

## Forthcoming Events

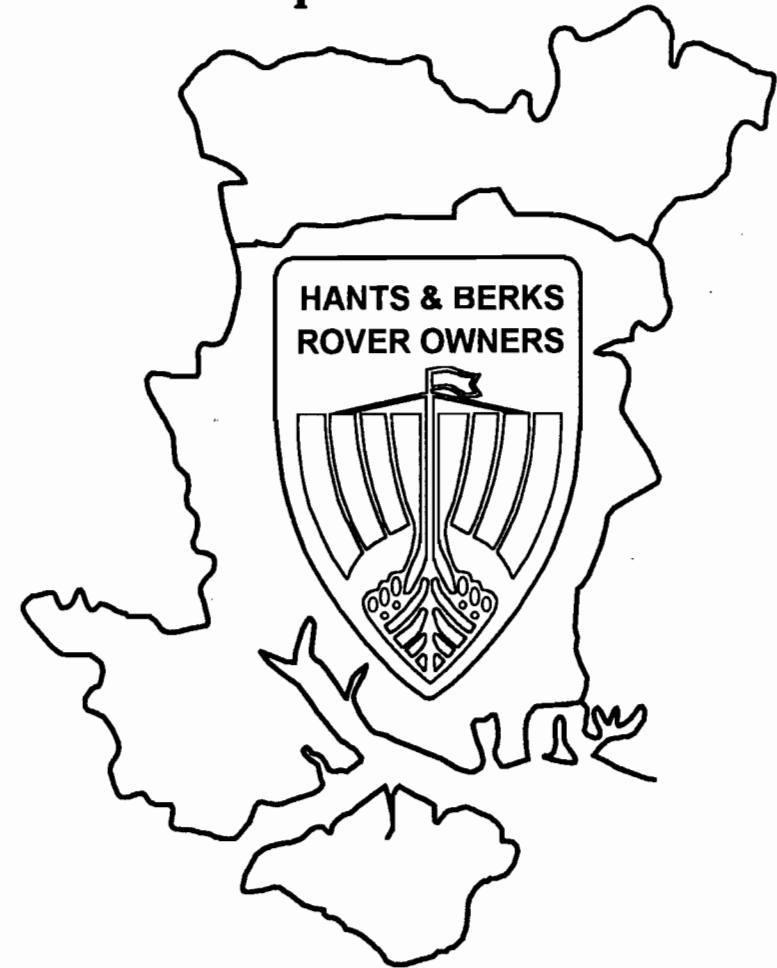
September 3rd.	Camping weekend (noon Friday 1st to noon Monday 4th) and gymkhana at Nelly's Dell. £3 a night. Details elsewhere in this issue.
Sept 10th	Hook End Farm trials. Details elsewhere in this issue.
Sept 16th	ARC meeting, Solihull.
Sept 17th	Tour round the REME workshops at Prince Philip Barracks, 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. Details elsewhere.
Oct 1st	Dunsofold Land Rover Trust open day. Britains biggest Land Rover collection. Guildford area. Unmissable! Details elsewhere in this issue.
Oct. 6th - 8th	Major's Trial & Comp Safari at Eastnor Castle. Details elsewhere in this issue.
Oct 15th	Trials at Harroway Farm. Details later.
Oct 20th (Friday)	HBRO AGM. Venue to be notified.
October 28th Saturday.	OLD SODBURY SORTOUT , AVON. Details elsewhere in this issue.
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. Round of the Winter Series.

### Copyright Notice:-

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












# Pants & Barks

September 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, 29 Eagle Avenue, Cowplain, HAMPSHIRE	 01243-869008 (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 &	Mike Dyer, 2 Poplar Avenue Windlesham, SURREY GU20 6PL	 01276-473907
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	 01252-835821  01252-334600
NEWSLETTER EDITOR	Steve Kirby 244 Staines Road Twickenham MIDDX TW2 5AR	 0181-287-0377  0181-562-6660
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 continues his look at the accounts.
- Report on the North Wales Land Rover Club's Charity Challenge by Dave Cuthbert.
- Another National Rally Report but this time from a different viewpoint. Dave Cuthbert writes.
- Insurance - Alan Smith explains.
- A member bares his soul about loose wheelnuts.
- Plus lots more.....

September should have been UPDATE month; so why the full-size P&B then? Well, two things really. One was that Alan Smith is now doing the printing of P&B and secondly, we had successfully saved a substantial amount of the money we needed thus making UPDATE unnecessary. If the situation arises where there is very little to print, we may revert to an UPDATE-size issue.

The eagle-eyed among you will have noticed a change on the facing page. Mike Dyer has taken over as Rights of Way Officer as Steve can't really find the time for it now.

It's nice to see an increasing number of articles arriving on computer disc. It really does save me so much time not having to re-type everything. I'll return your disc(s) if requested.

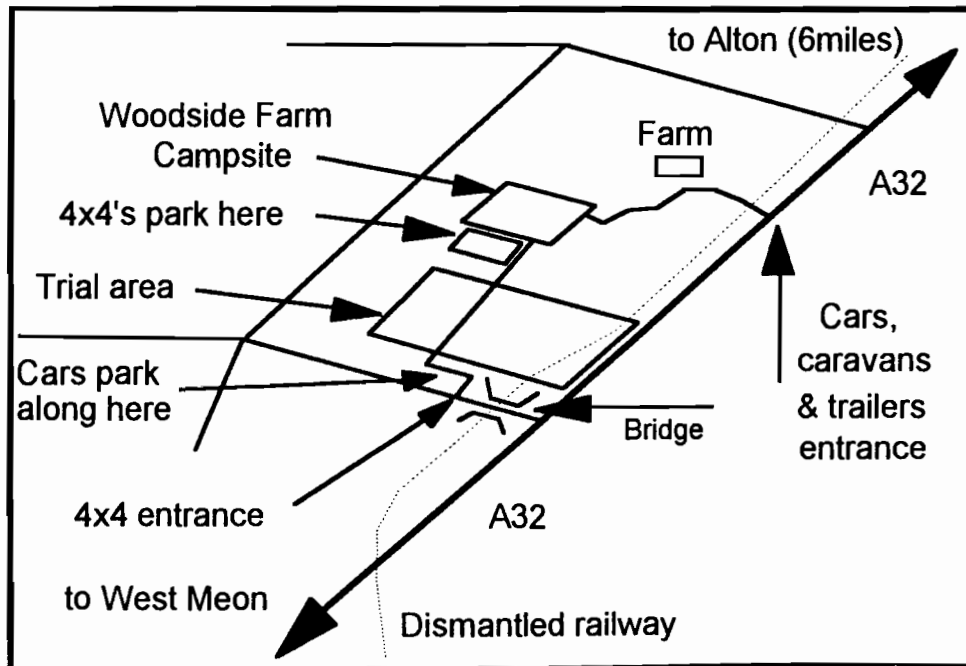
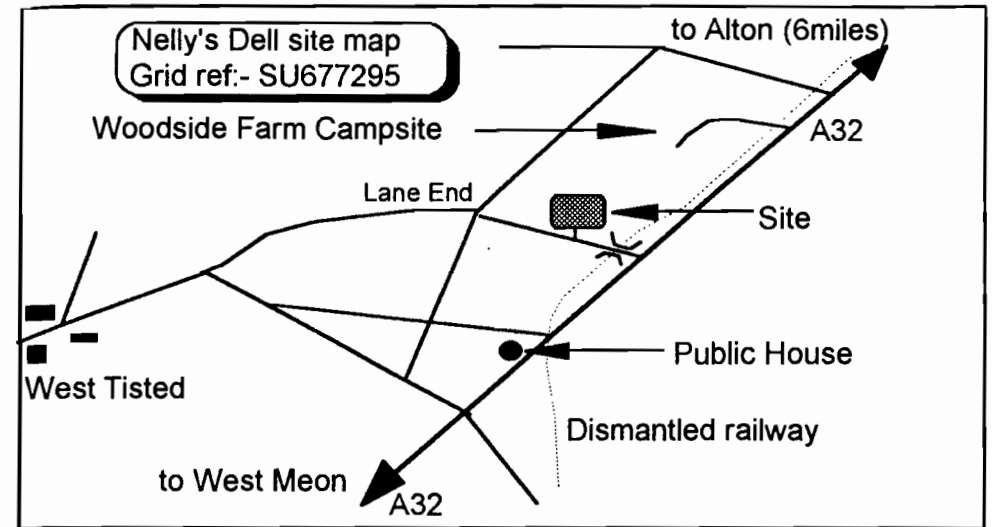
Please forward details of forthcoming events to me at the address opposite or use the phone / fax numbers listed below. If published details are wrong or need to be changed, please let me know ASAP. Ta.

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.

## Camping Weekend and Gymkhana at Nelly's Dell on September 3rd

We are holding a camping weekend and gymkhana at Nelly's Dell, about 6 miles south of Alton, Hants on the A32 from the 1st to the 4th of September. The event will be open to all fully paid-up members of HBRO. The gymkhana fee is not set yet. Camping fee will be £3 a night. The site will be available from noon on Friday 1st to noon on Monday 4th.

Gymkhana regulations are pretty basic so just come along for a relaxing weekend. If you have never competed in anything before, give this simple event a try.



## CHARITY CHALLENGE

### Dave Cuthbert describes a major undertaking by the North Wales Land Rover Club

From time to time over the years the North Wales Club has put on an event to raise money for charity. In May last year Diane and Pauline suggested a more ambitious scheme involving inviting teams from the armed forces, emergency services etc. to perform various tasks. Right from the start they made it clear that they were offering to run it, not just suggesting the Committee took it on, so they were sent away to come up with more details.

Over the months it slowly came together, an early consideration being a suitable site. Here we were lucky in having the Milestone available. Not only was it free but having the pub adjacent to the site would prove very useful. Soon the plans expanded to take in a disco on Saturday night and a car boot sale, but the main event was the Challenge on the Sunday.

One question to be resolved was, who to raise the money for? Eventually we decided on the Paramedics. They are ambulancemen who are giving extra time to provide this valuable service, often in conjunction with the Police helicopter. They rely on public generosity for much of their equipment. We decided not to collect for a specific item, that decision could wait until they actually have the money, but typical of the sort of equipment they need is fire proof clothing.

At last we were able to invite firm entries, by now the list had expanded and took in the former public utilities and others. Unfortunately the armed forces were unable to attend this time, but we were getting enough entries to go ahead.

Time to start planning the competition in detail, which is where the rest of us got involved, and time for me to start causing problems (well that is the Secretary's job isn't it?)

First was the RAC, as we would be involving non members. I could see no problem, provided we ran it as a gymkhana, but when Gwyn rang the RAC the girl there disagreed and put him through to the insurers direct. They felt the easiest solution would be to make every entrant a member. This would have meant taking £13 from everyone's entry fee as subs, although of course the Club could then make an equivalent donation back to the cause, but would be left with sending out lots of extra newsletters for the rest of the year, as well as raising complications with the ARC. A second phone call, this time to Ian Davies, top man in the competitions department in whose name permits are issued, brought a different result, with no problem. What chance do us mere mortals stand when the RAC's own staff don't understand the Blue Book.

Yes, problem 2, the ARC. As an ARC member club we are committed to running competitions to ARC rules, which require all competitors to be members of an ARC club. Fortunately there is provision for each club to run a couple of events a year to which non-members are invited. It is interesting to look back now and see that when this was proposed back in 1990 several Committee members were strongly opposed, and the Club actually voted against this, but luckily were in the minority. One of the conditions of this is that ARC members must still adhere to ARC vehicle rules even though guests may be exempt, thus an added problem with making all competitors members.

The subject of vehicles was discussed at this stage and it was agreed that any 4x4 would be acceptable. The other decision that night was over a Club team. It was felt that there were probably members who would like to take part, and possibly raise sponsorship, but the idea of a close knit team who perhaps have done the War of the Roses together would not be fair. It was decided to enter a Club team but the members would be drawn from a hat from amongst the volunteers, hopefully giving us four individuals rather than a team. Gwyn Jones kindly offered to lend the team his Discovery.

We had fewer volunteers than we expected, but at the next committee meeting the team was drawn, Steve Charles, Paul Clapton, Maria Clapton and Rod Slade. Whilst Steve and Rob had met, and I assume Paul & Maria knew each other, I had to point them out to Steve on the morning of the event. Tony Pritchard had two places on his "4x4 & Off Road Mart" Team and Alf Hartley and Pete Allison were drawn for this team. This only left Darkly Jones and he ended up filling a gap in another team. Things were now moving apace with a site meeting the weekend before to sort out the tests. This saw both those who had thought up tests being given a site to run it, and those who had volunteered to marshal being given the outline of a task, with a week to sort out the details.

And then it was time to go.

We ended up with twelve teams:

- The North Wales Ambulance Service and Paramedics, the reason we were all here anyway.

- The North Wales Police Air Support Team, who work closely with the Paramedics.
- The North Wales Police Support Services Civilians.
- Clwyd Fire Service, represented by Ruthin.
- Manweb, "The Men Off Road".
- British Gas Transco.
- Conwy Land Rover Centre, with two teams, "The Teasing Technicians" and "The Genuine Team"
- 4x4 & Off Road Mart team. I believe it is some magazine that our Editor knocks out after he's produced Dragon's Drivel, but as it's the only off road mag that doesn't send a complimentary copy to the Club I don't know much about it.
- Star Dry Cleaners, (two teams). I'm not sure how they qualify as an emergency service, but I'm sure they will do your cleaning very quickly. They also have the misfortune of employing Diane Kelly, and when approached for sponsorship asked if they could take part.
- The North Wales Land Rover Club.

I managed to remain reasonably restrained at the disco on Saturday night and was up early on Sunday morning. The event was due to start at 10, so we asked teams to arrive around nine, with a marshals briefing about half eight. Well that was the plan.

Around eight the marshals started emerging from their caravans or arriving on site and disappearing off into the quarry. Suddenly two cars drive in; evidently car booters. This was meant to be Janice Kelly's department, but I hadn't seen her yet (they were about an hour earlier than expected). I found Pauline who sorted them out whilst I went to see if Janice had arrived. By then Dave Mitchell had arrived. He had his trailer with him containing extra equipment such as signs, bunting etc should we need it (we didn't, but thanks anyway) and we also intended to use the trailer to protect the Master Score Board from the elements (again not needed on what became a beautiful sunny day, but it could have been very different) I went with him up onto the site and we located the trailer before he went off to sort out his task.

I got back to the carpark to find more car booters setting up, with Janice well and truly in command, and competitors arriving. I rushed over to the caravan to find the signing on sheets etc, pausing only to tell Pauline (trying to finish her already interrupted breakfast) that it was starting. Although it was a fun event in the eyes of the RAC it was a competition, and all the usual formalities had to be observed.

The first team to arrive was the Police Air Support with a 110 Station Wagon. I must admit to a certain satisfaction whilst checking four policemen's driving licences. Pity it wasn't at the side of a wet and windy duel carriageway. Next to arrive were the firemen with a 109 tender (despite being open to all 4x4s the teams played the game and used Land Rovers, although not all ARC legal, the Fire Tender certainly doesn't comply with the silhouette rule) When I approached they were draining the last of the water from the tank, to aid stability,

would they regret this later?

By now Manweb had arrived with another 110, soon followed by a 130(?) crew cab from British Gas. It was actually owned by team leader Dylan Williams, fresh from his triumph as Team Spirit winner on the Fools Challenge, but was freshly repainted and sported British Gas decals.

Another team unable to get clearance to use an official vehicle were the Paramedics, who had borrowed a Ninety from M&M Land Rovers. The NWLRC team had finally met each other and Conwy Land Rover arrived. We had been promised a new shape Range Rover, but in the end they chickened out (or, I believe, the insurers backed down) and they had a matching pair of Defender 90s. As we had refused to give any information on what we wanted them to do, partly to maintain an element of surprise to the event, and partly because we didn't know, this attitude is not surprising, in fact we're amazed anyone turned up.

The Police Support Civilians also had a 110 S/W, whilst Star Dry Cleaners had borrowed two vehicles, Gavin Webster's 'Ninety' and Darryl Jones's Ser 1 Special. They also had to borrow Darryl to make up the numbers, but I must stress he had lent his motor before he knew this. Finally was the 4x4 & Off Road Mart team using the Editor's Series 1, but not the Editor. They had a celebrity captain in the form of Ian Turner of Marcher Coast Radio, the brave man had even less idea of what he had let himself in for than the others, but I gather he enjoyed it. To assist him he had Gavin, together with Pete and Alf, but where was Alf?

By now it was a quarter to ten and time for the competitors' briefing (any thoughts of a marshals' briefing had long gone out of the window!) when they were given a brief outline of what they were expected to do, and drew their starting numbers, and they were off. Well all except 4x4 Mart who had just found a replacement when Alf arrived. I must stress that this was a special event and if you arrive late at a trial you should not expect the Secretary to chase after you so that you can sign on on the run!

There were eight tests to be completed during the day.

- 1 Run by Phil Cooper this involved driving as far as possible with the vehicle supported on mini pallets. The snag was that there was only just enough, so it was necessary to fetch those at the back round to the front before proceeding. Oh! and it ran through the edge of the lake in about a foot of water.
- 2 Glyn Rowlands was running a trailer reversing test with three garages. Just to give the rest of the team something to do in each garage the trailer, loaded with pallets, full five gallon containers etc. had to be unloaded and reloaded.
- 3 Dave Mitchell had the classic gymkhana width judging, particularly difficult for those driving borrowed vehicles.
- 4 Rob Brennan had the killer of the day, an aerial ropeway set up up a quarry face. Teams had to attach a full 5 gallon container to it and pull it to the top, then return it, under control. Easy.
- 5 Gwyn Jones had the teams removing two wheels, sliding them onto a

scaffold tube and carrying them round a section through the woods with a series of gates. However instead of collecting a penalty, if you touched a gate you went back to the start, particularly frustrating for those teams, more than one, who having completed the course relaxed and rested a hand on the conveniently placed finish gate cane; run cancelled, go round again.

- 6 Mike Morris had a trials section with a difference, at a number of gates the vehicle had to drive over a metal plate. The plates were all at the start, and the next plate could not be picked up until the previous one had been driven over. Not as complicated as it sounds, but a lot of running!
- 7 Colin Parry was in charge of a relatively simple manoeuvring task, well it would have been simple if the driver hadn't been blindfolded.
- 8 Gordon Whitworth wanted teams to fill five gallon drums from the lake, using an assortment of old buckets but no funnels, before transporting them on a trailer and emptying them into a large drum.

Although I have named the organiser of each test, most had several marshals helping, thanks to all of you.

Each team had a card giving the time they should be at each task, these had been arranged at random so that each team went in a different order, and although they should all be able to watch the preceding team completing a task, it should not be the same one. Only the marshals had a full time table showing who was where. They did have a few breaks, as we had allowed for sixteen teams. Working out this rota should have been one of the tests. I had realised there was no easy way and it would take some time so I sat down one evening when I had an hour or so spare. It eventually took over four spread over two evenings!

At last the event was starting and I set off onto the site. My job was to keep the master scoreboard, for both competitors and spectators, up to date. In the absence of radios this had to be done by visiting every test throughout the day. My first stop was Glyn, who was worried as no one had appeared. This was right as he stated off as a spare, but he did not have a master timetable. These were to be given out at the marshals briefing, instead were being delivered to the marshals on station, but were they? A quick tour round found everyone else had one and by the time I got back Glyn's had arrived. Still problems as the teams were referred to on the time table by numbers, but these had only been drawn just before the start so another circuit of the tests was needed to pass this information onto the marshals, which included which team numbers were spare and would give the marshals an extra break. Eventually time to start collecting scores, and more problems and the method of scoring one test doesn't make sense as it is different from all the others. No time to find Dave Kelly, make a decision (it turned out it was intentionally different, but it didn't effect the outcome) This then meant finding the two teams who had already completed this test and amending their cards.

Back to collecting scores, and more problems. As I start transferring the scores to the board I realise I have a score for a team that doesn't exist! Back to

the marshals involved, who at this stage can remember who's been through. It turns to be Star 2, who on being asked their number say, not unreasonably, two, not 11, the number they drew, or is that a Roman II? I list the problems not to suggest that everything was chaos, but to give an idea of what can happen behind the scenes. What it did show was the value of keeping a master score card, allowing these to be sorted out quickly, where as trying to do it after the event is over, and everyone is waiting for the results, would be far harder.

But things were settling down and all to soon (not for the teams I'm sure) it was time for lunch. As the tests were varied it was difficult to see a pattern emerging, but it was evident that a battle was brewing between the Police Air Support and the Paramedics, given the aim of the whole event, quite apt. Then just before lunch the Firemen turned in a stunning performance on the blindfold test, managing almost three circuits to the other teams' two. All their training to get through smoke filled buildings payed off. Unfortunately this had been balanced by a poor show on the moving of the water, surely right up their street, I knew they'd regret emptying their tank! I think the main problem was that this test involved manoeuvring a very small trailer, no fun with a 109, especially with bulky fire tender bodywork reducing visibility even further.

Also came news of an unforeseen boost for the Club team on the wheel carry, the Discovery had alloy wheels that are far lighter than any other team's. A bit suspicious when it is Gwyn's test, and his motor! Unfortunately they came to that test straight from the palettes in the water and were tired, with a capital "K" and failed to capitalise on this advantage.

We had purposely set a long lunch break, giving teams a break and a chance to discuss the tasks, giving them some warning of what was to come. Several teams were spotted checking they could actually loosen their wheel nuts!

As more tests were done a picture started to emerge, including the fact that the Club team was being consistently in the top three on each task, and more to the point had yet to have a bad test. Then they topped it by beating the Fire Service at the blind manoeuvring.

As we started totalling up the scores we realised that major embarrassment was likely as the Club team was well in the lead. As the scores were all open and on display there was no way we could even consider any surreptitious fixing. We thought about a penalty for having alloy wheels, the scores on that test ranged from 95 to 126 (they had 112) so a 100 point penalty was considered, but they were still winning! Straightforward withdrawal, or even disqualification, was considered, but in the end we decided that they had won by perfectly fair means, the event was nothing like anything we had done before so they had no advantage, and the margin was such, and the scores so public, that any such moves would make it a hollow victory for the next team, Manweb.

Particular thanks are due to the following for their help and generosity, including the donation of raffle prizes:

Milestone Inn, Bwlchgwyn  
 Conwy Land Rover Centre  
 Dave Mitchell/Landcraft  
 DK Services, Wrexham Industrial Estate  
 Gwyn Jones Electrical Co Ltd  
 Ian Turner, Radio Marcher Coast  
 John Nuttall/NWL/Rhyl Tyre & Battery Centre Ltd  
 Kellogg  
 Lego  
 MANWEB  
 M&M Land Rover Services Ltd, Debigh  
 Phil Jones, Eyton Framers. The Plassey  
 Rose & Crown, Grianrhyd  
 Star Dry Cleaners, Wrexham  
 Mrs Bennett (Sue's Mum)  
 Les & Karen Butler  
 Mrs Joyce Cookson (Star Dry Cleaners)

### RESULTS

Test number:-	1	2	3	4	5	6	7	8	Quiz	Total
Team 4 - North Wales Land Rover Club	98	130	27	150	112	320	295	117	120	1369
Team 5 - Conwy Land Rover Centre 2 - The Teasing Technicians	68	120	19	80	112	200	60	95	110	864
Team 6.- North Wales Ambulance Service and Paramedics	95	120	32	110	124	80	123	141	100	925
Team 7 - MANWEB - The Men Off Road	90	120	35	160	123	280	95	192	120	1215
Team 9 - British Gas Transco	98	95	65	160	125	280	165	147	30	1165
Team 10 - North Wales Police Support - Civilians	85	60	18	110	117	260	110	124	110	994
Team 11 - Star Dry Cleaners 2	70	120	17	80	95	240	80	107	110	919
Team 12 - Star Dry Cleaners 1	65	10	1	120	112	60	60	102	90	620
Team 13 - North Wales Police Air Support	92	120	21	150	126	300	117	127	120	1173
Team 14 - Clwyd Fire Brigade, Ruthin	100	90	25	150	114	240	280	58	120	1177
Team 15 - Conwy Land Rover Centre 1 - The Genuine Team	95	60	26	80	117	200	135	57	120	890
Team 16 - 4X4 & Off Road Mart	80	120	36	150	107	220	133	155	120	1121

# IT'S A BLANKNEY LONG WAY TO LINCOLN

Dave Cuthbert

For me the Nationals started around September when the entry forms arrived. Usually these are given out at an ARC meeting, and I send mine off on the Sunday. This time I wasn't at the meeting, so it was around a week later, but I still managed rally no 16. I then forgot all about it. Well, not quite, but it was far too far away to start plans.

When I did start to think about it I wondered why do I go to the Nationals? Because I always go to the Nationals! This didn't seem a very good reason. In fact in recent years for various reasons I have not enjoyed them as much as I used to, in particular I haven't enjoyed the RTV as much, but this is more a comment on the way RTVs are going than on Nationals. To add to this I looked on the map, it wasn't as far as say Plymouth, but there was no obvious route, with either the Peak District or the Pennines (depending how far north you go, getting in the way, so I decided to give it a miss this year.

As time got closer, and I saw others preparing I began having second (or should that be third) thoughts and began thinking in terms of driving over on the Sunday, perhaps even putting the tent in the back just in case (I'd paid for my plot after all). In case you are wondering a long drag in a 2a towing a caravan becomes a quick blast in an Astra diesel!

On Monday Dewi, our other driver, asks what I'm doing over the Bank Holiday as isn't Whitsun normally our big event, and would I like to swap Saturdays off? Would I!

On getting home that night I looked at the Land Rover, untouched since its last trial. To late to do anything about the clutch (that started slipping on the way to last years event, but seems to be holding up) but last time out the Scrutineer spotted my front recovery point wobbled. In any case the bumper is getting a bit bent, all right for Club events, but pushing it for a Nationals (particularly as I'd already upset Lincs with a letter to Rover Runes, causing them to send a letter to all clubs "clarifying" an earlier statement). On taking the bumper off to investigate I found the dumb irons getting tired, in particular the bottom pate on one side had all but disappeared, leaving nothing to locate the bottom of the bumper bolts. Needless to say this was the side that the recovery point is bolted too. Phone up Lincs and tell them I won't be doing the RTV.

The following day during my rounds I meet Paul and recount my tale of woe. "Do you want to use the Ninety then?"

Grrr. That's the last time I consider the reserves!

Next decision, do I take the Escort (petrol) and caravan or Astra van (diesel) and tent (the van doesn't have a tow hitch). Weigh up the pros and cons, the caravan will be easier to set up when I arrive late on Friday night, but with the tent I'll be earlier any way. The tent is quicker to pack up (just throw every thing in the back), but I need the van for work so it must be unloaded Monday night/Tuesday morning. Watch the forecast, probably showers, could be heavy

(surprisingly accurate for the weekend on Tuesday evening), that settles it, caravan it is.

Then what route to take? Look at the M62, dual-carriageway / Motorway all the way, but a lot longer, need to drive fast to make it worthwhile; looks like straight across the Peak District. Phil Cooper recommends up to Stockport then past Chapel-en-le-Frith to Chesterfield and across from there, that'll do me.

Thursday night I get everything packed with the caravan hitched and parked in the front ready. Friday was not as earlier finish as I had hoped (actually the latest all week, typical) but some spirited driving saw me home, perishables transferred from the fridge to cool box and on my way (no wasting time on cups of tea and the like) by quarter to six. Out onto the A55 and get it wound up to around 60. I'm told this isn't bad for a 1600 Escort, despite being a small 'van, pity the LR can equal it, at a cost. Traffic reports say that Bank Holiday traffic is slow to build up, the only trouble spot so far is the Thelwall Viaduct, Chapel-en-le-Frith it is.

Quickly notice that when I use the headlight flasher the electrics hiccup. I remember I had this problem years ago, I thought I'd fixed it, resolve not to use the flasher. Near Manchester Airport I forget and flash in a truck, no hiccup, just everything dead! Luckily not quite, the fourway flashers work, and its slightly downhill so I'm able to coast, very slowly, till I'm next to a phone. Open the bonnet and do the technical bit, tug at wires, push on fuses, shake relays, nothing. Don't people drive fast on Motorways nowadays? Get back in and try to remember what it was last time. Start tugging at the trim below the dashboard, no time for niceties like screws, until I can reach the wires from the switch. Grab handfuls of wire and shake until, bingo, lights come back on; twist the key, lights go out, push on connections, lights on again, this time it starts and I'm on my way again after losing about 20 minutes, including rolling three quarters of a mile by gravity.

Time to press on now, reception closes at 11 and I don't want to mess around with the late arrivals park and move in the morning, and I haven't checked how far it is. I think someone said 140 miles, but I'm sure it's further than that.

It seems to take ages to get out of Stockport but once I had it all went well, good route, thanks Phil. A couple of the hills had me down to second but most of the time I'm rolling along at 45/50. Through Chesterfield, past the 100 mile point, definitely more than 40 to go, through Mansfield, beginning to recognise much of this (my parents lived in Nottingham for years) so feeling confident I stop at a chippie. Very convenient, even had a layby outside, pity about the double yellow lines in it. Car restarts, phew! Stop in a layby down the road to eat said chips and switch off (living dangerously) but it starts again, is this a good omen?

Eventually reach Sleaford and pick up ARC signs, last lap now. Turn right here, that was a short eight miles, wind through a village past RAF Digby, strange, I thought it would be a straight run in, had I misread the sign? No, here's the site, funny I was expecting it to be on the right.

Looks good though, about five reception lanes, and all manned, although it's ten thirty, I hope the bar doesn't close till eleven.

"North Wales? You're in Q Blue, follow the perimeter track, blue arrows, then down the edge of the field, you're in that corner, but there'll be more marshals there." And there was. "Q Blue? See that caravan right in front of you, that's your row."

Find the next peg, jacks down, unhitch, find the beer tent. Bar's still open, NWLRC well represented. Borrow someone's programme to find out where things are, can't make head or tail of it, everything seems to be opposite the beer tent so I should manage in the morning. Alan Brown asks me about nominated teams for the RTV, didn't know there was one. By now the bar's finally closed and I've drunk Alan's last can so I might as well go and sort out the caravan.

Get up reasonably early without a hang over (well, not by Nationals standards). The morning's plan is to have a some breakfast, make some sandwiches and go to the RTV line up and scrounge a lift to one of the sites. First I read the programme. There's a note with it explain the change of location (nine days before the event) and giving a different plan. I also confirm there is a team prize for the RTV, the Lincolnshire Cup, so presumably new for this year, so first I set off to register our entrants as a team. Meet Roy Micheal, not seen since last year, so have a long chat (causing a traffic jam in the process) then go on to Rally Control where I met Dave Mitchell trying to sort out the Landcraft/LRO stand. Eventually talk to Rally Control, who send me to Scrutineering/signing on, where I at last book in our team.

By now it is nearly a quarter past eight, no time for making breakfast, so get a bacon & egg bap and tea from the burger van and go to see who is doing the RTV. I soon found Steve Kirby with his Range Rover and grab a seat in that. Drivers briefing over and we set off, about twenty miles later we arrive at a Metheringham Quarry, having passed Blankney Quarry on the way. Well perhaps I exaggerate, but it must have been a good two miles of weaving along farm tracks, field edges the other side of hedges from the road, and for the last stretch a taped off bit of verge before crossing a B road with traffic lights, all a very impressive way of keeping untaxed motors off the roads.

We arrive at last at the first section and start walking it, around another two miles by the feel of it, no wonder they'd emphasised the refuelling point at the briefing. This section had ups, downs, side slopes (tame compared with what was to follow, but to my mind steep enough for an RTV) and gullies, with some tight turns thrown in. First vehicle off was Alan Smith in his 90, who got cross axled in a gully. Alan Brown (NW), who was in the same group in his Ser 3, starts to look worried. Next off is Steve who sails past the gully but eventually runs out of lock around the 2 gate (having used his shunt earlier), then another Ninety, cross axled in the gully, another RR (Paul Webb?) having watched Steve gets to the two and takes a better line. This seemed to set the standard, 90s getting cross axled in the gully, but the longer wheel base of a Rangey apparently giving them the edge. At last it's Alan's turn, first leaf sprung (well first to get beyond

the 10) who proceeded to clear the gully that was stopping coilers, only to fail fifteen feet further, unfortunately without passing another gate. Strangely this became the norm for leafs, beating the coils in a cross axle situation! Watching this section I was not upset at not competing, but I gather those who did enjoyed it. I watched several more sections, side slopes and tight turns were very much in evidence, it is interesting to note that there were three Range Rovers in the top ten. Steve has been trialling his for some years (almost since the HBRO started trialing) and he reckons he will usually only use his shunt once or twice during a day, this time there was only one section he didn't need it.

By pure luck I had picked the right quarry for the Team Recovery which was very dramatic. Instead of the usual two attempts at one test, there were two separate tests to be tackled once. These tests involved dropping in and out of the central hole. Although the climbs weren't quite as severe as some we have seen, especially at Trentham, they were high. Several teams appeared only to have one rope between them, presumably they had found it necessary to connect all the ropes together to get enough length.

One thing though, it soon became obvious that no one was going to drive it without a recovery. It proved very dramatic, before the second climb was a small hump, which required much momentum to achieve, soon claiming a track rod, leaving interesting handling. Another team recovering over the hump got the angles wrong, resulting in the towing motor tipping itself over. Unfortunately the dead motor had yet to reach the top. The first motor couldn't be righted whilst the rope was under tension, whilst the second could make no headway up the bank to allow any slack. Now that's what I call a problem.

Soon the Boydells arrived. Did I say it couldn't be driven? Well Tom and Keith proved me, and others, wrong with a sparking performance. Later in the morning came Dick Corking and Brian Warn. They had a problem, the Boydells had set such a fast time that they knew if they got a rope out they were beaten, in that case, why bother leaving a motor at the top "in case"? Why not just go all out to drive it with two motors one behind the other? The ultimate gamble, but it worked, and they came out winners.

Time to think about getting back to the campsite so I went to find the "bus" connecting the quarries and the campsite. These turned out to be a pair of ex-Army 4x4 trucks, not ancient bangers, but 8 Tonne Bedford TMs dating from the early 80s.

After a bite to eat it was time to set off to find the Hants & Berks camp, but the heavens opened so I decided to wait a bit. Everywhere I looked there seemed to be people holding umbrellas over barbecues! By the time it stopped it was time to venture to the bar (I was determined not to start too early as I usually seem to spend the entire Nationals with a hangover, this year would be different...)

I found North Wales already there and hard at it. I then spotted some old friends from the Southern, who immediately included me in their round. The trouble is they were all on shorts and were downing them so fast it took four rounds before I could catch up and buy one and tactfully move on. By this time



the H&B had been and gone (it's a changed club from the one I knew) but I had been joined by Alex Waugh who had been running the Gymkhana. I still owed him from a few years ago (Trentham) when I invited him back to the NW bar, and we promptly ran out and he had to resupply us. This time the bar shut and his secret supply emerged again.

I had been intending to blitz the CCV queue with Porthmadog 95 forms, but I woke up to rain hammering on the caravan roof and didn't bother. Eventually it stopped and I caught the "bus" (this time a trailer, with seats, behind a Unimog) to Blankney Quarry.

This was far bigger with large flat areas with the sections mainly scattered around the edges. I followed the crowd to arrive at a section just as Paul Hallows' group were to drive it. It seemed a fairly straight forward winding this way and that up and down a bank, although with a couple of deceptive gates to catch out the unwary. I then got a lift with Paul Hallows (NW) across the quarry to the the next section. This ran along a bank, but dropped off it and climbed back several times, not the best spectator section, but I should imagine far from easy to drive. After what seemed an eternity to get one group though we stopped for a three quarters of an hour lunch, after which we departed for Metheringham quarry.

At the drivers' briefing there had been a warning about not using the liaison tracks as a comp course, but this did not stop the marshal setting off with great gusto in his Range Rover, Paul in a leaf sprung 2a was having to work quite hard to keep up, and the howl of SATs pushed to the limit could be heard up and down the convoy on the tarmac bits! Eventually we arrived at the forming up area in the edge of the car park, and endured another long wait until moving on to the afternoon's sections.

The first went round a wall of death (one of several; although they raised some comment from the drivers, the tracks showed the RTVs hadn't been much lower) then up, down and back up a long steep bank, across an incredibly bumpy stretch then down a near vertical drop before climbing away to the finish. This all took a long time, not helped by a reluctance to have more than one vehicle on the section at a time, and I must admit to getting a bit bored. I contemplated going to look for other North Wales members, but instead decided to head for the campsite.

As I entered the carpark to catch the "bus" who should emerge but Rob Brennan, so the return trip was done in comfort. He had found probably the biggest criticism of the event. Because of the spread out nature he had to visit several car parks, coughing up £2 for each one. In the end it cost him almost as much as a day visitor as it had cost those of use who stayed the whole weekend. There's a moral there somewhere.

Back at the site I was able to have a leisurely stroll round the trade stands before going to check the Escort for the trip back, and going for petrol. This involved removing all the parcels tray and half the dash board so that if I had further problems I could at least grab at handfuls of wire until it worked again. Technical or what?

After tea, just as I was about to set off for the Hants and Berks when the heavens opened again, more umbrellas over barbecues. It stopped after a while and I was able to find some of them, apologies to those of you I missed, before going, late, into the beer tent to find it packed, an ideal time to give out Porthmadog 95 forms. Again one of the last to leave, together with Alex, Alan and Jenny, when they wanted to turn the genny off in the early hours.

I got up mid morning and headed for Metheringham Quarry (having already established that Gwyn Jones would be there in the morning) and the comp. The course here was tight, twisting and bumpy, rather like a long trials section, some might say how a comp should be. The entrants had been split into two groups, basically slow and fast, so this group consisted largely of four cylinder leaf sprung motors, who were finding it particularly rough.

All too soon it was lunch time again giving me three choices: stay at Metheringham and watch the fast boys, on a slow course, go to Blankney which I suspected (correctly) would be long and fast, and watch the slow coaches, or, bearing in mind the expected long lunch break, call it a day (or weekend) and go home. I chose the latter.

So ended a very interesting and enjoyable weekend and had set high standards of organisation. I'm not sure it will go down as a classic Nationals, and I didn't really regret not competing, but I'm certainly glad I decided to go after all. Next year will be even further, but hopefully easier.

And was it cheaper taking the Escort? Well I did manage 21 mpg.

---

## AUTOJUMBLE SECTION.....

### ESSEX SORTOUT 4x4 JUMBLE.

SUNDAY 17TH SEPT at 10 a.m. Admission £2, Childrn/OAP £1.  
Walton Hall Farm Museum, Walton Hall Road, Stanford-le-Hope,  
ESSEX, SS17 0RH.

Enquiries to 01268-560818.

Pitches £5 pre-booked, £10 on the day.

=====

### OLD SODBURY SORTOUT , AVON.

Saturday 28th October. 11 a.m. Entry is £1:50.

Location : Weylode on the A46.

Signposted from M4 J18 Bath / Stroud exit.

Enquiries to 01454-32010

Club stand invited. Contact Steve Kirby for the free entry invitation document.

## TO WHOM IT MAY CONCERN

I must accept that after reading this article you will call me a right idiot and say to yourselves this could never happen to me. My only comfort is that I know I have at least one colleague who knows it happen to him also.

How many times have you had a puncture and swapped the flat tyre for your spare. You do the nuts up so far to start with, then drop the wheel back onto the ground and then complete the nut tightening before you drive off. Well I must admit I must have forgot the final tightening up. Every thing went fine for many weeks, my son used the Land Rover to go and collect some artwork for me from the the printers. On his return he said that there was a knocking noise on the front somewhere. He had not felt any whoobble on the steering and so after a quick look round the front area and finding nothing wrong we went on with our work. Time to go home and I drove round the corner to a friends house to collect somethings. I stopped outside the house and the wheel falls off the axle, again I felt no steering problems. We get out and find that every wheel nut had come off the front near side wheel and on inspection the bolt threads showed no sign of wear. To get me home I pinched a nut from each of the remaining three wheels plus the spare, completed the wheel change and went home.

My immediate thought was who had removed the nuts, no thoughts that it had been my own stupidity that had caused it. I even phoned the local police to see if any one else had suffered the same problem. The police were understanding but could come up with no reason why anyone would want to do this and not pinch the wheel as well. So I left the problem with them, thinking some nutter was going round at random removing wheel nuts just for the hell of it. Ten minutes later I started to reason out what had happened and I felt a right pratt. I had a puncture on that wheel two weeks earlier and was pushed for time so the wheel change was done very quickly, wheel dropped back onto the ground, quickly shovel all the tools back into the Land Rover and off we go. It was a very humble me who phoned the police back to say forget what I had just said, I have found the guilty party and would take care of it.

My thoughts then went to what my stupidity could have caused. My son driving at speed, the wheel goes one way and he slews off hitting another car, kids on the pavement, rolls my Defender and the ejected wheel also causes havoc, possibly killing some one. In reality I got off very lightly, no wheel or axle damage, no body damage and my son not even knowing what a close call he had. It actually cost me £5.00 to buy new wheel nuts, was I a lucky man.

Well the follow up to this story is that the close friend who had witnessed the actual wheel falling off my Defender did the self same thing on his Range Rover whilst he was carrying out some repair work. In this case his wife noticed

a steering problem and would not drive the vehicle any further.

The story is not quite over yet. At a recent trial, half way through the day an onlooker comes over to me and tells me he thinks my wheel nuts are loose. He was right that front near side wheel again on a totally different vehicle were only finger tight. These wheels had not been off since I fitted them three months earlier and in that time they had been through the national scrutineering four HBRO trials and quite a few road miles between events. The fact that the onlooker was the also the scrutineer for that event must also hammer home the fact that these things must be checked regularly and by the scrutineer before each event. No matter how experienced you are things can go wrong you can forget or in certain circumstances the more aggressive tyres can cause the wheel nuts to work loose.

For me it has been an eye opener and lucky for me no one got hurt. I forgive anyone for whom I had evil thoughts when it first happened to me and the police for not having me for wasting their time or perhaps driving without due care and attention. The thought of the harm you can do to others as well as the money cost such an incident like this could cost you make me thank my lucky stars.

Prize Idiot

Technical note from the scrutineer.....

Most wheels have "spring rims" to help retain the wheel-nuts. The nave-plate is shaped to act like a huge spring washer. This isn't obvious on the normal Rover wheels but if you look at most 8-spokes, you'll see a raised ring round where the stud holes are. This raised ring collapses slightly when the nut is tightened against it. From finger-tight, the nut may turn nearly a whole turn before becoming fully tight. This means that it will need to be undone the same amount before becoming finger-loose or falling off on its own. On some earlier 8-spokes, the nave-plate of the wheel was a flat plate and the nut needed only a final quarter-turn with a spanner to tighten. Similarly, the nut needs to turn only very slightly before becoming quite loose. If you have such wheels, you'll need to check tighten the nuts every few days. Use a torque-wrench for this, don't tweak it up a bit time after time. i.e. the nut doesn't need to be moved when you check-tighten it or it will just get tighter and tighter.

Steve Kirby

## Bagshot Off-Road Show 1995

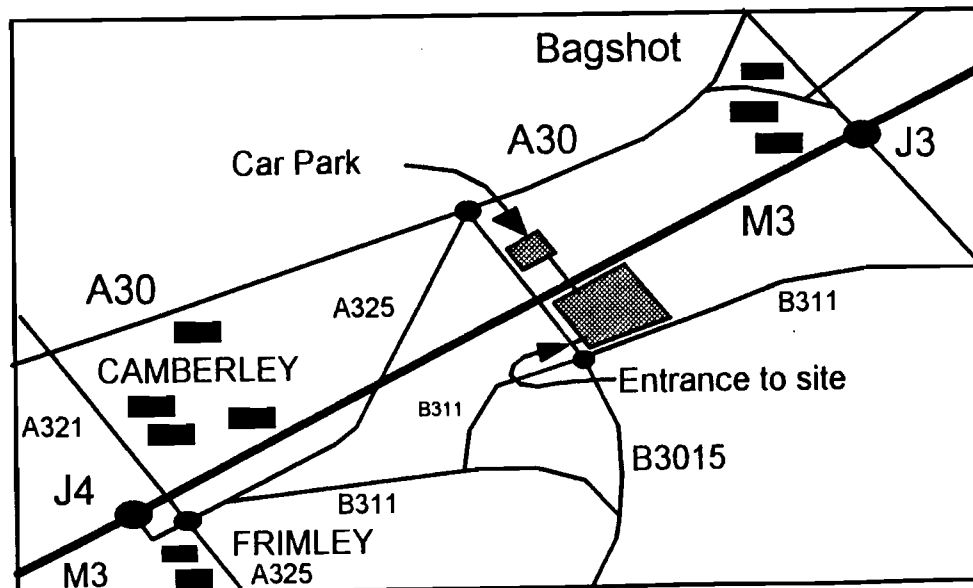
The show will take place on September 23rd and 24th. HBRO will be closely involved as usual although the 101 Forward Control Club & Register will be official hosts again this year. There will be some setting out to do on the Friday before (22nd) but the main workload will be on the two days marshalling the visitors and manning the HBRO stand.

HBRO will have a club stand as usual and this will need to be manned over the two days. We can have our new trailer or a caravan as before and this can be used as over-night accomodation. The main arena will hold the trade stands, dealers and distributors so you'll be able to buy your new and second-hand bits as usual.

All the usual courses will be in use but we'll be running the Alpine Course and the Cross-Country section the right way round again this year. "Trials" sections will sprout from the Alpine Course at various points. These will be fewer in number but much longer. These will need to be devised and manned.

Any HBRO members wishing to help set up the special sections or to marshal on the day, run the club stand etc. please contact the organiser, Chris Jones, on tel: 01344-25867 / fax: 01344-291689 or Tracey & Mick Doherty on tel: 01252-27198, or Steve Kirby on tel: 0181-287-0377 / fax: 0181-562-6660.

Entry by the public will be by ticket only, so if you have any friends who want to go, call any of the above listed numbers for application forms. The site is right alongside the M3 but you'll have to leave it by junction 3 or 4. The site entrance is off the B3015 just a few yards to the north of the roundabout with the B311. There is a car park off the B3015 just to the north of the M3 connected directly to the site by a walkway under the motorway. (You cannot drive through).

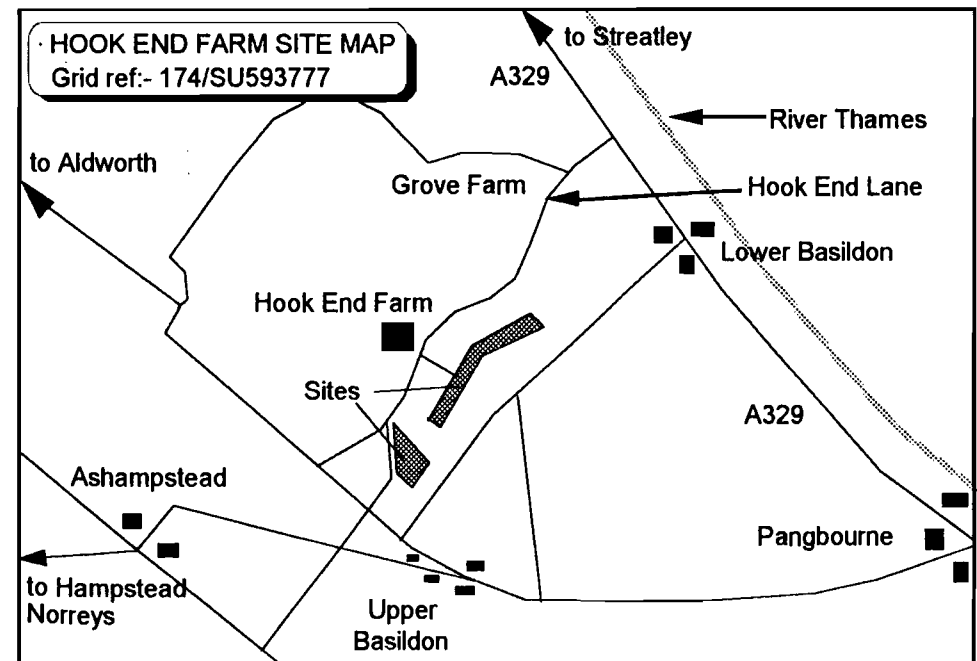


## RTV & CCV Trial Hook End Farm, Upper Basildon, Pangbourne

We are holding an RTV and CCV trial on the 10th of September. Hook End Farm is on Hook End Lane which runs from Upper Basildon to the the Pangbourne to Streatley road, the A329 about 9 miles West of Reading. If you're coming from the Newbury area, take the B4009 to Hampstead Norreys and thence East to Ashampstead; or take the A4 towards Reading and at Theale, take the A340 North to Pangbourne. Please come along to help prepare this site, generously made available by Mark Ambler and his family. Contact Ashley for more details.

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. (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. Some members still haven't got their 1995 ARC Handbooks yet. The date for the new one hasn't been published yet. Contact Steve Kirby or Gary Langton if you haven't got one yet. 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!



# HANTS & BERKS ACCOUNTS 1993/94/95

## INCOME FOR THE PERIOD NOVEMBER 1993 TO APRIL 1995

	NOV 1993 APR 1994	MAY 1994 OCT 1994	NOV 1994 APR 1995	MAY 1995 OCT 1995
MEMBERSHIP SUBS	£1883.00	£1201.00	£2221.00	N/A
TRIALS INCOME	£1134.00	£ 759.00	£1684.00	N/A
MISC INCOME	£ 14.00	£ 154.00	£ 389.00	N/A
TOTAL INCOME	£3031.00	£2114.00	£4294.00	N/A

## EXPENSES FOR THE PERIOD NOVEMBER 1993 TO APRIL 1995

	NOV 1993 APR 1994	MAY 1994 OCT 1994	NOV 1994 APR 1995	MAY 1995 OCT 1995
NEWSLETTERS	£1220.00	£ 984.00	£1126.00	N/A
TRIALS EXPENSES	£ 983.00	£1061.00	£ 876.00	N/A
MISC EXPENSES	£ 488.00	£ 670.00	£1353.00	N/A
TOTAL INCOME	£2691.00	£2715.00	£3355.00	N/A

## ACCOUNTS FOR THE PERIOD NOVEMBER 1993 TO APRIL 1995

	NOV 1993 APR 1994	MAY 1994 OCT 1994	NOV 1994 APR 1995	MAY 1995 OCT 1995
INCOME	£3031.00	£2114.00	£4294.00	N/A
EXPENSES	£2691.00	£2715.00	£3355.00	N/A
BALANCE	+ £340.00	- £601.00	+ £939.00	N/A

From the figures given above you can see that for the last full financial year 1993/94 the club made an operating loss of £261.00 and so far for the year 1994/1995 the club is running a £939.00 credit.

For the year 93/94 the trials income never kept up with the trials expenses showing an overall loss of £151.00 where as for the current year we show a £808.00 profit. This was due mainly to the use of small sites and leaving the army sites alone. This was not our choice but the way it work out due to the army letting us down. It shows that for a club of our size army sites are no go areas unless we can invite other ARC clubs to participate.

Membership subscriptions have only risen by £338.00 since the new rates were not applied for all until January 1995. The next few months should see a steady rise providing membership numbers hold. We loose some and gain new members so please keep trying to recruit.

Magazine publishing costs have been reduced by £94.00 and this was the result of just one issue of UPDATE. If income continues to grow and expenses stay steady then there is no reason as to why UPDATE cannot grow in size. UPDATE at present only costs the club the postage and envelope, the printing being done free of charge at present.

The large increase in misc. expenses was due to three items. The first was the large ARC dues of £484.00, the second was part payment for the trailer of £250.00 leaving a balance of £700.00 to be paid back over the next six months. This loan was interest free and the trailer has been put to good use. The trailer is stored, cleaned and maintained at my workshop in Badshot Lea again free of charge. The third expense was the purchase of 'T' Shirts and Sweat Shirts some with the new club logo and some with the old. These cost the club £380.00 and so far we have sold £306.00 worth, this income not being shown till June 1995 and it will be shown as misc. income for the next accounting period. We purchased 66 items and so far we have sold 36 of them via the committee and close friends. We anticipate we will have to place a new order soon to cater for the XXL (Pam and Barry).

So far I have enjoyed my first six months as your treasurer, I know we are not running a company which is hell bent on making a profit but even so we must contain our expenses and try to build up a small capital sum to pay for new equipment. We are paying our way which is more than can be said for some of the ARC clubs. Some clubs have only just paid their ARC dues five months after they were due. The Range Rover Register is reported to be dropping out as it feels it cannot ask its members to carry the cost of the increased membership. it must be difficult clubs like this since many of their members are already members of other clubs which have paid the due rate. The ARC is anticipating an increase of 5% in dues next year and I feel confident that we can hold our own membership dues and still pay the increase asked of us. Overall it seems that club membership of the many ARC clubs is falling, we seem to be an exception so lets see if we can maintain the numbers.

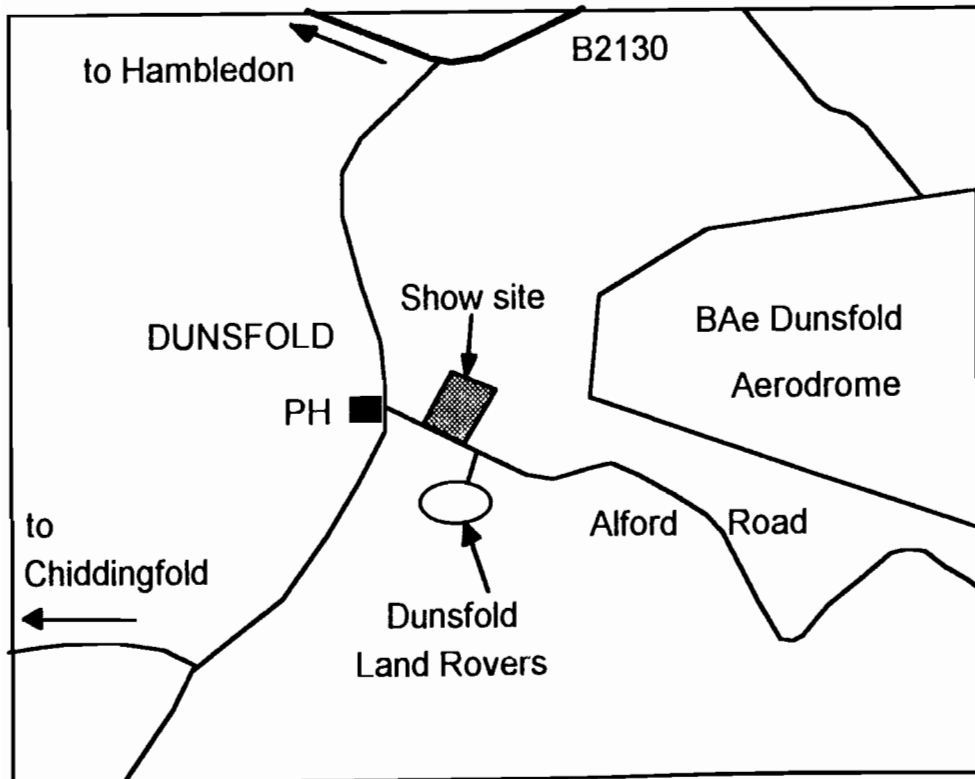
Alan Smith, Treasurer.

## DUNSFOLD LAND ROVER MUSEUM OPEN DAY, OCTOBER 1st.

There will be another chance to see the Dunsfold Land Rover Museum collection at their third open day, on October 1st.

Most of the collection will be present along with numerous visiting vehicles, Army vehicles and cut-away training chassis'. The 101 Register will be on show in force along with several Camel Trophy vehicles and, hopefully, the Land Rover balloon will make tethered flights. A Land Rover parts Bring-and-Buy sale will enable you to bring your own stuff along and buy someone else's rubbish! There will be conducted tours of the collection's vehicles and a winching / towing demonstration.

Catering and toilet facilities will be provided. Entry fee is a nominal £2. Location is Dunsfold Land Rovers, Alford Road, Dunsfold, Surrey. Map reference is about TQ 009 358 on sheet 186, right by the famous Dunsfold aerodrome, about 8 miles / 12km, east of Haslemere. For further details, call Steve Kirby on 0181-287-0377.



## 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.
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.

## INSURANCE

I would like to bring to the attention of club members where they stand regarding insurance whilst engaged in club activities.

Trials and camping weekends are covered by RAC Motor Sports insurance. This cover is paid for by the club according to the number of members competing in the trial and on average costs the club £50.00 per meeting. This insurance provides Public Liability cover to indemnify HBRO in respect of their legal liabilities for death of, or bodily injury to, or damage to the property of the site owner following accident arising out of their loaning land in connection with the insured event.

Members must accept that their own vehicle insurance will not cover them for any damage sustained whilst competing or for any other incident or damage which may occur whilst trialling. Cover for all but the vehicle in use is covered by the RAC Public Liability Policy above.

Any injury sustain by individuals may or may not be covered by their own accident or health insurance. It is up to each member to check on their own cover and where it is valid.

Any accident which may occur whilst towing the trailer on the public roads resulting in damage to their own vehicle, or the trailer, or any other vehicle must be covered by their own motor insurance. It is worth checking or at least letting your own insurers know that you may be involved in towing the trailer. The trailer is not insured in its own right and the committee felt the cost in doing so was not justified.

If any club members who are invited to participate in any other off road activity must be covered by the organiser of the event. In the case of the Bagshot Heath show held in September, Chris Jones pays for Public Liability insurance according to the number of vehicles which enter the site.

ARC Nationals and trials organised by other clubs but open to our members are covered by RAC Motor Sport insurance and the appropriate rates are paid per entry by the club organising the event.

When green laning, our members are covered again for Public Liability. This cover has been in force since an incident ten years ago when members had to divert off the prescribed green lane due to very marshy conditions. The deviation from the green lane churned up the adjoining land and cost several of our members in excess of £1000.00 each. This cover has now been renewed at a cost of £281.00 per year. It has been suggested that a small fee of say 50p be charged when taking part in these green lane activities. Mike Dyer is to look into this suggestion as he is responsible for organising the green lane activities.

If you have any questions please contact Alan Smith on 01252 835821.

Alan Smith



LAUGHTON, Nr LEWES, SUSSEX

# 16<sup>th</sup> - 17<sup>th</sup> SEPT, 1995

## TRADITIONAL FUN FAYRE ARENA EVENTS DAILY

*Vintage Tractors, Farm Machinery and Steam Ploughing  
Stationary Engines • Fire Engines • Steam Engines  
Commercials • Military • Fair Organs  
Rare Breeds • Crafts • Auto Jumble*

### FULL WORKING SHOW



## BONFIRE & FIREWORK DISPLAY — SATURDAY NIGHT —

Trade Stands • Real Ale Tent • Large Free Car Park

SHOW INFORMATION LINE PHONE OR FAX (01323) 845866

## 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 wrapround Bull-bar. Good condition. Bargain at £15. Gary Langton, Cowplain, HANTS, 01243-869008 (SEP95)
- \* 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, 4a Gordon Road, Fareham, HANTS PO16 7TW (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, 4a Gordon Road, Fareham, HANTS PO16 7TW. (AUG95)
- \* Dave's Clear out Tirfor winch with cable - £80. 15" white 8-spokes - £15 each. Dave Hatch, 4a Gordon Road, Fareham, HANTS PO16 7TW. (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)

## For Sale

- \* 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 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 tures. £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)

## 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 Sill 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)
- \* 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)

## 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)

---

## WARNING

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

---

## 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.

---

## 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 as advertised elsewhere. 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

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.