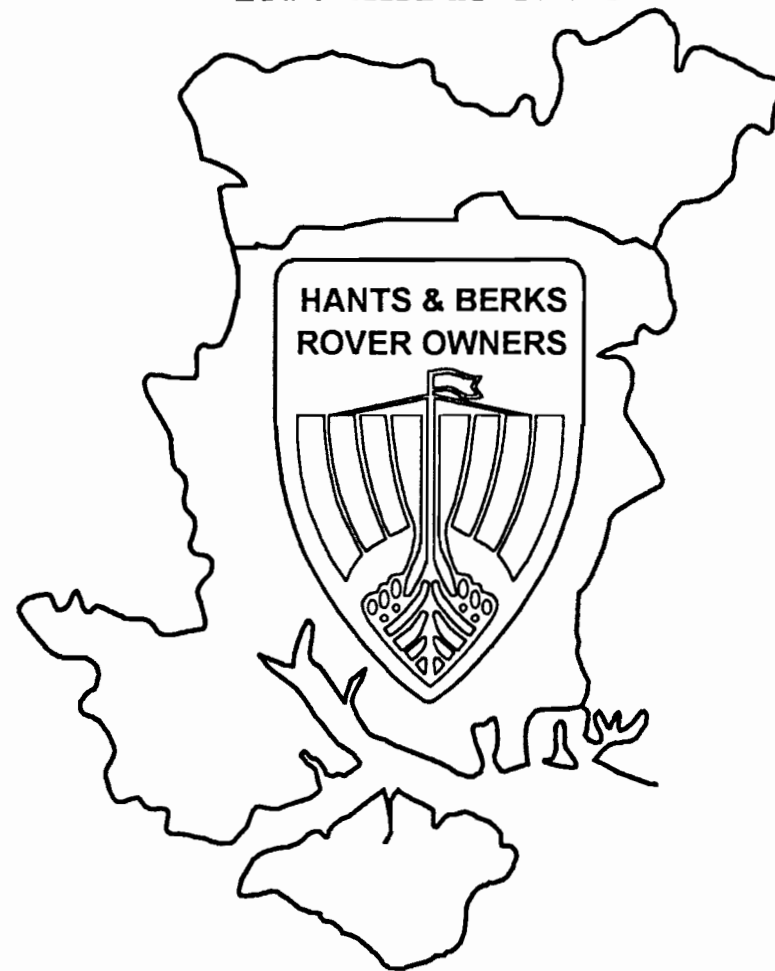


April 26th - 27th 1997	<i>Military and 4x4 Charity weekend. Near Brighton. Organised by Twickenham Off-Roaders and Hillingdon Off-Road Club. Details later. Provisional.</i>
May 4th	<i>RTV / CCV Trials on Saturday, Charity day on Sunday. Camping. Military Site. Provisional.</i>
May 23 - 26	<i>ARC National Rally. North Wales.</i>
May 26 - 31	<i>HBRO "follow-on" rally c/o Russel Vare. Provisional.</i>
May 30 / June 1st	<i>London 4x4 Show. Thamesmead. Provisional.</i>
June 15th	<i>RTV / CCV Trials, Camping. Bowhill. Provisional.</i>
June 21 - 22	<i>All Rover Weekend, Gaydon. Confirmed. Details later.</i>
June 21 - 22	<i>Goodwood Festival of Speed. Provisional.</i>
June 21 - 22	<i>Stag Owners meeting. Provisional.</i>
July 5 - 6th	<i>War of the Roses. Provisional.</i>
July 12 - 13th	<i>National Off-Road Show. Provisional.</i>
July 18 - 20th	<i>Billing '97. Provisional.</i>
August 2 - 3	<i>Inter-Club Challenge with Southern. Battlehurst Farm. Provisional.</i>
August 9th - 10th	<i>HBRO / Somerset &amp; Wilts / Yorkshire Holiday Rally. Fordingbridge. Salisbury.</i>
August 16 - 17	<i>AWDC Southern Hill Rally. Provisional.</i>
August 23 - 24	<i>North Wales event. Porthmadog. Provisional.</i>
August 30 - 31	<i>Ladies' and Gentlemen's RTV and CCV Trials. Camping. Summer Rally. Nelly's Dell. Provisional.</i>
September 14th	<i>Thruxton Festival of Motorsport. Provisional.</i>
September 20 - 21	<i>Bagshot Heath Off-Road Show. Provisional.</i>
September 28th	<i>Wessex Land Rovers Shield and Safari Engineering Challenge. RTV / CCV. Hook End Farm. Provisional.</i>
October 4th - 5th	<i>Major's Trial. Devon? Provisional.</i>
October 12th	<i>RTV / CCV Trials. Military Site. Provisional.</i>
October 10 - 12th	<i>Welsh Hill Rally. Provisional.</i>
October 26th	<i>HBRO AGM. Provisional.</i>
November 2nd	<i>RTV / CCV Trials. Nelly's Dell. Provisional.</i>













# Pants & Berks

November 1996



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.)

## Editor's bit....



Firstly, I should have highlighted last month that the Nelly's Dell extravaganza was sponsored by MuddyTrax and Brooklyn Engineering, supported by prizes from Safari Engineering and Hart Models. The new MuddyTrax advert appears in this issue. It should have been in last month, but due to production problems (the original artwork had some finely shaded areas which went blotchy when we photocopied it) it didn't appear. Apologies to Pam Duffett for omitting her score of 15 from the results of the Ladies Trial.

It's no longer practical for me to receive faxes at work; so if you have any old numbers written down, please can you refrain from using them now, thanks. I can receive faxes at home, but phone first please so I can switch it on.

Steve Kirby

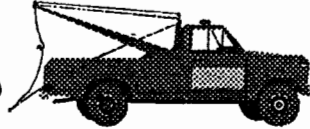
### This month...

- As promised last month, another report on the Nelly's Dell extravaganza, this time by Alan Smith.
- Steve Kirby gives a CoC's-eye view of the Bagshot do.
- Report on the Welsh Hill Rally by Steve Kirby.

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 or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you use a PC, please send articles on disc (3½" or 5¼") if you can and I'll return it afterwards. Practically any word-processor format will do. If you have a fax machine, send any faxes to me at my home number. Phone first so I can set up the machine as it's not left on normally. Alternatively try e-mail:- (Please indicate in the text of your message the code you used and your own full e-mail address.)

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**Green Lane News**

No earth-shattering RoW news this month, hopefully the Minister is busy digesting the replies to the Green Paper proposals; I got a reply, but it seems that a lot of people didn't - I hope this doesn't mean that His Ministerness is going to ignore the floodgates.....on this subject, on of my oppos who is a balloonist wrote a piece for the Pilots Circular in which he outlined how the changes would affect their sport...so thanks, Pete!

I'm going to list developments in each county as they come through the post. Quite often, these concern footpaths and bridleways, as well as byways. There are several objectives in this inclusion ...for a start, many HBRO members are also walkers or riders, so it gives those people the opportunity to keep up to date. It will also show the members that I am doing my job, and will also allow them to give me their views on specific issues as they arise. The more cynical amongst you will be tempted to point out that it will fill up my column a bit more, but you know that it's a cheap shot, so don't be tempted (please).

BERKSHIRE

Initial negotiations with Bracknell DC are going well, but may ultimately founder on the insurance arrangements.

HAMPSHIRE

There are several lanes which need some major clearance work, hopefully there will be more to report next time.

WILTSHIRE

A BOAT has been added to Hoselet lane in Keevil.

As I am writing this, the AGM is a couple of weeks away, but the issue in which it will appear will land on the doorstep after the AGM; so I am including my report for the benefit of those who cannot make it to the AGM

DEALINGS WITH THE COUNTY AUTHORITIES

The HBRO covers a large catchment area, and one of the two counties giving its name to the title of the Club is notorious for its attitude towards 4x4 owners and their rights to enjoy the countryside in a legal and responsible manner. I have detected nothing whatsoever over the course of the last 12 months which would give me hope for a change in these attitudes, and the

notion of co-operation remains foreign to those in Shire Hall, Reading who seem to forget the boundaries of their powers. A superb case in point is the letter received by BCC RoW officials in February from a member of the British Driving Society, asking for a change in law such that motorised vehicles would be denied access to byways; instead of replying at an early opportunity to point out that such a topic was inappropriate to the work of the ROW Liaison Group, this letter was first disseminated to the Group members in June, and entered for discussion. A 'spirited rebuttal' was made by the various 4x4 interests, but the point had been made yet again; BCC officials are prepared to ignore the boundaries of their own powers in order to pursue the aims of a few - a very few - public appointees.

Some hope did become apparent at a more local level. At a PI into the application of a TRO on Snipes Lane, Bracknell, at which I represented HBRO and Dave Cart represented the AWDC, Bracknell DC have agreed to investigate the feasibility of using volunteer labour drawn from those clubs in the restoration of the lane. This is, admittedly, only a small first step, and I am happy to admit that it may ultimately prove unfeasible on many practical grounds; however, this is the first time that BDC have considered the possibility of using volunteer labour in the pursuit of a compromise solution, and I have hopes that it will lead to a procedure which would be considered, in future, as a first solution rather than a last resort.

Hampshire County has a more progressive outlook and since September 1996 a framework of co-operation is being explored which will enable the HBRO to reap benefits in terms of publicity through the use of club members for some quite heavy-duty lane clearance projects.

Wiltshire is a frequent aiming point for Club laning days, and although not 'on our patch', we enjoy good relations with the S&WROC and the County authorities.

### GREEN LANING DAYS

I can only offer apologies for the lack of organised laning days over this season; the North-to-South Run took over most of my waking hours in 1996, and many other things also took a back seat. There have been many groups 'doing their own thing', and I am happy to encourage this; don't forget that I have the Club mapsets for your use, and I hope to have inaugurated a User Report Form in the near future. It is vitally important that forms are sent back in, since they will form evidence of usage and maintenance at many a Public Inquiry to come.

### CO-OPERATION WITH OTHER AGENCIES

Mention was made above of co-operation with County Councils, etc; but there are many other groups with which I have attempted to reach a dialogue over the last year. 4x4 users have one thing to offer other user groups which they could find very useful - the ability to transport items needed to clear the RoW most appropriate to their own needs. One approach has been to the BDS, and this is still under consideration; I personally have never encountered a horse and carriage on a byway, and I'd like to see it as a more common sight.

### OTHER INVOLVEMENTS

I offer my apologies for bringing up the North-to-South Run in this forum; after all, it did not form a 'core' activity for the HBRO in 1996. However, all three of the drivers who did the entire trip are Club members (Mick Doherty, Cathy O'Brien and myself). Also, the brilliant work done by Ross Kennedy and Peter Webb in defining the route, along with the details of timings, etc, should not go unrecognised; their route notes were by far the most professional of those received. My personal thanks to you both for this.

Club members generally were involved through the Family FunDay at Weavers Down in April; the monies generously donated formed a major part of the funding of the Run. If re-elected, I will be pressing for a development of this kind of non-damaging event, since I believe that there are an awful lot of company cars 'out there' whose owners are dying to see what that 'funny little lever' will do...these drivers may form a new generation of enthusiast.

The organisation of Club involvement at School fetes during the summer also fell to me...whilst I believe that it was largely successful, further development may be needed in order to repay the effort involved.

### THE GREEN PAPER PROPOSALS

The Committee has been criticised by one individual - who has expressed not only his general dissatisfaction with the Club and its membership but also his intention to resign - for its handling of the rebuttal of the proposals in the Green Paper. Speaking as the guy who had the main job of planning the 'defence', I would like to thank those members of the Club who spent a LOT of time addressing and filling envelopes; the actual physical effort involved was quite considerable, and very tedious. The Club approached all manner of different sports to alert them to the dangers that the Green Paper represented; how would balloonists recover their balloons, how would cavers get to their sites?. I believe that the Club took all the action that was possible within the given time frame.

Mike Dyer

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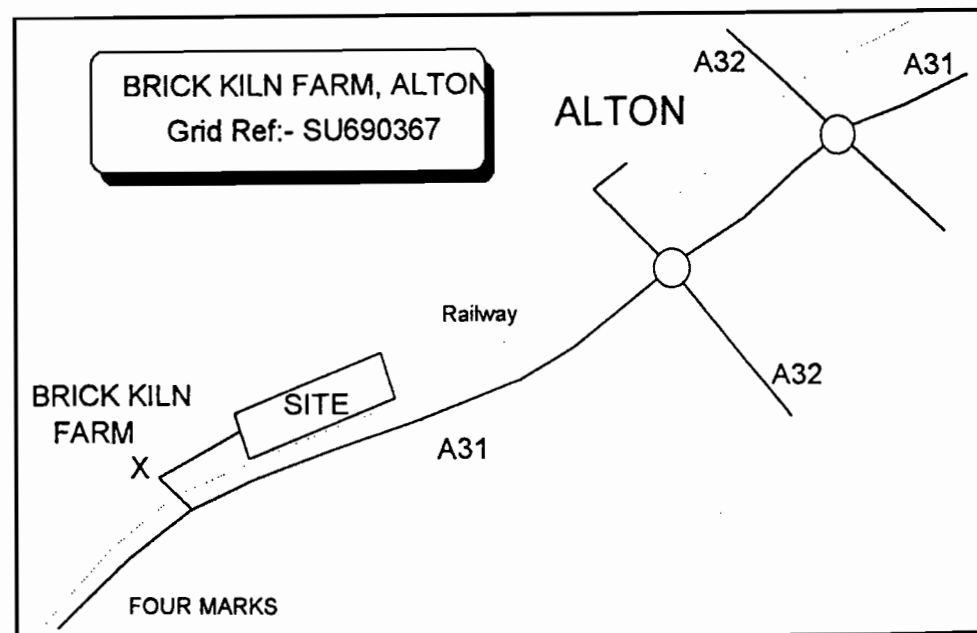
**AS SEEN AT WEST WYCOMBE 4x4 SHOW  
AND BAGSHOT 4X4 SHOW**

## RTV & CCV Trials Brick Kiln farm, Alton, December 15th

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. This will be a round of the Winter Trial Series. 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 at 9:00.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. ARC rules will apply as usual. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

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, and so do those who collect all the canes and markers. It's always the same few who do it. Thanks.



# GUNPOWDER, TREASON AND PLOT Camping Weekend with Bonfire, Fireworks display with BBQ and RTV / CCV Trial at Nelly's Dell. November 2nd - 3rd.

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. 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. Please bring some fireworks too; just a couple of quid's worth each should make a good show. The trials sections will be set out as well. Give it a try - test driving them can be as good as a trial!

## Sunday:-

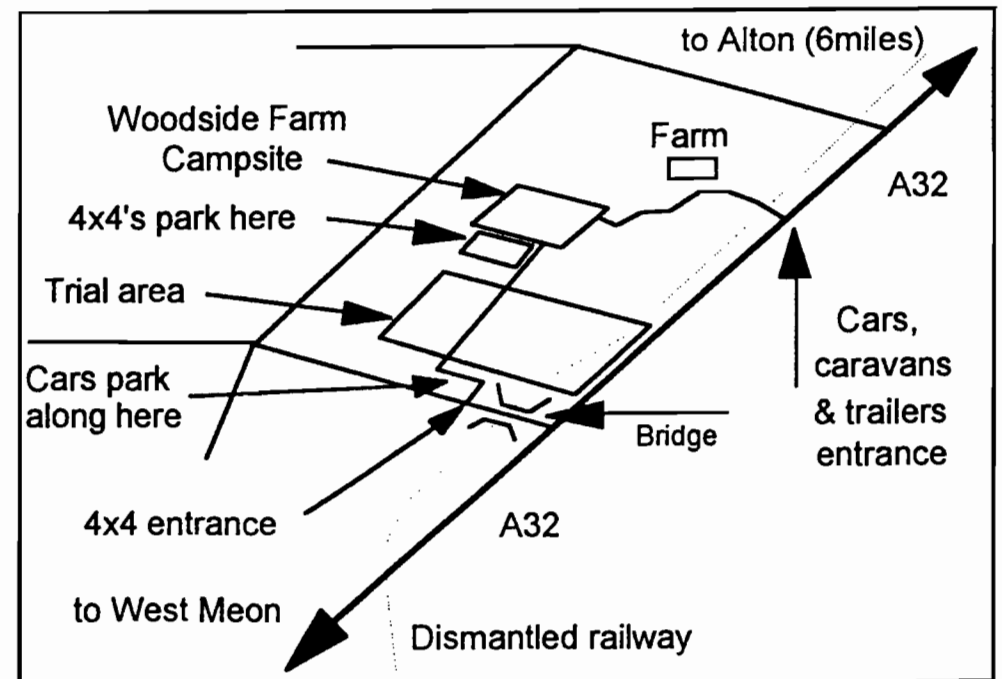
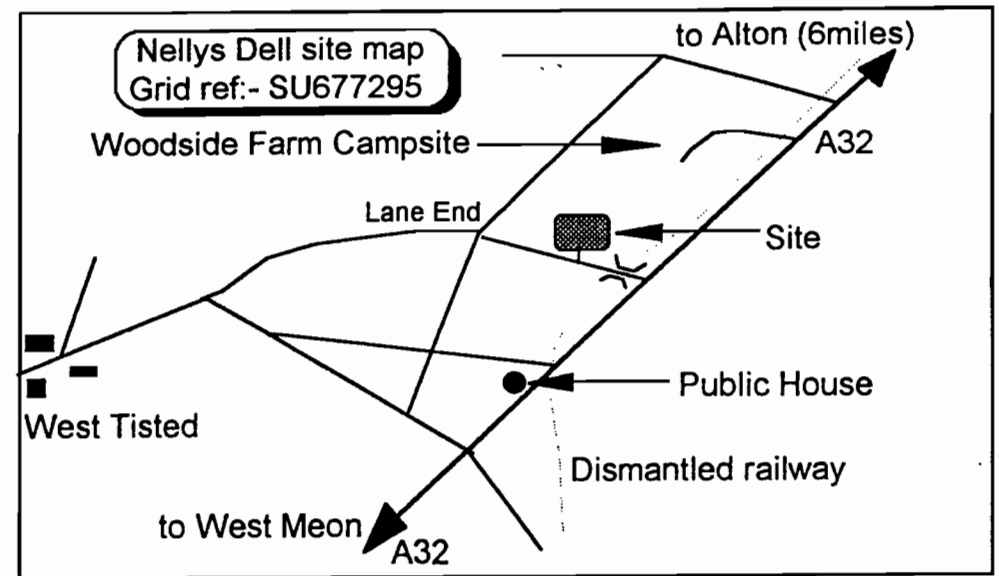
Scrutineering start at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. It is still up to you to ensure your vehicle complies. Don't forget your MOT certificates, and driving / 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!



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## **COSTA DELL NELLY'S OR THE REBIRTH OF HBRO**

After a long hot summer of absolutely nothing (i.e. trials or incoming funds) HBRO was reborn and we must attribute this the Simpson boys and the many ladies present who were only too keen to perform. Things were going on down in the woods all over the weekend and we will no doubt talk of it for months to come.

Costa Del Nelly's became of age over the August bank holiday weekend and we must thank the many who all contributed in their own little way for a very enjoyable camping and trials weekend.

Barry and Andrew Simpson (pop and the boys) went into areas of Nelly's where we had not ventured before and they came up with some very good new trials sections. It transformed Nelly's from a small repetitive trials site to one with much more to offer and we still have more ground to explore.

The weekend started on Saturday morning, caravan and 90 in front and wife, defender and the dogs following. CB on and off we go. Almost there and a taste of the weekend weather gives us a heavy drenching. All I can hear is the wife calling on the CB asking how to close the sun roof. Needless to say by the time she found out she was wet through. On arrival we found a good gathering and soon set out to give all present a good laugh trying to erect the new awning. Just as we started the wind decided it was next to perform and we came close to giving up all together. Sue came to our rescue with some good advice and we just managed to complete the erection before the heavens opened up again. The weather then decided to settle down and thereafter it came more acceptable with the heavy rain limited to lunch breaks. Just as we had settled in half the members present did a disappearing act and off they went to make sure Gary Langton went through with the wedding to Sharon in that grand resort of Bognor Regis.

Saturday morning started slowly with members recovering from the previous night's celebrations, telephone calls from those who refused leave behind their fully paid for English breakfast making excuses for their late arrival. The MUDDYTRAX RTV trial eventually got underway about 11 o'clock with a good turn out. The order of the sections is a little hazy now but the usual sections in the pit, in the lower trees, on the embankment and then into the new sections further up the embankment. These new sections gave us all problems, with good side slopes, deep troughs and tight sections. Those members who seemed to win on most outings had problems, Hugh Duffett bent both ends of his 90 on one slope, Peter Leverett also bent his bumper, Neville Dewdney had one of those days when he should not have got up, and Andy Bunyan must have been thinking of what Anita was going to do to his Land Rover in the ladies' RTV. Nick Van Den Braak gave some good performances in his recently acquired V8 County, climbing sections others failed on. Russell Vare went crazy after failing one of the climbs, crashing through undergrowth at speed missing goodness

knows what just below the embankment. Nick Woodage gave us all a good laugh in his lightweight; how he is able to get all of himself into the driving seat and still find the pedals eludes me. Pam Duffett kept Nick company for most of the day. The big attraction was Nick's hot air heating system or was it his exhaust pipe. I am sure she managed to keep her knickers dry even when everything else was wet through.

I must thank all those who took part and for letting the old man win. I thank you all but do not expect me to give it up willingly next year. Overall winner of the MUDDYTRAX RTV SHIELD was Alan Smith, three cheers for me.

Trial over and late breakfast devotees having now arrived we all retired to the barbecue. Gary and Penny Hodgson, Ashley and Jackie Pocock and my wife Dorothy had got together and prepared a well organised feast. Only problem it seems was that we failed to inform members in advance and some came well stocked with their own food, sorry we will try to get our act together next time. Food over, our resident DJ Jeremy Matthews started the up the band and those with any strength left let fly. Star tum must go to Susan Van Den Braak who went wild to the music. At one stage I thought she was going to mount the haystacks and start stripping. How Susan managed to keep going especially after her previous night's performance beats me, well done Susan; you must have slept well that night. Surprise visitor was Gary Langton, the wedding night over, Sharon goes off to bingo and Gary turns up for a few beers with the lads. Miss Crisp, our landlady for the weekend joins in the fun and enjoys herself as usual. Mike Dyer organised a raffle and prizes were donated by HART MODELS, SAFARI ENGINEERING and others. We thank you all.

Monday morning arrives, the ladies start to gather with some still uncertain as to whether they will or won't drive. They all egg each other on and in the end all 13 sign on. The ladies would all be competing in the BROOKLAND ENGINEERING LADIES RTV SHIELD, we hope this will be an annual event so keep it going ladies.

The trial started in the trees in the lower field. Most of the ladies managed well here. My wife managed to wipe my door handle off all together and yes I did keep my sense of humour. Two sections over and some good low scores set the pace. Into the pit and they started to wonder why they were doing it. In the end no one bottled out and they all found it very exhilarating. After this section they were starting to feel very confident. On to the embankment now full of confidence and didn't they do well.

On to the fifth and final section with at least six ladies with scores of 1 or 2 points. This last section caught most of the ladies out with 6 and 7 being the average scores. My wife went last but one and with 5 points at this stage she was bursting with confidence, "Yes I can do it" she kept saying and she almost did. She cleared the section which stopped most of the others but she just clipped the gate and picked up the 7 points as did the others.

The ladies gave good performances when you consider some like Janet Vare, Maxine Leverett and Anita Bunyan had never even been a passenger in a trial before. Tricia Jacobs had this fascination with trees and kept swiping them



whenever she could. Maureen Ridden and Dorothy Smith overcame their fear of the pit and went on to enjoy the rest of the trial. Pam Duffet and Susan van den Braak were full of confidence and tried hard. Karen Duffet the youngest driver goes from strength to strength and may one day win the Ladies Trophy in the ARC Nationals matching Tracy Doherty's performance several years ago. Sharon Langton had a big handicap of course with Gary in the passenger seat but tried to overcome it, given time I am sure she will put him in his place.

We ended up with three ladies on 7 points and a run off between Penny Hodgson, Karen Duffet and Anita Bunyan. In the end it was Anita Bunyan who won the BROOKLYN ENGINEERING LADIES RTV SHIELD.

Thank you ladies for an entertaining day and please keep it up, trialling I mean. I am sure you can give us gents a good run for our money so let's see some of you competing against us.

A big thank you to all who helped to make the weekend a great success and we look forward to more to come.

Alan Smith

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## Welsh Hill Rally '96 Royal Welsh Showground, Builth Wells.

Fell for it again, Steve! Rolling around in the mud fixing some else's vehicle and paying for the privilege. Daft or what? Probably. As on previous occasions, for us the Welsh Hill Rally weekend is really a grand social occasion with a bit of motor-racing thrown in.

Our host is Peter Jeffs and his "Mild Red" Rally Team. The old 90, wrecked at this event last year, has been replaced by a new vehicle. The support team (more of a crowd really) is basically unchanged. Peter 'Mordecai' Jeffs is the driver and this year, Pete's brother, Rob 'Mr. Mud Plugga' Jeffs is the navigator. Rob's company, Ponthir Tyre Services and home of the Mud Plugga tyre is one of the sponsors. Team Manager John Bell is a founding director of Kwik Fit Insurance Services who are also sponsoring the team. John drove down from Edinburgh for the weekend. Lorna 'Team Floosie' Jeffs arrived with #1 son eight year old Christopher Jeffs, Roy 'Magic Glue Stick' Bowerman of Hurley Engineering (the team's third sponsor) came in his support van also carrying Nick 'The Butcher' Jennings and son John. Up from Portsmouth came Peter 'The Shipwright' Hill and I brought nephew Paul 'no nickname yet' Abbott with me. You see what I mean about a crowd!

Paul and I drove down on Thursday afternoon and stayed in the "Trout" in Beulah as the PenCerrig Gardens Hotel was full that evening. We both went to see former HBRO member Hugh Glossop who seems to be finding ever obscure out of the way places to live. The Trout in Beulah is a hotel running on B&B prices so I can recommend it as a budget place to stay. On Friday morning, we dropped some of our surplus stuff off at the PenCerrig and went to the showground to find the others. Suddenly I realised that I hadn't seen the new racer before so I didn't know what it looked like. Pete had told me he was taking it there on a truck and I didn't know what that looked like either. All I knew was the racing number 59. That was enough, fortunately. Only Peter and John Bell were there then. The truck we had seen at the hotel was the aforementioned transporter; the racer having been driven to the showground from there. (All rally cars have to be road-legal.) During the morning, most of the others including the navigator turned up and we got down to the business of racing the car!

The new machine is based on a Drew Bowler chassis, 100" wheelbase special, prepared for the rally by Phil Kemp of Kingsley Cross Country. It has a standard V8 3.5 litre Rover EFi engine linked to a 5-speed manual gearbox. The intention to use as much as possible of last year's demolished vehicle came to very little as only a few parts were re-used in the end. The only real similarity is that it is white! Scrutineering was passed with no problems. The first stage was out from the showground and round the locality. The day ended with a blast round the showground circuit. Why do they use the same old route year after year? At the end of the day, some concern was expressed at the camber angle of one of the front wheels. I'd noticed this earlier on but had been told it wasn't

serious. It was apparently getting worse but we didn't have time to do anything except a brief inspection before putting the vehicle in the *parc ferme* for the night. Nothing obviously broken. Usual enjoyable evening in the PenCerrig with a smashing meal (don't ask about the price!). John Bell was working on a competition for the rest of us. We had to guess the sum of the entry numbers of the first 10 places in the event, the number of finishers, the mileage recorded by the racer and a host of other guesses.

Saturday morning sees us preparing to set out. Peter Jeffs had driven down with the racer on the back of the truck but who's going to drive the truck around as a service vehicle? Paul passes some comment about driving the trucks he fixes where he works so he ends up with the truck keys! Roy's van and the 'management' Discovery make up the convoy. We then drive up to Knighton to set up base in the market place as last year. The ominous thoughts of a possible dodgy hub hover over us so we dig out all the hub bits from Roy's van to see if we can build up a complete one. The swivel housings are both a bit pitted so I set about smoothing these out while Roy cleans up the hub housings. Lorna goes to the supermarket to buy food, as last year. Sit back and wait for the car to arrive, as last year. Phone call comes in, "We've broken it", as last year! Pete had caught up a slower car and had been trying in vain to pass. No amount of hooting or gesticulating seemed to have any effect. The driver ahead was shutting the gate on Pete each time he tried to go by. How do these other inconsiderate drivers get in to such an event? Ah! A Gap. Go for it. AAAAGH a big hole! Don't go for it. Too late - three wheels on my wagon. Where's the mobile phone? The right-hand swivel housing has broken off at the axle case, breaking the half-shaft and snapping the brake pipe. After a very brief discussion, Roy, Peter Hill, Paul and myself leap into Roy's van and zoom off to the quoted map reference which is adjudged to be the nearest road to the vehicle. The country lanes get narrower and narrower and start to look like someone's driveway, complete with gates; but it really is a road. Marshals' vehicles soon come into view but we pass them and we continue down a green-lane - in a Mitsubishi van? We get to a point where we can proceed no further. The other side of the valley we can see a lop-sided white dot with 59 on the side. Good grief! The map reference was spot on and we really had gotten as close as we could. Rob has seen us and walks over to meet Peter Hill half way. We can't drive any closer without a true cross country vehicle and it's quite impossible to carry all the repair kit, tools, welding gear etc. that far. The marshals offer to recover the vehicle to a suitable rendezvous point for us to fix but they can do that only after the stage is finished and we'll be out of the event for the rest of the day. Paul and Peter Hill go off in the recovery 101 while Roy phoned up the others in Knighton to bring the truck and the management vehicle to the repair site. After the stage is over, the racer appears behind the marshal's 101 and we set about fixing it. The hub is OK apart from the broken swivel housing and broken half shaft. Roy always has everything we need on the tools and engineering front while Lorna produces a magnificent picnic for the troops. The hub we worked on earlier is unearthed from the van and I rob the swivel

housing from it and set about rebuilding the otherwise undamaged hub from the racer. Peter has a spare half-shaft. Only five of the six bolts holding the remains of the swivel housing can be coaxed out of the axle flange. So it will have to go back together like that along with a bit of welding to make it strong again. There is no way the axle will come apart again after this but if it breaks again, we are permanently out of the event anyway, so it doesn't matter. We can at least enter the 'Sunday Run'. Roy also finds a replacement brake hose and a small rigid brake pipe which also got broken is replaced by Roy who just happens to have brake flaring tools and copper tubing with him. We've never caught him out yet!! After about an hour and a half, the whole vehicle is like new again but as we are out for the rest of the day, we return, tail between legs, to Builth Wells. The car is re-scrutineered for the Sunday Run and parked for the night. The Sunday Run is a special dispensation for those who dropped out on either Friday or Saturday. They can enter a mini-event called the Sunday Run on the Sunday. Seems logical. In mainstream rallying, if you are out then you are out but in the off-road world, we are a bit more civilised. Back in the hotel, we commiserate with Peter over the failure. We're learning all the time and won't ignore an obviously bent axle again!

On Sunday morning, the same convoy departs for the Sweet Lamb Rally Centre while Peter and Rob set off for the first stage. We set up 'camp' and await Pete's arrival. Eventually, here he comes over the hills and it all looks fit. Lots of washing, refuelling, topping up of oil, water and tea and the events of the day whizz by. Peter and Rob are getting the feel of the new vehicle and it's really starting to fly by the end of the day. All too soon, the excitement nears an end and the racer zooms off back to Builth Wells the scenic way while the convoy returns on boring surfaced roads. Actually, all the driving we have done is over good roads with superb views of the magnificent Welsh countryside so it's worth going just for the scenery. Back at the showground, the front runners have long since finished and they are at the award ceremony. Peter and Rob are on the last run around the final stage and they manage it without any last-minute dramas. Peter was really getting to grips with the new car by now and his last stage in the hills and the last flying lap of the showground put him and Rob into third place in the Sunday Run. The "Mild Red Rally Team" now has it's first Hill Rally Trophy adorning the mantelpiece, chez Jeffs. Well done to all concerned, driver, navigator, pit crew, catering, administration etc. The word "Barbecue" was uttered several times over the weekend and nothing happened\*, so maybe that ghost has been laid to rest too!!

Only Peter Jeffs and John Bell stayed the final Sunday night, everyone else has to get home as they are at work / school the following day. This is a bit of an anti-climax compared to last year when we had a relaxing celebratory meal on the Sunday evening followed by a well-earned late night!

Steve Kirby

\* This traditionally invokes torrential rain.

## DRIVE & SURVIVE DAY



0930	Arrive, Registration, Tea, Coffee, Briefing
1000	Activities Commence
1100	Change Activity
1200	Change Activity
1300	Lunch
1345	Activities Recommence
1445	Change Activity
1545	Go Karts Finals
1615	Prize Giving
1630	Depart

### ACTIVITIES

#### \* Skid Car

*Specially adapted car on a cradle to demonstrate many types of driving skills:- e.g understeer, oversteer, braking techniques ice, snow, aquaplaning.*

#### \* 4x4 Off Road

*Drive on our off road course through forest, up hill, across side slopes and through water, a real eye opener.*

#### \* Go Karts

*A favourite for everyone, a chance to be a racing driver.*

#### \* Driver Awareness Training (DAT)

*DAT seeks to instil a safety culture amongst drivers by developing concentration, observation and anticipation skills.*

#### \* Formula Finesse / Reverse Steer

*Test your smoothness of drive with the Jackie Stewart skills challenge. Then drive the car that turns the wrong way - a real mind bender!*

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*As an individual or a group*

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***DRIVE & SURVIVE***

## Bagshot 96

**Sponsored by Toyota and Land Rover Owner  
Hosted by Chiltern Vale Land Rover Club**

Usually I get to the Bagshot site with event organiser Chris Jones some weeks in advance to set out some new sections, but we decided to re-use all that we already have. I have the intention sometime of driving all the "off-piste" sections to measure their lengths but my 101's odometer hasn't got tenths on it so it really wasn't practical. My visit on the Friday enabled me to assist in marking out the sections, even though most had been done by the early-risers! Chris then told us that the sponsors, Toyota, were not going to provide course cars for us this year. I can only assume that they were afraid that the Toyota LandCruisers etc. wouldn't compare too well with the Vauxhall Fronteras, Ford Mavericks, Daihatsu Fours and Isuzu Troopers of previous years; or our own Land Rovers! Anyway, my plan to measure the length of the tracks still remains thwarted.

I actually got there on time on Saturday morning only to find the gate locked! The police were very helpful as we directed the traffic around an ever-increasing line of waiting vehicles which were doing a good impression of a road-block. Huge thanks as ever to Tracey Doherty for pre-sorting all the sweat-shirts and LRO stickers into polythene bags. I fed each bag with a free October issue of LRO and Tracey, Brendan and I issued them to the marshals. From a Clerk-of-Course (CoC) point of view, most groups of marshals have a pretty good idea by now of what they are doing so we just let them get on with it. In past years, I think we tried to apply too much control to the day. The number of idiots coming in the gate seems to be fairly consistent, so by not fussing about the details (leaving those to the now experienced marshals), the CoC's can concentrate on the real problems. Mechanical problems abounded, but then they will with so many vehicles being driven off-road for the first time in their lives. One pre-booked entry apologised for being a little late as he had gone to collect his new vehicle that morning! The weather was superb, depending on your point of view. Rain means more mud and water for the punters to play in but it also means lots of vehicles getting stuck for the marshals to recover. Bad weather will also put off the walk-in visitors. These don't pay to come in but the traders do like to see them and their money! I drove round the sections regularly during the day in case there were problems and to give special guests a drive round. The St. John Ambulance staff usually stand around all day with little understanding of what's going on in areas other than the roundabout and the trade areas. They found being driven through the trees in a 101 quite an experience. We seem to have some very large moles on this site as mysterious pot-holes kept appearing on some of the off-piste tracks. The occasional smirking marshal was spotted behind adjacent trees, hiding from the moles no doubt. I got my spade back at the end of the day (Oh! What a give-away!)

Saturday evening in the camp-site saw a remarkable sight. Les Adams, certainly one of the great characters in the Rover movement, celebrated his 60th birthday by being presented with a strip-o-gram. A good time was had by all, apparently but I'll spare you the gruesome details.

On Sunday morning, there was another queue and the barrier was down again. Not again! Suddenly I spotted Mick Doherty inside the site and found that the barrier was just closed, not locked. So Mick secured it open and we all drove in. We didn't need a marshals briefing, everyone knew what they wanted / needed to do. On Saturday, the traders had complained about a lack of visitors - many of the drivers who stayed in their cars being unaware of the existence of the trade area. So for Sunday, Chris arranged for the way in to be via the trade area. A bit of tape and a few lads to control the flow was enough to make it safe. This at least showed every participant what was on offer and tempted them to get out of their cars and visit the stands and displays after they had driven round the courses. It actually made life easier all round as the normal single track used for in and out became part of a one-way system and so people who wanted to leave could drive straight out. The weather continued dry and bright, so much so that some of the puddles in the Cross Country area were drying into slimy patches with no free water at all. The Alpine Course remained intact with no major breaking up as in previous years and the off-piste sections remained driveable all weekend with no major problems or re-routing being necessary.

We still need to address the problem of marshalling the boring bits. The steep hills need someone at the bottom to control the flow; releasing a vehicle to go up only when the way to the top has been cleared by the previous one. Some of the steep descents need to be similarly controlled. Some of these locations have an adjacent 'trials' section from which a marshal can be borrowed for a while and relieved regularly. This could be a good excuse for more 'trials' sections next to each hill!

We had only one total idiot in the whole day. He turned up with only half an hour to go before the 4 o'clock close. At 4:15, when he found us directing participants to the exit, he still hadn't been able to find the Cross Country section which was all he had come in for in the first place me said! I think he just wanted to get the tyres dirty - perhaps we should have spray-on designer mud on sale. He got extremely stroppy and refused to leave, creating a considerable hazard by trying to barge into the traders area the wrong way. Firstly Mike Doherty chased after him then Chris Jones took over. Many people thanked us for the day on their way out but most just drove away, windows closed and unsmiling. There's involvement for you!

Thanks go to Chiltern Vale Rover Owners Club, official hosts this year, and to marshals from Chiltern Vale, Hants & Berks Rover Owners, 101 Forward Control Club & Register, All Wheel Drive Club, Twickenham Off-Roaders, Range Rover Register, the Military Vehicle groups, The "B" Vehicle Museum of Surrey and many others. The St. John Ambulance team attended all weekend and made good collections at the exit gate. Thanks go to them too.

Steve Kirby

Tel 01252 717922



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# CHRISTMAS DINNER

THE GRANGE HOTEL, ALTON

on

SATURDAY 7th DECEMBER

The Grange has finally sent through the Christmas Dinner menus. There are three set menus at three different prices. Now it's decision time! You can either:

1. choose any of the three menus and pay the price of that particular menu or
2. you can mix up the menus to suit your taste. For example if you would like one of menu C's starters, menu B's main course and menu A's dessert then the price you pay is that of the highest price menu you choose from, in this case menu C. If this is unclear please tell me what you want and I'll tell you what to pay!

If you are a vegetarian or simply prefer this choice then the same applies as no.2. You choose a starter and dessert, and pay the highest of these two.

These are the three menus:

**MENU A : £13.50**

1. SOUP OF THE DAY
  2. TRADITIONAL ROAST TURKEY with all the trimmings Selection of seasonal vegetables & potatoes
  3. CHRISTMAS PUDDING with BRANDY SAUCE
- COFFEE

**MENU B : £14.95**

4. MELON FAN served with WINTER BERRIES
  5. ROAST LOIN OF PORK with a FRUIT STUFFING Selection of seasonal vegetables & potatoes
  6. GATEAU OF THE DAY
- COFFEE

**MENU C : £16.95**

7. SEAFOOD COCKTAIL or
  8. ORIENTAL DIM SUM or
  9. PATE - Coarse Liver or
  10. SMOKED SALMON BISMARCK
  11. CHICKEN BREAST with a MUSHROOM, BRANDY & CREAM SAUCE Selection of seasonal vegetables & potatoes
  12. PROFITEROLES with a CHOCOLATE & BRANDY SAUCE
- COFFEE

VEGETARIAN MAIN COURSE: 13. TWO CHEESE AND BROCCOLI STROUDLE

Now all you need to do is write down your name and your choice of courses. (Please state each persons name and their particular choice separately and also can I please have a contact phone number of one of your party just incase of queries.)

The menus and money have to be returned to me a.s.a.p., no later than 7th November, as I have to pay in advance and also the hotel needs to know what you want to eat! (Please remember to deduct the deposit you should have already paid).

Any problems please phone me on 01252 332372 (evenings).

Please send to:-

M. Leverett, 16 Ash Hill, Aldershot, HANTS. GU12 6AE



## 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!

- \* Breaking 1976 Range Rover. Range Rover bits for sale: Power Steering setup complete, no leaks from the box. Front and rear axles complete or will break for the diffs only. Panhard Rod, axle tiebars, radius arms. Top & bottom tailgates very good condition. Mick Dyer in Windlesham on 01276-473907 (NOV96)
- \* SWB Chassis Bought new from Marsland in 1991 but never used. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* 2a LWB Body and mechanical parts. Virtually everything except chassis. Already dismantled. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* Land Rover & Range Rover Short wheelbase hard-top c/w Safari rear door - £120. Range Rover chassis (ideal for hybrid) - £40. Early RR bonnet - £30. RR diffs - £70 each. RR manual steering box - £25. RR ½ shafts - £10 each. RR axle case with discs - £25 each. RR rear prop - £15. Four 16" eight-spokes 9" wide, £50 the four. Dave Hatch, Fareham, HANTS. 01329-314998. (SEP96)
- \* Set of Five 7x16 127 / 130 wheels. Shot-blasted, ready for painting. £100. Contact Malcolm Whitbread in Redditch, near Birmingham on 01527-857982 (SEP96)
- \* Misc Land Rover items. Dog guard for Landrover 90 - £30. Full roofrack (and ladder) for 110 Landrover - £100. ¾ ton sankey trailer and canvas - £275. Contact Chris Cox on 01344 302364 or Mobile 0468 366659 or e-mail on sebev.eoc@pop3.hiway.co.uk. (JUL96)

## Vehicles for Sale

- \* 1973 Range Rover. Partially restored. Rebuilt SD1 engine. Recon gearbox. Manual steering. Complete and running. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* Coil-Sprung Land Rover 101 GS Forward Control. Full ARC spec roll-cage, engine moved back about 12". Remarkable performer. Comp Safari or trials vehicle. £4500. Contact Malcolm Whitbread in Redditch, near Birmingham on 01527-857982 (SEP96)
- \* 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. (SEP96)
- \* 3½ ton Ford Transit vehicle transporter. New 16½ foot beaver-tail bed, new tyres and other new items. 2½ litre diesel engine. 17 foot wheelbase. £1950. Call Nick Suiter in Ashford MIDDX after 8:00 pm on 01784-251691 or in Oxford on 01993-840541. (AUG96)
- \* 1986 Land Rover 110 V8 County 5-speed box, load liner, heavy duty battery, regularly serviced, full workshop manual, one owner, 12 month's MOT. £5500 o.n.o. Call Roy or Pat on 01252-613-831 (AUG96)

## Wanted

- \* Offside exhaust manifold for V8 SD1 Rover car. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* LWB hood sticks and MoD canvas and Series IIa or III gearbox. Dave Hatch, Fareham, HANTS. 01329-314998. (SEP96)
- \* Forward Control Series IIa wheels. 8" rim width pattern, 16" dia. 5-stud. With or without tyres. Call Steve Kirby in Twickenham on 0181-287-0377. (OCT96)

## WARNING

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

## SERVICES / ONGOING

- \* Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.
- \* WHEELS & TYRES:- Call Southam Tyres on 01865-716777 for all your wheel and tyre needs. "Just Tyres" (One of the Southam Tyre Group) have depots in Reading and Southampton for example so they're not too far away. Discount is variable and there are very special deals available on wheel/tyre pre-assembled combinations. Several club members have already found the deals to be very good.
- \* 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. Note the new number.
- \* 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, Land Rover 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.
- \* 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.
- \* VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.

## 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.

There seems to be masses on the calendar so I've printed the dates of everything I know about at the moment. Look out for provisional events in italics. Please let me know when any of these is confirmed.

Nov 2nd - 3rd	RTV / CCV Trials at Nelly's Dell. Camping. Bonfire, etc. Winter Series.
December 7th	Xmas dinner. Grange Hotel, Alton. More details elsewhere in this issue.
December 15	RTV / CCV Trials. Brick Kiln Farm. Winter Series. Confirmed.
January 3rd - 5th	Rickshaw Ramble '97. Note change from previously published date. Setting out on Friday. Details later.
January 19th	<i>The Woodage Rampage. Nelly's Dell. You'll have to wait and see what this is! Provisional.</i>
January 26th	<i>RTV / CCV Trials. Southleigh Forest, near Petersfield. Invitation event. Provisional.</i>
February 16th	<i>RTV / CCV Trials. Military Site. Provisional.</i>
March 9th	<i>RTV / CCV Trials. Hook End Farm. Provisional.</i>
March 29, 30, 31	Lancashire & Cheshire ROC. Invite to "Easter 1997" at Trentham Gardens, Staffordshire. Team Recovery, RTV / CCV trials, Day and Night Comp Safaris, Scenic Drive, Kid's Bike Trial. Call Andrew on 0161-292-0539.
April 6th	<i>RTV / CCV Trials &amp; Camping. Nelly's Dell. Provisional.</i>
April 12 - 13th	<i>Bagshot Show. Provisional.</i>