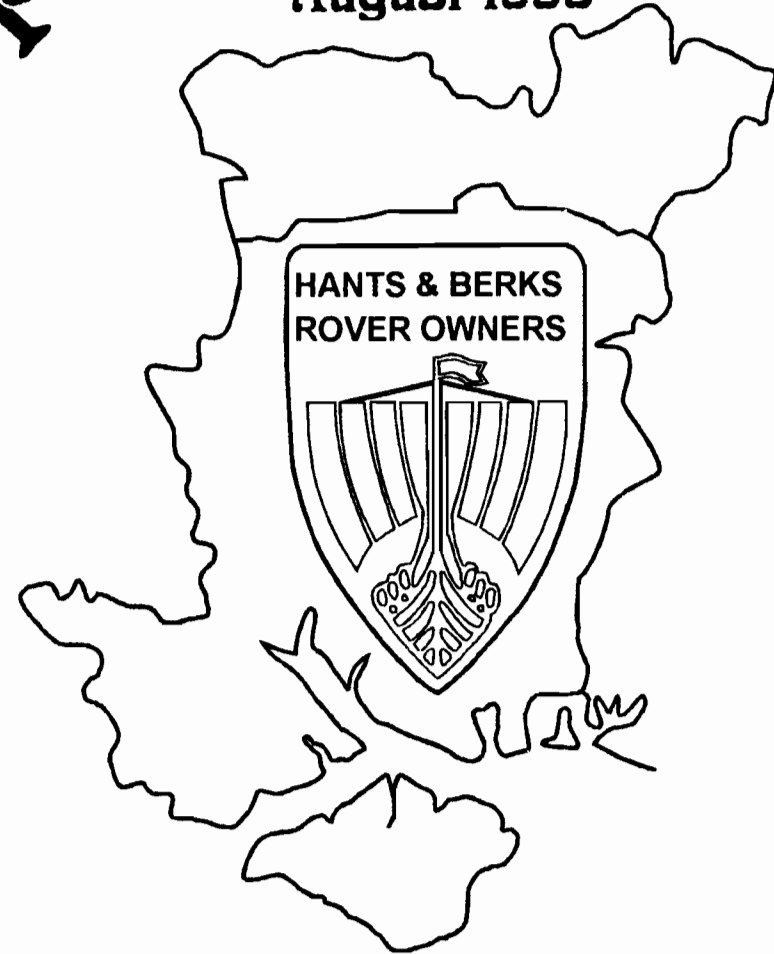


## Forthcoming Events

AUG 4, 5, 6th	Southern ROC Challenge Invitation at Battlehurst Farm. Camping from Friday. RTV only. Details elsewhere.
AUG 8th - 13th	Norwegian Land Rover Club 20 years anniversary, LILLEHAMMER, NORWAY.
AUG 12th - 13th	Chiltern Vale Invite. See details elsewhere.
AUG 18 / 19 / 20th	Southern Hill Rally.
August 20th	Trials at Broxhead Common. To be the Wessex Trophy. Details elsewhere.
August 24 - 29th (Thursday to Tuesday)	North Wales LRC invitation to PORTHMADOG '95. Interclub Competition Weekend. Call Steve Kirby for copy of the press release or phone Dave Cuthbert on 01492-534417 or Gwyn Jones on 01248-671502.
August 25 - 28	Eckington 1995. Invitation from Peak & Dukeries to an interclub event at Hall Farm, Hundall near Chesterfield. (Grid Ref 119 - 385771) RTV, CCV, Comp Safari (day & night!), Winch Recovery. (Call 01623-655334 for info)
September 3rd.	Camping weekend (noon Friday 1st to noon Monday 4th) and gymkhana at Nelly's Dell. £3 a night. Details later.
Sept 10th	Hook End Farm trials. Details later.
Sept 17th	Tour round the REME workshops at Prince Philip Barracks, Bordon Camp, Hampshire. £3 each. Call Gary Langton if you are interested as there are only 40 places.
Sept. 23rd - 24th	Bagshot Heath Off-Road Show. 101 Club to host.
Oct 1st	Dunstable Land Rover Trust open day. Britains biggest Land Rover collection. Guildford area. Unmissable! Details later.
Oct. 6th - 8th	Major's Trial & Comp at Eastnor Castle. Details later.
Oct 15th	Trials at Harroway Farm. Details later.
Oct 20th	HBRO AGM. Venue to be notified. (Friday)
November 5th	Nellie's Dell. Trials, BBQ, Fireworks. Details later.
November 26th	Exercise Road Master. Details later.
Dec 6th	Nothing. No meeting at the Hind's Head.
Dec 17th	Trials at Broxhead Common.

# Pants & Berks

August 1995



**Newsletter of the Hants  
and Berks Rover Owners**

## Officers of the Club

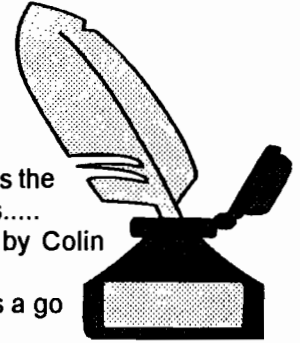
*CHAIRMAN	Nick Woodage 22 Sherwood Close, Liss Forest, HANTS GU33 7BT	☎ 01730-894418 ☎ 0850-408161
*SECRETARY	Gary Langton, Flat 1, Hillside Court 16 Solent Road, Drayton, Portsmouth, HAMPSHIRE PO6 1HH	☎ 01705-388929 (18:00 to 19:30 hrs only please, thanks)
*COMPETITION SECRETARY	Ashley Pocock, 132 Badshot Park, Badshot Lea, Farnham, SURREY. GU9 9NF	☎ 01252-310893
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*RIGHTS OF WAY OFFICER & NEWSLETTER EDITOR	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	☎ 0181-287-0377  (After 19:00 hrs please, thanks)
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SCRUTINEERS	Steve Kirby #, Chris Homewood, Neil Shawyer. Gary Hodgson, JJ Walker.	

### Notes:-

- \* denotes committee member.
- # denotes member 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...



This month's highlights:-

- Alan Smith has a look at the accounts, highlights the cost of trials sites, and looks ahead a few years.....
- Report from the Deutscher Rover Club Rally by Colin Gross.
- Another National Rally Report. Steve Kirby has a go this time!
- ARC meeting Report.
- Results from Brick Kiln Farm, 2nd July.
- Nick van den Braak took my subtle-as-a-train-crash hint from July's UPDATE and has written a report on the Harroway Farm Trial.
- John O'Groats to Land's End- the story unfolds.....
- Plus lots more.....

Loads of advance-type warning - the December pub meet at Aldermaston is off as the room is booked for something else then. Now where did you put that diary? Note my new phone number too.

Warning to advertisers; due to the space old adverts take up (yes, many members *still* don't tell me when they've sold their items), the life of an advert is now three months unless you ask me to keep it going. Please don't rely on it just "timing out". A page in P&B costs £90 a year, so a page of 'old' adverts just wastes club funds.

It's nice to see an increasing number of articles arriving on computer disc. It really does save me so much time. I'll return your disc(s) eventually! Honestly, Mike, I really will get yours back to you sometime!

Please forward details of forthcoming events to me at the address opposite or use the phone / fax numbers listed below. If published details are wrong or need to be changed, please let me know ASAP. Ta.

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting something to me close to the publication date, give me a call to let me know it's coming in case it gets delayed. If you use a PC, please send articles on disc (3½" or 5¼") and I'll return it afterwards. Practically any word-processor format will do. If you have a fax machine, send any faxes to 0181-562-6660 (anytime 24 hours) prominently marked "FAO: Steve Kirby" and if you can't get me on the phone at home, leave a message on the answering machine in my work office on 0181-562-9604 (anytime 24 hours). Thanks.

## National Rally 95

### 1995 ARC National Rally Results

RTV							
Name	Class	Place	points	Name	Class	Place	points
Fred Southey	3	2	46	Neville Dewdney	3	14	65
Russel Vare	3	28	89	Hugh Duffett	4	6	37
Alan Smith	4	31	66	Roy Michael	4	35	74
Steve Kirby	5	3	24	Paul Webb	5	7	31
Nick Woodage	5	23	77	Keith Jones	5	24	78

CCVT							
Name	Class	Place	points	Name	Class	Place	points
Mark Ambler	1	2	50	James Hynes	1	14	79
Fred Southey	1	17	98	Gary Langton	2	10	101
Bob Barber	4	1	56	Nick Roberts	5	4	91
Dick Corking	10	4	39	Brian Warn	10	8	45
Malcolm Whitbread	10	29	61	Kevin Willis	10	32	63
Steve Course	10	34	66	Liz Corking	10	58	93

Comp Safari							
Name	Class	Place	points	Name	Class	Place	Points
Nick Roberts	3	3	3753	Mark Ambler	3 ?	4	4851
Dick Corking	9	15	2807	Brian Warn	9	21	2844

OTHER EVENTS				
EVENT	Name(s)	Class	Place	Score
Team Recovery	Dick Corking & Brian Warn	n/a	1st	182
Gymkhana	Gary Langton	LWB	13	477
Bike Trial	Thomas Barber	9-12	5	5

My first National Rally was in 1986, sharing what was probably the first syndicate vehicle in HBRO with Colin Gross. Our jointly-owned series IIa can be seen at the front of the queue on page 127 of the 1987 Handbook. (for those of you who go back that far!) Subsequently, I used a Range Rover in the CCVT in two Nationals, coming first in class on both occasions. The roll-bar regs ruled me out of the CCVT from then (Who said "Hoist by his own petard" ?) So last year (when I tried to demolish a tree) was my first RTV National Trial since before the CCVT days.

My approach to the site was confused by numerous small lanes promising certain directions but unable to come up with the goods. Someone had been turning the signs round. That's my excuse anyway. Whilst I was consulting a map, a man in a red Peugeot, seeing the state of my car, guessed where I was going and lead me to the appropriate place. We then left the scrapyard and headed for the Rally site. Those who went will know that the camp-site had been moved. No they didn't put the camping fields on the back of a large lorry, stupid boy. Mind you, from the size of some of the holes in the ground in the adjacent countryside, they had indeed being doing just that. Anyway, I arrived about two in the afternoon and I went for scrutineering straightaway after putting the tent up. The scrutineers were twiddling their thumbs and I went straight in and straight through. There are stories about how flat Lincolnshire is so the scrutineers brought their own "hill" - a trailer tipped up to make a slope good enough for handbrake tests. The scrutineers were paying particular attention to valves in fuel tank vents. The reason I haven't checked these at our own events is that I always understood that all Land Rover systems had a valve of some sort somewhere and so I have checked in detail only the home-made vent systems, about 3% of HBRO vehicles. I apologise to HBRO members for this inconvenience - I shall do more research in future. The early caps had a ball-valve but later ones that look very much the same have only a felt filter, it seems. You learn something new every day.

My experiences in this year's RTV were somewhat similar to Alan Smith's whose report you will have seen last month. Similar because we were in the same group along with Keith Jones and Paul Webb. That was one hell of an RTV, beating previous CCVTs on level of difficulty by a country mile. I enjoyed it immensely but couldn't help thinking it would be a difficult CCVT course in many clubs. Some first-time entrants pulled out through fright, I'm told! My Rangy is pretty bullet-proof, having learned over the years where to bolt the extra hard bits on. Even more went on for this year when it was announced that it was to be held in a quarry and, unlike last year, I came through quite unscathed. Paul, Keith and I were watching each other carefully, being in the same class. We picked up tips just by watching each other and even by

discussing awkward sections, tight turns, slippery slopes, etc. Other competitors around couldn't understand why we were giving each other help. Colin Gross and I did this over many years whether we shared a vehicle or not. Clearly, some people haven't heard of sportsmanship or team spirit. We were out for a good day and helping each other made it even gooder. Paul lead me on points for several sections until he clocked a couple of 8's in quick succession fairly late in the day. I pipped him by only a few points at the end and, despite making a few silly mistakes, I just scraped into third place for my first ever Nationals RTV award. Right at the end, I encountered Nick Woodage with a ventilated back axle. His rear diff had broken almost right at the end of the event. A quick hunt round the car-boot-sale area yielded a replacement diff followed by a cap-in-hand visit to Malcolm & Brian's Broken Motor Fix-it Emporium for repairs. The diff was replaced and the casing welded up. The following morning while I was helping Nick put the half-shafts back in, he commented on the fact that he'd bought a metric diff. Alarm bells rang. Early Rangys have the oil filler in the diff housing and late ones have it on the axle case. Early axle + late diff means no filler plug at all! We pulled the last half-shaft out again, tilted the vehicle right over with a big jack and poured the requisite amount of oil in the end of the axle case.

During that day, the team recovery took place. I saw a few brief glimpses of it in the distance while I was RTVing. The Boydells, always a team to watch, succeeded in driving straight up the slopes without needing to assist each other. Our team, Brian Warn and Dick Corking, realised that the only way to beat them was to go for broke and do the same but quicker. They shot up the slope almost nose to tail and won by a few seconds. Quite remarkable. I believe this is the first time this has been done at a National Rally. Well done chaps. "No Rope Required" Eh?

The noise from the disco / karaoke that night was quite outrageous. You couldn't even get close enough to complain, it was so painfully loud. The campers were asked in the documentation we received to keep the noise down and stop personal generators by 22h (10 o'clock p.m.), so why was this allowed to go on until past 1 o'clock in the morning? The next day I went to complain to the organisers but they were furious about it already without one of the "customers" objecting! They too couldn't get near enough to get the MC to turn the volume down. Crazy. Land Rover fans had come from all over England and Europe to compete during the day and talk about Land Rovers in the evening. You couldn't hold a conversation within 100 yards of the marquee. I know a large group who didn't go to the bar at all because of the noise so they lost a lot of business. I can't understand why there was music at all. Don't get me wrong, I like music and used to go to rock concerts and discos regularly until quite recently but I shouldn't have to put up with an unwanted one in the middle of a camp-site.

I missed all the CCVT the following day as I was doing lots of log-books

at the camp-site and looking around the trade stands. This is something I often miss. I gleaned much useful information, made a few contacts and bought some bits for Project 101. Music very much quieter that evening and it stopped at midnight too.

Monday brought forth the Comp Safari. Neville and I wandered around the two sites watching the event. All pretty exciting stuff to watch but not for me to try. Why? Well I've been driven around in comp vehicles a few times and usually come out of it with bruises and back-ache. Apart from that, I really don't think I could treat a vehicle in that way. Still great fun to watch other people doing it though. At one point, Brian returned with a tree-shaped hole on the left front wing. The 2" tube there had given it's life to absorb most of the impact and saved the steering gear and axle. With the sharp bits removed, he went on his way. This is a typical "live to fight another day" vehicle built by Malcolm Whitbread. Minutes later, we watched a vehicle approach to overtake Bob Barber, an HBRO member who now lives in Wales. Bob pulled over to let him pass but inadvertently drove up a bank and rolled over. Somehow, the roll-bar crushed Bob's hand causing a severe injury. He's had a few operations on it but unfortunately it won't be the same again. We wish him as full a recovery as can be expected.

Steve Kirby

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## HANTS & BERKS FIRE BRIGADE

At last we have established a mobile fire fighting capability and we are now ready to appoint fire officers to run around with revolving blue lights strapped to their helmets. Any volunteers would be welcome. We have two trollies both with two fire extinguishers, one foam and the other carbon monoxide. They are mounted on a robust frame with large bouncy tyres to cope with rough terrain we will have to operate in. Let us please ensure that they are seen to be available at all trial sections and returned to the trailer after the events end. After the escapades at the recent ARC nationals we may well have to think of setting up the HANTS & BERKS AMBULANCE SERVICE.

Alan Smith.

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## Membership Secretary

Due to increased family and work commitments, Judith Frisby has had to give up the post covering membership secretary and newsletter distribution. We would like to thank her for all her hard work.

A replacement is sought. Any offers?

## ARC NATIONAL 2000, 2001, 2002 ??

The 1995 ARC National is now over and clubs have made their offer to hold the future nationals and they are as follows:

1996	SOUTHERN ROC	UCKFIELD EAST SUSSEX
1997	NORTH WALES LRC	PORTMADOG N. WALES
1998	50TH ANNIVERSARY	EASTNOR PARK
1999	YORKSHIRE ROC	
2000	SOUTHERN ROC	
2001	HANTS & BERKS ROC	DREAMLAND AT PRESENT

So how about it, the initial feeling of the present committee and previous ones are that we did not have suitable sites, or the ability to organise or the strength of members to actual run the event. After the 1995 national I have an urge to explore as to whether it maybe feasible.

The first thing to consider is that the host club cannot enter the competition as all members must be employed in running the event. This will affect the most active members of the HBRO, those who regularly trial.

The next point to consider is can we find trial sites with camping facilities and exhibition areas. Several sites come to mind, unfortunately they are all on Army land and are expensive. These are Bagshot, Rushmoor Long Valley or Hungry Hill, Weavers Down, Slab Common or even Broxhead. As was the case with the 1995 National does anyone know of a large sand and gravel pit, lets us know if you have any ideas.

Can we organise such an event, well I think we can and I think this is the least of our problems. Timescales are such that we could learn from past events and the events yet to come and get our plans well in hand before the date in question. I might be in a wheel chair by then but others will come along to fill our places.

Finally can we get sufficient members and friends motivated to actually run the events over the four days as well as the effort that would be required to set up and clear up after the event. We have 242 full members with many associate and social members. On top of this I am sure we could call on other members of your family and friends to assist.

To set up the sites and to prepare for the event could be managed by two or three persons, after all we would have six years to do it. The big question left, assuming sites could be found, is can we rely our members to turn out in force to set up the camp site, trial sections and the hundred and one other jobs such an event would call for, not forgetting the clearing up after the event is over.

One other option would be to consider a joint venture with another club here in the south. Two come to mind Chiltern Vale or Somerset and Wiltshire

ROC. Maybe it could be a three way split leaving some of each club free to compete.

So what do our club members feel, the committee would welcome your thoughts bearing in mind that it would require an effort from a large proportion of the membership to make it happen. Any thoughts or should we just forget it. Pick up the telephone, write or fax you could at least make that effort please.

Alan Smith

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## Brick Kiln Farm, July 2nd 1995.

### RESULTS

#### RTV

##### Group 1 (Classes 2 & 3)

Andrew Simpson - 20.	Nick van den Braak - 22.	Alwyn Roberts - 26.
Neville Dewdney - 28.	Russel Vare - 31.	Barry Simpson - 36.
Dave Jennings - 38.	M.L.Hewitt - 52.	

##### Group 2 (Classes 4 & 7)

Alan Smith - 33.	Hugh Duffett - 34.	Jane Walker - 51.
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#### Class 5

Neil Shawyer - 28

#### CCVT

Simon Stemp - 37.	Mark Furnell - 39.	Jim Court - 45.
Brian Frankland - 47.	Nick Woodage - 54.	Chris Homewood - 56.
Nick Jennings - 57.		

#### Officials:-

Sec of Meeting - Ashley Pocock. CoC - N. Bolton. Scrutineer - Gary Godgson.  
Steward - J. Pocock.  
Marshals - N. Banyard, N. Wilder, Simon Cragg, Nick Bolton, Ashley Pocock,  
John Jennings, Mark Tester, John Tester.

## TRIALS 1994 to 1995

HBRO has used a seven different trial sites over the last two years and it is interesting to note which sites pay their way whilst other leave much to be desired. From the table below it can be seen that the army sites due to their larger rental fees have never made a profit whereas the small Brick Kiln and Nellies Dell have always shown a profit. In all cases just one or two more triallers participating and paying entry fee would all aid the cash flow for the club.

With regards to the Bagshot Off road Show we must still get involved since we receive a health attendance fee. So anyone interested in joining in please shout up nearer the date.

In general it means that we must continue to use the smaller sites for club events and when we feel it is necessary to use the army sites since these do give far more competitive trial sites we must hope that more members attend to compete and we must encourage other clubs to come along and join us for the day.

DATE	LOCATION	COST	INCOME	BALANCE
SEPT 94	HALNAKER PIT	£300	£178	-£122
FEB 94	SLAB COMMON	£325	£228 -	-£ 97
MAR 94	SLAB COMMON	£235	£244	+£ 9
OCT 94	BROXHEAD	£225	£156 -	-£ 69
NOV 93	BRICK KILN	£190	£298	+£108
NOV 93	BRICK KILN	£150	£233	+£ 83
JAN 94	BRICK KILN	£170	£130	-£ 40
DEC 94	BRICK KILN	£166	£188	+£ 22
JAN 95	BRICK KILN	£153	£220	+£ 67
SEPT 93	BAGSHOT	NIL	£350	+£350
SEPT 94	BAGSHOT	NIL	£250	+£250
MAY 94	NELLIES DELL	£315	£362	+£ 47
JUN 94	NELLIES DELL	£150	£210	+£ 60
NOV 94	NELLIES DELL	£150	£209	+£ 59
JAN 95	NELLIES DELL	£118	£167	+£ 49
FEB 95	NELLIES DELL	£200	£312	+£112
APR 95	PANGBOURNE	£141	£214	+£73

1995 should see new or old sites revisited and lets hope they continue to give us good off road trial areas.

Alan Smith

## JOHN O'GROATS TO LANDS END BY LAND ROVER Part I: Getting It Together!

### WHY DO IT AT ALL?

Now, you don't have to tell me that people walk it in flip-flops, do it on uni-cycles, and it wouldn't be much of a challenge (in good weather) for a Reliant Robin, because we knew that before we started. But if you think about it, how could a round trip of over two thousand miles, from one end of our island to the other, passing through some of it's most spectacular scenery, *not* be worth doing at least once? It might seem trivial compared to driving a Land Rover across Iceland or Morocco, for example, but why make the comparison?

### WOULDN'T IT BE BETTER TO WALK?

Yes, it would. But to be practical, most of us have to fit whatever small expeditions we plan into very short gaps between long spells of earning a living, so we have to lower our sights and make tracks. Anyway, show me the Chinaman who can average two hundred miles a day in flip-flops AND enjoy the scenery!

### BUT WHY DO IT IN A LAND ROVER?

Well, Land Rovers are inspiring, aren't they! In a Land Rover mailing list on the Internet, an American owner wrote recently: 'Land Rovers have more charisma in their lugnuts (wheelnuts) than other 4x4s have in their whole body.' Which answers a wider question for most of us: why own a Land Rover at all? I think it's not so much what we do with them, as knowing what they're capable of, if we had the time, and the resources and the nerve.

Without a doubt we did the trip because we own a Land Rover, and probably wouldn't have done it otherwise. After all, how much pioneer spirit is there in a Ford Escort? Even the latest Escorts with the Anti-Gravity engines powered by Cold Nuclear Fusion are just wheels, man. Where's the inspiration?

### WHAT ABOUT THE WEATHER?

There are good reasons for using a capable vehicle to do this trip if it's early (or late) in the year. Not least of these is the possibility of heavy snow and ice in the mountains of Scotland. The reason we live in a sort of climatic one-armed bandit is a that a transatlantic 'conveyor belt' brings an endless succession of low pressure areas to the British Isles. These are only occasionally warded off by relatively slow-moving areas of high pressure.

Winds gyrate anti-clockwise around the lows, their strengths depending on the pressure gradients, driving wedges of cold air under warmer, moist air, producing 'fronts' full of rain, or hail or snow, and all of this is much modified by local geography. What we wanted, and unbelievably, what we got, was a big, fat,



slow-moving high pressure area for most of the trip. In the few days before we set off we watched it coming in the forecasts, and it was the reason we went for John O'Groats first, while the going was good! During the following week, in the far North of Scotland, it snowed.

You should be prepared for the worst - in this case the possibility of breaking down, or sliding into a gully, on some lonely Highland road, and being caught by a dramatic change for the worse in the weather. (See *Staying Alive*)

### IS IT A BIRD? IS IT A PLANE?

No, it's a Discovery, but that isn't my fault. When we realised we could afford the deposit, and possibly make the payments, on a new Defender, I started looking at the lowest (cheapest) end of the range. The idea was to be able to haul our boat (a ton and a half on it's trailer) up muddy slipways, throw a couple of pigs in the back (we don't own any pigs but you know what I mean) and hose it off, and hose it out, afterwards. Bare metal inside, no radio because it would be blown out of the dashboard by the condensation and leaks, vinyl seats, i.e. the complete Land Rover experience. So, what happened to Plan A?

Well, there are two of us and when you're spending that sort of money it's best to keep everyone enthusiastic! In the end I got to choose three words: 'Land Rover', 'Coniston Green' and 'Tdi'. OK, four words, but I had to put up a good fight to avoid 'Blue'. I can only be pushed so far. Blue? Are you crazy?

### PREPARATIONS - Are you serious?

I wouldn't presume to tell many of the people reading this anything at all about Land Rovers, but these were some of our own preparations: We made sure that all the service items were not only 'in date', but would still be in date when we'd added over two thousand miles. One excellent thing about preparing to do the trip in a Land Rover was being unconstrained about taking spare bits and pieces, spare cooker, spare battery, jerry cans of fuel and water, oil, top-up fluids, and tools. If there was an outside chance we might need it, we took it!

Also, we had AA Breakdown and Recovery insurance, and got together a list of LR garages along the route, and filed 'flight plans' with friends with contact numbers for all the campsites. Ten days worth of food and drink in tins, packets, cans and bottles was divided into ten carrier bags and packed in cardboard boxes, and much of it did the round trip (see *Staying Alive*).

Recovery and safety equipment in our case consisted of two heavy tow ropes, two jacks, chocks, wood blocks, a crowbar, a shovel, two fire extinguishers and a medical kit. Even though we didn't intend going off-road I still felt that this was the bare minimum. Before the next out-of-season trip we'll have a hand winch (Tirfor?), and take tree strops, and the (ground) anchor and chain out of the boat.

### STAYING ALIVE - Is it worth it?

Probably the most important preparation you can do is to sit in the back of your Land Rover and imagine a breakdown miles from anywhere. Imagine the

temperature outside, and inside, is several degrees below freezing. Everything outside is covered in ice, and everything inside is covered in frost from condensation. There's a howling gale and snow is piling half way up the windows.

Now, what will you need in way of serious clothing, sleeping bags, food and water, and fuel for cooking, heating and lighting, and so on, to survive in that small space without any outside help for a week? If you think this is over dramatic, bear in mind that late last winter two unfortunate people who were caught in a blizzard during a short journey on a *main road* froze to death in their car overnight. This would ruin your holiday.

Saying 'be prepared' probably sounds as corny as the trip itself, but you don't have to be a Vulcan to see the logic in not getting stiffed for want of some simple preparations.

### THE REHEARSAL: 1. Camping in the Brecon Beacons

Back in February, following weeks of rain, we did a dummy run into South Wales. The idea was to find out if we could travel, live, sleep, cook, eat, etc., with all the gear that we planned to take up North, without a tent, in that amount of cold and wet, and with a reasonable degree of comfort. The answer was: No.

Sleeping in the back for example, in double-Z formation because of the restricted leg room, or X formation to take advantage of the longer diagonals, was OK for one night, but we needed a better arrangement all round for ten days. However, the weekend served its purpose because we came away knowing what we needed. In fact the solution turned to be so comfortable and successful that we sold the house and now live like it all the time. Sorry, just kidding! (See: *Camping in Comfort in Part 2*)

Arriving at the campsite on Friday afternoon we were told to stay on the strip roads serving the site, or, Land Rover or not, they'd be hauling us out with a tractor. That night we were awakened by frantic revving, door slamming and cursing as a latecomer tried to drive his car across the grass to one of the caravans and sank into the ground.

### THE REHEARSAL: 2. Driving in the Brecon Beacons

At the Brecon Beacons Mountain Centre the following morning I waited as some walkers received dire warnings about the rain, gales and poor visibility (and by implication, death) that would overtake them by lunchtime on their projected walk.

I explained that we were driving a Land Rover and hoped to explore around the Pontsticil and Talybont Reservoirs, but didn't want to go off the tarmac because I knew the ground was soggy, and we were travelling alone and had no off-road experience. I was told that they 'have to deal with many angry complaints about 4x4 drivers from other visitors', and my caution was welcome.

Then one of them took considerable time and trouble setting out a route for us, even expressing regret that an easy but very enjoyable unsurfaced road

that we could have included in drier conditions was now a bridleway. This began an excellent day, enhanced by a couple of bridge closures that caused detours via steep and narrow strip-roads winding up and down the hillsides, and shunting around hairpin bends well inside our turning circle.

In the afternoon, as the predicted rain lashed across the Beacons, we withdrew across the Severn Bridge to my brother's house in Somerset, delighted with the day, and knowing what we needed to do to get ready for the main event!

#### BUT HOW DID IT ALL WORK OUT?

In Part 2 we'll be avoiding a dreadful day-by-day account of the ten day round trip, and instead will concentrate on the business of long-distance travel and living in a Land Rover, with just a few of the highlights and laughs we had along the way. Also included will be a review of the Caranex tent, and our ratings of the campsites, from the beautiful and secluded Forestry Enterprises (Forestry Commission) site on the shores of Loch Long, to the 'Wheeled Housing Estate from Hell' in Somerset.

And finally: it turns out that while the Brecon Beacons were a rehearsal for our trip from John O'Groats to Land's End, the trip itself was a rehearsal for something bigger: Norway, and the Norwegian Club's Rally at Lillehammer! Yeah!

Peter & Lena Hubbard

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## Are You Getting It?

Are you receiving your club newsletters? Silly question. But do you know of someone who isn't getting theirs? Please contact Alan Smith or Steve Kirby and let us know about it. Do you know of a member who has moved and in the excitement forgot to tell us?

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## THE NORTH-TO-SOUTH RUN

Well, as Steve mentioned last issue, this 'small green lane run' is now well under way; we already have the positive support of LRO and the tentative backing of LR themselves, and without spreading the ordure on too thick, by the time you read this we hope to have links with several other 'key' organisations.

Briefly, it is intended that for three weeks in September 1996, a pair of vehicles will drive from Scotland to a point on or near the South Coast of England, using unsurfaced roads for as much of the journey as practicably possible. One of the vehicles will be modified for, and driven by, a relay of disabled people; the other will be driven by a small mixed team of Andy Mills, Michael Dyer and able-bodied and disabled drivers. Two back-up/support vehicles will shadow the primary group using surfaced roads - one of these will be identical to the primaries, and act in a service and spares support role. The other will be the administrative vehicle, acting as a communications centre, offering TV and media facilities as well as hospitality. The Run will open with an open day at an off-road course in Scotland, there will be one in Wales and it will finish at the Bagshot Show. My firm have been very generous with time - even though this will be my summer holiday, they've agreed to account for it as 'special leave'. Hopefully, once the publicity machine - LROs, not ours - takes off, this'll be a well-known event; its not a RRR thing, an HBRO thing, or any one club thing - it'll involve many different clubs up and down the country, and do much for the public awareness of disabled rights. If you would like further details, - perhaps your firm could benefit from sponsoring us in some way - please phone me, I'll post you the full details

Now...back to the laning....

Last time we were out, we came upon a lane in Chievley which had been 'civilized' by the neighbours who had built up a bank which became 'adopted' as their garden. Not only this, but a pallet of thermalite blocks had been dropped so as to restrict access. I had a discussion (cautiously friendly!) at the time with the culprit, who swore blind that the Byway was a footpath and always had been. He changed his story once I mentioned that I was assisting BCC with survey work. As a result of this, Babbie (who manage RoW matters for BCC) have insisted that the Byway is a Byway, that the bank was an encroachment, and that the encroaching undergrowth will be cut back as funds permit. A small victory, but at least it may stop others believing that they can do what they want with a Public Road.

I enclose a snippet about the Fosse Way picked up on Cix, a computer information network to which I subscribe.....



Start of Quote

"Anyone thinking of driving the Fosse Way in the near future?

A part of it near Malmesbury has been blocked off within the past few days. Two very large piles of concrete builders rubble have been dumped at both ends of a section of the Byway near the picturesque Cotswold village of Easton Grey, ensuring that access is denied not only to motor vehicles but also to walkers, cyclists and horse-riders.

(The writer has) contacted the Wiltshire County Council Rights of Way officer to complain and was told that they already knew about it and that it was 'a very delicate issue and negotiations were continuing'. The local warden, I was told, has already served notice on the land-owner to have the obstruction removed. Apparently if this is not done within one month it is then the council's responsibility to clear it and recover the costs from the land-owner.

It is of course only a remote coincidence that an old cottage, not more than 50 yards from the route, has been recently sold and is currently undergoing major re-building and extension work.

I wonder how the authorities would react if someone were to dump a six foot high pile of rubble to block-off the High Street.

For those with maps the start-end reference is: 882858-884861

As I live only half a mile away I shall be keeping a close eye on what transpires.

Ted "

End-of-quote

Hope this one turns out like my Chieveley job....something tells me this will run and run....

Mike Dyer

<b>GREEN LANING DATES</b>	
Aug 13 22	Wilts Berks

## INVITATIONS

By now some of our members will have received a copy of INVITATIONS from Land Rover. The land Rover book of country pursuits and off road adventures. For those members who have not had this pleasure please let me enlighten you on what the marketing section of Land Rover seem to think we should be spending your time and money.

INVITATIONS is a list of activities for the New Land Rover Owners. It would seem that vehicles prior to the Discovery never existed. With Land Rovers new attitude to the use of the Land Rover name, I am surprised that they have not asked all earlier vehicle owners to return their vehicle badges or at least to charge us a royalty for continued use of the name. They are not interested in the supply of economically priced parts for earlier vehicles but go out their way to make it difficult for dealers who try.

INVITATIONS offer Land Rover Safaris to Africa for the small sum of £3690.00 per person. On the Pioneer Trail for \$2750 dollars after you have paid for your airfare to the USA. How about an Alpine Escape at £1150.00 or a Highland Adventure at £550.00 per person. For the sporting types you can go shooting, fishing or attend equestrian events with Captain Mark Phillips for as little as £2245.00 per person. For the more reserved how about a touch of Heritage and Culture with the RSPB or the National Trust. How about a Concert and Dinner with the BBC Symphony Orchestra for £180.00 or a truly sparkling weekend with the House of Taittinger for £500.00 per person. For those in need of restoration how about a Rest-Cure in Rutland or Roman Baths or Aromotherapy for a mere £200.00 per day.

They try to give the impression that exciting off roading can only be achieved by spending large sums of money. It is about time that they woke up and realised that there are many cheaper ways of getting the same sort of thrill without damaging your vehicle. There are many clubs and off road centres which offer facilities for as little as £12.00 per day. They also try to give the impression that a large proportion of the Discoveries sold spend time axle deep in mud. As with the Range Rovers these cars are to expensive and to good to be put at risk in their early days. Trouble then comes when these vehicles are used exclusively on road by in-experienced drivers and cause accidents giving it bad name even though it has been used safely for almost 25 years by more experienced drivers.

Well after this report you may get the impression that I am off Land Rovers, no way, I am well and truly hooked on them and I will continue to use them and enjoy them. So if after all this you still are interested in INVITATIONS you are welcome to my copy.

Alan Smith

# Deutscher Rover Club Rally.

by Colin Gross

## Introduction

For those of you who didn't know Colin when he was a member of the Hants & Berks, and to bring the rest of you up to date, there follows a brief explanation.

Colin is a Rover enthusiast, but he wants more freedom than is allowed by the ARC regulations. His current vehicle is a 100" wheelbase Land Rover (10" removed from behind the front doors of a 110 hardtop with rear overhang at normal factory length). Fitted with a 3.9 litre V8 EFI engine and automatic gearbox, plus a full roll cage to Safari spec (AWDC) the vehicle is used for trials, safaris, and long distance foreign events (Raids). "Clip in" cooker etc. allow the vehicle to be used for camping, whilst a false floor provides a 6½ foot long sleeping area. Colin believes that after 10 years he has finally built his ideal vehicle, but admits that it does not meet the ARC requirements. Since he always advocated that "you either accept the rules made by the majority or go elsewhere" Colin is no longer a member of an ARC affiliated club.

The following article was originally written for the Anglian Rover Owners Club newsletter "Roveround".

Visiting new places with preconceived ideas about them can often lead to disappointments, but after driving 450 miles across the motorways of Europe, the autobahn from Berlin was just as I imagined it would be. My neck was aching from the continuous jarring of the extremely rough and corrugated surface, whilst the slip roads had very tight bends and cobbled surfaces. Luckily nothing else was I had imagined. Germany was to bask in a Saharan heatwave throughout my stay, the countryside was beautiful, the buildings clean and tidy, and the Trabbants noticeable by their absence (everyone was driving two or three year old vehicles). So when I finally arrived at the Deutscher Rover Clubs 20th birthday rally near Cottbus (on the Polish border) I was happy to revise my ideas on the former East Germany; already it looked like a place that may be worth another visit.

Being the first 'Brit' to arrive at the event meant that I was quickly made welcome by the organisers, but unfortunately the English version of the program of events was not yet published. However that didn't prove a problem with setting up camp, or more correctly parking my 100" Land Rover in which I was to live (and compete) for the next few days. The recently installed cooker soon provided dinner, which was finished just in time to welcome Dave and Lara (ex-pat Brits from Hamburg) in their 110. Since they were fluent in German (I only know a couple of words) I was now able to find out a lot more about what was going to happen. I also discovered that I had missed "Screwteering" as the

Germans insisted on spelling it. That would be something for the next morning.

In the beer tent that evening it transpired that Dave and Lara had never driven "Off Road" before and had come to the event to learn. As a result I found myself a passenger for the RTV trial (Dave managed to hitch a lift with one of the German drivers). The trials site was on a former East German army training ground and despite the wooded nature of the area the entire surface was fine sand; in fact it was just like being back in the Sahara. My mud terrain tyres looked decidedly out of place.

Our first section included a very tight corner which even the 90s failed to negotiate, hence the surprised looks when I cleared the section with my 100" vehicle. Honest! No shunt, but don't ask me to do it again. Section two had some steep slopes up and down the dunes, but power and momentum saw me through. Two clears under my belt and some very impressed fellow competitors! Luckily it continued in that way until the penultimate section where I contrived to hit the five gate, and the gap was big enough to drive through sideways! Convinced that I had "blown it", at the last section I decided that my challenge was now to try to negotiate an impossible corner without using my first shunt of the day. I failed by two inches; and to the confusion of the marshal took a three, rather than shunt to get a clear.

During every afternoon the organisers escorted vehicles around a "Green Road" route on the site, and this proved a good opportunity to teach Lara and Dave how to drive their 110 Off Road. Since they enjoyed it so much they decided to enter the RTV the next day; and to get more Off Roading convinced me to enter something the organisers called a "Camel Trophy Convoy" with them on the last day.

Day two and it was back to the RTV course, this time as passenger with Lara. Both Dave and Lara were convinced that I was a good teacher as I talked them through the finer points of trialing. From my point of view their rate of improvement in driving ability was impressive; but more of this later. During the course of the RTV we also had a chance to watch some of the CCV trial. Surprisingly it was only a heavy duty RTV, and I regretted missing it. I will know for next time.

Throughout the event the organisers were also trying to cope with entertaining the non competitive Rover enthusiasts. To this end each day saw boat trips on the river Spreewald. Visits to a local open cast coal mine gave the chance to see some of the largest digging machinery in Europe. Several ex Army vehicles were supplied for all and sundry to drive around a simple Off Road route. Videos, bike trials, and a display of Land Rover models were also offered, together with the chance to examine other enthusiasts vehicles and make new friends. At night there was the beer tent, Land Rover videos, and a live Irish folk group. As a result there was never a dull moment from dawn to, well almost dawn again.

I missed the concours event while taking part in the Camel Trophy Convoy. This was led by a former German competitor from the real Camel Trophy, who had marked out a difficult route around the site. Our task was to get

all 18 Land Rovers around the route under his guidance, but without using any winches. Sand ladders and much manual effort proved the order of the day until we arrived at a 50 foot high flat topped pyramid of earth. The site owner had declared the side we had to drive as impossible, vehicles had only driven down it before; so all the entrants just stood back and looked. With the 3.9 litre V8 EFI raring to go I nipped to the front of the non existent queue. Drive as far as you can, then stop while we fit the tow ropes was the organisers instruction. My passenger guessed that something was up when I put on the full harness belt for the first time that day; but no one expected me to clear the hill, flying several feet in the process. Unfortunately even the professional photographers were caught out and no one got the picture to show the leap; but it certainly became the talking point of the day. The afternoon section included bridge building, and finished with my vehicle being declared 'dead' by the organiser. This gave all the other entrants a problem as they attempted to drag it over the biggest dune on the site. When the event was over after a strenuous seven hours, all the entrants received a medal for team spirit.

All that was left was the prize giving. Dave won second in the long wheel base class, whilst Lara pipped him with first in the ladies class. In all six British vehicles had competed, and all were in the RTV. The 90 and Range Rover won 2nd and 3rd prizes. In fact only one British vehicle failed to win a prize and that was from a field of 80 entrants. Thus I was surprised when the organisers made comments about "Pilot Officer Gross" and his flying machine winning the RTV special class. To my amazement I had won first prize in the RTV, beating the machines fitted with diff locks, oversize tyres, three axles, and anything else that wasn't factory supplied. Ken Wheelwright won the concours event with his Series One station wagon. A remarkably good show by the Brits, especially when you consider that entrants came from all over Europe. Italians, Austrians, French, Dutch, Finns, Brits, (and Germans) numbered amongst those to whom I tried to speak. Not surprisingly the party continued until very late into the night.

The 815 mile drive home was completed next day in just over 14 hours (including the Calais / Dover ferry crossing). So that was it, well worth going to; and a very good event for those with RTV motors and families. Well done the Deutscher Rover Club, and here's to your next twenty years.

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## ARC Meeting 17-06-95

It's still disappointing to note that there are no other HBRO members interested enough to come to these meetings. However, Mike Dyer did visit the meeting for an hour to describe and publicise his proposed North / South Drive mentioned briefly in last month's UPDATE. As before, this report is based on notes made at the time. Letters and numbers relate to the Agenda items and any missing ones are where there was little or nothing to report. You'll also have to accept my little prejudices and biases or come along yourself!

### 5) Chairman.

- ◆ Thanks go out to the hosts of this year's National Rally, Lincs Land Rover Club. They managed remarkably well following some very late major changes to land availability.
- ◆ There was a council meeting at the rally. They centred around the roll-cage for CCV vehicles rule change. Despite this being voted in by 13 votes to 8, the council have deferred its applicability until Jan 1st 1997. There were objections from the 'floor' to this plan. No amendments to the original proposal had been received. Why are objections being raised AFTER the rule had been accepted? Regarding rule changes in general, the Scrutineering Committee cannot veto a proposal, they can only recommend acceptance or rejection. It was pointed out that to add a front hoop will be easy up to December 31st 1995 because it can be attached to a bulkhead and log-bboked as such up to that date. After of Jan 1st 1996, the addition will be a major operation as it will have to be attached to outriggers or directly to the chassis.
- ◆ With reference to the payment of the £2 p.a. levy, different membership types are being considered by several clubs. Only those members who are allowed to compete need to have the £2 levy paid. There's nowt to stop a club having a "Competing Member" grade. Please respond to AJS about this item. Any ideas?
- ◆ Press, Publicity and Sponsorship Officer - post still vacant.

### 6) Secretary

- ◆ AJS is now secretary of Lancs & Cheshire as well. He now receives documents, mail-shots, etc. as a 'normal' secretary as well now. He will be stepping down as ARC sec from March 1996.
- ◆ All received doc's were on show at the meeting.
- ◆ Condolences to family of ARC member Gavin Shaw who died in a motor accident.
- ◆ Still receiving enquiries for membership from o'seas clubs.
- ◆ Membership certificates for all clubs soon to be sent out.

- ◆ Also thanks Lincs ROC for such a good weekend at the Rally.
- ◆ Gaydon - see item 9. Bookings slow. Info has been sent to all club secretaries.
- ◆ Notification that for an event, we no longer need to inform the local police 6 weeks beforehand.
- ◆ Dutch Land Rover Register soon to be celebrating 50 years of LRs along with everyone else. The Land Rover was actually launched to an unsuspecting World in Amsterdam in 1948. Would there be a link for the main celebrations in 1998?

8) National Rallies

- ◆ 1996. Southern are running this. Progressing.
- ◆ 1997. North Wales. Progressing.
- ◆ 1998. Land Rover 50 th anniversary. Lancs and Cheshire are hosting but they aren't big enough actually to run it themselves. All clubs invited to help organise / run the various elements.. Location not set but Eastnor is preferred.
- ◆ 1999. Yorkshire.
- ◆ 2000. Southern again.

9) Gaydon 1995.

- ◆ Bookings slow at the moment but this happened last year.
- ◆ Acknowledgements by early July please.
- ◆ It's a non-competitive event - caravan / tent / social etc.
- ◆ "Old boys" reunion - eminent Rover people of the past.
- ◆ Commercial stands are £75. Advert in the event programme are £50.
- ◆ Club stands are free. Clubs shops can sell what they like except for products already being sold at the Gaydon museum.

10) New clubs enquiries.

Clubs from Greece and Paraguay have enquired about membership.

11) ARC Financing

The status of various levels of membership needs to be reviewed and related to the subscriptions to other bodies

12) a) Caravan Secretary.

- ◆ Sites in National Parks are not allowed.
- ◆ Permits NOT to be sent to ACCEO. Send to Jim Campbell.

12) b) Overseas Liaison.

- ◆ Internet - The critics have been contacted and they have apologised for making derogatory remarks.

12) c) Rights of Way. Tony Kempster.

- ◆ Trade and Commercial organisations are moving in and often causing problems.
- ◆ Lake District National Park seem to be trying to exclude vehicles.
- ◆ Sites of Special Sporting Interest (SSSI) announced. These are not to be confused with, (but probably will be) Sites of Special Scientific Interest (SSSI) !!
- ◆ Tony also gave out information on numerous other items. These will be published in RUNES. Details later on request.

12) e) Magazine Editor. Ted Ivory.

- ◆ More and more requests for RUNES. The list is getting longer; more are added but no-one is removed from the mailing list. Are they all relevant now?
- ◆ Suggestions were to take minutes out of RUNES or put them in a "centre-spread" so they can be removed from complementary copies.

12) k) RACMSA rep. Harold Carman.

- ◆ AWDC is going to town on regs and pinching ours (ARC's)
- ◆ Rear mounted radiators being reviewed.
- ◆ Women and their families being encouraged.
- ◆ Roll-bar working group progressing. Copies of the first draft regulations available upon request from me.
- ◆ The use of Quads and ATVs in public places may not be illegal.
- ◆ "Pay & Play" clubs. These often have no real rules, constitution, insurance, permits etc. Why is the RACMSA so slack?
- ◆ Terminology - "RACING". In the ARC, we don't "race" within the meaning of the RACMSA Yearbook.
- ◆ Structure of trials and definitions are being reviewed.
- ◆ Clerk of Course licensing for Class A events. The ARC needs so trained / licensed CoCs for some events.
- ◆ Noise - The RACMSA has no intention of reducing levels of noise limits. Europeans want to drop the limit to 104db. SAE to Harold if you want copies of documents on this topic. Slow Land Rover engines can us  $\frac{2}{3}$  range or about 3500 rpm but this doesn't seem to be "official".
- ◆ Water-based Firex's. Anti-freeze can be added for use in cold climes.
- ◆ Comp Safari safety. Finish line should be set so vehicles carry on through - NOT stop at the line.
- ◆ Supplementary Regulation are to be posted visibly.
- ◆ Protests. CoCs and stewards have asked what to do about obnoxious drivers.
- ◆ Shunts - there's nowt in the Blue Book about these; ARC regs state

that the driver is to call "Shunt" before coming to an involuntary halt. The driver DOES NOT need to declare the place where the shunt will be used before starting the section.

- ◆ Goggles and Comp Safaris. Goggles are to be worn in place over the eyes at all times when on the course. This includes the run-down after the finish.

12) m) Scrutineering. Dave Marsh.

- ◆ Log Books - 260 completed, 700 in the system to complete.
- ◆ Log books must be shown / examined at events. They were disregarded at the National Rally for some reason. This has caused a minor row not only with the competitors, who went to great expense taking vehicles to scrutineers for examination, but with the scrutineers who gave up a lot of their spare time to visit vehicle owners to do their log-books. To learn later that these log-books weren't used at the Rally is disappointing to say the least.
- ◆ CCVs to be log-booked by end 1995.
- ◆ We need a more realistic approach to rule changes.
- ◆ Applications for places on the RACMSA Cross Country Committee by the end of the with CV and supporting letter from the club or regional association.

12) o) AOB

- ◆ At the National Rally, the situation arose where one person signed on but another person drove the vehicle. They were both excluded from the results and a report is being sent to the RACMSA.
- ◆ Underage drivers. Can we formalise some arrangement to allow young drivers who are too young to hold RTA licences.

Next meeting 16th September.

## REME TOUR

Can I remind you all that on Sunday the 17th August, we will be having a tour round the REME workshops.

This is not generally open to the public and many thanks to Barry Simpson who has gone to great lengths to organise this. The only problem is that only 15 people have responded. Please let's have more members attending this as it is a very worthwhile tour. So let's get the forty spaces filled.

Ring me now on 01705-388929 or 01243-869008.

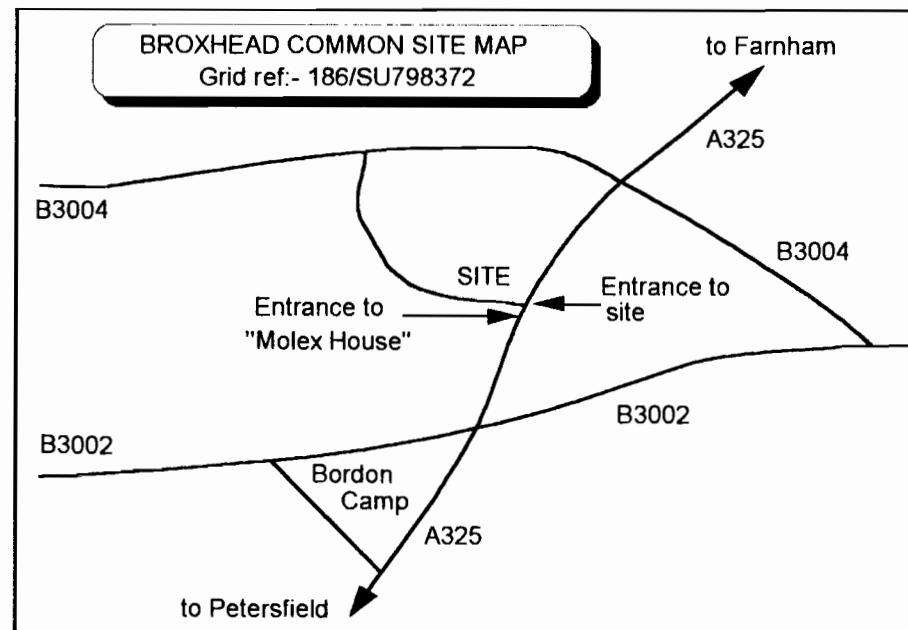
Gary Langton.

## The WESSEX Trophy RTV & CCV Trial Broxhead Common, August 20th

We are holding an RTV and CCV trial with a Scenic Drive at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS. 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 £12 in advance or £15 on the day. Payment to Ashley Pocock. (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. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

The Scenic Drive will be £5 in advance and £8 on the day. It's open to any make of vehicle so tell all your friends with 4x4s to come along and 'play'. We'll also need lots of marshals look after the inexperienced and to patrol the course to assist where necessary. If you would like to be a part of this venture, please contact Ashley.

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!

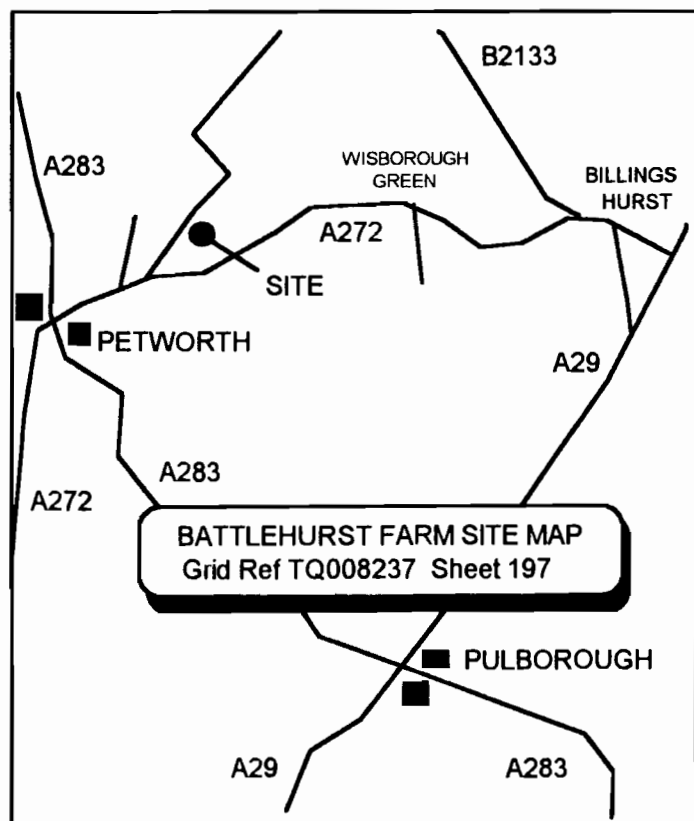




## Invite to Southern Rover Owner's Club Challenge RTV Trial, Battlehurst Farm. August 4th, 5th & 6th

We have been invited by Southern Rover Owner's Club to their rally. They are running an inter-club event with an RTV trial 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 RTV will be on the 6th. Fees:- £10 in advance or £15 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 4th to 20:00h on the 6th. Fee £2 per night.

## Harroway Farm Camping Weekend.

When I attended my first trial at Brick Kiln Farm in Dec. 94, I heard a whisper that the winner had to write the report for Pants & Barks. What a wonderful idea I thought, that should rule me out for years to come. In fact after that very muddy trial, and a score somewhat larger than the current England cricket team can muster, I thought I was safe for ever. However on the day "BOT" (my ex-MoD SIII) ran like a dream and after a few subtle hints from our editor (like on the front page of the July Update) here I am.

Before I get on to the more serious stuff regarding the trial, I feel I must say one thing to all the HBRO members who have not attended a camping weekend - you are missing out on some serious fun, great off-roading and not least some of the most beautiful countryside in the county. Harroway Farm is a super site under the northern slopes of Butser Hill, the highest of the Southdowns at 880 feet. The camping field was flat with the trials area below, the whole area criss-crossed with footpaths and green lanes.

By the time we had set up the van and popped into Petersfield for a takeaway, it was getting dark but there was the tell-tale sign of illicit moonlight practice, headlights pointing skywards and the revving of engines. Someone had taken a wrong turn and was stuck in a deep muddy hole. It took three other vehicles to drag him free. I don't like naming names but it's quite understandable really as the lights on a SI are hardly bright! In the morning, he couldn't remember quite what happened - strong stuff that special brew.

On Saturday, the course was set out, with clerk of the course Barry Simpson driving each section in his 90, shod with road tyres (and making most of them look easy) Harroway is not a vehicle braking site like Brick Kiln, but still managed to catch a few people out with its deep ruts and steep climbing turns. lastly I think we all agree that it's nice to see a lady having a go. Jane Walker competed in her first trial at Harroway in her sweet sounding V8 lightweight, well done! (Sue's next!). Oops! I nearly forgot the trial results - see page 6 of the July Update.

Nick van den Braak.

## Southern Hill Rally. AUG 18 / 19 / 20th

This is a dual event run by the AWDC :- It's a full length Hill Rally (requiring National "A" licence, 142 stage + 105 road miles) OR a slightly shorter clubman's event. (124 stage miles + 75 road miles) for the less experienced or those without an "A" licence. Location is mid-Sussex. Entry forms and further details have been requested. Classes not known yet; expect entry fees to be £200+. Marshals are needed too!! (as always).

Ashley Pocock

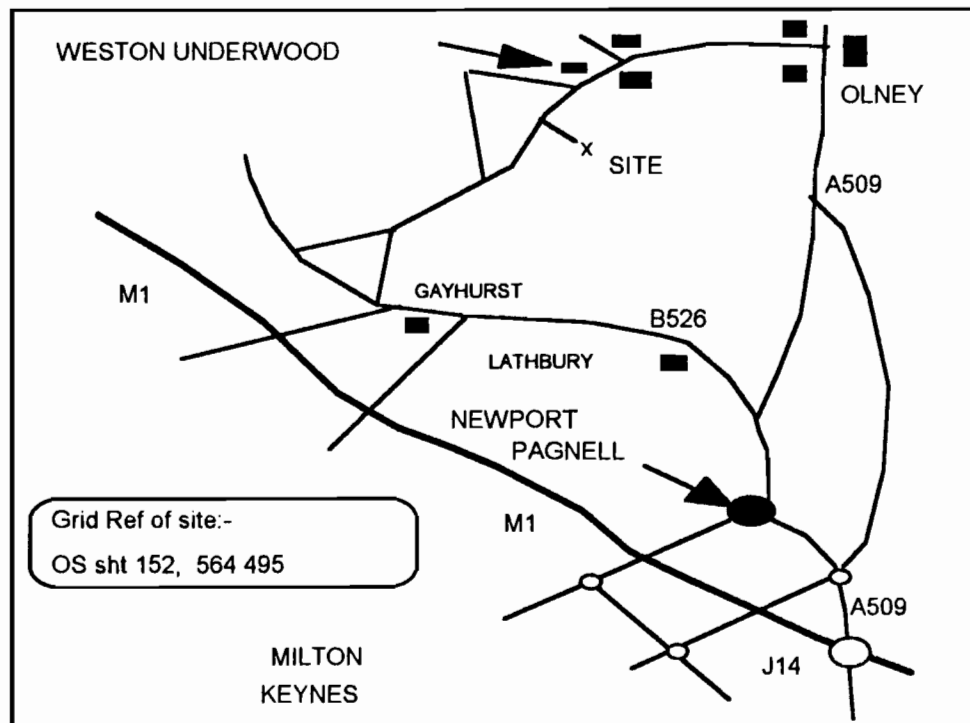
## Invite from Chiltern Vale Rover Owners Club Night & Day RTV Trial at Weston Underwood 12th / 13th August

We have received an invitation to Chiltern Vale's Day and Night RTV trial. The location is Weston Underwood just to the north-west of Newport Pagnell, near Milton Keynes. Normal ARC rules apply. Entry fees are £20 pre-booked for the double event or £12 for a single session. Entry fees on the day rise by £2. Pre-bookings to:-

Andrew Hobbs, Competition Secretary,, 26 Wheat Field Road, Luton, BEDS.  
LU4 0TR. Tel:- 01582-662452

Camping / caravanning is available at the site which opens at 3 p.m. (15h). You are welcome to bring along some food to cook on the club barbecue. Scrutineering for the night trial will be at 7:30 (19:30h) od Saturday evening and the trial will start when it gets dark. Scrutineering for the Sunday trial will start at 9:00 a.m.

I know it's quite a drive from OUR normal area, but I believe the trip should be worthwhile.



## Members' Discounts

Company	Facilities	Discounts etc.
Brooklyn Engineering 01703-252281 01703-269990 (fax)	Spares, servicing	Depends on what you are buying, but about trade prices.
RoverTune. 01734-842777, 01734-842000, 0860-560556 (mob) 01734-843019 (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.
Safari Engineering tel: 01734-732732 fax: 01734-732732 mob: 0836-384505	Series I, II & III, 90 / 110 bits new and s/h.	No specific discount, just a jolly good deal!
Urquharts, Petersfield. 01730-261022	Spares.	Cost+20% on non-franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Calcott, Reading. 01734-412412, 0836-577892 (mob)	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. 01703-270600	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.



## Events for Your Diary (See Back Page)

\*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.

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## Monthly Meetings

\*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

Green-lane trip dates are usually to be found elsewhere in this issue. Mike Dyer has been arranging these recently. It's very important that you call him on 01276-473907 during the week prior to the trip; or just call him anyway as he often runs trips during the week. Details and dates elsewhere this issue. There will be someone present to indicate rights of way on the maps. We have THREE full sets of Definitive Maps for Berkshire as well as a full set of Pathfinder maps for the whole of Hampshire and Berkshire. We recommend that those involved obtain current maps of Hampshire and Berkshire, or borrow the club's set and mark the useable lanes. If there is a lot of rain on the few preceding days, anticipate postponement.

## 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, £100 full page and £150 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 3 months old, they will be dropped unless the "owners" renew them!

\* Range Rover Spares to go. Rear axle (no diff) - £60. 4-speed gear-box - £150. Shocker turrets - £15 pair. Decker panels - £5 each. Rear wings - £25 each. Rear bumper - £15. A-frame with shocker - £20. Rear wiper motor - £10. Front wiper motor - £10. Bonnet - £50. Straight bull-bar - £25. Tow-bar - £10. Dave Hatch, Fareham HANTS. (AUG95)

\* Land Rover Spares to go. Lightweight rear body (less sides) - £25. Series IIa rear body (damaged rear quarter) - £25. Series IIa grille - £5. Series III grille panel - £10. Series III wings (damaged) - £15 pair. Truck cab quarter glass - £3 each.. Dave Hatch, Fareham HANTS. (AUG95)

\* Dave's Clear out Tirfor winch with cable - £80. 15" white 8-spokes - £15 each. Dave Hatch, Fareham HANTS. (AUG95)

\* Range Rover Bits. Roof - very good condition. White. £75. Slatted front light guards, two sets, one normal, one very heavy duty. £15 set. Contact Steve Kirby in Twickenham on 0181-287-0377. (AUG95)

\* Michelin XC4 tyre. 750x16. Virtually unused; literally only a few miles. On RR wheel. £50, including wheel, £30 on its own. Ideal normal road tyre for 110 or similar. Only one though! Contact Steve Kirby in Twickenham on 0181-894-3961 or 0181-287-0377. (AUG95)

\* Chassis Jig. Rectangular frame 104"x30" made of 4" square steel box section. Used as a jig for Series One chassis repairs but can be modified to suit any SWB. £25. Call Tony in Cowplain, near Waterlooville, HANTS on 01705-254977. (JUL95)

\* SCALE MODELS. I have a small selection of LandRover model kits which are available to club members at a special price. LandRover 101 GS £21.00 each, LandRover 90 Defender Station Wagon £17.50 each, Series II/III Hard

## For Sale

Top or Station Wagon £17.50 each. Others available on request. Call Alan Smith on 01252 835821. (JUL95)

- \* LAND ROVER PARTS. 9 off 6:50x15 radial tyre and wheels all with good tread still on them at £15.00 each. Black dicky seat £15.00. Front headlamp guards £20.00 the pair. Tilt cover for 90 Truck cab complete with frame and clamps £60.00 and 2 off 3.5 Diffs at £60.00 each. Snorkel and wading kit for 90 £50.00 for both items. Call Alan Smith on 01252 835821. (JUL95)
- \* 2.5 PETROL ENGINE. Engine about to be removed from my 90 Truck Cab. Runs well with no obvious oil leaks. 65000 recorded miles. Runs well on Unleaded petrol £225.00. Call Alan Smith on 01252 835821. (JUL95)
- \* GOLF TROLLIES. Due to the prompt action of the HBRO members we now have a surplus of golf trollies. If anyone can find a use for one please let me know. Call Alan Smith on 01252 835821. (JUL95)
- \* Vogue Alloy Wheels for Range Rover. complete with part-worn tyres. £40 each, 4 available. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893 (JUN95)
- \* Michelin XCL tyres Brand new. £85 each. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893 (JUN95)
- \* Wheels & Tyres Four Goodyear Xtra-Grip 7:50x16. Loads of grip left; £120. Five Michelin Town & Country radials, 205x16. Part worn £15 each or £65 the set. One wrap-around bull-bar with light protectors; black plastic coated: £60. Contact R. Snow in Hayling Island on 01705-466285 (MAR95)
- \* JJ's Clearout. Discovery safari snorkel and wing - £80. SIII 88" safari hardtop with rear door - £100. SIII 24v wiper motor, new - £50. SIII 12v wiper motor, new - £50. Disco / RR wrap-round bull-bar - £50. Truck-cab for 88" - £40. Chassis & log-book (ideal hybrid project) - £50. SIII front shocks, new - £20 pair. Cable bonnet opening (ideal cut-off toggles) - £3. This is just a small selection. Please ring for anything as I might have it hidden somewhere. All prices open to negotiations. Call JJ in Aldershot on 01252-28494 ansafone. (MAR95)
- \* Mick Maskelyn's Miscellaneous Market 109 rear pick-up - £25. 109 rear Salisbury axle complete - £50. Range Rover 4-speed gearbox - £100. RR front and rear seats - £75. 90/110 windscreen and frame - £60. Two new 7:50 XCLs - £100. Warn electric winch and mount plate - £175. Perkins 4236 3.8

litre engine complete with rad - £450. Call Mick on 01635-874013 (MAR95)

- \* Land Rover bits Lightweight rolling chassis with log-book, £400. 3 litre straight 6 engine, £150. 4.7 diffs, £40 each. 205x16 tyres, £20 each. SWB hardtop, £75. Safari rear door, £40. Series I radiator, £20. Series II steering boxes, £30 each. Centre PTO, hydraulic pump, valves and tank, £125. Diesel injection pump, £75. Call Trevor Bush in Greatham HANTS on 01420-538140 (FEB95)
- \* Assorted Thingies -Full Width bull-bar for 110, excellent straight and very good condition : Five new (i.e. never-on-vehicle) white wheelrims for 110 : Four not-so-new wheelrims for 110 - no bashes but need a lick of paint. Roofrack for SWB; square section legs, flat load surface with wooden slats. Best offer on each secures. Call Mick Dyer in Windlesham on 01276-473907. (FEB95)
- \* Wheels and Tyres One TOYO All Terrain 225x75R16 on steel Discovery wheel, 6mm tread, £30. High-level rear tow-hitch and tank guard for Discovery; call for details. Contact Colin Gross in Ruislip, Middlesex on 01895-638957 (FEB95)

## Vehicles for Sale

- \* 1980 Series III LWB Hard Top. 2¼ diesel. Engine reconditioned:- rebore & pistons, crankshaft, regrind and shell bearings, full gasket set and cylinder head overhaul. Injector pump and injectors reconditioned. Engine needs some attention to complete. New items include thrust bearing, alternator, battery, glowplugs, heater fan, oil switch, thermostat, exhaust, 2 Avon Ranger tyres, fuel leads, starter motor, rewired. Service include oil filter, earth lead, starter lead, antifreeze, screen wash, new u/j and diesel engine oil. Vehicle has two towbars, 4 Mud Terrain tyres, overdrive. MOT to end April 96. This is a bargain at £1000 o.v.n.o. Offered for sale as I am getting married! Contact Andy Willis in Fleet, Hampshire on 01252-621510 or 0831-355936. (AUG95)
- \* 1983 Y-reg Stage 1 V8 SIII LWB Land Rover. Hard-top. Very good condition. Solid chassis, bulkhead, etc. Good tight Gearbox. Engine 54,000 miles. All previous MOTs. £2000. May p/x Range Rover. Dave Hatch, Fareham HANTS. (AUG95)
- \* Land Rover 90 Tdi Hard Top. 1992. White. Low mileage (7,400) Roof rack. HRW. Dixon Bate tow hitch. Rear seats. Good tyres. Long MOT. FSH. £11750. Call Ashley in Badshot Lea, Surrey, on 01252-310893. (AUG95)

## Vehicles for Sale

- \* 101 Forward Control. 12 volt, left hand drive. Excellent canvas, spare wheel, NATO green in colour. This vehicle is ex-PRB services refurbishment and drives very well. R reg, 1976. £2750 negotiable. Will take Range Rover or Series III SWB Land Rover as part exchange. Contact Gary Langton in Portsmouth area on 01705-388929 or 01423-869008 (AUG95)
- \* Series III SWB Land Rover. Hard Top. T reg, 1978. 2¼ petrol 5 bearing engine. Alpine lights and sliding windows. Full tilt and sticks etc. available to convert to soft-top. 205 size tyres and spare set of 600x16 tyres. Weber carb fitted. Bull-bar. MOT to end of year. Good condition. £1850 o.n.o. Call Ian Rose in Newbury area on 01635-578840. (JUL95)
- \* Rover Maestro 1.3 City X D reg. (Jan 87). Maroon. 116k miles; recon engine at 90k. MoT to April 96. Taxed to end July 95. £600. Call Sheena Guizani in Bracknell on 01344-59423. (JUN95)
- \* Range Rover for spares or repair. Old but cheap. Phone Simon West on 01483-724832 to find out how old and how cheap! (MAY95)
- \* 1977 101" GS Forward Control. LHD. 24volt. Taxed and MOT. £2600. Contact Ian Piggott on 01734-722345 (FEB95)
- \* Lightweight Various spares. Roll-bar. Snorkel. Soft-top. MOT to December. £2000 ono. Colin Charlton - 01344-762206 or 0370-433551 (mobile) (MAY95)
- \* Range Rover 1981. Early 4-door; rare version. Load-liner. Dog guard. Nudge bar. MOT to Jan 96. £3000 ono or part-ex with estate car. Colin Charlton - 01344-762206 or 0370-433551 (mobile) (MAY95)
- \* SWB Land Rover Series II 1963. 2¼ engine. Truck Cab. Marine Blue with Limestone top. Excellent condition. £1200 ono. Call Olive Ancaster on 01235-813171 (MAY95)

## Wanted

- \* Sound gearbox case & top cover suffic C for Series III 109. Can accept clapped / naff internals with above to save dismantling. Contact Adrian Bolge (Portsmouth) on 01705-377488 (JUL95)
- \* ELECTRIC GENERATOR. Small petrol driven electric generator required with at least 1KW power output. Call Alan Smith on 01252 835821. (JUL95)

## Wanted

- \* Door tops -To fit a lightweight but I think the tops from ordinary series IIs and IIIs will fit. Call Mick Dyer in Windlesham on 01276-473907. (APR95)
- \* Conversion kit V8 / LT77 Whole or part kit to fit Rover SD1 V8 engine to LR90 LT77 gearbox. Series III kit might be considered. Please call Mrs. S. Harris in Porchester, HANTS on 01705-359374. (MAY95)
- \* Driver & front passenger seat 90 /110 / Defender. Manual / parts catalogue for Lightweight. Call Mike Dyer in Windlesham on 01276-473907. (MAY95)
- \* Diesel Engine. Good working order. Normally aspirated 2¼ or 2½ for Land Rover. Call Ian Pattingale in Staines on 01784-460386 (DEC94)

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## WARNING

Any adverts dated up to and including APRIL 95 may disappear next month unless you renew them!

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## SERVICES

- \* WHEELS & TYRES:- Call Sean Murphy of "Just Tyres" (One of the Southam Tyre Group) on 0836-516937 (mobile) for all your wheel and tyre needs. (BFGoodrich and Bridgestone mainly.) Discount is variable and there are very special deals available on wheel/tyre pre-assembled combinations. There are depots in Reading and Southampton for example so they're not too far away. Several club members have already found the deals to be very good.
- \* VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.
- \* Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-28185
- \* Pressure Cleaning Low cost pressure washing service and equipment hire (with full accessories). Great for spring cleaning or assistance with restoration. Also wet sand blaster for chassis cleaning and stripping. 15 mile radius of Tadley (North Hampshire) Ring Bob Lloyd on 01734-816318 anytime.