

## Events for Your Diary

\*First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible)

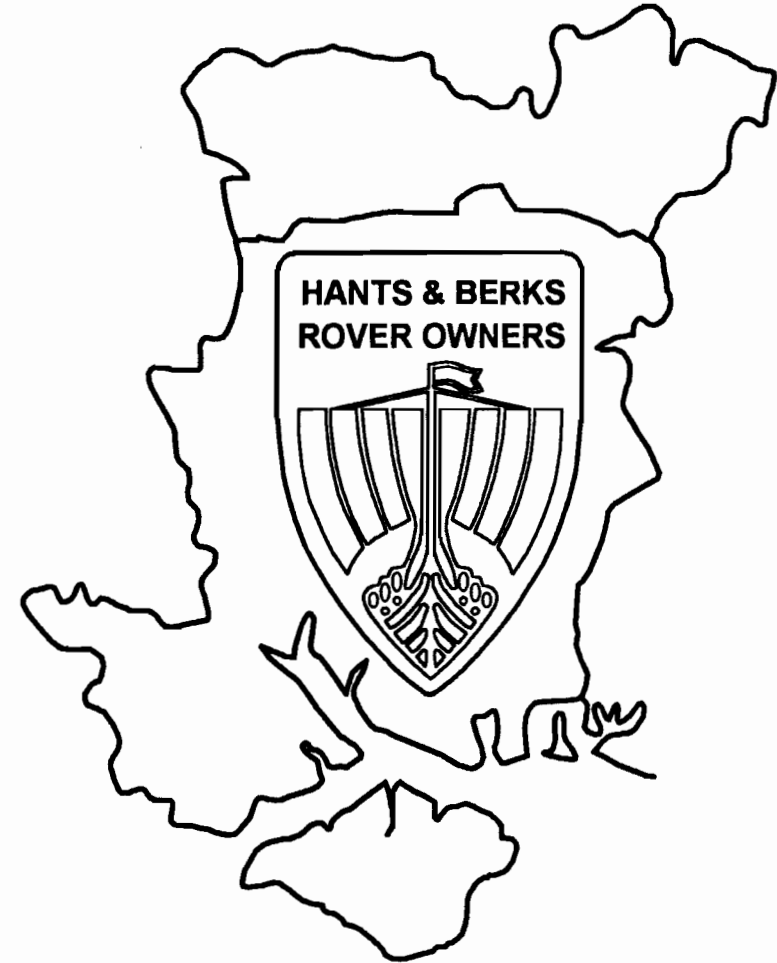
\*Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m.). See OS sheet 185, SU555175 approx.

\*Green-lane trips will usually be 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.

Dec 6th	Nothing! No meeting at the Hind's Head this month. An alternative venue <i>may</i> be arranged.
Dec 9th	ARC meeting at Solihull. Birmingham.
Dec 9th	Xmas Dinner White Swan. Details elsewhere.
Dec 17th	Trials and scenic drive at Broxhead Common. Second round of the Winter Series. Details elsewhere.
Jan 21st 1996	Trials Brick Kiln Farm. Winter Series. Details elsewhere.
Feb 18th 1996	Trials Harroway Farm. Winter Series. Details later.
Mar 17th 1996	Trials Hook End Farm. Winter series. Details later.
Mar 31	Trials, Military Site.
April 21 1996	Trials and Camping at Nelly's Dell. Details later
May 25 - 27	ARC National Rally
May 28 - Jun 3	Trials and camping at Harroway Farm. Follow-on rally from the Nationals.
June 23	Trials at Brick Kiln Farm.
July 6 - 7	Stag Owners event in the New Forest.












# Pants & Barks

December 1995



Newsletter of the Hants  
and Berks Rover Owners

## Officers of the Club

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### 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...



So what do we have for you this month?

- Mike Clark passes comments on the Dunsfold Land Rover collection.
- Dave Cuthbert responds to an article about shortened Range Rovers.
- Ross and Karen Kennedy describe a day out with DORA.
- Who is Mildred? What is she? Is she related to Dora? Where has she been? What am I talking about?.... Steve Kirby tells her story.
- ....and what is WHR '95? Nick Jennings explains.
- Harroway Farm RTV report from Gary Langton.
- Peter & Lena Hubbard make plans for the future.....

It was very disappointing to see so few members attending the AGM to have a say in the way your club is run. Only 27 there, where were you all? You will note from the new names and addresses opposite that some changes occurred.

On behalf of the club, I would like to thank Gary Langton and Nick Woodage for all their hard work as Secretary and Chairman respectively over the last two years.

Articles continue to arrive on computer disc. It really does save me so much time not having to re-type everything. Please put your name on the disc as they often get separated from the letter / envelope. If you've just bought a computer and want some advice on how to submit material on a disc, give me a call. 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, 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

## Dunsfold Opens its Doors

How do you describe a Land Rover at Dunsfold? Bodge-up on wheels pretty well describes them really. Everything we drive and use had to be invented by someone with an imaginative mind who no doubt has a sense of humour like the Channel Tunnel for instance.

October 1st saw just a picture of bodge-ups, no serial numbers, no registrations, piles of bits, but very important to the Land Rover story. As usual it was persistently raining. A field half full of Rovers in all types of decay! Early 80's, 90's, 110's, 88's, 109's; an 88 with a V8 that is good for 100mph that was designed for the American market; a prototype red 9Q in which Barry Simpson was giving rides to all and sundry; the sister Darien Gap Range Rover; Discovery Number 2 with not a straight edge on it, seeing that it spent most of its life at Eastnor undergoing tests, Camel included. Many were giving people rides around a specially prepared course, I say that because the prototypes were not going anywhere, going by the tyres worn and the new Range Rover chassis number 35, who Land Rover Solihull underline the fact that this vehicle will never go on the black stuff. They probably said that when the very first bodge-up series one was made. It done a good impression of a frog (not the French) The driver was showing us the very complicated electrical gadgets and when he pressed the ride-level switch, the bloody thing didn't know what level it wanted. Good impression of a hooker's draws. Print that if you dare, Steve. *(No problem; a hooker is a playing position in rugby football and a draw is when the scores are equal. What else could it mean?)*

The star of the show was an early 100" blue in colour with the usual Eastnor trade-marks of dents and scratches being the norm. I found it such a shame that they never carried this through in station wagon guise because today's 90 CSW is equipped for seven seats, three forward and four inward facing. The passengers have got no safety in the event of RTA. *(Road Traffic Accident to us mere mortals - Ed)* This early 100 would have been a safer bet for passenger safety, having forward facing seats and seat belts could have been used. In all honesty it could be mistaken for a Discovery prototype, the rag-top now being the sun-roof, the boot space room for two extras passengers (inward facing), the running gear Range Rover as is Discovery of today. What did I say - imaginative mind?!

Mike Clark.

Perhaps some clarification on Mike's comments about the condition of many of the Trust's vehicles should be stated here. The Dunsfold Land Rover Trust have a quite specific policy on this, they will *repair* and *service* the vehicles to keep them running safely and reliably as they like to have as many in working order as possible, but they will not *restore* them. For example, the whole point of having a battered prototype Discovery is that it is a test vehicle proving that

it has survived all that was thrown at it. It's still road-legal and used regularly with over a quarter of a million miles on the clock.

So what do you lose by restoration? Let's look at an example. Those of you who have seen the film of the Darien Gap expedition will know the state those Range Rovers got into with wheel-arches hacked away to take bigger tyres, and battered jungle-worn bodywork. To the best of my knowledge, not a single one survives in immediate post-expedition condition and I consider it to be a great shame that they were all subsequently restored by Land Rover to pre-expedition condition. To my mind they are now virtually only replicas (they may even be replicas!) of the real thing. The 100" variant that Mike mentions was clearly extemporised to prove a point and it would be pure vandalism to alter it in any way. I support Dunsfold's policy whole-heartedly.

Steve Kirby

Friend of the Dunsfold Land Rover Trust membership no. 201.

Editor, Pants & Barks.

Colwyn Bay  
October 95

Dear Steve,

The sending out of a copy of the Constitution seems to be an ideal opportunity to remind all members of the correct title of our club, the Hants & Berks Rover Owners.

Even at the time of the first General Meeting I did not fully understand the reason for not including the word "Club" in our title, but I feel we should continue to respect the wishes of the founders of our club.

I believe they were concerned that the club should retain its informal atmosphere, a wish I certainly agree with, they had evidently had bad experiences with clubs in the past. So, Steve, you keep deleting hyphens from Land-Rover and I'll keep deleting "Club"

Can any Hants & Berks members help the North Wales Land Rover Club? Next year's ARC International Rally is going to involve us in a trip of around 300 miles. The biggest problem however is the southern end of the M40. From the last services north of Oxford, to junct 6 on the M25 (A22) is about 90miles, which doesn't leave much fuel in hand, especially if towing, and I don't fancy topping up from jerry cans on the hard shoulder of the M25!

Can someone supply information about filling stations convenient to Motorway Junctions that may be of use to us? Be warned, the following year you could face similar problems, for different reasons, especially if you ignore the recommended route and come cross country. Filling stations in rural Wales are not as plentiful as in the Home Counties!

Dave Cuthbert

## DORA's DAY OUT

DORA is Disabled Off Road Access, as I'm sure you know. On 8th October we packed up a family picnic and set out for their FUN DAY fund-raising event at the "High Frontier" site near Thruxton. On arrival we checked out the stalls - first purchase was a T-shirt for our eldest, Alex. She had worn a woolly against the expected October weather but already it was like a summer's day. DORA must be getting support in high places.

Main attraction was the off road course, and first time round we elected for the "easy" route. Initially I wondered what we were in for, as I needed a juggle just to get our 109" wagon into the start, accompanied by a chorus of "SHUNT" from the back seat. It turned out to be an "interesting" trail through the woods, heavily rutted, with dips & humps, all good fun. After a while we came up to a small traffic jam. Earwiggling on the marshal's CB channel, it seems one of those macho Camel Trophy 110s had a clearance problem under a log bridge. All that tackle on the roof rack you see! Soon under way again we finished the route with big grins. I guess the site is also used for paintball wargames, as cardboard cutout terrorists lurked in the bushes. Or were they a sort of "sleeping marshal" idea?

On foot we inspected the "trials" area. A section had been laid out in what seemed to be a bomb crater, with cane gates alternately half way up the greasy sides then down in the slurry filled hole. We watched a Japanese machine slither round, mostly sideways on its fat road tyres. Following on was a 90, I expected to see how it should be done but alas, it took two goes to climb out of a pit. Later we spotted Mike Dyer, taking a break from his day's task of giving passenger rides round the off road course in his Rangie. He almost missed out one gate altogether, then saw us watching, and muttered something about "always someone you know around at embarrassing moments". Didn't have the heart to tell him I had a camera too. To complete his misery, Karen objected to being made into an "Anne" in his last laning report!

I was keen to try this "trial", but was vetoed on the grounds that (a) Karen needed the wagon working next day, and (b) it simply wouldn't fit anyway. Later in the day we saw a 109 being dragged from the pit so I had to (secretly) agree.

Picnic time, we watched a helicopter giving aerobatic rides, and agreed not to try that either, but it certainly looked spectacular. Then we joined the "guided Safari". We were led off down the track, which included a sloppy muddy section - just the job for getting the obligatory mud splashes up the side. Then we dived into a wood, the trail twisting in and out the trees. In front was a LWB hardtop, he took THREE shunts to get round one hairpin, surely I could do better. Nope (another "SHUNT" chorus from the back seat), neither could another station wagon behind. Short wheelbase please Santa! The jungly feel was completed with some heavy creepers hanging down the trees, but instead of Tarzan we flushed a trail bike rider out of the undergrowth.

Back at the main site, there was a selection of activities, not all needing 4-wheel drive! On display was a high-roofed Discovery fitted with a snazzy looking wheelchair lift, so we could see how the hoped-for profits might be used. Kristina had a go on a child size go kart ... looking grimly determined she tried Damon Hill style overtaking manoeuvres, but the young chap in front had been studying Schumacher and fearlessly kept to his racing line. I had a play with an 8-wheeled monster Army crane, swinging the hook to "kick" a ball. In the "corral" in the woods a band plugged away, while we had a try at Tomahawk throwing. The chap running it made it look so easy, but even giving me 12 instead of 10 throws out of pity, I couldn't make the things stick in the target. Karen could of course!

One last spin around the off road course, taking in the tricky bits as well this time ... very lumpy but we came out unscathed.

I hope DORA funds received a healthy boost from the event. Clearly the organisers and all the helpers had put a lot of effort into making sure all us punters had a good time. I suspect they had room for more customers, no doubt this sort of event grows in popularity by word of mouth. So a hearty recommendation to all for next years event

Ross & Karen Kennedy

Cowplain,  
Hampshire

Dear Editor,

In reply to Mike Clark's article in the November Pants & Barks, who does he think he is? For someone who has never attempted a trial before and asks if he could borrow our syndicate trialler for, as he says, a professional trial, he can think again. He would be the last person we would consider lending it to. For someone who has a lot of advice to give concerning trialling should try it sometime then we could give you some useful hints and tips from people who have actually tried.

Also you pointed out why we did not attend this event, well obviously you must have more disposable income than we have and personally my family and mortgage come first. However my highlight of the year is the National Rally which I support my club by competing in which is a costly exercise and I put this first before any other major competitions.

Lastly but not least, you ask where were all the HBRO members, you tell us. With a club membership of 203 fully paid up members and 80 odd associate members why did only 27 turn up at the AGM....! And don't reply to this and say it was only meant to be tongue in cheek as you ALWAYS say..... One bit of advice I would like to give you is engage your brain before you engage your gob.

Yours,

Gary Langton.

## Mildred visits Wales.

For the second year in succession, Pete Jeffs' Mild Red Rally Team descended en masse to mid Wales for a quiet drive through the forests and hills. This was to be Peter's second assault on the Welsh Hill Rally. (Don't ask who Mildred was, this magazine's just not big enough.) He gathered an enormous team around him and what followed was basically a social gathering with a bit of a race thrown in. ...At least that was the intention.

On Thursday, the core team drove to Bullth Wells (BW) and headed for the PenCerrig Gardens Hotel. The team was taking shape already. Peter (Mordecai) Jeffs, ex-RAF who works for Reuters, Flight Lieutenant Rob (Sooty) Sutton who flies an RAF Tomado when he can find the time and the MoD can find the fuel, Team Floosie (Lorna Jeffs) a regional manager with Mothercare, and Steve (spanners) Kirby, a licensed aircraft engineer with British Airways. These all arrived mid Thursday afternoon. A quick pre-scrutineering survey of Peter's battle-worn Land Rover V8 Ninety reveals very sad rear prop-shaft, and the steering linkage from column to steering box was found to be only just making a connexion as the rubber bush was found to be displaced and torn. Pete and Rob scramble to the local Land Rover agents for new bush. "It's part of the shaft and it's £100+ VAT mate" says the dealer. "Over to you, Steve" says PJ and so I proudly don my new "You can't get better than a Kwik-Fit fitter" overalls and pull the steering apart. With the damaged rubber bush reversed and all available slack in splines taken up, a suitable amount of joint engagement is achieved. "So that's what it's supposed to feel like" says Pete.

Team Manager John (Mr. Fix-it) Bell, also ex-RAF but now a founding director of Kwik-Fit Insurance Services who are co-sponsors of the car, was due to drive down from Glasgow and finally arrived while we were half way through our evening meal. He consoled himself with a huge steak and chips with all the trimmings.

### Friday.

PenCerrig Hotel's breakfasts are superb and then we assembled in the car park to sort out the bits and pieces before going to the competition site. John dished out Kwik-Fit sweat-shirts, rally-jackets and "Kwik-Fit Fitter" overalls as appropriate to the team member's function. Kwik-Fit hats go to all members too. We departed for the Royal Welsh Agricultural Showground at Bullth Wells and found somewhere to set up our pit. Soon, Nick (The Butcher) Jennings & son John, Rob (Mr. Mud Plugga) Jeffs and Lloyd (Power-Wash) Robinson and Roy (Magic glue stick) Bowerman arrived, soon to be joined by another Peter (a shipwright.) Rob Jeffs is Peter's brother and he is the inventor of the Super Mud Plugga and owner of the famous Ponthir Tyre Company who are also sponsoring the team. Roy elbowed his Transit van beside the other vehicles, coming very close to our neighbours. They cast dark glares at us until they see the welding gear in the back. You could see them thinking "These new arrivals could be

usefull"

I discussed the rear propshaft again and Nick comes up with replacement u/j kit which he happened to have about his person. This is duly fitted and splines greased (for the first time in a long while, Peter!) All looks better and ready to race and now stands a fair chance of completing three days rallying. Little did we know....

During idle conversation, Pete comments about having to sit and listen to Sooty's instructions over the intercom while he gets on with the driving. This gives rise to the "Foot & Mouth" nickname for the driving team! While sorting out the vehicle, a Welsh TV company film our activities for a few seconds. Later on, those few seconds were to appear on the evening news on TV much to the delight of John Bell as the Kwik-Fit Fitter overalls figure prominently in the shot. TV exposure of that kind isn't cheap.

First rally stages were in and around BW show ground. All was looking good. We sat around the pits drinking tea, eating Floosie-burgers (Lorna's sandwiches) and ambling round the pits talking to others that we meet only once in a year! Realisation dawns that we're the only HBRO entry this year. Shame. Quick (or should that be Kwik?) hose down and re-oil and water the vehicle and put it back in the Parc Ferme for the night.

### Saturday.

We left Nick at BW (in case of last minute hitches) with Foot & Mouth (F&M) and headed off north to Knighton. Arrived almost first to get a good pit in a car park in which a sheep market was taking place. Soon, the others arrived with Nick still out there somewhere presumably tracking the Ninety. Lorna idly scratches her nose and nearly buys a flock of sheep from the adjacent auction. Jokes about mint sauce abound.

Long Wait. No news of Pete and Rob. More long wait. Cups of tea and biccies. Nothing. Suddenly, a faint phone message comes in. The Ninety is off into the undergrowth in a big way with no recovery vehicles about. Details vague as to where he is but the end of a stage was mentioned. We consulted recent arrivals to look at the road-book to see where the stage ended not knowing then that the vehicle had been on its side in the trees for quite a while. We pin-pointed the location we thought was correct and looked at the map. Phone calls to Nick J. are unsuccessful. The obvious access roads to use were part of the next stage so we sought an alternative route through the forest. Mobile phones work very poorly in this hilly area. I set off with Roy to investigate some ominously small lanes to gain access to where we think F&M are. Roy is quite adventurous with the heavily laden Transit and we end up in a farm-yard in the middle of nowhere. Upon turning round and driving back along the forest track we met Team Floosie in the Disco & trailer and Rob Jeffs in the Ponthir Tyres Transit coming the other way. Lots of shunting around in a lay-by leaves the Discovery free to pursue the ever deteriorating track past the farm and into the woods. Basically it turned into a dead-end at a house. The get-away-from-it-all occupants with

London accents emerged and indicated the way back. More unsuccessful calls to NJ on the way. Call from PJ filters through the ether and he indicates that the original location stated is nowhere near where we thought he was - but at least he gave a map reference this time. Vehicle is on its wheels again thanks to much hard work by the driving team and the stage marshals. Coincidentally the lay-by we are in on the tiny forest track is the yard of a forest ranger. He's not in but we can see him bird-watching a few hundred yards away. Peter the shipwright scoots off to disturb his reverie and he is quite happy to offer help. He indicates the possible routes on the map knowing exactly which gates are locked and which tracks are passable. Basically it's back out the way we came in followed by a long drive right around the outside of the forest we are in. Just as we are about to set off, another call comes in from PJ: The car is running, (just) and he's managed to get it out onto a main road lay-by. He gives a map ref. again not knowing where WE are. Amazingly, the location is only a mile away so we zoom off to meet them. There he is along with several other disabled racers awaiting rescue. What a sight. The front is all pushed well over to the right and the left rear is all smashed. The Safety Devices roll-bar has done its job (again) and there are no injuries, which is the most important thing. The power steering reservoir is broken and there is mud and oil and water everywhere. So what happened? He'd taken a storming flying finish to the stage only to find that there was nowt ahead but trees so he decided to stop by hitting a few with the front and the back. (No I don't know how he did that either.) I see a "Wally-of-the-Year Award" looming on the horizon. There's simply no way he's going to compete again that day so we load up and head for the showground.

We unshipped the wreckage by 2 o'clock and a detailed survey of the damage commenced. The wings are removed for one group to repair. Smashed lights and reservoir need replacing. Chassis is kinked and twisted badly and lots more.....

**Bodywork:-** front wings both seriously restyled but left one still has all lamps in place and working so we leave that alone. Right wing completely demolished. We remove this to straighten it out. It's all multi-layered so with Roy's genny running, I used a power drill to drill out all the spot-welds and the whole assembly comes apart with a clatter. Lloyd and I bash it back into shape as much as possible and pop-rivet it together again. Rear wing pulled out with Nick's winch and cappings removed. Nick and "Shipwright" beat it out to shape and reassemble with more pop-rivets.

Radiator has been parallelogrammed to the right but its not leaking so we elect to fit everything back around it in that shape. Big problem was getting the four electric fans all to miss the twisted radiator at the same time as they're set to run very close.

**Chassis:-** kinked badly behind front suspension mount. Roy heats it with gas weider but it won't straighten. We plated over the kink to restore the strength and straighten up the damper turret to stop the damper rubbing.

**Steering reservoir:-** Peter borrowed one from Andy Flanders (whose vehicle died

earlier in the day) but it's a different type. Roy's magic glue stick (welder) enables us to attach it to the old bracket from the original reservoir.

Eventually finished and F&M head off to scrutineering so they can enter the "Sunday Run". This is for drivers who have failed to finish in Friday and Saturday's stages. Thumbs-down on their return. Not enough clearance around the steering gear due to the buckle in the chassis. Lots of deep thought as to how to pull the front forwards a bit. I suggest moving the axle back instead. Edward de Bono has a lot to answer for. (He wrote a book on lateral thinking.) By juggling with the radius arm bushes we gain enough clearance to satisfy Robbo (the chief scrutineer) so we get the go-ahead for Sunday. Phew. It's gone 9 (21:00 to the ex-RAF types) so we zoom back to the hotel in time for a meal and tumble into pit.

**Sunday:-**

John Jennings discovers hot chocolate and toast on the breakfast menu. We all eye him enviously wondering if we dare risk it the following day! The weather is holding up well despite the occasional accidental utterance of the magic word "barbecue". This is normally guaranteed to cause a deluge but the rain-gods couldn't hear it above the noise and so failed to deposit the wet stuff this time. Roy and I zoom ahead again, this time to the Sweet Lamb Rally Centre near Llangurig, leaving the others at Builth. Eventually all the others catch up and we wait for the racer. It comes in with steam gushing from the radiator. The fans have rubbed their way through the core. Roy to the rescue again with patent radiator gunge top stop it leaking. Fans repositioned and secured, water topped up and off they go again.

A couple of stages later, the radiator is leaking again. A fan has come loose and worn through the core again. The core tubes are pinched with pliers to stem the flow but still it leaks. We've no radiator gunge left. Hmmm. Our food consultant comes up with a suggestion that is, quite frankly, the silliest thing I've heard in a long time. Nick suggests putting egg-white in the water and stuffing raw potato on the outside where it's leaking. Poor soul. All those early mornings at the meat markets have taken their toll. Well let's try it anyway; what have we got to lose? Entrepreneur John visits the food vendors on site and asks "If I ask you for the silliest thing you've ever heard of, will you give me something for nothing?" (Well he is a Scot despite the absence of an accent - cunning that). "Try me" says the man with a Welsh accent. "I need eggs and potato to mend a radiator." Stunned silence for a moment and then "You've got a deal". John returns with two eggs and a pile of uncooked chips. The egg-whites are poured into the radiator and the chips squeezed into a dollop and smeared on the leaks. No time to run any tests, just send them on their way accompanied by comments like "It's all white now" and "It's no yolk!" and "If it goes again he'll need a Shell garage" and worse..... PJ hasn't heard the last of this. Read on. The Ninety roars off on the penultimate stage to do some poaching in the woods. (I said the jokes would get worse). The stage ends at BW so we all pack up and head back.

We catch up with them a few miles short of base. No white vapour, (perhaps all the water's gone), no black smoke, (perhaps all the oil's gone), It's sounding crisp. (The jokes continue...) He's going well. The radiator is still stuffed with potato and the eggs aren't going to be beaten (See what I mean?) despite being thrashed through the forests.

No servicing allowed back at Bulth so he lines up for the start. 50 yards into the final stage he stops suddenly. Has the Spud-U-Like Special finally given up? The throttle cable has broken. That's all we need. A bungee and tie-wraps provide a temporary hand throttle and Peter drives slowly round the last stage with one hand on the wheel and the other out of the window holding the end of the broken cable. The course closing car is right behind; its driver tapping his fingers idly on the steering wheel and yawning but Peter is going to finish come Hell or High Water; the very last man home but still running.

The whole event has been a lot of hard work, initiative and imagination by all concerned. Meanwhile, John has been kwik-fitting things behind the scenes and comes up with dedicated Mild Red Rally Team sweat shirts which he had arranged to be embroidered by an on-site company during the day. What a lovely touch as a thank-you to all concerned.

Upon our return to the hotel, we cleaned up and retired to the bar. An earlier secret phone call results in the hotel staff presenting Peter with a snack of a roll and a plate of egg & chips to match the weekend's events. Peter is stunned into rare silence by this gesture of silliness while the rest of us have a good laugh. That's what life is all about. Despite the insults, Peter thanks us all and distributes Reuter's umbrellas as gifts even though it's not raining. Final evening meal with steaks, champagne and all the trimmings round off a thoroughly extraordinary social gathering with a bit of a race along the way. This is where we came in.....

Back again next year? You bet!!

Steve ("You can't get better....etc.") Kirby

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## ZERO-ZERO.

What? zero-zero. No. it's not a type of ejection seat in this instance. 0.0 is the way I record in my computerised records clear rounds all day in a trial. This remarkable score, clear all day in a trial, was achieved by two members this year, Roy Michael and Gary Langton. Gary's was all the more remarkable as he did it in his "new" Range Rover, first time out, on standard tyres too! Well done both. No-one achieved this last year (when my records began) so I don't know when it was done before. Any offers? Answers on a post-card please.....

Steve Kirby

## SHORTENED RANGE ROVERS

Twenty years ago I purchased my first Land-Rover, a 1950 80inch. I soon realised that I would have more fun with it if I joined a Club, and joined the All Wheel Drive Club. I went along to their events, paid my pound for a 'Safari Sticker' and taught myself to drive off road. Before long however I found the AWDC was not the ideal club for the owner of a standard Land-Rover and on seeing an advert for the Hants and Berks Rover Owners, went along to join them. As I have recounted before it turned out to be a brand new club, formed by Rover saloon enthusiasts, and so I found myself running the off road section. After a while several of us felt that we needed more, and would like to try our hands at trials. Unfortunately at the time the Club did not have enough experienced members to both put on an event and provide enough entries for it to be viable, so it was back to the AWDC.

Now we all know that the best 4x4s are made at Solihull, if you can forgo the ability to tow 4 ton trailers, or travel to and from events at the legal limit, towing a caravan (and I am talking about a 2¼) there are some very capable vehicles about. This was about the time early S\*\*\*\*is and D\*\*\*\*\*us were coming into the hands of trialers, and to drive a section laid out to challenge them in a Land-Rover calls for more skill than I possess (self taught, remember), so it was back to the HBRO.

So what's all this waffle about? Shortened Range Rovers. One of the attractions of ARC events is that vehicles should be similar, and the final result depends on the skill of the driver (so I'm still usually last). We all know that there are some vehicles that are ARC legal, but look nothing like Land Rovers, but that doesn't mean we should allow more.

Alan raises the point that he feels that these vehicles fall within the spirit of the rules, and so should be allowed. When this rule was introduced, I felt it was one of the worst rules the ARC introduced (and that's saying something). It can be taken two ways, either you exclude vehicles that are not within the spirit although within the letter of the rules, or, as Alan sees it, to allow in vehicles that are against the rules, but within the spirit. But are they within the spirit anyway? Alan suggests that these vehicles have nothing added, just a little taken away. I have little experience of trialing a Range Rover, but from watching others it is apparent that that little can be very significant.

In fact it always amazes me that when ever any one tries to justify any modification in a standard class, they claim it gives no advantage, in that case, why bother making it?

I am particularly surprised that this suggestion comes in an area where there are other clubs offering non Rover trials. In North Wales it is not unusual for members to have to drive sixty miles just to take part in a trial, they do not have the choice of entering a non ARC event on their doorstep. Please think very carefully before taking this step.

Dave Cuthbert

## 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.

## Harroway Farm RTV

It's been a while since I put pen to paper, or should I say keyboard to screen. The reason for writing the report on the trial is that I won joint overall with Roy Michael, so I took it upon myself to do the write-up as no-one else was elected.

Even though the weekend was advertised as a camping weekend the turn out was very badly supported with only four families camping, the Duffetts, the Homewoods, Simpsons and Henrys and moi. Even so we made the most of it with gorgeous weather on the Saturday (unusual for October) followed by a barbecue and drinks in the evening which went on to the small hours for some, a friendly get together and a good giggle.

Onto the trial, well what can I say, 9 clears and no, I did not bribe the marshals. This is the first and probably the last time I will ever achieve a score like that ever again and in a bog standard Range Rover with road tyres on and no damage sustained. So it goes to show that you can achieve good results without spending vast sums of money on a trialler.

As you can see from the results in last month's P&B there was a wide range of scores from 0 to 40 odd so the trial was not that easy.

It was nice to see Malcolm Whitbread and Steve Kirby trialling their coil-sprung 101 specials. The land that was available for the trial is quite small but nevertheless we had 9 sections which contained steep hills with wooded sections and plenty of humps and bumps and the odd axle twister here and there.

All in all an excellent non-damaging trial set out by Barry and Andrew Simpson and one other (not sure of your friend's name). Andrew and Barry do a lot of setting out for this club which is very much appreciated by all club members, so thank you for giving some of your free time for us.

I'm not sure who officiated but thanks to all the marshals, clerk of the course, secretary, scrutineers and others.

Gary Langton.



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Editor Pants & Barks

Colwyn Bay  
November 95

Dear Steve,

The lack of a prize-giving on Sunday prevented me giving the public thanks I intended. Although I don't intend singling everyone out, I must thank Dave Ridden for not only running a cracking trial, but lending me a motor to compete in.

In general terms, it was great to meet so many people who I have known before, but also great especially for my ego, to meet many more who I didn't know but knew of me and appeared pleased to meet me.

As for the trial itself I realised even before we started that I had made a mistake accepting the Clerk of the Course's offer to lend me his Land Rover, as of course it had already driven all the sections, eliminating most of my excuses, and getting about 30 points on an 8 section trial, I certainly needed excuses.

It was very interesting seeing how other clubs run trials as they are surprisingly different considering we are all using the same rules. I don't just mean putting the red cane on the wrong side. I wouldn't be so presumptuous as to say whose system is the best, although I do feel it is fairer to have a fixed running order, and I did feel a bit guilty churning up a bank for the others as first motor on section one when I had already failed.

What did concern me was the marshals. Not, I hasten to add, those present who were doing a great job, but those who were not there. In my opinion the number of marshals was totally inadequate. Trialling is an important part of the club's life and if it is to continue, we need more marshals. Please give it a go next time.

Dave Cuthbert

*Those "same rules" are not only the ones printed in the ARC Handbook for the last few years but are the ones you ran to when you lived in Basingstoke, Dave! The red cane has always been on the left just like the red navigation lights on ships and aircraft are on the left. The fixed running order seems like a good idea in that it gives (or forces) everyone to go first at some stage but it also means that two competitors who are having a "needle-match" are always in the same order and one will go first most of the event leaving the other to learn from his mistakes.*

*Ed.*

Mr A Smith  
34 Kingsmede  
Frimley Green  
Surrey  
GU16 6LU

04/11/95

Dear Alan,

A personal note of thanks to the Hants and Berks club members who supported this years show. The enthusiasm and commitment was fantastic - a real credit to the club.

I have had several letters and phone calls from eventers simply saying "Thank you" for a great day, with many compliments about good humour, knowledge and the sheer helpfulness of all the marshals.

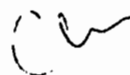
I am delighted to enclose a cheque for £250 towards the clubs funds. I hope it comes in useful.

We are thinking about running a smaller, more educational drivers day in March. Hence my apparent seclusion, post this years show, I have been trying to work out the logistics of it all. As soon as I know more I will give you a call.

Once again Alan please pass on my thanks to the club, a great job well done.

Kind regards.

Yours sincerely,



Chris Jones.



Five Furlongs

Queens Hill

Ascot

Berkshire SL5 7EG

Telephone 01344 20722

Fax 01344 20722

## ARC Rule Change Proposals

The ARC Scrutineering Committee have put forward an amendment to the Yorkshire proposal on Range Rover roll-bars as described last month. The amendment will be as follows in bold type:-

a) **Supplementary diagrams & wording relating to Range Rover & Discovery roll bars & cages be drawn up and diagrams produced.**

b) **Front hoop to be of 2" int. dia. blue band tube as per current standard.**

c) **If a full cage is to be fitted, it is advised to be an external front hoop that goes to the shape of the "A" posts through the scuttle panel & onto purpose-built outriggers.**

d) **This type of rear bar is to be used only on the inside of a Range Rover, Discovery etc. with a full hard-top (Truck cabs and open tops can be fitted with "A"-type bars). The main hoop will fit in just in front of the seat & behind the step.**

(The main hoop diagram shown last month is unchanged)

e) **The rear hoop mounts to be as shown in the diagram.**

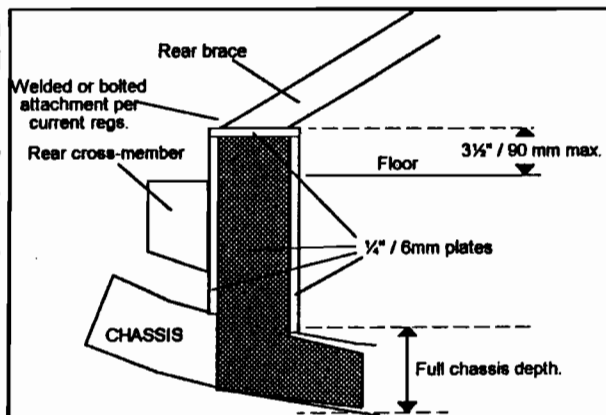
(The main hoop mounts drawing shown last month is unchanged)

f) **The rear braces must be straight and mounted / attached per current regs.**

(The rear-brace diagram shown last month is changed to show straight braces)

g) **The rear-brace feet may go onto a pedestal that is attached to the chassis ahead of the rear-body cross-member and projects up through the floor.**

(Revised drawing shown at right.)



Please forward any comments / feedback to me. Thanks.

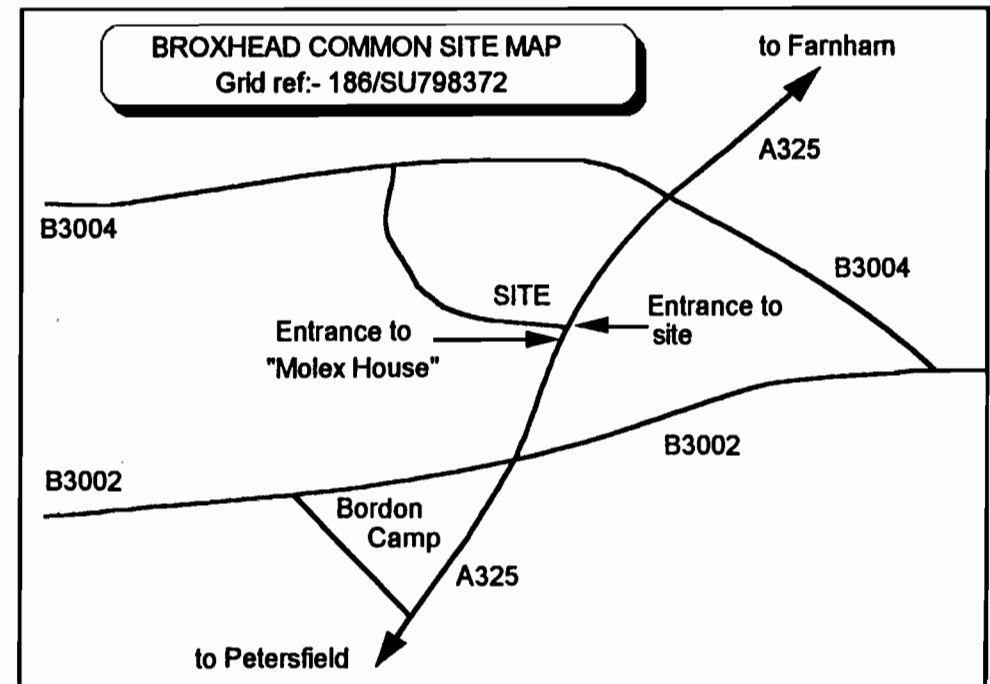
Steve Kirby



## RTV & CCV Trials Scenic Drive. Broxhead Common, December 17th

We are holding an RTV, CCV trial and scenic drive at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS.. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £12 in advance or £15 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be 08:30 to 09:00ish and the competition will start at 09:30 a.m. prompt, so please be on time. The days are very short at this time of year and we want to finish in daylight! ARC rules will apply as usual. Revised sets of 1996 rules should be available real soon now. Contact the secretary for your new rule book. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" the "Pilot Trophy" and the "Winter Series".

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!



## WHR-95

After the Welsh Hill Rally of 1994 (WHR-94) we decided that a return the following year was a must. It would be nice, though, to be a little more involved than just spectating.

At the start of 1995 Roy "Biggles" Bowerman equipped with an ex-Malcolm (build it & sell it) Whitbread racer decided to contest the safari season of the AWDC. A possibility of competing in the Hill Rally being on the cards. As the season progressed, a few problems encountered, it became clear that Roy wouldn't make it as far as competing.

Then up popped Peter (egg, chips & roll) Jeffs. He had competed in the '94 rally and was going to have another bash. After months of detailed planning (or was it a quick chat after the Sidbury Hill Safari?) the team arrived in Wales. I took the 90 with as much stuff as possible crammed in the back and John, my 12 year old son, but no wife this time. Once was enough for her in the cold rain of Wales.

Roy took his transit van, team life support, equipped with 5 kva generator, gas cutting gear, mig welder, kettle, power washer, more tools than you can shake a welding rod at, and a cheery attitude. The bugger kept reminding me that his van had used 14 quids worth of diesel while my V8 90 was doing its best to drain all the filling stations in the principality.

Roy, John & I travelled in convoy to Builth Wells and arrived on Friday morning just after Peter's 90 had been scrutineered. We were presented with official team work-wear supplied by Kwik Fit, our main sponsor, and a slight problem. One of the propshaft u/j's was u/s. The time was about 10.30. The rally started at 12.00. The nearest Land Rover Dealer was miles away. What was to be done. No need to worry, Mr equipment was at hand. I always carry a couple of spare u/j's in the 90. Bish bosh job done thankyou guv. (*Bish bosh is a technical engineering term. See Tap-o-graph in the glossary. Ed.*) P.S. A comment passing around the service crew went something like this.. You would have thought grease was a million quid a squirt the amount this prop has seen !!

So off went Peter & Rob to the start. The first stage was somewhere unpronounceable whilst the second and last for Friday was at The Royal Welsh Showground, where we were based. Thus Friday finished without a hitch.

Saturday dawned. A cunning plan was hatched. I would be chase car and follow the guys to the start and as much as possible on the road between stages. Roy, John and the rest of the crew headed to the first service area in Knighton to set up base camp. The guys made it thru the first stage but crashed heavily before the second. The 90 had to be trailered back to Builth. We were out of the rally but a slim chance existed that the Sunday Cup would be on.

Back at the show ground everything unfolded including the body work. The vehicle had collected a tree on the front offside chassis leg. Lifted into the air, spun round and landed on the back nearside corner before coming to rest on

its side. Two very lucky guys. On inspection the task in hand was major. What was to be done...

1. Strip front inner and outer wing and remove for re-building.
2. Plate chassis on offside where it was badly kinked.
3. Re-position the front off-side shock absorber turret that was twisted.
4. Re-place all the broken lights.
5. Get a new power steering reservoir from somewhere and fit. Thanks Andy.
6. Re-position all four electric fans that now fouled the very twisted radiator.
7. Re-buld rear nearside corner.

It took seven of us seven hours to do but we got back to the Scrutineering. bay just in time. During the repair process many faces appeared and were amazed that we were bothering to try and repair it at all. Celebrities visited us, Duncan Barbour of Camel Trophy fame with Bob Ives in tow (not literally), Tony Fall M.D. of Safety Devices admiring the still untouched cage on the motor, and many others.

The scrutineer found another major problem. The bent chassis had caused the forward face of the offside front radius arm the rub on the back face of the panhard rod mounting bolt. We were given a further 1 hour to fix it. Steve Kirby had the answer. Remove the radius arm. Shorten the bush on the forward face of the radius arm to chassis mounting bracket. Thus allowing the radius arm to be further back and not rub the panhard rod. This was done and we got back with the vehicle with 5 seconds to spare. (it sounds easy when writing this but it was a lot more difficult in the cold and dark Welsh autumn air.)

So to Sunday. We are now in the Sunday cup.

I followed the guys up to the Sweet Lamb complex of special stages. About a mile before the first stage Peter pulled in. The temperature had shot up. Up with the hood. Water everywhere. A pipe from the top of the radiator to the inlet manifold had been rubbing in the alternator. Just then the rest of the crew arrived in their tranny. Five of us and the rally crew all under the same bonnet and all busy. Anyway we fixed it and they got there.

At the first official service of the morning, time allowed 13 minutes, the bodged repair to the pipe was replaced with new pipe, but there were several holes in the radiator where the fans were rubbing the matrix. Out with the long nose pliers and tin of super-duper radiator weld stuff that Roy carries, in with more water and they're off.

Next service... time to take it a bit easy, time allowed a full 30 minutes. John was checking wheel nuts and drive flanges for looseness as well as the tyre pressures. All fluids were checked and replenished as necessary. There was even time for a jet wash. And off they go again.

Next time back to service... more trouble...the radiator is doing an impression of a colandar. The trouble was that all the radiator weld is gone. I said "Get me some eggs and a potato." The guys understood about the eggs to put in the radiator but thought I was hungry and wanted a raw potato. It took time to convince them that the combination off egg white inside the radiator and

potato jammed into the radiator matrix from the outside would cure the leak. (a Welsh leek as well). Of course, would you believe it. In the middle of the Welsh mountains at 3.00 p.m. and nobody had a bloody potato. Next best thing, John "Mr. Admin" Bell got us some frozen chips.

These were duly stuffed in the radiator as much as possible. And guess what? It worked; no more leaks.

Next stage was back at the show ground. We all rushed back there. The guys arrived for the last stage. We were going to get a finish after all that work. Off they went and after 100 metres stopped. We could see them but could not assist. The throttle cable had snapped on the last stage. Rob the navigator rigged a repair with a bungee strap. The guys finished in low box at snail's pace but they finished.

So there you have it. The roll was on stage one, the eggs and chips in the radiator came later on.

Well done to all the team. A hard but enjoyable weekend. Things I have learned during the event.....

a) Never volunteer for anything

b) New terminology encountered (Glossary):-

A tap-o-graph = a hammer\*

The magic hot glue stick = a welder

c) Other thoughts:-

Its not a case of not bending the rules but not being caught bending the rules.

The Slmmonite sisters are not invincible.

Tony Mason is a miserable ˆ\*#@¥!%? (Allegedly!)

Don't trust the fuel gauge on a 90.

Nick Jennings

\* ...or an arborially tactile, ferrically terminated, manually deployed dynamic pressure generator. Ed.

## XMAS DINNER

Christmas Dinner has been arranged at the White Swan in Bishops' Waltham on Saturday December 9th. Price is £10 which includes a drink. Contact Nick Woodage for details.

If any members want a "northern" area dinner, please contact Mike Dyer who will arrange something suitable.

Phone numbers inside front cover.

## LOS COYOTES

During September, Cathy and I were fortunate enough to do a bit of off-roading in Southern California. An (English) friend of ours runs a 110 (one of the original numbered white ones with the full roll cage); he intends to bring it back in 1997 for the 50th anniversary and leave it for his son. (Lucky boy...). Having been involved with Rovers since the late early 60s, he knows that they're dead cheap to repair (well, other peoples always seem to be, although mine never are!). He's therefore not afraid to, er, use it, and since he NEVER washes it, the local residents probably have him pigeonholed as the local nutter...unless he's excused on the grounds of being English, which is ample reason enough, I suppose.

Anyway, the 110, a 90, a Discovery, Wrangler (fitted with Rancho 9000s, ARB lockers, GPS, you name it), a one-year-old Grand Cherokee that makes my Rangey look neat, and a New-New LandCruiser decided to take ourselves off to Los Coyotes, an Indian Reservation which charges \$10.00 per day per vehicle. We arrived around 10 a.m., and left at 7 p.m., having covered maybe 10 miles. A gentle laning trip it was NOT! I've never done anything so hard like that before - a real education. The only mud we can across was a small pool maybe 8' long....but it was in such a position that we put lines onto a couple the vehicles to stop them sliding into it. About 95% of the environment was rock, big, solid, non-yielding stuff that could have seriously dented the wallet if you were careless. Wonderful day, if wishes were horses, etc...now where's that Lottery ticket?

Back to Planet Reality....

### LANING DATES FOR THE WINTER SEASON

03/12 Hampshire

17/12 CANCELLED DUE TO THE BROXHEAD EVENT

01/01 Wiltshire New Years Day Party. Fun! Balloons! Champagne! Joy!

19/02 to 26/2 Welsh Week...phone me for details.

10/03 Hampshire

31/03 Berkshire

The big gap between New Years day and the Welsh trip will probably be filled by the Rickshaw Ramble (you know, that's the one where a certain Army Captain shows us how its done in 2WD and I blow an engine). Until we know the exact date of the Rickshaw, I'll not set a date for the laning.

At the AGM, I was elected as the Rights of Way Officer for the Hants

and Berks. My thanks to all those responsible...I would like to introduce myself to those who could not make the meeting. I have sat on the Berkshire County Council Rights of Way Liaison Group for the last year or so; additionally, I am involved with the BCC in clearance work....for which, I'm always grateful to receive offers of assistance.

I will be assertive about our overall right to use the lanes, without being stubborn about the right to use them under all circumstances. General deterioration in lanes cannot nowadays be rectified by large Council spending, and unless conservation is practised, it is inevitable that some lanes will be closed on the grounds that it is a cheaper option. The only way to ensure that we will enjoy unsurfaced roads in the next century is to stand up and be counted in this one. Use it or lose it, people; in the long term, the choice really is that simple. To these ends, and after general Committee discussion, I would like to see stronger links with DORA, LARA and disabled people; future issues will carry more information on these organisations. HBRO is a democratic club; if you want your voice to be heard on any RoW issue, phone me. If any member has a relative, friend or neighbour who is disabled, see if they would like to come out laning with us; all things can be made possible.

As a result of a survey of the lanes in Berkshire, I have to agree with the BCC assessment that voluntary restraint be applied to RUPP 11 Catmore, BW22 Beedon and BW23 Beedon.

Well, after I'd written the bits above, we went laning on 29th October in Berkshire...it gave me a chance to be assertive but not aggressive, because we met a lady who ain't gonna be long for life if she don't chill out....she and her fellow residents of this particular lane called us everything under the sun, including 'unemployed Londoners', 'layabouts', and 'decrepit'. Oh yeah, we're all of that. I just wish I'd have had a tape recorder with me, it would have made superb ammunition against the 'reasoned and rational' close-the-lanes-lobby. As a result of a close encounter with a lane later in the day, Dave Ridgen and I are making an offer to BCC which I hope will result in a very interesting lane being opened up fully later next year.

Any laning which conflicts with an HBRO Trial or other event will be deferred unless members phone me up to organise a trip. Additionally, if any shift worker wants to go laning in the middle of the week, give me a ring and we'll organise these dates ad-hoc.

Michael Dyer

## CLUB POLICY ON RIGHTS OF WAY.

I have proposed that the HBRO adopt a Code of Conduct when laning; the draft below is that which has been discussed by the Committee, so if you have any comments or modifications to suggest please let us know.

All users of the countryside have a special responsibility in preserving both the natural environment and access to it. The Hants & Berks Rover Owners Club ("the Club") have produced this statement of policy to guide members behaviour, and to allow other interested groups to be clearly aware of our position.

This is not in any way intended to be a legal document, and is written in plain English for ease of understanding. Statements made are general but the intention of the document is only to provide a Code of Conduct, not to provide any legal basis of Regulation. The Club encourages liaison with other Land-Rover Clubs, and the development of similar policies amongst such groups.

=====

There exists in England and Wales a network of routes, apart from classified roads, which are generally called rights-of-way, which the public may legally use to travel from one place to another. These are normally classified as either footpaths, bridleways or byways. In addition, there are unclassified roads (UCR's) which can be regarded as an addition to this system of rights of way. Footpaths are for people on foot; bridleways are for people on foot, bicycles and horses; byways and unclassified roads are for people on foot, horses, bicycles, and other wheeled vehicles. Thus Club members in their vehicles have legal access to byways and UCR's.

In addition to our interest in byways and UCR's, we will co-operate with and support other groups lawfully seeking to improve the overall right-of-way network, for example by assisting in work to repair footpaths or bridleways.

The Club will encourage members to refrain from using rights-of-way when it is inappropriate to do so - for example if severe damage may result, or during lambing season if the health of livestock may be affected. Such situations should, however, only be temporary in nature. Where these "sensitive" areas are known, their details will be promulgated through the Club magazine, at the various Club meetings, or by word-of-mouth.

If rights of way are overgrown, members should only clear as much as

is necessary to continue with the journey. Cuttings should be left on the right of way or very close by.

If a right of way is obstructed then members may divert around the obstruction, but only as much as is needed. Common sense should be the guide, with the preference being to go back, and report the obstruction to the Club Rights of Way Officer

The Club will seek to improve the standard of the existing right-of-way system, for example by improved signposting, clearing undergrowth, and improving surfaces which may need such work. We offer to assist in, or carry out such work in all cases where our assistance is accepted and manpower is available. The aim is to have recognised, clearly signed rights of way, whose surface is kept in good order.

"Clearance parties" will be encouraged, but will only be organised with the consent and agreement of both the highways authority and the landowner.

Where the Club has evidence of the existence of a Byway or UCR not on the county definitive map, the Club will, when necessary, present such evidence to the Rights of Way Department / sub-committee of the County Council, so as to endeavour to officially extend existing Vehicular rights-of way. Notice of such a claim will be passed to the Ramblers Association, British Horse Society, Carriage Drivers, Trail Riders, and other interested parties.

The Club regrets, but recognises, the need to provide evidence of recent use in such cases. Therefore in such cases the committee will hear available evidence as presented to the County Rights of Way Department / sub committee, and if the evidence is strong then named Club members will be authorised to drive the route regularly, but at times, and in a manner designed to cause least disturbance. Such drives will be officially documented and presented as part of the evidence. No other Club member will drive the route until it is recognised by the County.

Club members are encouraged to use vehicular rights of way in order to preserve the existence of the routes, many of which are historically important, and to improve access to and understanding of the countryside and its work. Club members will only use byways, UCR's and other tracks with vehicular rights of way which are defined as such on the county definitive map.

Club members will always remain within the law, for example vehicles will always be roadworthy according to current MOT standards, and driven according to normal rules of the road.

Club members will respect the rights of other rights-of-way users by

behaving according to the following guidelines:

Enjoy the countryside and respect its life and work.

Guard against all risks of fire.

There should normally be a maximum of 6 vehicles in any one group; this should be limited to 3 in "sensitive areas", and extra care should be taken in the conduct in such areas.

Leave gates as you found them

Keep dogs under close control.

Keep to rights of way at all times.

Leave livestock, crops and machinery alone.

Take your litter home.

Help to keep all water clean.

Protect wildlife, plants and trees.

Drive slowly; make no unnecessary noise.

Pull over and switch off the engine for passing horses.

Give way to walkers, being polite and friendly to all you meet; thank those who move over for you.

Finally, I'd like to finish this longer-than-usual article with a mention of the North-to-South Run. With Committee approval, HBRO will be linked with the Run, and a mutually beneficial Open Day is planned for the Spring. Watch this space.....

## LOFOTEN ISLANDS July/August 1996

Following on from a brilliant (and surprisingly economical) trip to Norway in August this year, to join the 20th Anniversary Rally of the Norwegian Land Rover Club at Lillehammer, we're planning a further July or August trip for 1996. The Lofoten Islands are not nearly as far North as you can go in Norway but they are in 'high latitudes' well North of the Arctic Circle and therefore in the land of the midnight sun!

The Lofotens are an archipelago of thousands of large and small islands stretching Southwest from the Norwegian coast, the larger ones linked by bridges and ferries. The mountain range that forms the islands is (in our banter) the spectacular 'Lofoten Wall'. Also, North of the Arctic Circle we'll be on the Western edge of Lappland, which stretches across Norway, Sweden and Finland in these latitudes.

The distances involved, from the South Coast of England via the Newcastle-Bergen ferry, suggest we'll need three weeks, divided roughly into a week for the outward journey, the middle few days in the Islands and a week to get home.

Did I say economical? Yep! Well, relatively speaking! When we set about organising the '95 trip we were surprised at how little information there is in the travel and book shops about Norway. It isn't a popular holiday destination from this country because of its reputation for high prices. Now, I didn't add it up as we went along, but daily expenses amounted to a tank of diesel (at about 80p a litre), some fresh food and a campsite charge of £8 to £12 for four of us. We took with us enough tinned and packeted food and other essentials for the full fourteen days.

Our days in Norway, apart from the excellent five day Rally, were spent scenic driving in the mountains, walking and camping. We didn't use (or even have much opportunity to use) hotels, bars, restaurants, nightclubs etc, and so spent a lot less money than we would have in a cheaper country. In fact, half the spending money returned home and went back into the pot.

The two passengers were Rob (our son) and Tessa, both students at Warwick University. How did they get on, deprived of thumping Indy music, nightclubs and cheap booze? Well, they were delighted with Norway! The weather at Lillehammer was as hot and sunny as it was in England in August, but later we had snowball fights in the high mountains of the Jotunhelmen (Land of Giants) National Park. We also had stunning scenery, mile after mile of gravel and dirt mountain roads to ourselves, a visit to one icy arm of the gigantic Jostedal glacier, and car ferries along and across the fjords. Who wouldn't be impressed with this spectacular country?

We hope to attract members of HBRO and the Norsk Land-Rover Klubb (NLRK) and also Landrover owners in Southampton University (where I'm a hostage on weekdays), with a view to travelling together and making an early booking for the ferry.

You'll need your Land Rover in good repair, spares and tools, a decent tent, three weeks supply of food and clothes, a sense of humour (it could rain for three weeks) and that sense of adventure you've been stifling for too long! At the moment an expression of interest is all we need. Can we tempt you?

Call us on 01329 313581, 01703 593817 (weekdays), FAX 01703 595147 (marked FAO PMH) or Email pmh@maths.soton.ac.uk.

Peter & Lena Hubbard

Editor Pants & Barks

Colwyn Bay  
November 95

Dear Steve,

I quote from Pants & Barks July '87:-  
*Rights of Way Officer.*

*As previously stated, Steve Kirby has taken over the above named position and is obviously intending to copy Dave's style as closely as possible. Indeed on his first green road trip as R o W Officer, he copied Dave's style exactly by falling into the largest puddle he could find. This is one habit of Dave's he should perhaps try to avoid.*

Nice to read (Pants & Barks November 95 - "Oh Deer!, who slipped up at Eastnor?!") that some things never change!!

Red Leader

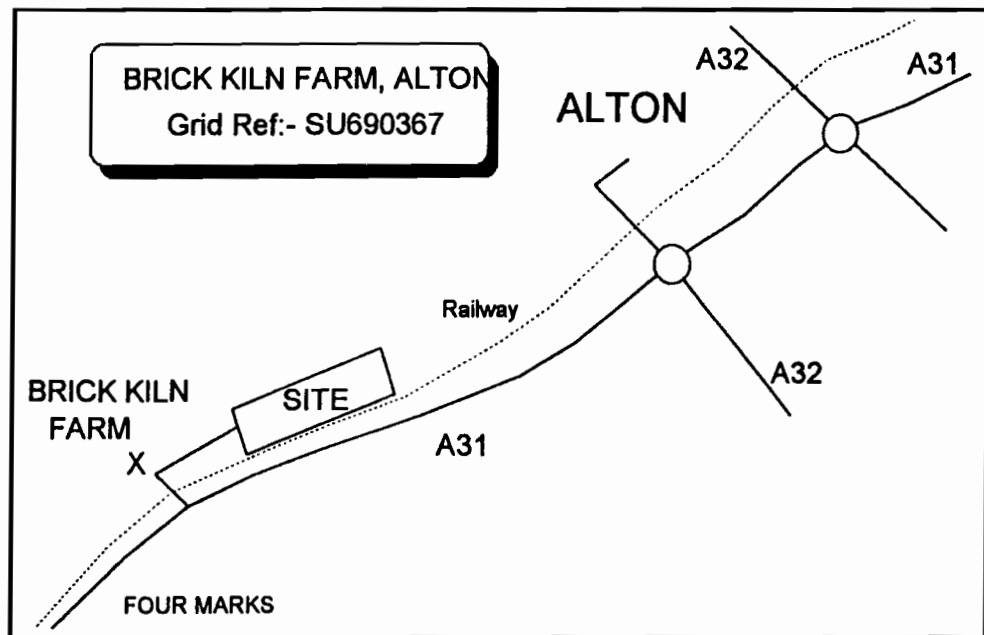
RTV & CCV Trial  
Brick Kiln farm, Alton,  
January 21st



We are holding an RTV and CCV trial at Brick Kiln Farm near Alton, HANTS. The site is right next to the steam railway. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be 08:30 to 09:00ish and the competition will start at 09:30 a.m. prompt, so please be on time. The days are very short at this time of year and we want to finish in daylight! ARC rules will apply as usual. New ARC Yearbooks should be available real soon now and they're free. Contact the Secretary for your new rule book. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" the "Pilot Trophy" and the "Winter Series".

Please come along on Saturday to help lay out. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!

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



## 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 (nearest large well-known town) and dialling code in your adverts. Thanx.

Commercial Adverts:- £50 for half page, £100 full page and £150 for whole back page per annum; payable in advance. These rates are very good considering the perfect targeting. Current circulation is over 200.

All adverts are dated as to their first month of publication. When they become about 3 months old, they will be dropped unless the "owners" renew them!

- \* Range Rover Spares to go. Breaking complete Range Rover, i.e. all body panels, chassis and running gear (no tailgate or engine). All cheap. Dave Hatch, Fareham, HANTS. 01329-314998. (DEC95)
- \* Full length roof rack for 90 hard-top, 2 x county style rear folding seats, Tirfor hand winch, exhaust jack, and various other bits and bobs. To view any of these items see me at any of the club trials or club nights at Aldermaston or call Nick Jennings in Caversham on 01734 471528 / 475172 Works number, 01734 471258 / 543056 Home number, 0836 604 885 Mobile number. (DEC95)
- \* Range Rover Bits. Roof - very good condition. White. £75. Slatted front light guards, £15 set. Contact Steve Kirby in Twickenham on 0181-287-0377. (DEC95)
- \* Wheels & tyres Five with serviceable 600x16 bar-grip tyres. £25 the lot. Bull-Bar for Land Rover. Slight damage. £25. Call Hugh in Fareham on 01329-220181 (NOV95)
- \* Michelin XCL tyres Brand new. £85 each. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893 (NOV95)
- \* 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 wraparound Bull-bar. Good condition. Bargain at £15. Gary Langton, Cowplain, HANTS, 01243-869008 (SEP95)



## Vehicles for Sale

- \* Land Rover SWB SIII. On shortened Range Rover chassis. R/R running gear. R/R box. SD1 V8. SD1 seats. New full harness belts. New swivel seals. New exhaust down-pipes and Y-piece. Needs minor things done e.g. balancing carbs, wiper blades, paint spraying and a decent set of wheels. £1500. May p/x Range Rover or Land Rover. Dave Hatch, Fareham HANTS. 01329-314998. (DEC95)
- \* Land Rover SWB Series Ila Hard top. 1970. Petrol. Average condition. Tax & MOT. £1100 o.n.o. Call Andy Bridger in Fareham on 01329-238674 or mobile 0802-253778 (DEC95)
- \* 1986 Land Rover 90 V8 auto Station Wagon. Superwinch X 9000 in winch bumper. Spot lights. Up-rated camshaft, 4 in to 1 exhaust headers, Disc brakes all round, 4 pinion heavy duty diffs front and back, heavy duty half shafts all round, side mounted protection bars, chassis mounted spare wheel carrier that operates with the rear door, 3 speed auto conversion by Ian Ashcroft, 5 x 265/75 B.F. Goodrich Mud Terrains on Disco rims, locking wheel nuts, Glass panel sunshine roof, 12 months tax, 12 months M.O.T. , New exhaust ½ system. Offers are invited in the region of £7000 o.n.o. Call Nick Jennings in Caversham on 01734 471528 / 475172 Works number, 01734 471258 / 543056 Home number, 0836 604 885 Mobile number. (DEC95)
- \* 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 Pocock in Badshot Lea, Surrey, on 01252-310893. (DEC95)
- \* 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. £1595 o.n.o. Call Ian Rose in Newbury area on 01635-578840. (NOV95)

## Wanted

- \* ELECTRIC GENERATOR. Small petrol driven electric generator required with at least 1KW power output. Call Alan Smith on 01252 835821. (DEC95)

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## WARNING

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

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## SERVICES / ONGOING

- \* 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.
- \* 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)

## WINTER TRIALS SERIES 95 - 96

The Winter Series is upon us again. The third running of it is a new improved version. This time, there will be five rounds, each of which will be a stand-alone trial as before, but to qualify for a Winter Series award, you must compete in three rounds and officiate in one. This will enable you to miss one round completely and still be in with a chance. Seems a bit fairer, doesn't it?

SPOT THE LOGO....



Steve Kirby

## 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.

# U.K. COVERS

**Glebe Farm House, Fringford, Bicester,  
Oxon OX6 9RJ. Tel: 01869 277679**

ARE YOU WET OR DIRTY OR EVEN BOTH ?

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FED UP  
AS WELL

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Go Home.... Change for an evening out.... Remove covers in a flash  
and.... Hey Presto ! Clean Dry seats (no more hoovering)

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\*Fold up into their own pouch \*2 year guarantee \*100% waterproof material

## SAVE YOUR CAR AND YOUR POCKET

*Front seat covers - Single £15.45 - Pair £29.95*

*Back seat Covers - £24.95*

*Complete set £49.95 All plus p&p*

**AS SEEN AT WEST WYCOMBE 4x4 SHOW  
AND BAGSHOT 4X4 SHOW**