:30 a.m. and the competition will start at 10:00 a.m. prompt, so please be on time. Seat-belts and fire extinguishers are compulsory in all vehicles. Event is run to RACMSA and FIA competition regulations. You will need to show a current membership card. Southern ROC, and Bucks 4x4 will also be present. Should be a big event. Try it.

Safety rules are generally similar to those of ARC but classes are quite different. Long wheelbase class includes 90s but RRs, Disco's & 110s get a shunt, 109s get two shunts.



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.

HBRO Christmas Dinner

Saturday 11th December 1993
to be held at

**THE WHITE SWAN, BANK STREET,
BISHOP'S WALTHAM, HAMPSHIRE**

7:30 for 8 p.m.

MENU

Home-made Ham & Sweet pepper Soup
or

Fanned Melon with Honey & Mint

--o--

Roast Turkey, Bacon Rolls, Chipolatas, Roast Potatoes,
Parsley Potatoes & Selection of fresh Vegetables
Cranberry Sauce & Bread Sauce.

--o--

Christmas Pudding with Brandy Sauce
or

Mince Pies with Cumberland Butter

or

Ice Cream Sundae

or

Cheese & Biscuits

--o--

Fresh Filtered Coffee & Petit Fours

--o--

£10:45 per person.

**This includes ½ carafe of wine per couple
plus party crackers & novelties.**

Please advise Gary or Pennie Hodgson as soon as possible if you would like to reserve a place for you, stating your choice(s). A deposit of £2 is required for a booking.

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

Hill Rally 1993

With my usual well organised forward planning, I confirmed late on Friday night that I would go to watch the Hill Rally. I had phoned around to see who else was going and called Peter Jeffs for a chat. We decided to go in his 90, taking some wheels and tyres to deliver to his brother who owns the famous Ponthir Tyre Services in Wales.

Saturday morning started with us changing his 90 from Mud Pluggas to 205s for the long trip. The Mud Pluggas and some other tyres went in the back and we made a start. Well, not quite. The next few minutes saw us fiddling with the 90, trying to get it to start. A jump start and a very quick pit-stop for petrol led us to think we'd solved the problem. I manoeuvred the vehicle in the petrol station forecourt while Pete went in to pay. I thought the power steering felt a bit heavy but as I'd not tried a 90 before, I assumed it was normal. (Latent problem #2)

On the M4, we saw a car on fire on the other side. The occupants were out on the hard shoulder with other vehicles so we took no action other than to hope that it never happened to us! A few miles later, a screaming rumbling sound and lots of smoke poured from the bonnet and we pulled hurriedly onto the side. Opening the bonnet revealed burning rubber - the power steering pump had seized and burnt the belt. It's obvious now that the power steering wasn't getting any oil and had I realised that earlier, I could have bled the system and saved the pump which was now probably scrap. Peter had tools with him so we removed the belt and then found the car wouldn't start. Peter spotted a broken wire on the coil and once we'd fixed this, we continued. Lesson - never go anywhere without a tool kit. We visited Pete's brother at Ponthir Tyre Services - home of the Mud Plugga - to sort out the wheels and tyres. Before putting the Mud Pluggas on for the rest of the trip, Peter asked for them to be balanced. A few lead weights here; then some there. Spin again, then take the first lot off and move them. "I can't get these to balance" says the tyre fitter. "They feel like they're full of water!" "Oh dear" says Pete. "They are! They've got tyreite in!" Smack on wrist for Peter, congratulations to fitter for being able to work out what the problem was; fit tyres to 90 and proceed. We made Clyro by mid afternoon. Where is the rally? They were all 50 miles away at "Sweet Lamb" and would start to return in an hour or so. No point in chasing them then. We enquired at the Baskerville Hotel (Yes, it is the same place as in the Conan Doyle "Hound of the Baskervilles" story) for accommodation. Amazingly they had space and

only £20 a night including breakfast too! Being a Londoner, these prices seemed incredibly cheap notwithstanding the somewhat passé nature of the establishment.

We walked around the camp-site in the hotel grounds and then watched the competitors return; some driving, some being towed and some carried on trailers. The very very slippery nature of the classification runs on Friday had led many competitors on conventional tyres to buy sets of Dave Simmonite's Maxi-cross nipple tyres which he just happened to be selling there. These are streets ahead of anything else you can buy. Being very grippy means they don't slip. Well, that's the idea, isn't it? Sure is. Problem is that the transmission doesn't have all that wheelspin to reduce the strain and a huge number of vehicles suffered transmission failures not experienced before. Of 57 starters, less than 30 finished! I met a few friends in the crowded, smokey hotel bar that night but neither Pete nor I wanted to eat in that atmosphere so we drove a couple of miles to Haye-on-Wye. Lovely little village with absolutely nowhere to park. Even the fish and chip shops were closed. On a Saturday evening! Even in my home town of Sleepy Twickenham you can buy food aplenty in the evening (Well until it all closes at 10 !!) One pizza each with all the trimmings later we returned to the hotel bar which had evolved into a Karaoke evening. Definite cue there for an early night!

On Sunday morning, the rather depleted field moved down the road to Lanes Farm where we saw our first action. All good stuff. The thing that impressed me most was the performance of the diesel class cars. Wow! A full bodied Defender 90 Tdi with the wick turned well up was thundering across the fields giving some of the V8s a run for their money. Roll-on the 1994 ARC rally where we should see the first of the serious diesel Comp Safaris. We met Malcolm Whitbread, Roy Bowerman, Judith Frisby and others to watch the Rally. Roy told us that his power steering pump also had failed on the way there but he stopped for a new one under warranty. What it is to have a new car!

Mark Ambler failed to complete his vehicle in time to enter this year but he, Malcolm and Peter want to have a go next year. So we should be able to field a team of three for the 1994 Rally.

We hadn't really seen that much of the Rally but we had seen the "lie of the land" which would make planning another visit easier. The return trip was uneventful, thank goodness.

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

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....

Winter Trials Series

Malcolm Whitbread and Mark Furnell are arranging a Winter Trials Series. This comprises three trials to be held at Brick Kiln Farm, the first being on November 7th. Dates of the others will be advised. The combined scores from the three trials will be added together and the lowest score will be the winner. It will be open to RTV and CCVT classes to be divided into Leaf-sprung and Coil-sprung depending on numbers. We hope that the series will be successful and well supported by club members.

Mark Furnell

Welsh Hill Rally 1993 Another View...

It took five hours instead of the usual three to get there because Andy was asleep all the way and Doris (Judy) was navigating. They decided to follow the scenic route to avoid paying six pounds twenty for the Escort van on the Severn Bridge. NB: all Land Rovers only cost three pounds ten even towing a caravan.

Heated arguments continue as to why it took so long, this glorious, quote, drive in the sunshine. Even so they beat Adrian in arriving ay Hugh and Sue's by two cups of tea, 'cos he, chasing up the M5, missed the M4 turning to Wales and went on to the Midlands, well several miles anyway.

Saturday started with a mass breakfast in the dark - toast. Then we had to chip ice from from the assembled beasts. Hugh popped a gallon of petrol in the tank of his Tdi to stop it waxing up. Adrian became a candidate for "Wally of the year". Who forgot to put anti-freeze in his motor during a cold snap? And it WAS cold, especially in the Welsh mountains. A five percent anti-freeze just saved the block from cracking but left the rad impassable. Net result - tea-pot time, so we waited for the ice age to go away.

We arrived eventually to find Grandad (Roy Bowerman) in his new "never been off-road" Tdi, complete with naff power steering pump. A hasty exit to Likes (plug) of Hays on Wye who responded to a bit of arm twisting and fitted a new pump on the spot under warranty. "Malcolm the Forgetful" discovered the Welsh section of HBRO, namely Bob Barber and team, propping up the bar at Clyro after completing their classification stage. We covered an uneventful thirty miles to the start of the day's sections at Sweetlambs - don't know why we mention this boring bit. Hugh failed to pay the three pound parking fee with his customary aplomb and we all felt the burger-bar was a rip-off.

We tried a little hill walking among some of the sections and met John and Pat King, HBRO gets everywhere. There were rumours on the airwaves of a Land Rover on fire, which turned out to be the Simmonite's blowing the turbo of the Warwick Banks Tdi. We watched assorted wreckage returning to the pits - lots of skilled work with Birmingham screwdrivers. "Malcolm the Forgetful" was entranced by a Boxer four-carb conversion for the inlet manifold for a V8. He was suffering a bad dose of the shakes from not being a competitor. We

witnessed a Lada returning with heavy arthritis in the back axle and D. Simmonite with a large dose twisted diff pinion. Be it noted that there were eight standard Tdi defenders entered. All were doing very well especially those of Keith Gott and Andy Sargeant.

We left the competitive scene towards the end of the afternoon to go green-laning - remember it's nearly Winter in Wales. We took a long and tortuous trip down memory lane, retracing a route that "Malcolm the Forgetful" made in his misspent youth with Steve Kirby, Colin Gross and Dave Cuthbert, this time ably led by the Laird of the Lanes - Hugh himself. Needless to say we came of the hills in the dark, fording one river thirteen times in the process. Adrian was on slicks at forty psi and had no problems. We've got to go again! Hugh says the OS sheet for Prestiegne dated 1993 is right up to date for rights of way from the Council's definitive list.

Compiled by Adrian Bolge from everybody's offerings.

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For Sale

SUPPLEMENTARY REGULATIONS (SRs)

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

- 1) Seat belts (If fitted) must be worn at all events. Fitment is compulsory from Jan. 1st 1994)
- 2) Spare wheels & tyres need not be carried by CCVT vehicles.
(Ref: RACMSA reg. H.22.7.2.)
- 3) Towing points need not be painted in a contrasting colour.
(Ref: RACMSA reg. H.22.13.3.)
- 4) Babcross, Canonica, Maxi-cross or similar open block tread tyres may not be used.
- 5) Only RTV trials vehicles need to be registered and taxed.
(Ref: RACMSA reg. H.22.13.1.)
- 6) Only RTV trials vehicles must comply with all Statutory Regulations as to Construction and Use and lighting.
(Ref: RACMSA reg. H.22.13.2.)
- 7) Vehicle may be of a commercial type.
(Ref: RACMSA reg. E.13.19.6.)
- 8) Some trials sections may be timed.
(Ref: RACMSA reg H.12.3.14.)

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

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:- £50 for half page, £80 full page and £100 for whole back page per annum; payable in advance. These rates are very good considering the perfect targeting. Current circulation is over 200.

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" renew them!

* Chairman's Wares & Spares:- 90 bonnet, needs tidying - £30. 'Dead' tow-ropes, hemp, 20' with soft eyes - £10 each. Made to order RR tow brackets with permanent rope fixing ring - £52. Mountain bike racks; carries bikes and tows trailer on same hitch - £25. Series IIIa handbrake lever (new) - £5. RR heavy duty tow bracket with two available tow-ball heights, easy to fit - £30. Contact Nick Woodage in Liss on 0730-894418 (DEC93)

* Range Rover Wheels. Four alloy wheels complete with tyres and wheel-nuts. £180 ono. Contact Keith Jones in Fareham, Southampton on 0489-577482 (DEC93)

* Breaking 1972 SIII SWB:-

2¼ petrol engine, fair condition, Weber carb, all ancillaries - £75. Front wings complete with all lights, no dents - £10 each. Windscreen and glass - £15. Bonnet, very straight - £10. Front radiator panel, very fair condition c/w plastic grille - £10. Civilian front bumper, very straight - £5. Sills, both sides, inner and outer, all good - £10 the lot. Steering box, VGC - £10. Tailgate, fair condition - £5. Driver's door, very fair, no doortop - £10. 109" rear axle, complete (not 6-cylinder) - £10. LWB exhaust, very usable - £10. 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 (DEC93)

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 (DEC93)

* Sankey Trailer. Very good condition, ¾ ton capacity. NATO hitch supplied to suit trailer's ring tow-fitting. £275. Contact Mick Pinchbeck in Pagham near Bognor Regis on 0243-267591 (OCT93)

* 1952 Series 1 80" Rolling Chassis. Complete with diffs, shock absorbers and steering rods. £250:00 o.n.o. Call Trevor in Great Bookham,, Surrey on 0323-457984 weekends, 0374-223520 weekdays. (OCT93)

* Bits and pieces Complete set Ila brakes (Master cyl, backplates, shoes, drums, etc.) £50. Jerry can holder, brand new, £10. Army bumper stops, £10. Cibie Super Oscars, brand new, £45 pair. Lucas 20x20 spots, £20 pair. Driving lamps, square, £15 pair. Five 16" wheels, £50 set. Range Rover EFi fuel pump, brand new, £80. Lightweight rear brake light in box, £8. Front wheel ground anchors (boxed) £60. P6 V8 engine, needs rebuild; includes most ancillaries i.e. starter, Strombergs, inlet manifolds, flywheel, oil pump, water pump housing, PAS pump. All bits cheap. Call Tom Owen on 0734-343400 (OCT93)

* 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)

* Land Rover bits Breaking SII 1969. Good (later) 2¼ petrol engine - £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 (DEC93)

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)

* 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 (DEC93)

* 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:- fuel tank; tailgates (2); bonnet without wheel carrier; windscreen; SWB Ila bits:- windscreen c/w wipers and motor; rollcage with front hoop; bumper (this is a serious nudge-bar); radiator c/w mount; mudshield. 7:50x16 XCLs RR/Disco nudge-bar. Contact J. J. Walker. 0252-28494 (Ansafone.) (OCT93)

Vehicles for Sale

* Trialler + trailer Series One 80" ARC spec trialler with 2¼ engine and full roll-cage. Four-wheel trailer with hand winch. Complete ready-to-run CCV package for £750. Call Steve Barnwell in Newport Pagnell on 0908-616878. (DEC93)

* Series Ila Hard top Fitted with brand new V8 EFi engine, (4000 miles only) 190 bhp 25 mpg on unleaded, 3.9 heads, oil cooler, Kenlowe fan, K&N filters, 5 newish Wrangler 205x16 tyres, Range Rover diffs, taxed, MOT'd, adjustable tow hitch. Will break. £2495:00. Call Tom Owen on 0734-343400 (OCT93)

* Series III SWB Hard top 1974, diesel, MOT till June 94, 5 new tyres, new exhaust, new cross member, side windows, safari rear door, safari roof-rack and ladder, spot lights, radio cassette. £1795:00. Call Tom Owen on 0734-343400 (OCT93)

Wanted

* Small flat type oil cooler, RR radiator and RR headlining. Contact Nick Woodage in Liss on 0730-894418 (DEC93)

* Items for HiCap Defender 110 Two headrests, Interior pack, fuel tank sender unit, fog light lens. Also wanted is a capstan winch for V8. Call Tom Owen on 0734-343400 (OCT93)

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

This Month's Special Offer

Series One 88" Coil Sprung trialler. V8 engine, 3-speed automatic gearbox, power steering, twin radiators, disc brakes all round, full roll-cage, full seat harnesses, CB radio, taxed & MOT to March 1994. This vehicle has been professionally built. £2950, ono. Call Terry McGerr in Guildford on 0483-811094. (DEC93)



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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.

December 5th	ANGLIAN INVITE. RTV / CCVT Wapsey's Wood. Details elsewhere in this issue.
December 4th	ARC EGM Solihull
December 11th	Xmas dinner. See details elsewhere.
December 12th	Green lane trip. Details later.
December 19th	Trials at Slab Common. Details elsewhere
January 8-9th	Rickshaw Ramble. This is an MoD trial / orienteering event that we set out and marshal. Contact Gary Hodgson for details.
January 23rd	Trials at Brick Kiln Farm. Details later

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