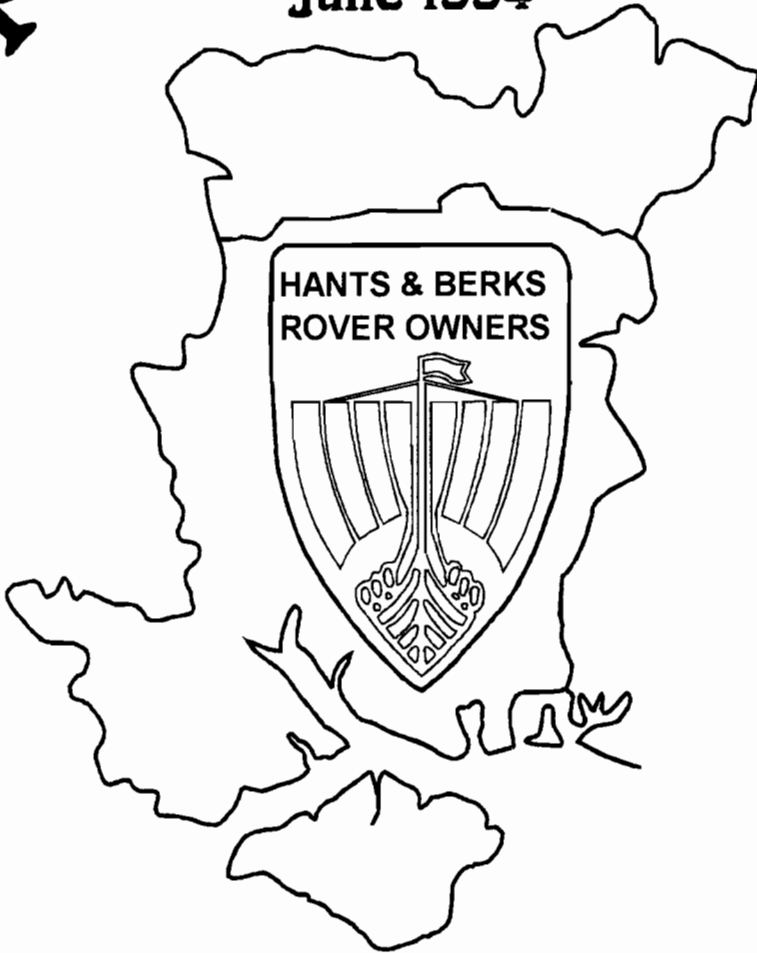


Pants & Barks

June 1994



**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...

News has reached me of an unfortunate accident that has befallen Mark and Isobel Wardley (the printers of this newsletter.) Their vehicle overturned during a sporting car trial and Mark suffered serious injury whilst Isobel got off lightly, I understand. We wish them a speedy recovery.

A couple of comments on last month's newsletter. An abnormally large number of spelling mistakes occurred. The new word "varried" will probably appear in the dictionary soon and I expect Judith Risby will buy one. Sorry Judith! On page 11, item 12 A), the "E" category mentioned applies to your driving licence. After 1996, you will need an extra test to be able to tow anything more than a tonne and this will appear as category E on your licence. If you already have an E category, then you should be OK but others will need an extra test soon.

So what have I got for you this month? Well, we have the promised report on the Rickshaw Ramble, a report on the Easter meet at Eastnor and the Slab Common trial report from last month. Nick Woodage has sent in a report on the Nellies Dale (or is it Dell? I'm not sure!) camping weekend and Adrian has contributed a post-script to the French Rally.

Next month, of course, we will have some reports by members who attended the National Rally - WON'T WE!! So get writing while it's all fresh in your minds and send it to me. In the longer term, I have another Rickshaw Ramble report (I didn't realise how many HBRO members took part) and another article by Dave Cuthbert.

In order to get the newsletter to you by a reasonable time each month, everything must get to me by the 20th of the month absolute latest. If you are posting something to me, give me a call to let me know it's coming in case it gets delayed.

HELP. Do any members keep their newsletters but want to get rid of a few? My "set" is incomplete and I would like to fill in a couple of spaces. Does anyone have February 1992 and April 1992 Pants & Barks that they are willing to part with?

Mike Dyer has invested at various times in drop-arm pullers for Series III and similar Land Rovers, and Range Rovers. These are available for loan for a couple of pints or a small donation! (They've cost him about £100 apiece.) This is a very generous offer as they'll save you a lot of aggro as drop-arms are notoriously difficult to remove. Call Mike on 0276-473907 or 0831-466306.

SECRETARY'S DRIBBLE

Hello all,

I'm disappointed with the response I got for the Family Vehicle Trials. Only two members bothered to contact me. I thought that the demand would be there as we have many members who have new or relatively new motors or they may be your pride and joy and would like to have a go at trialling without the risks. For example, the sections will be much easier and without the risk of damage. This would also have been a good starting point for the complete novice. I will give it until the end of June and if I do not receive enough definite replies then I will abandon the idea. If you haven't trialled before, try and passenger someone and find out what it really is like. There are plenty of members who trial alone and I am sure they would let you accompany them during an event.

It's nice to see how many of you turn up to help out on the Saturday to set out a trial. This is much appreciated and keep up the good work. One bonus of helping to set out is that you also get to play for nowt. The last trial at Slab was excellent but the turn-out was low; why, I don't know but this is one of our better sites (well, I think so). We had an excellent day with 9 sections on the RTV and 13 on the CCVT. The weather was superb with brilliant sunshine on both the setting out day and the trial day (I think that was our Summer weekend!) Setting out on the Saturday was a trial in itself with what the army do with their heavy vehicles and all the heavy rain we had at the beginning of the year made for some interesting ground. Some parts of the site that are usually accessible were virtually impassable and a few people came to grief including yours truly.

By the time you get to read this we will have had our camping weekend at our new site at Nellies Dell. But before we could use this site which had not been used for anything in quite a long time had become very overgrown and needed to be cleared before we could trial. So we had a site clearing day and I would like to thank the following people who gave up their Sunday to help the club:-

Gary Hodgson, Chris Homewood, Dave Henry, Nick Jennings, Nick Woodage, Mark Burrell, Hugh Duffett, Roy Michael, Russell and Andy. I think that's everyone - sorry if I have missed you out but thanks for giving up your Sunday to help out.

You may have seen some members vehicles wearing the club logo. If you wish to purchase some of these smart stickers which come in two sizes and a choice of black or white, then contact Adrian Bolge. Prices are as follows:- Small - £3 each or 3 for £5; Large £4:50 each or 2 for £8. Go on, treat your pride and joy to some stickers and help advertise our club.

Gary Langton.

Invite to Southern Rover Owner's Club Rally. RTV Trial & 4x4 Gymkhana, Battlehurst Farm August 5th, 6th & 7th

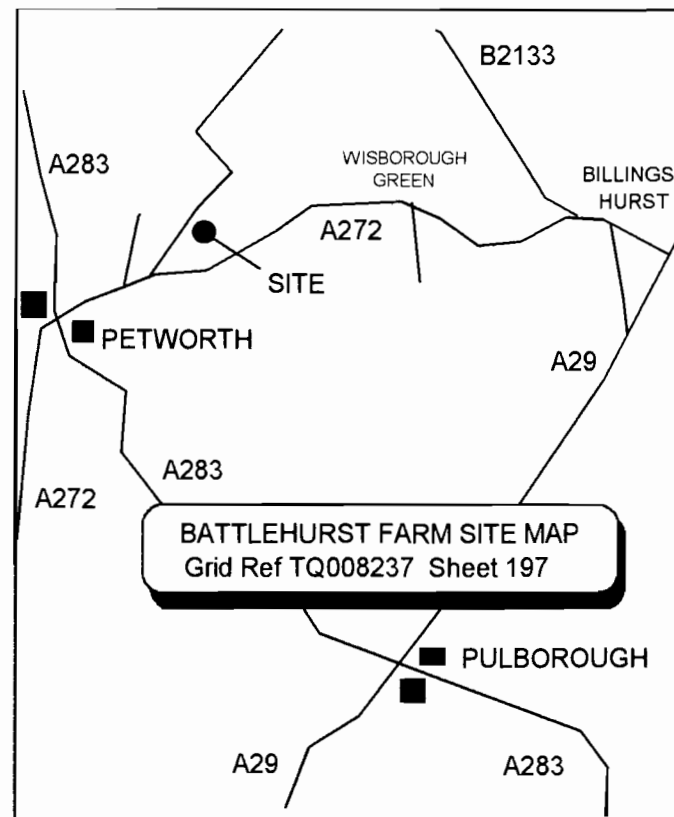
We have been invited by Southern Rover Owner's Club to their rally. They are running an inter-club event with an RTV trial and a 4x4 gymkhana at Battlehurst Farm, near Petworth, West Sussex. The event is open to all fully paid-up members of HBRO. Entries can be on an HBRO entry form. The gymkhana is on the 6th and the fee is £3 (pay on the day only) The event will start at 2:00 p.m. (14:00h). The RTV will be on the 7th. Fees:- £10 in advance or £13 on the day. Payment to:-

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

Scrutineering for the RTV will be from 8:30 a.m., signing on will

close at 10:15 and the competition will start at 10:30 a.m. ARC Rules apply so don't forget your membership card, MOT certificate etc. As with HBRO SRs, Babcross type tyres are not allowed and spare wheels need not be carried. Call Steve Kirby for copy of SROC SRs. **CAMPING:-** from 16:00h on the 5th to 20:00h on the 7th. Fee £2 per night.

**DETAILS
SUBJECT TO
CONFIRMATION.**



War of the Roses

Here's another chance to participate in that great annual inter-club challenge, the War of the Roses. The WotR is a winching / map-reading / initiative / stamina test that lasts for about seven hard-working hours. The "War" is run by the Red Rose Land Rover Club. It is now open to any ARC club, having started out as I expect you can guess, as a competition between Lancashire and Yorkshire clubs. It is now held in Cumbria!

The date is the long weekend of the 15th to 17th of July. There is an RTV on Saturday 16th; this is usually very good. (Entry fee not known at time of going to press.) The main event is on Sunday 17th. We need three vehicles each with two crew to make up the team. So far we have three vehicles and four team members. Please contact Adrian Bolge if you want to fill the remaining places or have an alternative vehicle to offer. Any ARC legal vehicle will do but one with a winch of some kind is preferable. If you can't compete, just come along to watch anyway. It's great entertainment. The RTV on the Saturday is open to any ARC member; just turn up and enter, or contact the address below.

For those of you who want to make a holiday of it in the lovely Lake District area of Ayside just to the south of Windermere, you may phone the camp site on 05395-31475 to make arrangements. The camp site has full facilities with hot and cold water, showers, toilets, etc. For information on the events and/or camping, please write to:-

Red Rose Land Rover Club,
c/o Howard Blakeley,
2 Hazel, Close,
Bamber Bridge,
Preston,
LANCS PR5 6PL

Campsite:-Oak Head Caravan Site, Ayside, Cumbria.
Map Ref:- Sheet 97 - 391838.

If you are approaching from the South, leave the M6 at junction 36. Take the A591(T) towards Kendal. After 3.4 miles, turn left onto the A590(T) towards Barrow-in-Furness. 10 miles to site. Look out for the Red Rose signs. It's a very tight blind left turn into the site. There's a lay-by just beyond the entrance if you find the turn-in difficult. You may also need to loop in the caravan park to get into the campsite which is a very tight right turn!

SLAB COMMON TRIAL

Firstly may I apologise to the powers that be (or even the editorial staff) for the lateness of this article. You know how it is, you start out with all good intentions to go straight home and scribble down a few well chosen words (but not well spelt), but that never happens, does it ?

Mind you I have one or two things that could be considered a reasonable excuse. One daughter getting married on one weekend and the other moving house the very next weekend. Who ever said that when they grow up and leave home life becomes easier was talking out of their rear silencer box. On the work front I am currently wrestling with the mounds on paper work thrown up by a thing called B.S. 5750.

Any way to the matter in hand. The plan was to get there early and get the formalities of signing on and scrutineering out of the way. So much for that idea. We were a bit on the late side, not to worry, one poor soul turned up a week early for the motorcycle event. Now that's what I call keen.

So having got the little yellow card with the appropriate signatures on we prepare for the cut and thrust of competition, or is rev and stall more apt. Any way the team manager (my son John) & I walk the first section. It is amazing how these eleven year olds know what's what. He instantly assessed the tricky part of the section and had evolved a plan of action. The only thing was that every other competitor within a three mile radius could hear the action plan.

NOTE 1 - Beat some discretion into him.

The first section starts. The first few catch the four gate. We re-visit the four gate. Ah yes, can see the problem and the action necessary to avoid the four. So off we go and yes you guessed it FOUR.

NOTE 2 - Beat some sense into myself.

Well that's a good start to the day. Never mind having reconciled myself to a lowly place in the grand order of scores we set off for the next sections in the frame of mind that says "Having buggered the first section up just relax and have fun and sod the points".

The next section was cleared. This was a particularly memorable for two things:-

1. Chris Homewood who did what can only be described as a "wall of death" act around a steep bank, to clear the section.
2. Nick Woodage who sustained a severe electrical problem.

It turned out that the battery had failed. The vehicle was totally disabled. Several of the assembled crowd can over to poke their noses or was it see if they could help. Any way a "Get the Chairman mobile again plan" was

hatched. This involved borrowing the battery that Gary Hodgson was using back at base camp for CB communication with who ever he could get to talk to him. The battery was installed but the Rangey would not start. Give it a tow was the cry. After about 10 miles (well that's what it felt like) the Rangey started. We got to the next section just in time to do our things . Result ? 1 point scored.

NOTE 3 three sections done, five points scored

As luck would have it I managed not to gain any more points for the rest of the day. Hence the impressive result ...

FIRST OVERALL BY A 15 POINT MARGIN

Thanks go to all the officials etc. without who this type of event cannot be run. Having been there and done it I know how much organisation a trial needs and I for one think that all the hard work of the officials resulted in a fine days trialling. (well I can say that because I won).

Nick Jennings

Are You a 4x4 Widow?

First of all, I would like to thank everyone who organised the weekend at Privett (Nellies Dale) last month.

Although only four miles up the road, Gary persuaded me to load up the caravan and join him on the site for the weekend. I agreed with trepidation, thinking I was going to be bored and left alone with Peter, but as people arrived, a friendly atmosphere developed. There was always somebody walking past and the days passed without even seeing the trials site. The three evenings were spent very jovially around the BBQ until late (for the ones who could take the pace - Hugh??!) with the words "Land Rover" hardly ever mentioned. I admit the weather was a bonus with all four days cloudless, but with such a friendly gathering, the weekend would have been a success even if the heavens had opened.

So, to all 4x4 widows, I hope to see more of you at the next camping weekend, the Stag Owners Club weekend in the New Forest, details elsewhere.

My motto is "If you can't beat them, join me!"

Pennie Hodgson.

TWILIGHT - A SEQUEL TO THE RALLY

I made an early start and had a decent shower - big rose - lots of water - lovely! I parked in Beaune after using the supermarché, bought maps and postcards, took a little leisure to write the latter. What's this? Loadsa CRS vans, and double that more. They spread men two every 25 yards, both sides. Musta bin a big wig! I escaped before whatever cavalcade it was, out to the B roads and a picnic beside a canal. As I munched a local came by on his bike, "Bon appetit!" "Merci." I thought: 'how civilised, when contrasted with the lack of formal greeting for such an occasion back home, or the slurred "orroi" terminating in the usual glottle stop.'

For a few miles I was sorry to see that a tree had been cut down every several yards (metres?). I suppose they were too near the edge of the verge for safety. The route climbed as I wandered, in more or less a straight line, across the middle of France from east to west. This was cattle country, with a great panorama to the west from a little village called Gipy.

I camped at Vesdun, which has managed to capture the title "Le Centre de la France". It was the highest point around and a lovely soft evening. There was just the hint of a breeze. The sun went down early and wet behind dark low clouds to the south.....thunder about in the distance. It's so quiet you can hear the silence. There were the usual crickets going. You could hear birds,.....and farm animals - must have been at least a mile away. A single lorry came into earshot.....sundry crescendos and diminuendos as it bumbled along.....jolting and echoing its way through the village.....gradually murmuring into the distance.

A near full-moon insinuated itself from nothing into what had earlier been a bright blue evening sky and had now worked its way, through many imperceptible shades, to a twilight grey. An orange ribbon to the south was trying to broaden to the south west while the cuckoo piped from various quarters.....and the thunder still rolled now and again.

Some geese, prattling in a yard somewhere, were just audible, accompanying a sore throated cow. A large insect, by its buzz, was darting about intermittently nearby - a turbo beetle, perhaps.....some cloud switched off the moon.....a car came and went, in the distance.....like waves, washing, on the seashore. Broad lightning filled the western sky.....the clouds were dragging their skirts.....the village clock struck 10.....a dog was disturbed human voices came across on a stronger breeze now.....a second clock struck 10the thunder grew nearer.....

I was off to bed with waterproofs inside the tent at the ready. Just in time! No sooner was I snug than the action arrived. We had our ears well and truly boxed for about twenty minutes. Stair rod stuff. All too quick for the flysheet - no time for the threads to swell and become impermeable, so the inner could only filter the drops to a fine spray.

It was a beautiful morning as I settled-up at the mairie. Just £1.25 for the night, with hot water thrown in. Now there's value for money!

Adrian Bolge

20 Years of Land Rovers in Norway.

Norwegian Land Rover Club 20 years anniversary, LILLEHAMMER, NORWAY, 8th to 13th August 1995 Facilities for tents, caravans and motorhomes. Sightseeing, Green-roading, trials, social events Etc. Enquiries to:-

ERIK WINTHER-SORENSEN
KONGSSKOGEN 34
N1370 ASKER
NORWAY
TEL: +66 98 90 03 OR +66 78 78 92.

Nellies Dale Camping Weekend

First use of the Tardis this year so I thought I'd better charge the battery on Thursday night. As I walk through the kitchen carrying a large caravan battery, I hear "her indoors" saying "where are you going with that then?" well I thought, I might charge it up in the shed for the weekend. "You're not going" she says. Well who says I'm not? "If you're going camping rather than working in the bathroom I'm bloody leaving you." So there comes a time when the common Rover addict has to make a choice. A marriage or a Land Rover. So what would you do? There's only one answer - I'm going camping.

Get up on Friday, itching to get out there as soon as possible. I had a few little jobs to do first then shopping for some provisions. I bought fat too much of course, loaded it into the caravan and hooked up - well almost. I hadn't fitted my removable tow-bar so it was out with the spanners and fix it on. Time's getting on; let's hope the electrics all work. Just about! And off we go then. There's a funny sort of clanking noise when pulling into the campsite. Still, I'm there now anyway. It was when I came to remove the tow-bar that I discovered that I'd not tightened up the tow-bar with a spanner - so that's what the clanking noise was - well I never!

I put up the awning and strutted around. Well, what a fantastic place to be camping, if only she knew what she was missing. Barbecue tonight - better put the meat in the fridge. Well the fridge would not light up for anything, so I'll take it out and have it apart; may as well. I cleaned the jets etc. And put it back. Success! It was alright.

Well, where was everybody else? Oh! Yes, setting out the CCVT. So off I go to get stung. Those nettles always get you, don't they. (*You don't really need the favoured Dock leaves to cure nettle stings. The sap from the nettle stalk will cure the sting from the leaves. Not a lot of people know that. Ed.*) Hugh's been using his shiny 90 for setting out all the CCVT sections and it's not so shiny now!. The BBQ is doing nicely and I can't wait to fill up the grid and keep poking at it until it looks about right. By now it's getting dark and what's this? Lights on the horizon and some late arrivals. It was fun watching them struggle in the dark so out came my generator and flood lights to make things a bit easier for them.

Saturday a smattering of CCVT vehicles turn up, but for 14 or 15 sections laid out, a very poor turnout indeed. Where were all you CCVTs? Some sections were a bit tough but not really dangerous. Unfortunately, the drivers who did turn up didn't hang about afterwards to help set out the RTV. Very bad manners indeed. I will be having a few words at the next meeting so watch out. Another BBQ but was set but I had a prior engagement, so see you all on Sunday morning. Still, Nick Jennings and myself did have time to demonstrate a winch recovery for anybody interested. It was hard work but great fun!

Sunday RTV. Well, 22 to drive. What a turnout! The secretary was

getting a bit flustered with all the paperwork but it was soon done. Driver's briefing done, we split into two groups and off we go. Well, my engine was very sick and basically would not back me up in any way with my efforts. The points were piling up nicely. Dinner time I fiddled with the engine. A really stupid little problem and it's fixed. A bit late now but it's nice to get it sorted anyway. Thank you Chris for your support. (*Does it fit you, Nick? Ed.*) Trophies to hand out and then guess what - another BBQ. The tinned food I bought didn't get touched all weekend. It was bloody cold out and very dark but great fun sitting out until 12 o'clock chatting and drinking and forcing down that last burnt sausage. Time for bed, Zebedee.

Monday. Only the true campers remained now and were definitely going to stick it out for the whole weekend. Well a spot of green-laning was mentioned last night and, "well, how about it then Nick" came all voices. I suppose so, I'll get the map. We all pile into just three Rovers all looking clean after a no-mud weekend. 'Joke' - mine's still covered now two weeks later. Just a few lanes I thought then a nice round trip and back for a spot of lunch. Well it started out dry but of course we found mud and water and over my bonnet of course. Ratchet down the CB only to be told "Yes we noticed Ha Ha." Back to camp and thanks all round to Nick for finishing up a superb weekend at Nellies Dale.

Nick Woodage.

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

Exercise Rickshaw Ramble '94

In January I entered Exercise Rickshaw Ramble '94 a British Army Motoring Association (BAMA) event organised by Capt. Bernie Stephens RLC(V) and based on Longmoor Training Camp. My position in the vehicle was as navigator, or as my driver Ssgt Steve Small calls it, excess baggage.

Our chosen vehicle is an Army issue Diesel 90 Land Rover prepared to full RACMSA (sorry to swear) rules, and is more or less standard with the exception of double springs at the rear and a "Turner Engineering" of Gatwick gas-flowed cylinder head. Underbody protection is by courtesy of Southdown 4x4 and the roll-cage supplied by Rapid Rovers.

The vehicle and crew are normally self-contained / supporting. The only outside help is me going on bended knee to Mike or Tracey Doherty to borrow one of their high-lift jacks. This was where I made my biggest mistake this year.

On arriving at M & T's dez rez, he informed me that he was entering the event with Rob Sutton, an RAF officer, in his own Light-weight.

As Mike had never rallied / entered this sort of event before, and as Steve and I run at a number 4 in the Army he asked me for a run-down on what to expect. I gave a run-down on route presentation and how to cope with tulips, herringbone, trace and grid references, time cards, timing, passage control boards, secret checks both manned and unmanned. You must bear in mind that this took place in Mike's front room over a time-scale of about 90 minutes (*Phil does like his 90s, Ed.*) With the normal experts' disdain of mere beginners, wishing Mike the best of luck, I took charge of the high-lift and departed for Longmoor.

BAMA events are not rallies and I stress that point. Yes, speed is involved but the emphasis is on map reading skills, vehicle preparation and the ability of the crew members to get on together and cope with many varied and difficult situations.

Bernie Stephens has opened the format of BAMA events to include both the Civil Service Motoring Association (CSMA) and the Association of British Police Motor Sports Clubs. Vehicle choice is free but it must be of the 4x4 variety. He was also one of the leading lights in including trials sections in BAMA events. The very first event to include this format was in fact organised by myself and another HBRO club member from the past, Vic Garrett.

As club members are aware, HBRO have organised the trials side for the past two Rambles and have probably laughed at the antics of some of the crews. It is amazing how many military drivers cannot cope with off-road driving. It's not unusual for them to attempt sections in two-wheel-drive!

Rickshaw Ramble '94 was organised on a weekend that saw some very unusual weather for the South, SNOW. Bernie didn't change the format one iota, not even the timing. This made it very tight for the experts and virtually impossible for the inexperienced crews. This was witnessed by the

high rate of retirement through time penalties. The Ramble is unusual in that when a crew is over time, whilst they can no longer be placed overall, they can still win individual sections and are awarded prizes for their efforts. This ensures maximum fun for everyone and value for money. Entry fees are £30+ for events like this.

On the event proper, Mike and myself were swapping individual wins and places and were always within a few points of each other. On the trials sections, both our drivers scored 15 penalties; Mike's driver drove brilliantly to score just 15 given that his tyres were totally unsuitable for both the weather and the event. My driver is of the "Vic Garrett" style... crash and bash your way around and don't listen to the navigator too much. Vic, if you are reading this, happy days and good fun. I remember a Comp Safari at Eastnor, but that's another story. (Get writing - Ed)

The deciding factor in our individual positions was Hankley Common - Mike won it - I was somewhere in the low teens. I hate Hankley and I invariably get lost on it. I'll not trust the map. On the night navigation, experience won out with me being placed 3rd or 4th, Mike in the 20's, not completing the full course in the 80 minutes allowed. (1 hour plus 20 minutes lateness). Mike thought every grid reference given meant either a marshal or a board. Some grids are given to keep you on the correct route. Mike lost time looking for the elusive board / marshals because of this he was forced to 'cut-and-run' to remain in the event.

At the end of the event, honours were even, Mike won the scatter at Hankley. I won the Safari at Broxhead and it was down to individual positions on the other elements to decide our final positions.

Entered in the event were four HBRO members:-

Mike Doherty and Rob Sutton (Full HBRO crew)	1st military / 4th overall
Phil Matthews and Steve Small (Nav HBRO)	2nd military / 5th overall.
Paul Shelton-Smith and Navigator (HBRO driver)	Did not finish (Diffs again!)

Given both my driver and myself have represented the Army to International standard on both stage and navigation rallies and given that Mike's briefing lasted about 90 minutes in his front room and was only verbal with no diagrams or examples, I personally congratulate both him and his driver for an excellent result. If he wants me to navigate for him next year, I'm only a phone call away.

On a final note, I am not renewing my membership this year as I have sold my Range Rover to help finance my stage rallying. I will still be Rover orientated in that I have a full Group A 3.5 SD1 turning out some 300+ horses. (That certainly still qualifies you as a Rover owner, Phil. Perhaps you would reconsider your membership? Ed.) I shall be competing in the Association of Central Southern Motor Clubs Tarmac championship. I will try to pass reports on

as the season progresses and I will keep in touch with the club through Tracey and Mike. I still have two of the club's motifs which I will display prominently of the car for free - no sponsorship deals!

The best of luck to you all in what remains of 1994

Phil Matthews.

Best wishes Phil, from all at HBRO.



Off-Road & Four Wheel Drive Show '94.

Still no news at time of going to press (18 May) but for the last couple of years we have availed ourselves of a free stand at the Off Road and 4 Wheel Drive Show West Wycombe Park Estate, BUCKS. (off M40) We may well be offered the same again this year. We had a 20 metre square club stand big enough for 5 vehicles and a couple of caravans. Four free exhibition passes were provided by the organisers. We had good displays for the last two years with several vehicles, the HBRO flag and pictures and display boards. More of the same will be needed this year please. Discounted tickets will be available for club members. This article is just to give an early warning. Using last year as a guide, the event will be around the weekend of July 16th - 17th. Watch this space!

Steve Kirby

Eastnor at Easter

The Midland Rover Owners were the host to this event. It was over the Easter weekend but we only went to the safari on the monday.

The team in question was
Roy Bowerman, Driver
Carol Bowerman, Co-driver
Myself, General Dogs Body
My son John Jennings, team manager.

It was an early start for Roy and Carol having to be on site by about 9.00 a.m The Tdi ninety was well loaded with all the kit you need to carry to keep a racer on song these days. The ninety was also the tow vehicle for the racer on the trailer behind. John and I didn't leave till a lot later, we were travelling light and only needed to get ourselves there.

The day was bright but the ground was very wet. You needed aggressive tyres just to get to the startline. The parking area was approx. half mile from the start, not very helpful if you get a mechanical problem. Once the racer was unloaded and all the paperwork completed a few little jobs needed attention. Roy had cut some perspex sheet to make a window for the side doors of the racer. John and I fitted these while Roy & Carol walked the course. The sight of us fitting windows to a racer drew some comical comments from the other competitors, but after the first two runs I think they justified themselves.

The clerk of the course, at the drivers briefing, allowed the crews one exploratory lap to familiarise themselves with the course. The course was a shortened version of the one used for the A.R.C. rally last year. Traction was a real problem, especially on one steep hill, and many drivers had trouble getting up at all let alone following the course.

The weather was now fine and the ground was drying quite quickly. A short sharp spell of hail stones was the only interruption to an otherwise bright but cold day.

Eight runs was the target for the day. Most drivers achieved their eight by about 3.00 p.m. and we were looking forward to an early bath. It then became apparent that two or three drivers, after completing a couple of laps, then returned to the parking area to wait because they had realised the track was drying and could achieve better times later in the day. Every one else ended up waiting for these two or three.

At the end of one lap Hugh Haines came in with the front wheels pointing in funny directions. The track rod was impersonating a banana. We were able to assist with the loan of a ball joint splitter. Ten minutes latter he was back in action. On the next lap he put his immaculate V8 90 on its side.

Not too much damage and no injuries, only to pride.

At the end of all this Roy came second in class, a fine achievement. After prize giving the racer was discovered to have a puncture. We changed the flat for the spare on the door of my ninety and returned to the parking area. First job was to recover Roy & Carol's ninety from the mud before loading up. Several other competitors found their tow cars stuck so we were a little busy helping them out.

To sum up the day....

Good weather....Good company.....Good sport.....A landrover covered in mud....

BRILLIANT

NICK JENNINGS.

"The All Rover Weekend"

The Heritage Motor Centre

Banbury Road, Gaydon, Warwick, CV35 0BJ

Join in and celebrate the marque

- Rover display areas including the current Rover Group range
- Rover Motoring Cinema
- Club Members' bring-and-buy
- Daily Treasure Hunts for young and old (on foot!)
- Children's Entertainment - competitions, cartoon shows, etc.
- Evening Barbecue with Bar (on Saturday)
- Best Car of the day, each day.
- PLUS of course, access to the superb museum!

Parking for ARC Club members including caravan / camping area with water supply and Elsan disposal will be available adjacent to the Heritage Motor Centre, but you must provide your own toilet facilities and all rubbish must be removed from the site at the close of the event.

Advance ticket prices:-

	<u>1 day</u>	<u>2 days</u>	
Adults	£4	£6	
Children (5-16)	£2	£3	(Under 5 are free.)
Caravan	£5	£5	

Nellies Dale Trials Weekend

Well, what a weekend at "Nellies Dell"

A good turn-out causing us to split into two groups allowing for the size of site. Lovely to see new faces, some on their first jaunt out.

I'm having a bit of trouble remembering exactly what went on due to putting off writing the article for too long!

Well, here goes; Section 1; Isn't it amazing what a change of weather can do to the terrain, having helped set it out the day before with Chris Homewood it was extremely slippery at the time of setting out. Having nearly turned the "Blue Beastie" over because the author forgot to put the diff-lock in. But on the day I think everyone just about cleared it.

Section 2; With slight modification, this was the reverse of section 1; with Adrian making the hardest gate of the day (*Absolutely impossible in fact - Ed.*) causing Steve and Neville to pick up their only point of the day.

Section 3; Look, I can just about complete the sections in forward gear let alone in reverse. But I must admit this idea was like a breath of fresh air. Well done Gary Hodgson. The ground was not too taxing, Whoops! I forgot the 90 truck-cab which forgot to give it some welly over the soft patch at the end. Apparently I came to a complete stand-still, according to the "Bearded Chief Steward", who's decision is final and getting oneself in a complete stew will not change it. Chairman take note.

Section 4 came after lunch on slightly more open terrain giving us a chance to sample some of the lovely sunshine before going back under the tress for sections 5, 6, 7 and 8 which proved challenging for the drivers and riveting for the spectators.

Sections 5 and 6 proved to be quite tough with tight turns, axle-twisters and steep slopes to start and finish on.

Section 7; With its tight left-hand bend through the trees and over the roots was proving difficult but Chris and Nick showed the long wheelbase vehicles that it could be done with a shunt. I remember looking in awe as they precariously teetered on the roots mid shunt. Knowing full well that I couldn't do that and by sheer fluke, I didn't have to use my shunt.

Section 8 proved that Burrell can't go unscathed on his day out as he roared off into the sunset after a day out less the tail-box.

Thus ends a brief description of the sections done with our group. Hopefully the other group had as much fun as we did. As always the weather and the company was outstanding - a truly fantastic weekend for both CCV and RTV trials.

Mark Burrell

RESULTS

CCVT

Secretary of the Meeting - Gary Langton.

Cl;erk of the Course - Hugh Duffett.

Chief Scrutineer - Neil Shawyer.

Stewards, marshals - Gary Hodgson, Nick Woodage, Chris Homewood, Neil Shawyer.

JohnTester - 61 MarkTester - 61 Mark Furnell - 70 Gary King - 88
J. Dennis - retired.

RTV

Secretary of the Meeting - Adrian Bolge.

Cl;erk of the Course - Gary Hodgson.

Chief Scrutineer - Mike Clark

Stewards, marshals - A. Bridger, Neil Bush, Simon Cragg, Phil Pilcher, Neil Webster, Mick Clark, Adrian Bolge, Roy Michael.

Class 3 (with amalgamations from classes 2 and 10.)

Nevill Dewdney - 1 Neil Shawyer - 4 Gary Langton - 8 Russel Vare - 32
R. Emery - 34 A. Coker - 54

Class 4

Hugh Duffet - 3 Andrew Egleti - 10 Steve Creamer - 12

Nick Jennings - 16 Mark Bengener - 33

Class 5

Steve Kirby - 1 Mark Burrell - 4 Chris Homewood - 7 Paul Webb - 11

Nick Woodage - 26 Clive Parker - 40 Keith Jones - 46

Nice big turn-out. Some new names on the list and a welcome return of some "old" ones. Super new site too. Sites like this really are out there waiting to be found - can YOU find one?

**NORTH WALES LAND ROVER CLUB LTD
PORTHMADOG '94
August Bank Holiday Inter-Club Weekend**

Invitation to an inter-club competition at Dolbenmaen, near Porthmadog at the entrance to the beautiful Lleyn peninsular on the edge of the Snowdonia National Park in North Wales.

The following events will take place:-

26th& 27th, Lloyd Motors Scenic Drive	£10 / day
27th, North Wales Land Rovers Repairs Team Recovery	£10
27th, North Wales Land Rover Club Winch Recovery	£10
28th, North Wales Land Rover Centre CCV trial	£10
28th, M & M Land Rover Services Road Taxed Vehicle Trial	£10
29th, D. K. Services Competitive Safari	£15

The weekend should give everything the seasoned competitor could desire without forgetting the all important social side of Land Roving.

The site is on the border of the National Park and although the final approach is narrow, it is only a mile from the main A487 trunk road so the journey will be easy in any vehicle. The campsite has all the basic facilities and will suit the self-sufficient too. Camping Caravanning is £15 a pitch. Site is open from the evening of the 25th to noon on the 30th. There are also numerous other campsites, hotels and guesthouses within a few miles of the site

If you want to compete, contact me (or Steve Kirby) for a copy of an entry form or send all relevant details (Your name, address, phone number, membership number, event type, ARC Class, event fee etc) to Miss Janice Kelly, Endon, Willow Road, Coedpoeth, Wrexham, CLWYD . For more information, contact Janice on 0978-757560, Club Secretary Dave Cuthbert on 0492-534417, or Competition Secretary Dave Kelly on 0978-356157.

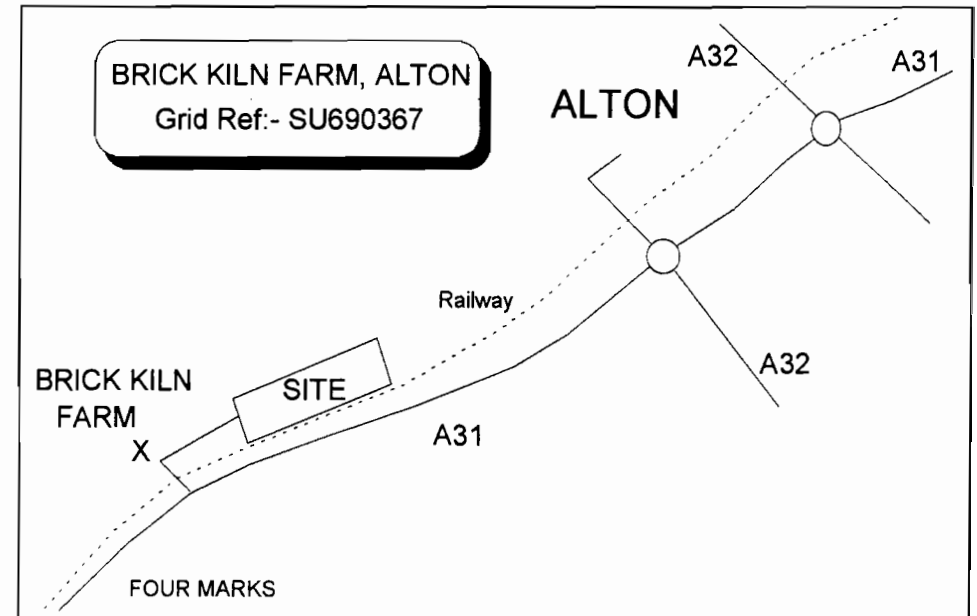
Dave Cuthbert

**RTV & CCV Trial
Brick Kiln farm, Alton, June 18th - 19th**

We are holding an RTV and CCV trial at Brick Kiln Farm near Alton, HANTS, on the 18th - 19th June. The site is right next to the steam railway. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Gary. (Address inside front cover.) Scrutineering will be at 9:00.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. ARC rules will apply as usual. New ARC Yearbooks are available now and they're free. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help lay out. 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!

Finally, please don't all rush off at the end: Those who add up the scores, deal with the paperwork, pack up the canes, and sort out the caravan need a bit of help. It's always the same few who do it. Thanks.

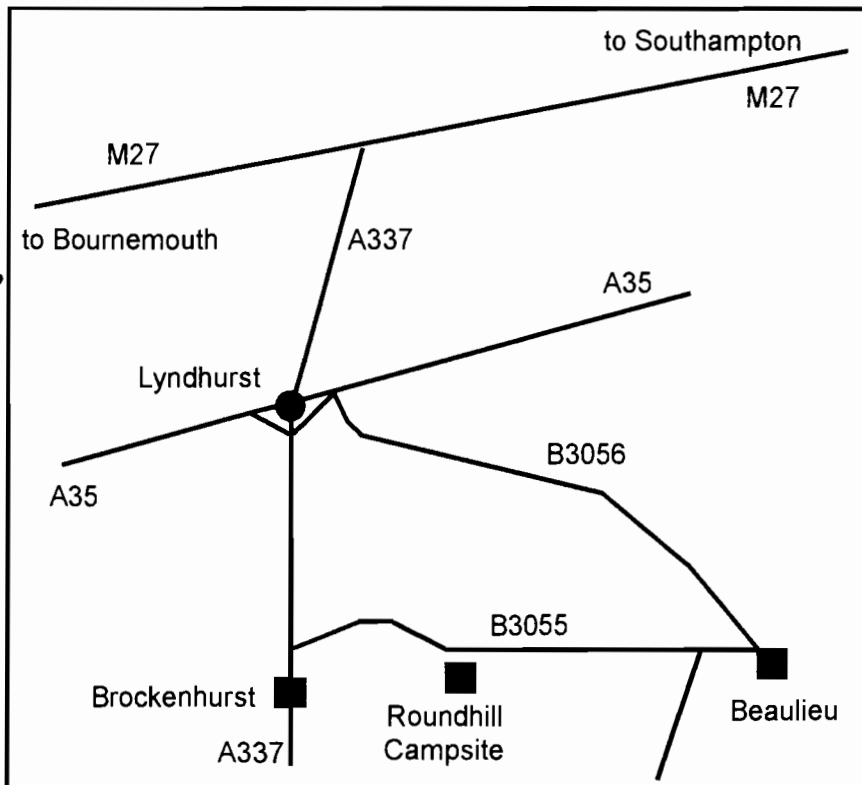


Stag Owners Club Invite, New Forest

The Stag Owners Club are holding a social camping caravanning weekend on 24th to 26th of June. The site is in the New Forest close by the Beaulieu Motor Museum. Camping is just outside Brockenhurst in the heart of the New Forest on the Roundhills campsite Rally field. We have been invited to share their event and they have invited us to their Saturday night barbecue which starts around 7:00p.m. Tickets for food are £3:75 each, under 12 children's meal £1. Please book barbecue in advance by sending a cheque (payable to Derek Bourn) to Dave & Wendy Frith, 27 King Richard Drive, Bearwood, Bournemouth, Dorset, BH11 9PH. When you get there, visit Wendy and Dave who have a white Stag, reg NUE 149L. Mobile shop visits Saturday and Sunday morning. A toilet block has everything except showers. Camping fees are £4:50 per pitch per night.

Entry to Beaulieu Motor Museum is £5:50 each providing there are 15 people or more. This is purely a social weekend so come on down and enjoy Hampshire at its best.

Please ring Gary Hodgson if you are going or if you need more information on 0730-267146.



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:- £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!

* Tyres Two Avon Ranger 7:50x16 as new, very little used, and one 7x16 with good tread. £80 the lot or will split. Contact Ian Bailey in Alton on 0420-89010 (APR94)

* Tyre One 7:50x16 Traction King. Done approx 100 miles. 14mm centre tread depth. Inspection invited. Start haggling above £45. Call Adrian in Portsmouth on 0705-377488 (APR94)

* 2¼ Petrol engine Stripped ready for rebuild. All parts available. Rover V8 inlet manifold c/w twin Strombergs. Twin Solex carbs from Jaguar straight six, aluminium sump, water thermostat housing and breather / water casting from Jaguar straight six. Any offers on the above to Paul Barker in Basingstoke on 0256-469674. (FEB94)

* 5-SPEED GEARBOX 1992 spec Discovery gearbox with double synchros; no transfer box. Removed for auto conversion and is complete with the bell-housing and the flywheel casing for Tdi engine. Less than a year old when removed. Offers to Colin Gross in Ruislip, Middlesex on 0895-638957 (FEB94)

* Two kayaks water-worthy, ideal for beginners or improvers. Fibreglass construction, similar to Snipe Tourers, c/w paddles and spray decks. £35:00. Call Paul Barker in Basingstoke on 0256-469674. (FEB94)

* Caranex H4 Land Rover tent. Very good condition, used only once. Fits rear of Land Rover. Same height and width as vehicle, 7'6" long, 2 berth. Includes free-standing kit. £150. Contact Mick Pinchbeck in Pagham near Bognor Regis on 0243-267591 (JAN94)

For Sale

* Michael's Miscellany:- SD1 Auto-box, working order. Only £30.
Assortment of wheels / tyres:-
Goodyear XtraGrip 750x16 VG Tube and knackered LR LWB rim.
Firestone M&S 205R16 G With tube and RR Rostyle rim.
Desert Dueller 205R16 G With tube and RR Rostyle rim.
Avon RangeMaster 205R16 Fair With tube.
Contact Michael Dyer in Windlesham on 0276-473907 or 0831-466306 (MAY94)

* JJ's Spare Part Service SWB Hard-top complete with safari door. Four 600x16 Firestone SAT, VGC. Range Rover radiator. Range Rover / Discovery nudge-bar. Contact J Walker on 0252-28494 (ansafone) (MAY94)

* Chairman's Wares & Spares "Dead" tow-ropes in hemp with soft eyes - £10 each. Mountain-bike racks for tow-bars - £25. Range Rover tow bracket - £15. Contact Nick Woodage on 0730-894418 or Mobile 0850-408161 (JUN94)

Vehicles for Sale

* Series III SWB Hard-top. 1978. Taxed. MOT. Side windows. Adjustable tow-ball. Not used "in anger"! £1800. Call Norman Shergold in Southampton on 0703-474236 (MAY94)

* Range Rover Pick-ups, two. First vehicle 1977 reg. Recently fitted with recon SDI engine. Full roll-cage and front bar. Five Firestone SATs on 8-spoke wheels. Five month's tax, tested until May 94. Used daily. Second vehicle 1975 reg, suitable for spares / repair. No tax or MOT. £1500 the pair. Call Robert Shirvell at home on 0256-478821 or at work on 0256-397948. Basingstoke. (FEB94)

3 Series Ones. One 1954 and two 1956. One robbed and suitable for spares. Two restorable - one hard-top, one soft-top. original registrations. Plus loads of bits. Offers around £800 for the lot or offer for individual vehicles. Call Peter Saint on 0734-483208 (MAY94)

* Trialler Series One 80" ARC spec trialler with 2¼ engine and full roll-cage. Complete ready-to-run CCV package for £650. Call Steve Barnwell in Newport Pagnell on 0908-616878. (MAY93)

Vehicles for Sale

* SERIES IIA LWB Land Rover. Truck cab (1965). Fully rebuilt chassis including new outriggers and back. Renewed braking system including new slaves and pipes all round New suspension all round. Recon 2¼ petrol engine from Brooklyn. New hubs and swivels with all bearings and gaskets being replaced in the transmission system, including wheel bearings. Rebuilt steering box. Reworked gearbox with all bearings seals and various gears being replaced. In all, many new parts on the vehicle. This is a restoration project started about 4 years ago but the last 10 months have seen no further work on the vehicle. Unfortunately it has now got to go. It is still unfinished with bodywork and electrics still to do. All body panels are on the vehicle. The Land Rover is open to any offers. Call Paul Barker in Basingstoke on 0256-469674. (FEB94)

Wanted

* Canoe Canadian style, not kayak. 16 or 17 foot. Contact Ian Bailey in Alton on 0420-89010 (APR94)

* 109 Rear hood and sticks Contact Michael Dyer in Windlesham on 0276-473907 or 0831-466306 (MAY94)

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.

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Scrutineering Matters

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

• HBRO Scrutineers

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.

Green Lane Trips:-

Those marked with an asterisk (*) opposite, please call Adrian Bolge on 0705-377488 if you are coming.

May 31st - June 5th	National Rally Follow-on rally organised by the Southern Rover Owners.
June 12th	Green Lane trip. Meet at Petersfield Station (East side). Ref OS Sheet 197, SU744236 *
June 18th - 19th	Brick Kiln Farm. RTV / CCVT trials.
June 24th - 26th	Invite from Stag Owners Club to a social weekend in the New Forest. Details elsewhere.
June 28th	An afternoon at the Solihull Land Rover (BMW?) factory. Contact Gary Hodgson on 0730-267146.
July 10th	Green Lane Trip. Meet at the filling station on the A33 south-bound approx 1 mile south of junction M4 and A33. Ref OS Sheet 175, SU707672 *
July 8th - 10th	War of the Roses weekend. Details elsewhere. HBRO has been invited to participate again. Contact Adrian Bolge.
July 15th - 17th	"All Rover Weekend" Gaydon. Just off J12 M40. Details later.
July 16th - 17th	Invite to Lincolnshire Land Rover Club 2-day Comp Safari at Manby, Lincolnshire. Call Steve Kirby for entry forms.
July 23rd - 24th	RTV / CCVT at new site at North Marden. Details later.
August 21st	Bognor Regis Rotary Motor Gala, West Park, Bognor Regis, West Sussex. This is a cavalcade of vehicles around the town and static displays by motoring clubs. Trade and Craft fair. Contact Steve Kirby for information/entry forms.
August 26th - 29th	North Wales Land Rover Club - Porthmadog '94. Dolwgan, Dolbenmaen. North Wales. Details later.
Sept 17 - 18	Slab Common - RTV / CCVT. Details later.
October 7th - 9th	Majors weekend at Eastnor Castle. Details later.
October 22 - 23	Broxhead Common. RTV / CCVT. Details later.