

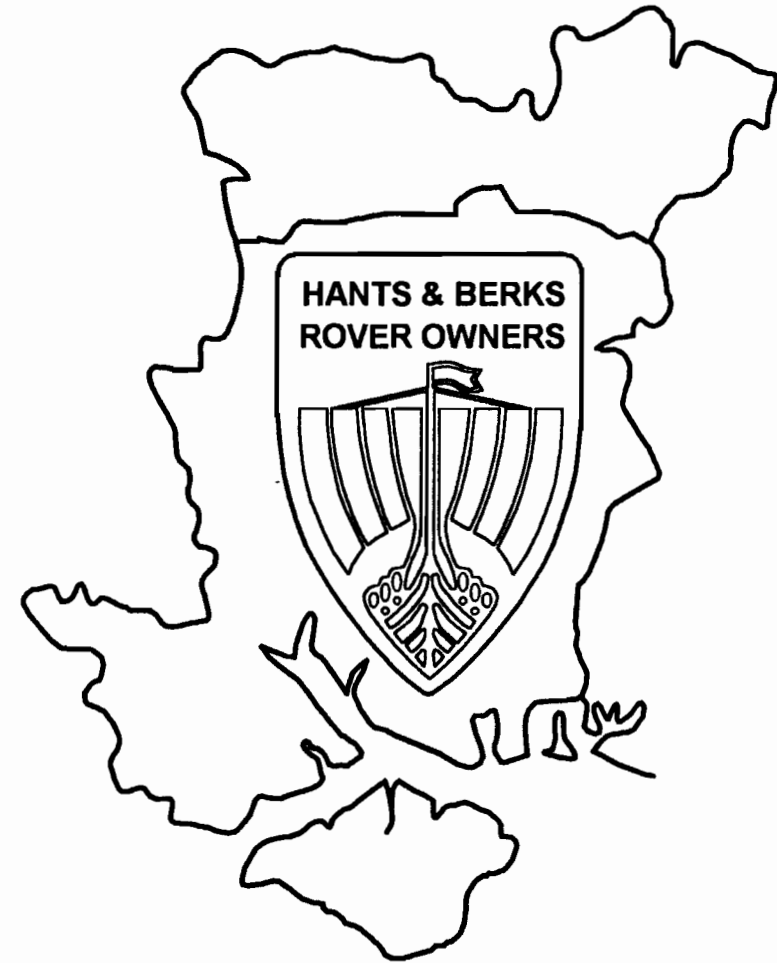
Forthcoming Events

Oct 1st	Dunsofold Land Rover Trust open day. Britains biggest historic 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 elsewhere.
Oct. 20 - 22	Welsh Hill Rally. Based at Builth Wells.
Oct 27th (Friday)	HBRO AGM in the sports centre in the Lord Wandsworth College, near Odiham aerodrome, HANTS. Details elsewhere in this issue.
October 28th Saturday.	OLD SODBURY SORTOUT , AVON. Details elsewhere in this issue.
November 4th-5th	Nelly's Dell. BBQ, Fireworks on Saturday. Trials on Sunday. Details elsewhere this issue.
November 24 - 25	Exercise Road Master. Details elsewhere this issue.
Dec 6th	Nothing! No meeting at the Hind's Head this month. An alternative venue <i>may</i> be arranged.
Dec 17th	Trials and scenic drive at Broxhead Common. Round of the Winter Series.
Dec 17th	Invite from Somerset & Wilts to their Mendip Challenge which is RTV and CCVT. Contact Steve Kirby for entry form. Entries to be in by 30th November.

Note the new date
for the AGM

Pants & Barks

October 1995



Newsletter of the Hants
and Berks Rover Owners

Officers of the Club

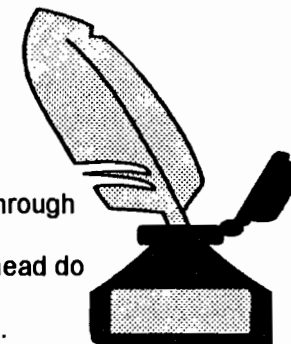
*CHAIRMAN	Nick Woodage 22 Sherwood Close, Liss Forest, HANTS GU33 7BT	☎ 01730-894418 ☎ 0850-408161
*SECRETARY	Gary Langton, 29 Eagle Avenue, Cowplain, HAMPSHIRE	☎ 01705-256497 (17:30 to 19:00 hrs) 01243-869008 (20:00 to 21:00 hrs)
*COMPETITION SECRETARY	Ashley Pocock, 132 Badshot Park, Badshot Lea, Farnham, SURREY. GU9 9NF	☎ 01252-310893
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
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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:-

- Marshal Law - Broxhead Common as seen through the eyes of Roger Hardwick.
- Alan Smith also takes a look back at the Broxhead do but from a different point of view.
- Membership matters get some detail coverage.
- AGM venue announcement.
- Where are our lady drivers....?
- Can HBRO really run the National Rally?
- Bob-tailed Range Rovers; should they be allowed?
- Who or what is LARA? Alan Smith takes a look.
- Nick van den Braak survives a weekend gymkhana at Nelly's Dell....
-and finally - Alan Smith takes this newsletter's title a bit too literally....

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. Thanks Alan Smith, Nick van den Braak and Roger Hardwick.

Please note the revised fax number for me. 0181-562-4660. Please do NOT use any other number.

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 0181-562-4660 (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.

Steve Kirby

MARSHAL LAW at BROXHEAD COMMON

On arrival at Broxhead Common at 09:00 I had a quick scout round and headed for the leisure drive. Shortly afterwards Nick Woodage arrived. I explained to him that I'd book the leisure drive for 10:00 and had mentioned to Ashley's wife that I would help marshal afterwards. Well, said Nick, the course is all set out so why don't you go round now and then you can marshal. Take the hard route, you won't have any trouble. Well it so happened I'd managed to get my wife along for the first time. Besides, she could look after the dog while I marshalled. So should I be gentle on her and take the easy route or the hard one. I took the hard one. Once round was enough, she took the dog for a walk while I went round again. Off to the trailer to sign on for marshalling. Good said Ashley, someone with experience at marshalling, you can run the CCV. Did he say 'Run the CCV'. Actually this was my second time at being a marshal and last time it was assisting with the RTV. By the way said Ashley, you're on your own. If that wasn't bad enough I also had no idea where the sections had been laid out, though I did have a map. It didn't help much.

As it happened, it wasn't that difficult at all and probably easier than the RTV. Four vehicles and five drivers. These guys knew what they were doing and where they were going so following the usual briefing and waiting for the RTVs to go, off we went.

Now I don't know whether they were trying to humour me but they were letting me be the boss and awaited my command each time to start the section. It didn't stay that way. Not having seen a CCV trial before, the first section, in the gully looked impossible. Certainly not the sort of terrain you would that your new discovery over. Or my old S11a for that matter. With the first two getting eights I feared I was right. Then Brian Frankland got to the three post. I couldn't believe the angles they were driving these vehicles at. Are they insane or just mad.

This is where my moment of being in charge started to wane. Having completed the first section the correct way round it was suggested that we reverse the course. Well I hadn't been told about reversing the sections and with eight sections did we need to. If we don't we'll be finished by lunch time they said and at five to one I was out voted. They still waited for me to tell them to start though.

Just before lunch Ashley arrived to tell us the third section was ready but as he stayed with us being the boss waned a bit more. I was still having fun though and you have to bow to experience. Besides I still held the pen to sign the score cards. At section three disaster struck with Brian having brake failure. Time to stop for lunch to give him a chance to sort it out. As I'd left my wife with the dog I thought she might be getting fed up. Not so, she was busy doing needle work in the Land Rover while the dog lazed at her feet. We had a good pic-nic though. Back to the CCV. By now waiting for me to say go was becoming a thing

of the past. Changing the course to suit themselves also became the norm. Though usually it was to make it harder. At the end of the day I was still the marshal and they all handed their cards into me. Then I realised I had to count up all the scores. seriously though I had a fantastic day and the drivers were a great bunch to work with and no arguments over the scores. The one big disadvantage of being a marshal of courses is not being able to do much driving over the rough stuff. So one last thing fellers, how about one of you letting me have a go in your vehicle next time. But I think I'll give the gully a miss.

Roger Hardwick

REPORT OF THE LANING TRIP 13TH AUGUST - Wiltshire

Well, you know what the weather was like, coz it was like that everywhere. I had some French mates (non-off-roaders) staying with me so I bought them along to see what it was all about. We messed around on the Plain and then did Beacon Hill again - it's OK dry, bet its really good with a couple of inches of mud on the top. I wasn't impressed by the loon in the 109 who overtook us at speed with a baby strapped into the back seat...I just never knew that toddlers heads were that flexible!! I lost my bet, Peters CB aerial did last longer than 10 minutes...and Naomi, don't EVER change your fruit cake recipe. Thanks to Ross and Anne for the loan of their 109 for taxi services. Anne, why would you ever want to go back to a Jag????

With a bit of luck the Rangey will be back on the road by the time you get this mag....having tried 'fully-floating' bodywork I'll grudgingly accept that Rover knew what they were doing when they fitted 8 attachment points to the chassis. Who knows, I might even get the Lightweight finished for the Millenium Celebrations. NOT

I'll be doing a few days more before long and when we get back, give me a ring and we'll organise something to suit.

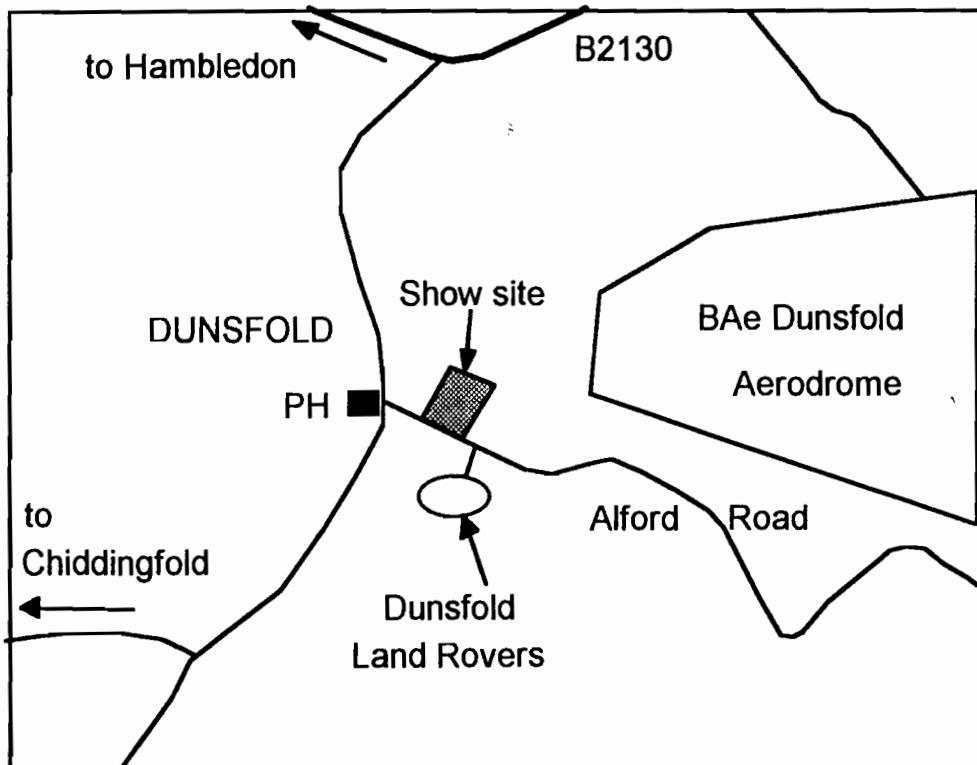
DUNSFOLD LAND ROVER MUSEUM OPEN DAY, OCTOBER 1st.

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. Those interested in fire engines and ambulances won't be disappointed either. 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 demonstrations.

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.

These shows are once-a-year only, so don't miss it.



Major's Trial - 7th October

This is a deliberately difficult trial to be held at Eastnor Deer Park near Ledbury. The event is open to all classes but experience has shown that a 'normal' road-taxed vehicle is unsuitable. You really need a dedicated CCVT or Comp Safari type vehicle. There will be a maximum of three teams of three vehicles from each invited club; two main teams and a reserve. If the entry list allows, the reserve team will be notified two weeks prior to the event. The teams are now allocated but it may be possible to change the members of the reserve team so give Steve Kirby a call if you're interested. Entry fee is £45 per team of three vehicles; payable in advance.

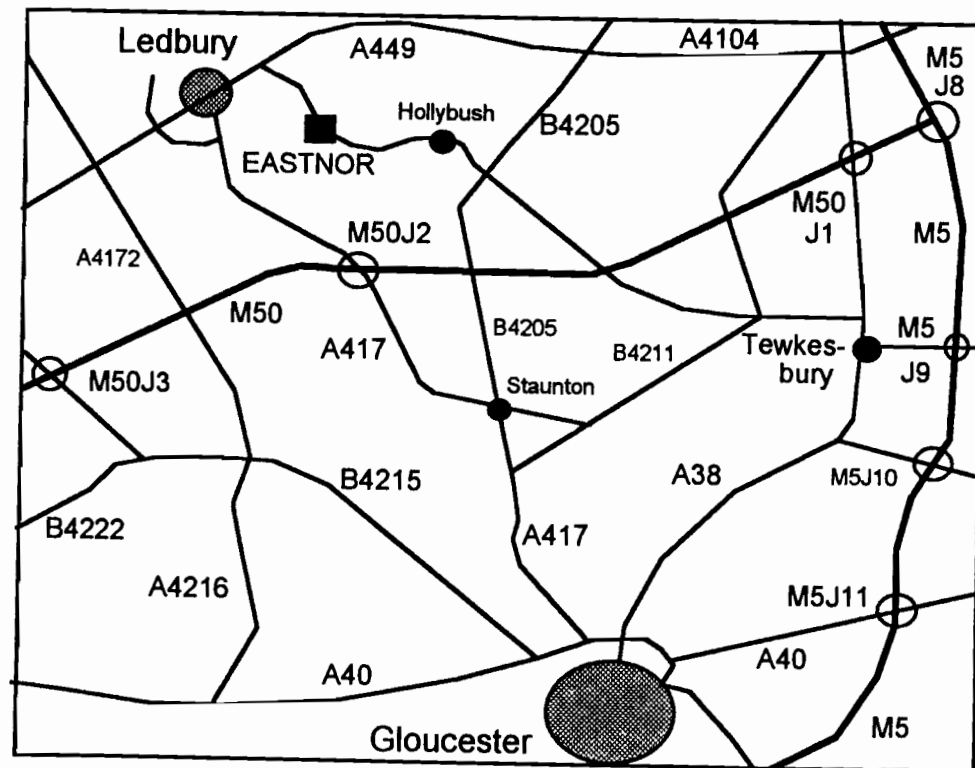
There is a Comp Safari on the 8th October at Bronsil, an adjacent site. Entry fee is £17 per vehicle; payable in advance.

Camping on site is £5 for 1 night, £8 for 2 and £11 for three payable on arrival. Site opens at noon on Friday 6th with Trial scrutineering from 16:00 to 20:30. There's more scrutineering from 07:30 to 08:45 on Saturday 7th and the trial starts at 09:45. Scrutineering for the Comp Safari is from 08:00 to 10:00 on Sunday 8th and the event starts at 10:30.

Team 1:- Brian Wam, Dick Corking, Malcolm Whitbread.

Team 2:- Mark Ambler, Mark Furnell, Steve Course.

A reserve team has been paid for.



AUTOJUMBLE SECTION.....

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

EDITED HIGHLIGHTS FROM A.R.C. MEETING HELD AT LODE LANE ON JUNE 17 1995

Chairman Peter Oakden reported much comment on the recent change to roll bar regs, and that A.R.C. council have decided to delay implementation until Jan 1997 pending a further rule change proposal this September. Comments on Andrew Stavordale's recent item in Runes on A.R.C. membership are urgently required. Secretary Andrew Stavordale announced that due to pressure of work and planning the 1998 National he has decided to stand down as Secretary at the 1996 AGM after 6 years in office, those interested in this post can contact him for more information on the work involved. National Rally 1996 Graham Chick of the Southern R.O.C. confirmed that the event will be held at the Crockstead Equestrian Centre, Halland Nr Lewes East Sussex and a 14 day camping permit has been obtained. R.O.W. Officer Tony Kempster reported that at the L.A.R.A. AGM concern was expressed about trade and commercial organisations using unsurfaced roads for driving practice. The new A.W.D.C. L.A.R.A. rep is one Andy Bush a national journalist, which should help to get their message across to the public. The concept of S.S.S.I.'s Sites of Special Sporting Interest is being pursued by L.A.R.A.'s Motor Sport Development Officer. Harold Carmen reported from the recent RACMSA Off road Committee meeting, some highlights were more women and families to be involved in events, a more user friendly Blue Book is in the pipeline, to many new clubs are forming, the committee agreed it should be more difficult to start clubs and finally contact your local A.R.C. scrutineer before going to the RACMSA direct.

Alan Smith

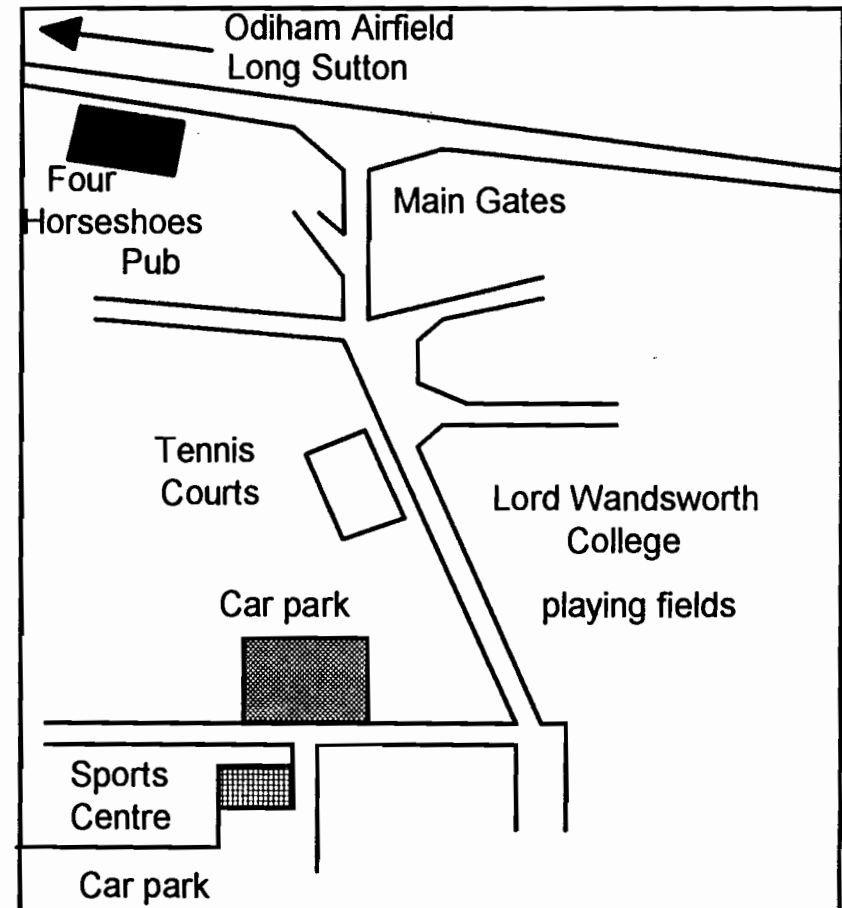
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Annual General Meeting on October 27th. **NEW DATE!!**

The AGM is to be held in the sports centre in the Lord Wandsworth College grounds on Saturday, October 27th. This will enable more members to attend who normally can't make it due to work commitments. There will also be fewer members needing to make an early start the following morning! The entrance is at SU748471 and is just to the south east of Odiham Airfield about half a mile east of Long Sutton. Start will be at 20:00, 8 p.m.

Any proposals should be made to the secretary as soon as possible.



PANTS & BARKS

The magazine title could imply that we are a dog club so how about diversifying our activities. Doggy days are here at last if my ideas catch on. How about a doggy trial, no we will not encourage the dogs to drive our Land Rovers but how about a Dog Derby or Dog National. The ideal site would Nellies Dell on one of our camping weekends.

We could set up all the dogs at one end of the large field used for camping and then see who could get to the BBQ first. Bangers all round for the first three home. Or perhaps we could set up course through the tree or into the quarry with jumps, tyres and tubes to pass through.

Only problem I see here is getting the dogs to follow the set course without taking shortcuts. Any volunteers to run ahead and we hope keep ahead of the dogs. We could strap a nice large piece of steak to the volunteers backside, it would certainly encourage him to keep well ahead of the pack. Sorry Pam can't let you volunteer for this, no way would you get through the tyre.

So how many dogs do you think we could muster. I know we have good selection of Springer Spaniels, I have three, Susan Van Den Braak has two, Mike Clark has two and Mike Dyer has another six. Nick Woodage has Boxer and Dave Henry has German Shepherd. My youngster would no doubt cheat as he would grab hold of the tail of the faster dog and slip stream until the last moment.

Anyone who takes me seriously should contact me prior to the AGM so we can include it in our constitution.

On a more serious note we must bring to the notice of all members who bring dogs to trials or camping weekends. Dogs are welcome at any event organised by HBRO but certain ground rules should be adhered to. In the camping area all dogs should be kept on a lead and all dog droppings should be picked up. I know there are cow pats and others in the area but at least we could minimise the risk to kids playing round the caravans. I also know that the dogs in question may not be a risk to the safety of the children, or even nervous adults but please remember that the law relating to dogs is biased heavily against the dog. Anyone only has to think the dog is going to attack them and they could then apply for a restriction order on the dog. This could mean that the dog may have to be muzzled when in public and if you do not comply to this order the dog could then be taken into custody and put down. The newspapers have highlighted some sad cases recently.

When the trials begin all dogs should be kept on leads for their own safety. I nearly learnt this the hard way. At a recent trial we had one dog which was on a lead but due to misunderstanding between me and the wife, we both thought the other had hold of the lead and off he run and was very nearly quashed by another vehicle reversing.

These standing rules with regards to dogs are not set by HBRO but by the ARC and the Caravan Club to which Nellies Dell is affiliated. So please do

not get upset when we ask you to comply with these rules. If you want to let your dogs have a good run off the lead take them well away from the camping area or trial sections. Please consider other members who do not feel the same way about dogs or perhaps the driver who would be most upset if he ended up injuring your dog.

Alan Smith

SHORTENED RANGE ROVERS

It has been brought to my attention by several members that though they are Full Members they cannot compete in RTV Trials because their vehicles have been shortened. The vehicles use only accepted Land Rover parts, the chassis has not been shorten but the body has had up to 14 inches cut out and the back end moved up appropriately. These members will eventually get fed up with paying membership dues to HBRO which can offer them little or nothing and go over to the AWDC who will accept them for RTV Trials. So what can our club and other ARC clubs offer these members. Remember we are talking about Road Taxed Vehicles, with valid MOT certificates and legally insured. These vehicles are to good to take part in CCV Trials, so what can be done to accommodate these members.

The ARC rules state that vehicles shall be in the spirit of the regulations as well the physical dimensions. They must be built using defined Land Rover and fit within a given defined outline and there must be in excess of 500 built. The vehicles in question are as built with nothing added just a little taken away. They still fit within the given outline for the type of vehicle in question and there were well in excess of 500 built. It could therefore be said that these vehicles fall within the spirit of the regulations and should therefore be given some consideration as to their acceptance.

Recent national trials have shown that these rules are open to interpretation and allows some questionable vehicles to gain entry. Therefore why since rules are made by members for members can we not change them to meet the requirement of the members. We may carry the name Rover Owners in our various club names but in fact we owe no allegiance to Land Rover what so ever. In fact I think maybe that Land Rover would like to see the name association dropped all to-gether. They seem to forget that many triallers also own new or current Land Rover Vehicles either to pull their caravan, trials vehicle trailers, horse boxes, or for every day work whether it be on the farm or in commerce.

My first question is to find out how many members own such vehicles within the HBRO and then through our ARC representative or perhaps by direct mailing find out how the other clubs feel on the subject. In these days of reducing club memberships how can we keep those who are enthusiasts. Please let me know if you fall into this group so I can get a feel for the strength of the argument.

Alan Smith

L.A.R.A. - A REVIEW - 1995

L.A.R.A. was formed in 1986 as a response to:

- (a) social, economic and environmental changes in the countryside.
- (b) tightening of planning controls, health & safety rules and other legislation.
- (c) the realisation that combining forces was the only way forward for motorsport and recreation.

Thus L.A.R.A. was set up as an umbrella organisation to represent and co-ordinate the views of motoring bodies (including the governing bodies) which have an interest in the use of the countryside for sport and recreation. The Sports Council takes an active interest in the L.A.R.A.'s work and grant-aids the L.A.R.A. work programme. L.A.R.A. is not a governing body of motorsport or recreation and is not superior to any of its members.

Since its inception L.A.R.A. has built upon the enthusiastic volunteer officers throughout the UK. L.A.R.A. has also hosted successful annual Conferences since 1992 with important and relevant themes ranging from Motorsport in the Community to the overlooked recreational resource of unclassified 'White' and 'Green' Roads.

The aim of L.A.R.A. is to assist its member organisations to fulfil their own aims and objectives within the constraints imposed by legislation and public opinion. It co-ordinates the policies and actions of individual groups and where appropriate acts as the unified voice of motor sport and recreation and as a single point of contact for other bodies. Many organisations, both inside and outside of motoring, have welcomed the establishment of one body for all motoring disciplines.

L.A.R.A. also claims to be fully aware of all political, local and environmental issues that affect motor sport and recreation and by discussion and representation, to secure reasonable and well managed access to the countryside for the various activities of its member organisations.

L.A.R.A. is controlled by a steering committee, comprising from each full member body, and it works to a Forward Plan, which reflects the steering committee's strategy. The Forward Plan incorporates Programmes of Work, including Education Initiatives, Effectiveness in Outside Forums, regional Initiatives and Facility Development. Examples from these programmes of work are cited below.

L.A.R.A. has fostered the image that as responsible users we are 'part of the solution' and on this basis we have achieved exceptional recognition from supporters and adversaries alike. However we need to maintain and increase our influence in all areas of the countryside management. Our work is funded by the Member Organisations with valued support from the Sports Council.

Full Membership is open to any national or large regional body with a direct interest in motoring. Associate membership is available to other organisations with similar or overlapping interests. Those wishing to make a

direct personal contribution to L.A.R.A. may join as Subscribers.

To build on the achievements cited in the following pages we ask you all, as responsible users of the countryside, to recognise that our freedoms to enjoy any chosen activity are always accompanied by responsibilities to others and to the environment. We must demonstrate that our use of resources is sustainable and caring, and we need your help to stress to all, whether in clubs or unaffiliated, that responsibilities are as important as rights.

The Officers look forward to the continued support of L.A.R.A. Members, and it is our assurance to you that L.A.R.A. will continue to spread the message of responsible use of decision-makers, managers and users over the coming years. If you are considering membership, please also consider how much more we could do with your help.

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Development Officer
PO Box 9
Cannock, Staffs
WS11 2FE
Tel/Fax: 01543 467218

Information Officer
101 Square lane
Ormskirk, Lancs
L40 7RG
Tel: 01704 894136
Fax: 01704 896559

L.A.R.A. Members.

ACU - Auto-Cycle Union
ARC - Association of Rover Clubs
AMCA - Amateur Motor Cycle Association
AWDC - All Wheel drive Club
BMF - British Motorcyclists Federation
CSMA - Civil Service Motoring Association
MCI - Motor Cycle industry Association Ltd.
NASA - National Autograss Sport Association Ltd.
RACMSA RAC Motor Sport Association Ltd.
TRF - Trail Riders Fellowship

Current and on-going projects:

Co-ordinating the Respondents scheme for ROW information.

L.A.R.A. Joint Environmental Code

L.A.R.A. Directory of contacts.

Local Plan Consultation and Minerals Plans negotiations. Environment Bill - lobbying to allow the continued use of National Parks for motor activities.

Regional seminars - bringing together volunteer officers to discuss local issues.

Quality of Countryside, Quality of Life - response to this Countryside Commission document.

The Ridgeway Code of Respect - inputting our message into this National Trail Code.

Sites of Special Sporting Interest - compilation of a database of important motorsport sites.

Lake District National Park Hierarchy of routes Working Party.

Recording of all notifications of SSSIs from English Nature.

Updating Access Guide and Codes leaflets.

Preparation of and advice document 'Management of Minor Highways'

Developing a Policy Statement on the use of unsurfaced vehicular ways for various groups.

Berkshire Byway and RUPPs.

Cambridgeshire Byway (the Dunlop case)

The Gap road TRO.

ARC NATIONALS

I hope by now you good members have read my plea to consider an attempt at hosting the ARC Nationals in the year 2001. At least four members have spoken out and think it should be considered further. I realise that the biggest hurdle in any attempt by HBRO to host the trials is the difficulty in obtaining a suitable site. So not with standing these problems please come along to the AGM and consider my plea to make the committee take on the challenge.

The Nationals for the next few years are taking shape. Southern Rover Owners Club reported that the venue was now confirmed as the Crockstead Equestrian Centre, Halland, nr Lewes, East Sussex. SROC have obtained a 14 day camping permit. The event is to be known as the 1996 INTERNATIONAL RALLY.

NATIONAL RALLY 1997 - North Wales Land Rover Club have nothing to report and no site has yet been booked.

NATIONAL RALLY 1998 - Lancs & Ches. Land Rover Club 50th anniversary of Land Rover. They would like all the smaller Clubs to take part in the organising this event, they have received an offer from Somerset & Wiltshire Land Rover Club to run the RTV Trial. Other Clubs please send your offers in. It is hoped to have the site arranged by the end of 1995. Lancs & Ches. LRC are contacting Land Rover to see if they wish to get involved.

NATIONAL RALLY 1999 - Yorkshire Land Rover Club

NATIONAL RALLY 2000 - Southern Rover Owners Club.

NATIONAL RALLY 2001 - How about it ?

Alan Smith

HBRO LADIES RTV TRIALLERS

HBRO may yet have to create a ladies RTV trial if the initial indications are anything to go by. Ever since the day when Tracy said her fond farewells to the HBRO we have little or no attempt by the ladies to drive in any trial. The one exception being Jackie Berry who attempted several CCVT earlier this year. The RTV trials have seen Jane Walker drive her own V8 Lightweight and has improved after several trials. We have not seen her at the last two trials, I hope she will be back to join the rush of other ladies who have now decided to have ago.

At Broxhead we saw Pam Duffett and Susan Van den Braak start the ball rolling and Pam ended up with a very good score of 23 points beating many of us gentle folk. Susan in her first attempt took pity on us gentle folk and ended with a score which can only be bettered next time out. At least Pam avoided bending her 90 unlike Hugh who bent a few things at Brick Kiln a few weeks ago. I can only feel that it was the experience Pam gathered as my passenger at Brick Kiln that but her in good stead at Broxhead. Watch out Hugh if Pam beats your score in the near future she will be hell to live with.

After all this keen driving by the ladies my wife Dorothy thought it was about time she had ago, so at the next available venue she will be doing just that. So who have we left to swap seats and get stuck in, how about Sue Michael or Jacqui Blendall both have been passengers for long enough. The Andrew/Barry Simpson clan have enough ladies in attendance when they trial, does any of them feel they can beat the lads. Another new comer who is about to enter the arena is Hugh Duffett's daughter, she has bought her own Land Rover, poor Hugh what have you let yourself in for. Jackie Pocock regularly drives the Land Rovers, so give the kids to Ashley and have a go in his RTV/CCV.

This only leaves two other young ladies to be sorted out, these are Janet Ware and Sarah Bridger who still refuse to passenger their old men while they drive the RTV, such a lack of confidence in their other halves. So come on girls get on board, close your eyes and enjoy the experience. If you need any assistance I will bring some super glue along to the next trial to-gether with some gum shields so you can keep on smiling whatever.

I apologise for any ladies I have not mentioned, but I am sure you will put me right next time we meet. This only leaves me with one more question, how many more ladies are there out there who are have never trialled before either as passenger or driver, come along to the next trial and see what our brave ladies are getting up to down in the woods.

Alan Smith

HBRO MEMBERSHIP

HBRO membership has remained steady at around the 200 mark over the last 6 months, we have lost some members and gained new ones.

I have now taken on the job of Membership Secretary as it fits in with the Treasurer and Magazine Distributor job. All members have now been listed and I hope any shortcomings in the correspondence, magazine distribution, membership documentation have now been overcome. If anyone has any queries feel free to call at anytime of the day by telephone on 01252-336994 or 01252-835821 or 0850-906473 and by Fax on 01252-334600.

As Membership Secretary I feel must try to encourage the members to participate more in the club activities. The magazine is now back to its monthly full spread with Steve Kirby doing a good job in trying to keep us all informed. But he cannot do this without your help, we need articles. These articles can be on any subject, let Steve decide whether they are of interest. A trial you took part in or marshalled, a 4x4 fun day experience, a 4x4 show, a green laning experience, what have you done to your Land Rover, any pet hate, what is the committee doing right or wrong. Any activity you thing we should be getting into, how should we be spending your money.

The AGM is coming up soon so please try to attend and have a say in how we run our club. If we have as many members as last time I might just be tempted to propose a trial in the sun for the committee at the clubs expense and it might get passed if the committee outnumber the attending members.

The ARC are talking about raising the membership dues but HBRO are confident that we can keep our rates fixed for another year. We have reduced the Associate Membership to £2.00 the Social Membership to £1.00 and we have dropped the initial joining fee. We felt it was better to encourage Associate Membership in the hope that they would take part in trials or other activities which could earn the club more funds. Please note that Associate Members can drive or passenger whilst Social Members can only passenger. Both can marshal so please turn up and help whenever you can. Associates must be related to the Full Member and can only drive vehicles owned by the Full member. We apologise to those members who have just recently renewed and paid the higher rate for Associate Membership, a line has to be drawn at some point and some win and some lose. When we raised the Full Membership rates last year some members took advantage of older rates for several months thereafter. We have a few members who still pay the old trial rates on pre-entry and get away with it. From now on only entries on the new entry forms will be accepted.

Alan Smith

BROXHEAD RTV AUGUST 20TH 1995

The Broxhead trial site was one site I always looked forward to, it offers a good cross section of off road terrain with little chance of any damage to your vehicle. I have enjoyed many trials with both the AWDC and HBRO over the last three years. This time I must admit was a big disappointment, there was little or no water, the sandy ground gave way just when you needed a firm base to give positive steering or good traction. The other problem was the high temperature and the dust storms caused by other vehicles.

The other disappointment was the splitting of the RTV into two groups. The groups never met, lunch break was out of sync and one group finished two hours ahead of the other. To me the splitting of the trial into two groups takes away the social and family atmosphere which I like. It also isolated the smaller group taking away the friendly and humorous competitive element in the RTV. One group had all of the ladies in attendance whilst the other had only one lady. You can guess who that was, yes my wife and boy was she fed up come the end of the day with no chance of a chin wag with the other girls. The hanging around for two hours waiting for the other group to finish was also a drag. The only good thing which may have come out of this trial for me was that the wife said she would like to drive in the next trial we attend.

I would like to float my own idea for the way RTV trials could be run. We should all drive in sequence in such away that each section has a new driver to start the section. It would require two sets of marshals and they would keep jumping a section to give the trial flowing. Lets say there are 20 entries, each is given any number from 1 to 20. We start the first section with driver 1, it could be any number which starts but for this explanation we will use driver 1. At the first section drivers 1 to 11 complete the course in order and then drivers 2 to 11 go on to section two, leaving driver 1 to go the back of the line to wait for drivers 12 to 20 to complete section one. When all drivers have completed section one the marshals move onto section three to wait for the drivers to arrive. At section two drivers 2 to 12 complete the course and all but driver 2 go onto section three whilst driver 2 goes to the back of the line to wait for drivers 13 to 20 to complete section two. Drivers 13 to 20 and driver 1 complete section two, pick up driver 2 and go onto section three. The marshals then move to section four to keep the trial flowing. I know I am probably stating the obvious and that it is nothing new, OK then why are we not using something similar then.

Driving the sections as I suggest allows everyone to keep in touch and even though we are still effectively divided into two groups, at least the groups are changing with each section and everyone gets a chance meet the others members who are competing. After all is said I still like trialling with the HBRO because it is something I can do with the my wife, not much good at anything else these days, bring on the wheelchair. They are normally fun days with plenty of chat. As Membership Secretary it gives me chance to get to know other members, their wives and their kids. Yes I also like to win, no I don't always agree

with the marshals, I don't even mind driving sections first usually at my own expense, yes I am chauvinistic and get upset when Pam beats me (Pam and I are just good friends), yes I do get mad with myself when I hit a cane and yes I do blame the wife when I take a wrong route. Having said all of these things, yes I still like trialling with HBRO but more of the Broxhead type trial could well change all of that.

One point I did like about Broxhead this time was the turn out for the RTV, CCV and the leisure drive. Overall the club made a reasonable profit and shattered my argument that HBRO could not make Army Sites pay for themselves. One other point which soured the day just a little was the way in which the MoD Land Agent threw the Burger Van off the site, just because in our ignorance we did not know that one had to pay for a £25.00 licence to trade on army land. We the club had invited the Burger Van to attend and we let him down.

So enough of my moaning, I hope I made my point and we all look forward to a return to Broxhead later in the year when I am sure we will not be short of water.

Alan Smith

Excercise Road Master 1995. Weaver's Down, 25th November.

This is an exercise in driving skills for members of the British Army, Royal Air Force and the Royal Navy.

We have been asked again to set out and marshal the off-road driving sections, giving us a rare chance to drive, get stuck and lost on the infamous Weaver's Down. Anyone interested in helping set out or marshal or both please ring Gary Hodgson on 01730-267146. A list of names of those attending is required for security reasons.

Schedule is:-

11:00 a.m. Friday 24th Nov - setting out.

07:30 a.m. Saturday 25th Nov - marshalling.

Last year the competitors were finished by 12:30 giving us the whole afternoon to drive the sections ourselves. More details and a map next month.

Gary Hodgson

POMMIE PANDEMONIUM AT NELLY'S DELL

As a relatively new member, I must admit to never having heard of Allan Tew. It was obvious when I met him at the Broxhead common trial, that (A) he was still a very accomplished trialler, and (B) a half decent bloke! So it was an easy decision to attend the Pommie Pandemonium Gymkhana and camping weekend at Nelly's Dell.

We rolled into Woodside farm lateish on Friday evening; there were already vans sited all over the place, this was by far one of the better turn outs. As the lights faded the Barbecue, sorry I mean "Barby" was fired up and the "Tinny's" handed around (you see I'm already getting the hang of this funny Aussie lingo). This was a real "Barby" - not one of those silly British mesh things, but a damn great cast iron plate Aussie thing, with about 50 sausages, ribs, chops, etc., etc., on it, no wonder the Aussies are out numbered 50-1 by sheep, if they can all eat like Allan, they'll be extinct soon !.

On Saturday our Chairman, and his band of helpers set about laying out the Gymkhana sections, each one designed to be driven with all the family on board, so that everyone could be involved. That's enough of that, now back to the more important side of camping weekends - the "Barby" was fired up the "Tinny's" handed around etc. etc., this time the festivities continued to around 3 o'clock, by which time we were all honorary Aussies. *(A list of rehabilitation centres will be published next month. Ed.)*

At signing on in the morning, there were more than a few bleary eyes, (and one notable absentee). Obviously a good night was had by all. For reasons that I'm not going into (daren't), Neville was press-ganged into passengering for me, and I returned the complement for him, and off to section one we went. It all looked pretty straight forward or rather backward, just reverse around a section in the dell, who am I kidding! It was incredibly difficult, especially for the older 109's, then Roy Michael just did it in his 90, just like that, kids and all. Next we had to drive the same section forward with a golf ball in a spoon; last time I did anything like this was at primary school, any how both Nev and myself managed to clear it with out losing our balls. Good game, it gave everyone a good laugh.

Section three involved swapping coloured cane tops on an L-shaped course, taking one off, driving to the other end, swapping the tops and reversing back, repeating this until all the tops were changed over. Some did this in a most leisurely fashion with all the family on board, little hands reaching out of front and back windows doing the business. Others flew around sods flying in all directions, (sods - as in lumps of earth), of course eventually some one had to demolish the course. They instantly received a fearsome rollicking from Nick W., who'd spent half Saturday trying to get the canes in, to start with. It goes without saying that when Nick himself managed to flatten the odd four or five canes he was given a standing ovation !.

After lunch we all went jousting, with a water filled balloon burst at the end. Allan Tew did a superb impression of Pam Duffett, he pinned two very large

balloons to his chest and giggled a lot, Pam's dirty laugh could be heard a good fifty metres away! It was then down to the disused railway embankment for a more serious driving section, with gates being entered both forward and backwards, and cane tops collected and replaced as they went ; again the older 109's found it a smidgen (what ever that means) tight. (*Smidgen might be an anagram of MEN'S DIG, occurs during road works. Ed.*) However they all got round, unfortunately some with a few minor scrapes. (*...or perhaps it could be MIG DENS, secret places where welding is carried out.*)

The last event of the day was the blind fold (scenic?) drive, where the driver is blindfolded and puts his / her (misplaced) trust in the navigator, who attempts to guide them through pairs of canes. We had vehicles ending up in all sorts of strange places, hardly surprising with commands like "left, no the other left" and "no not that way you silly bugger !" (am I allowed to say that Steve?) (*Too late, I've printed it now.*) it all added to the fun, a few even managed to clear it though all of the gates, and I don't think we lost any one! (*...or it might be DES MING, some desirable old Chinese pottery...*) (*Stop him somebody!! Damned grammar school types.*)

It was a peculiar feeling sitting in the driver's seat with a blindfold on, I pulled away very slowly in low box first, with the engine just above tick-over. If you're going to crash do it slowly! We continued to make progress, with Nev giving good precise commands, I only obeyed the rights and lefts! Suddenly we juddered and slowed, I could hear branches scraping the roof, had we hit something?

With another judder the engine stopped dead, as I was restarting her we were jolted backwards, I panicked and lifted my blindfold. You can probably guess the rest, yes I had towed Hugh's V8 ninety all the way round, with him tapping the brakes, as I had ignored that, he had stuffed it into reverse and dragged me backwards. I'll take that as my official initiation into the club! (*You got off lightly with Allan Tew around.*) I can accept that I might not have felt him on the back, but how I didn't hear the roars of laughter I don't know.

I don't think that the results matter to much on these occasions, but for those that are interested. Neville Dewdney won by a short head (pun intended). (*You've done it now! Nev's worse than Allan.*)

Finally thanks to everybody who gave up their time to make this such an enjoyable event. If Allan doesn't come home for another three years, what excuse are we going to use next time?

Nick van den Braak

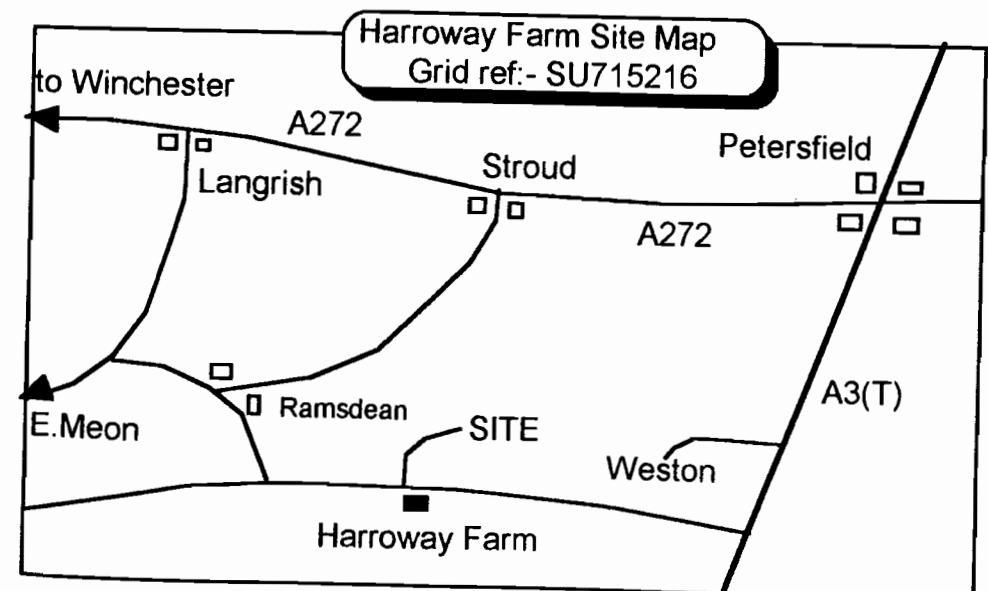
...actually, smidgen means a small bit or amount. It's a dialect variation on smitch meaning wood-smoke; the meaning has arisen from smoke being something thin or ephemeral that you can't get hold of. Ed.

Camping, RTV and CCV Trials at Harroway Farm, Ramsdean, Petersfield. Oct. 13th to 15th.

We are holding a CCVT & RTV trial at Harroway Farm, near Ramsdean, near Petersfield, HANTS. The event will be open to all fully paid-up members of the Club. Entries should be on an official club entry form. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock, address inside front cover.

Harroway Farm isn't a big site but we have had many fine trials there in the past. The adjoining cultivated field is out of bounds and please be careful not to damage the trees. The site is suitable for tents and caravans. There is water available but no other facilities.

Scrutineering starts at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules. It is up to you to ensure your vehicle complies with the regulations. Don't forget your membership cards, MOT certificates, and driving / RACMSA competition licence as applicable.



"GUNPOWDER, TREASON AND PLOT"
Camping Weekend with Bonfire, Fireworks
display with BBQ and RTV / CCVT Trial at
Nelly's Dell.
November 4th & 5th.

We are holding a Bonfire night with barbecue and RTV / CCV trial at Nelly's Dell, about 6 miles south of Alton, Hants on the A32 on November 4th and 5th. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock. (Address inside front cover.)

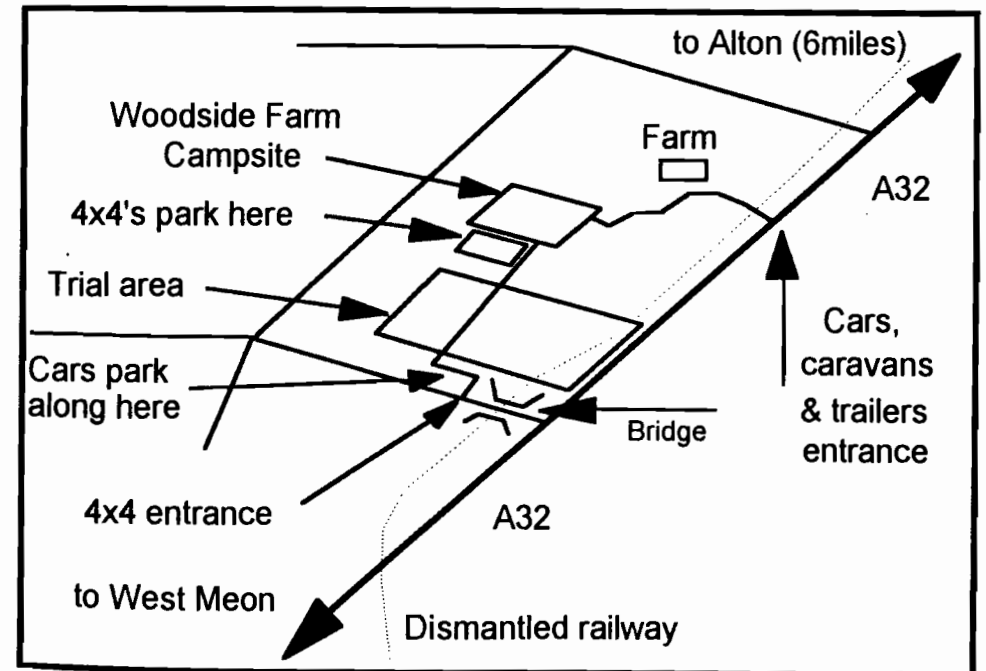
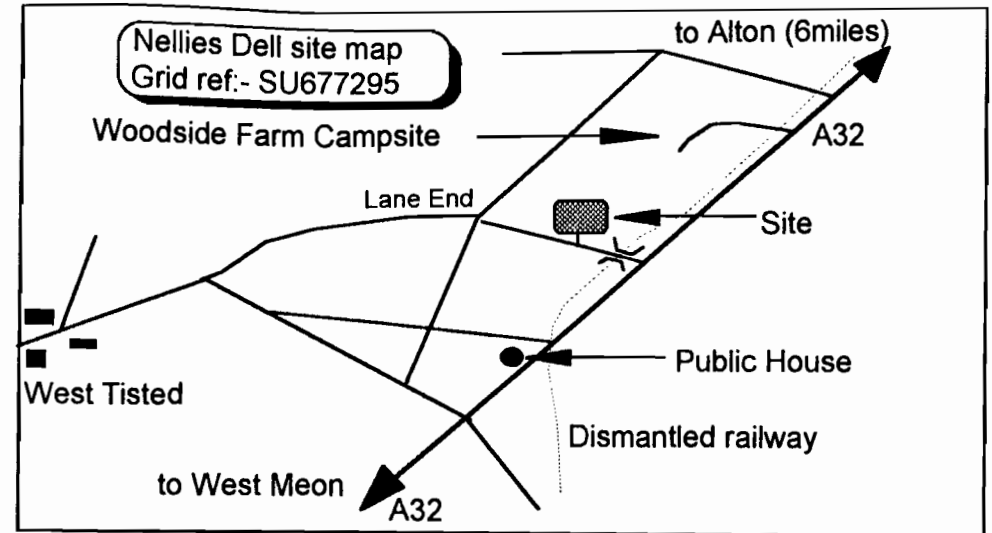
Saturday:-

General get-together with building up the bonfire (bring as much inflammable junk as you can carry) and setting up the barbecue. Contact Nick Woodage in advance for your food requirements if you want him to supply some. Bangers and burgers with rolls/buns will be available. Bring some fireworks too. The trials sections will be set out as well.

Sunday:-

Scrutineering start at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. The new ARC Yearbooks are being handed out now. These contain the new vehicle regulations (Those in the 1987 and 1989 ARC Yearbooks are out of date.). It is still up to you to ensure your vehicle complies. Don't forget your MOT certificates, and driving / RACMSA competition licence. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help set out the various parts of this event including designing the trials sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal and we'll show you how to score if you've not done it before!



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!

- * Wheels and tyres. Four six-spoke alloy wheels with 205R16 standard tyres plus two loose tyres. Various amounts of tread. Call Mark Ambler, near Pangbourne on 01491-671846 (OCT95)
- * Range Rover wrapround Bull-bar. Good condition. Bargain at £15. Gary Langton, Cowplain, HANTS, 01243-869008 (SEP95)
- * Range Rover Spares to go. Shocker turrets - £15 pair. Decker panels - £5 each. Rear wings - £25 each. Rear bumper - £10. A-frame - £10. Wiper motor - £10. Bonnet - £40. Rear axle less diff - £60. Pedals - £20. Radius arms - £20 a pair. Drag links - £15 a pair. Dave Hatch, Fareham, HANTS. 01329-314998. (OCT95)
- * Land Rover Spares to go. Lightweight rear body (less sides) - £20. Series IIa rear body (damaged rear quarter) - £20. Series IIa grille - £5. Series III grille panel - £10. Truck cab rear quarter glass - £3 each. Oil cooler - £5. Adjustable seat frames - £5 each. SIIa steering wheel - £5. Dave Hatch, Fareham, HANTS. 01329-314998. (OCT95)
- * Range Rover Bits. Roof - very good condition. White. £75. Slatted front light guards, £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)
- * 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)

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

* Michelin XCL tyres Brand new. £85 each. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893 (JUN95)

Vehicles for Sale

- * Range Rover 1974. "Q"-plate (ex channel islands). White. No tax or MOT. Needs welding to front footwells. Slight welding to rear wheel arches. Needs new seals and upper tail-gate. Has new clutch and slave cylinder. Engine runs well. Ideal for restoration or hybrid. Drive away for £600. Dave Hatch, Fareham HANTS. 01329-314998. (OCT95)
- * 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)
- * 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. No tax. Bargain at £600. Call Sheena Guizani in Bracknell on 01344-59423. (OCT95)

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.

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.