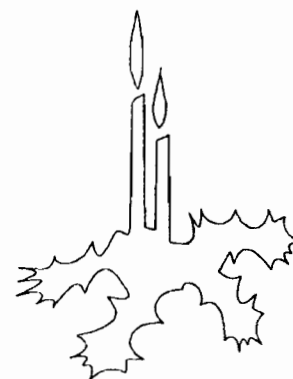
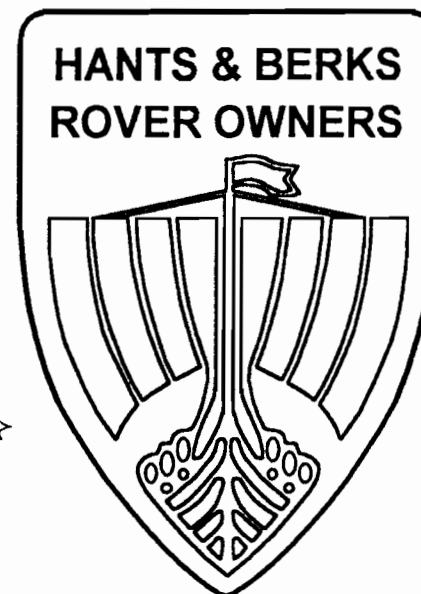


May 4th	RTV / CCV Trials on Saturday, Charity day on Sunday. Camping. Military Site. Provisional.
May 23 - 26	ARC National Rally. North Wales.
May 26 - 31	HBRO "follow-on" rally. Provisional.
May 30 / June 1st	London 4x4 Show. Thamesmead. Provisional.
June 15th	RTV / CCV Trials, Camping. Bowhill. Provisional.
June 21 - 22	All Rover Weekend, Gaydon. Confirmed.
June 21 - 22	Goodwood Festival of Speed. Provisional.
June 21 - 22	Stag Owners meeting. Provisional.
July 5 - 6th	War of the Roses. Provisional.
July 12 - 13th	National Off-Road Show. Provisional.
July 18 - 20th	Billing '97. Provisional.
July 26th - 27th	HBRO / Somerset & Wilts / Yorkshire Rover Owners Club Holiday Rally. Fordingbridge near Salisbury. Provisional.
August 2 - 3	Inter-Club Challenge with Southern. Battlehurst Farm.
August 16 - 17	AWDC Southern Hill Rally. Provisional.
August 23 - 24	North Wales event. Porthmadog. Provisional.
August 23rd -25th	Ladies' and Gentlemen's RTV and CCV Trials. Camping. Summer Rally. Nelly's Dell. Provisional.
September 7th	Trials at Sidbury Hill. Provisional.
September 14th	Thruxton Festival of Motorsport. Provisional.
September 21st	RTV / CCV. Wessex Shield & Safari Engineering Challenge. Hook End Farm. Provisional.
September 27 - 28	Bagshot Heath Off-Road Show. Hosted by HBRO. Provisional.
September 28th	Wessex Land Rovers Shield and Safari Engineering Challenge. RTV / CCV. Hook End Farm. Provisional.
October 4th - 5th	Major's Trial. Devon? Provisional.
October 12th	RTV / CCV Trials. Military Site. Provisional.
October 10 - 12th	Welsh Hill Rally. Provisional.
October 26th	HBRO AGM. Provisional.
November 2nd	RTV / CCV Trials. Nelly's Dell. Provisional.












# Pants & Barks

DECEMBER 1996



Newsletter of the Hants  
and Berks Rover Owners

# Officers of the Club

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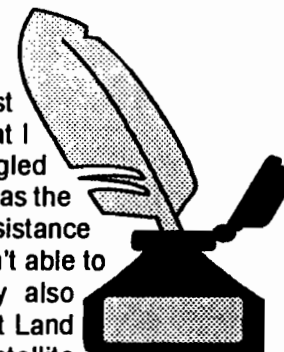
Notes:-

\* 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.)

# A Merry Christmas to all our Readers!

## Editor's bit....



Following my report on the Welsh Hill Rally last month, I forgot to mention the only other HBRO entry that I spotted there. Mark Ambler and James Hynes struggled manfully with a host of breakages on their Ranger Roger (as the entry list had it!!). I was able to give a small amount of assistance in the pits but as I was a member of another team, I wasn't able to help as much as I would have liked. Mark's Rangy also appeared several times in a recent a documentary about Land Rovers on the Discovery channel. (That's a cable / satellite channel just for documentaries, not just about Land Rovers - now there's a thought!) Mike Dyer caught it all on tape and he has donated it to the club. Thanks Mike. May I suggest that if any members intend to participate in a distant event, they mention it here in the newsletter to see if any other members can offer help on the event or the loan of spares on a 'use-or-return' basis.

Why do I have to read another club's newsletter to find out what HBRO members have been up to? What's more disconcerting is that sometimes I encounter names that I've not seen before! If you travel to any event, please

drop me a line to let me know how you got on.

**This month...**

- Eckington 96 results.
- Bagshot 4x4 - further reports from Red Leader and Alan Smith.

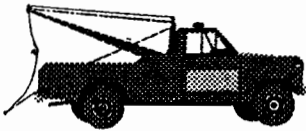
After many years complaining about poor attendances at AGMs, a certain person forgot to go!

Who was that person? OOPs!! No feeble excuses, but a sincere apology for not attending. I won't be going to the Christmas Dinner either as I will be on HBRO business in Birmingham on that day and I can't guarantee to be able to get to Alton from Solihull in time. Enjoy!

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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## New Secretary's News

Firstly, for those of you who are unaware, I am now the new club secretary. If there is any info you need or any event you would like organised please let me know and I'll see if it's possible.

Nelly's Dell Bonfire Night went really well but as seems the case this year, the weather was far from perfect. The evening started surprisingly early with everyone gathering around 'Gary's Kitchen' at around 5 p.m., drinks in hand. After re-organising his table several times - presentation was essential - the BBQ was lit.

A big 'Thank You' to Nick Jennings for supplying the meat, another to Gary and Sharon Langton for preparing all the other 'bits' and their time serving, and of course Pam Duffett for her lovely cooking and the apple pie she had prepared earlier.

Everyone seemed to enjoy being huddled over the make-shift tent between Chris Homewood and Neil Shawyer's vehicles, while in what seemed 90 mph winds - the bonfire burned horizontally. Also, Gary Hodgson, Brian Frankland and Ashley's job of lighting the endless fireworks was made interesting in the rain!

Lastly, a quick mention about the Christmas Dinner which I seem to have been organising forever. We have 65 people attending, the raffle prizes are increasing and the evening should be quite lively. I don't think the Grange's dance floor will have seen as much action as on Saturday the 7th. See you there.

Maxine Leverett

---

## Competition Comment

Another month - another event. Bowhill our new site with its interesting downhill slalom, proved a success, despite only two caravanners braving the winds of the South Downs. You all missed an excellent homemade and locally caught Blackberry and Apple Pie from the Chef Extraordinaire, Pam Duffett, and I note another turned-up at the Bonfire night !! The owner of Bowhill noted that space was at a premium for our event, and has kindly offered further land for the next event - which will make the site ideal for our needs - as long as those Highlands keep their distance. Thanks should go to Clive Parker, Phil Pilcher and Gary Hodgson for doing the business with the trees, and to Gary for getting the Series 1 stuck, and putting me up for the night.

Nelly's Bonfire night has been and gone again, doesn't time fly! A well supported event, excellent Barbie courtesy Gary and Sharon Langton, and Pam (of super pie fame) Duffett. Bonfire flamed well, and Fireworks were well appreciated by the local bovine population. The Sunday trial received a good turn-out, and resulted in two groups being run. Sorry if anyone ended up in the

wrong group, but all in the name of efficiency. Barry and Andrew Simpson again deserves a mention having been down the week before to prepare the site, and from Friday to set-out the new sections and to lay-up the Bonfire. Nelly's is really usable now, and we have enough sections to avoid the repetition that was beginning to cause problems.

Planning for the **War of the Roses** has already started, and Mark Ambler has offered to Captain the Team for the event. Mark's experience is well respected in these matters, and anyone interested in participating in the event should contact Mark or myself to be listed for the team.

A **Fire training day** had been organized by the ACSMC at Thruxton for the 17 November and a number of members participated in this activity. It is a very worthwhile day, and if anyone would like to attend future courses please let me know, and I will arrange attendance.

At the AGM, a proposal to implement a **NEW** award scheme for officials in 1996, was passed by the members. The objective is to recognize the sterling efforts of the officials at Events. The rules will be:

1. The total number of days an official spends on-site will be used to define a winner, second and runner up positions.
2. Both preparation/setting-out days will count.
3. To be eligible all officials must sign-on, whether for setting-out or marshaling/officiating during the event.
4. All Off-Road events will count, including trials, promotional, charity days and events run by HBRO for other Clubs or organizations (including Bagshot and Rickshaw).
5. The eligible events will be all HBRO activities from December 1996 through to October 1997.

An award will be made at the AGM 1997, for 1st, 2nd and 3rd places. The nature of the awards will be announced following the 1996 AGM.

A new award the, "**Performance Cup**" for Class 4/10 - 90" Wheelbase competitors will be awarded at the 1997 AGM. The 90" wheelbase vehicles were sadly (violins) lacking a trophy and with their popularity as trials vehicles I felt their competitiveness needed recognition. The only rules are: No cheating, HBRO club events only, (the Nationals will not apply), and only Blue truck cabs are eligible. OK, all right other colours as well (it was worth a try Pam !).

The Rickshaw is on !! Please let me have your names for the Friday, or Saturday activities, and please not the new dates of 11/12 January. It is possible that help may also be needed on the Sunday 13, so if your interested let me know.

See you all at the Xmas do or at Brick Kiln on the 15 December.

Ashley Pocock

## Treasurers/Membership Report October 1996

I thank you for your support over the last twelve months and I thank you for electing me for another twelve months. The last year has gone quickly, another year closer to retirement and quite what it holds in store is not very clear. Club funds now stand at £3250.00 and this is an increase of £1500.00 over the last year. This is in excess to the money spent on the two video and television systems for use at the two respective club nights. We have also stocked up with a god supply of door stickers, tee shirts and sweat shirts. This does not mean we have finished spending and need ideas on what the club needs. Present thoughts include a large tent for use on camping weekends, portable radios for use when trialling and petrol driven hand tools for use in clearing the sections. So if you have any other thoughts please let the committee know.

We have had a good year for raising funds from subscriptions, trials and fun days. Over the year the income was £11800.00 and we spent £10300.00 leaving and balance of £1500.00 towards the club funds. We have set a target of trying to add at least £1000.00 to funds each year such that by the year 2000 when we hope to try for an ARC National and we can fund the event without having to go into debt.

The magazine is still printed locally and by putting it to-gether ourselves we have continued to save on costs. The costs have risen slightly due to the increase in copies printed. Last year we were sending out 200 and this has now increased to almost 300. This is due to increase in membership and complimentary copies to other magazines and interested parties. I must thank Maxine and Peter Leverett for helping out with the distribution of the magazine. So the Editor is Steve (Forgetful) Kirby, I print the magazine and prepare the mailing list with the renewal letters and then Maxine staples, folds and mails the final item with any additional flyers that arrive at the last moment. We have dropped the colour front page as this almost doubles the final preparation stage as do the late flyers. We have had a few problems with the timing of the magazine which have all been down to me trying to fit it in with my own business and holidays.

We have had three good events this year which have resulted in an increase in membership with corresponding subscriptions. We have raised money towards the running costs of the North to South Run and a good cause nominated by the Range Rover register as a way of thanking them for their assistance in the fun days. In all we gave £600.00 to these causes.

Membership has increased and this has reversed the experience of the previous years when it fell. The increase is from 197 to 240 Ordinary Members and 74 to 94 for Associate members. This now gives us a total membership of 334 an increase of 63 over the year. This is the result of the Weavers Down fun day and two good Bagshot 4x4 Shows. Overall it has been a good year and we look forward to the coming year with new sites and new challenges.

Alan Smith

## ARC National Rally 1998/1999/2000/2001

Dear Steve,

I was pleasantly surprised when I received my new membership card to find that by the time it expires I will have received a Telegram from the Queen!

I gather I have been made an Honorary Life Member of the Hants & Berks Rover Owners, and I would like to thank all concerned for giving me that honour.

I celebrated the occasion by using my HBRO card to enter the North Wales Land Rover Club Bonfire Trial, but I'm afraid my performance didn't heap glory on the Club. As I have expressed before it is my intention to attend at least one HBRO event every year, although I haven't managed it most years, but obviously it is looking unlikely that I will get time before next year's International Rally.

Talking of which last time I checked with the Entry Secretary there were very few Hants & Berks entries. Entries are coming in steadily so don't leave it too long, especially if you want to compete. Are there any preferences on where you want the club to be located?

Can I thank you again and look forward to making full use of my card, perhaps we can hold a centenary trial, I look forward to seeing you all there!

*Dave Cuthbert.*

It was proposed that HBRO consider making an application to run an ARC National Trials sometime in the near future. As my heading implies the year is very much in question as are many other points.

The recent AGM decided to first ask the membership how many members would be prepared to offer their services to help run such an event. We must stress that helping in the event will not prevent you from taking part in some of the events. We do not want to make the mistake of making a blanket ban on all HBRO members just because we maybe the host club. This help can be very diverse from setting out trial sections, to organising the caravan site, gate duty, refuse collection, entertainments officer, procurement manager and others.

We envisage a small committee to initiate the event and liaise with the respective authorities and generally manage the event. The big need for additional assistance would be in the week prior to and the week following the event. The largest demand would fall over the bank holiday weekend whilst the event was taking place.

At this stage we have informed the ARC of our possible interest and they would be pleased to receive an offer from a club in the South of England, since the next three years are all set to take place in the North of England. North Wales 1997, Lancashire 1998 and Yorkshire for 1999.

Main problems are:-

1. Can we get enough members to pledge their support.
2. Can HBRO afford to put on such an event.
3. Can we find a site suitable for the event.

The first problem is in your own hands so please write or call and give us your support or tell us otherwise.

As to the funding of the event I am confident this is possible and if set up right can be self funding. Big key to funding is the caravan content and this outshines any funds raised by the trial or trade participation.

As to the site we feel we can offer a good selection and with the funds available to such an event we could attract others. The ideal site should be somewhere in the Aldershot or Reading areas. Recent adverts have brought to light new sites.

Therefore before we can proceed any further please let us know if you will help us run such an event. Please make your feeling known as soon as possible.

Alan Smith

## Bagshot 4X4 Show 1996

The Bagshot 4x4 Off Road show has now been held for the last five years, with 1996 being the first time it was held in both April and September. The club gave a good account of itself with about 25 marshals who turned out for both days.

The show itself seems to grow in popularity with a good display from both trade and club interests. The course itself was laid out to give both the novice and experienced off roader something to enjoy. The only thing that did not come up to scratch was the weather, it was too nice, no pre-show drenchings which has set the scene for previous years. The conditions were such that the marshals had little to do but ensure the drivers were aware of the safety aspects of off road driving and control the pace at which they proceeded.

For my part the best part of the weekend was the setting up on the Friday, when a small group of volunteers prepared some of the Alpine sections. It is fun trying to make the sections more of a challenge without putting them at risk. When the setting out is completed it gives you the chance to drive all of the sections and at the same time looking out for sections which would could give problems, were the marshals would be best served and where directions arrows would be required. In reality the ground was very dry and on the whole the larger 4x4 vehicles would cope with ease. There was some concern for the smaller 4x4 vehicles which did not have the same engine braking control and tended to run away with themselves on some of the steeper sections.

Brian Frankland spent most of the day charging round in his bright blue roadster keeping us all on our toes. He did his best to ensure the marshals in the remote alpine regions were relieved. In my case he came close to lift off as I seemed to be on a hill which was by-passed by one of the off road sections. He sent out four or five reliefs who all failed to find me. For next year we will suggest fitting a cannon to his roll bar so he can blast a path through to me or to exterminate any marshals who ignore his pleas for help. Eventually our leader found me a good chance to make a break for it.

Maxine manned the club stand and gave a good account of herself with sales of shirts, magazines and enrolment of new members.

No decision has been made yet as to whether the April event will take place. A possible date is the 13th April and it would be a one day event should it go ahead. The September dates are 27/28th and this will be the normal two day event. So anyone who is interested in the possible April and September shows and who wants to marshal please let me know well in time. For those who do not want to marshal please do come along and help to make the show a worthwhile event. We are to be the lead club for 1997 so lets help to make it show to remember. Any ideas for the show would be welcome and we pass them onto the organisers for their consideration. We must thank Chris Jones for the donation to club funds, it is most welcome.

Alan Smith

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## Eckington 96

Many HBRO members travel some distance to participate in other club's events and never write in about it. "Well done" to the following HBRO members for representing the club at the 1996 Eckington events that were run by Peak & Dukeries Land Rover Club.

### RTV Trial.

Class 4 Mark Andrews - 51 points - 9th Martin Jones - 62 points - 14th  
Class 10 Malcolm Whitbread - 32 points - 3rd

### CCV Trial, all Class 10.

Mick Tombs - 37 points - 7th Simon Warn - 40 points - 9th  
Martin Jones - 43 points - 12th Malcolm Whitbread - 45 points - 13th  
Brian Warn - 49 points - 14th Mark Andrews - 70 points - 17th

### Night Competitive Safari - all Class 9.

Malcolm Whitbread - 17m34s - 13th Brian Warn - 18m36s - 15th

### Day Competitive Safari - all Class 9.

Brian Warn - 29m21s - 9th Mick Tombs - 31m02s - 13th  
Malcolm Whitbread - 34m14s - 18th Martin Jones - Retired.

Steve Kirby

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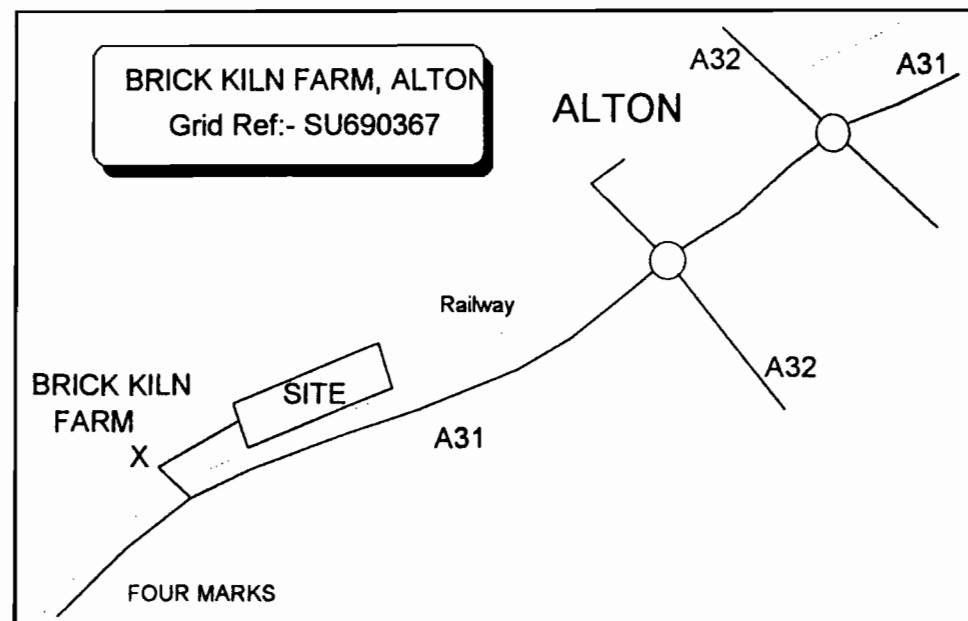
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## RTV & CCV Trial Brick Kiln farm, Alton, December 15th

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. Contact the secretary for your rule book if you haven't got one. 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. It's always the same few who do it. Thanks.



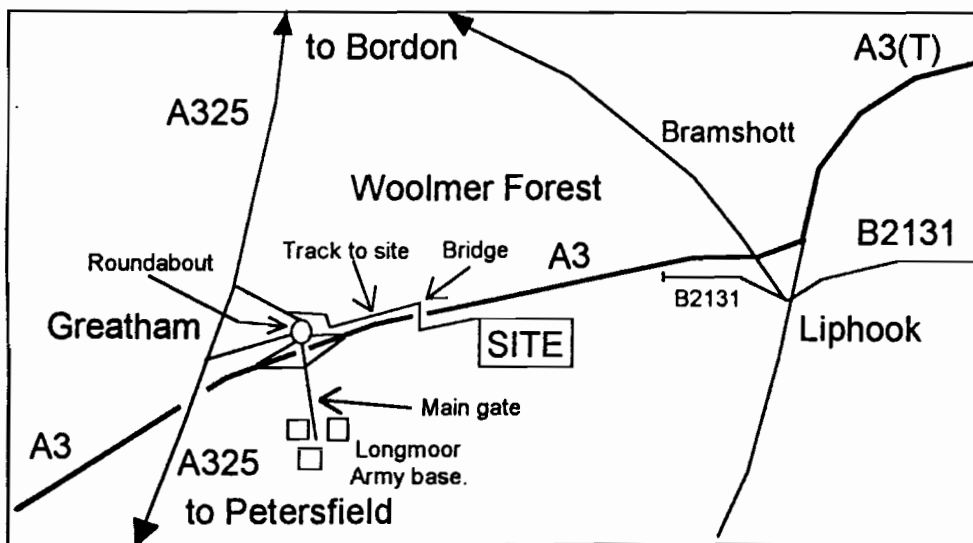
## Rickshaw Ramble, Weaver's Down, 11th-13th January.

This event is run by the Army for members of the forces including the Police, Coastguards and members of the Civil Service Motoring Association. The event consists of several driving and navigational exercises over the weekend. The tests will include Safari, Scatter, Night Navigation and Off-Road trials driving course which is where our club comes in. We have again been asked to set out and marshal the observed sections around the course. Marshals are also needed for the other parts of the event.

HBRO members will be setting up the trials section on the Friday; marking and testing the sections. Anyone who wants to help must contact Ashley as soon as possible as he has to get passes sorted out. Entry will be via the main gate of Longmoor Camp and everyone on the site must have a vehicle pass and a personal pass. Overnight camping can be arranged. We may not be using the "track to site" shown on the map; but it's marked just in case.

As last year, we will meet for a briefing at the Longmoor Camp main gate at 8pm on Saturday. Don't worry if you've never marshalled before; training and guidance will be given. If you can't make it all day, still ring Ashley as he may be able to sort out late passes.

The competitors are timed, so the sections have to be designed so the participants won't get stuck as they have to make it to the finish of each section. They will be penalised 5 points for each stop or cane hit; these point being added to an accumulative score. We will have to time any stoppages or hold-ups so it can be deducted from their final times.



## Bagshot Off Road Show

As I have recounted in the past on these pages James, my nephew, is the proud owner of a 101. He has been trying to tell me for some time how it is the ideal green road machine, the ideal RTV machine, and far better at everything than my 88!

The first off road event he did was at Bagshot about three years ago (he even got his photo in LRO) and at last the challenge was issued for this years event. As I was due in Bristol the following weekend I decided to make a week of it.

This increased the preparation considerably. It would involve leaving the Land Rover parked on the streets of both Portsmouth and Bristol, so it was time to sort out the door and window locks. Also, unlike the National Rally, when if I break something I can just call the AA to get me home, I had to be ready to repair it is necessary. In addition I could not risk needing a tow from the 101, so SATs would have to be the order of the day, but I didn't intend driving 800 miles on them. I eventually set off with the the Land Rover full with 5 SATs, a diff, a pair of half shafts, tools, and that was before I loaded for a weeks holiday!

I was a bit concerned as any public course cannot be too demanding, as one stuck vehicle can cause horrendous hold ups, as other organisers have found in the past. I was even told by one North Wales member that it was only the fact that in the confusion at the gate no one had taken any money from him that stopped him demanding a refund as the course was so tame!. Hopefully it wouldn't be that bad, but I wasn't expecting it to tax a 101.

Sunday morning saw us heading from Dorking to Bagshot.

I was leading in with WOW in trialling mode, i.e. SATs, truck cab, open back and minimum of (secured) tools, with my other nephew William as navigator, James and friend in the lorry, totally open, with my brother John bring up the rear with his 110 County. He didn't intend using it, but had other things to do so needed to get home if we decided to stay all day. First stop then was the car park where we managed to cause total chaos whilst waiting for him to park.

Soon we were in the queue to get in, but having taken the precaution of booking ahead (and saving money into the bargain) I was waved to the front. As I drove in the first sight I saw was the Landcraft marquee, or to be more precise Dave Mitchell in his marquee. Is there any escape from this man? Unfortunately James had not prebooked so I had to pull over and wait for about twenty minutes while he queued, but soon I was following him onto the cross country course. First we were stopped by a marshal trying to establish the level of our skills.

"It's alright," says Clerk of the Course Steve Kirby, coming to my rescue, "I think he knows what he's doing."

You've not seen through me yet then Steve? We were advised to start with the Off Road Course and were soon entering a large deep puddle, well puddle is inadequate, pool perhaps. Not that deep, but enough to catch out the careless. I had intended doing things by the book and fitting the wading plug, but



it was all happening too fast, but I did manage to stop after the first splash to fit the standard Welsh farmers fertiliser sack over the grille. I know some felt it a bit over the top but I have had considerable problems with blocked radiators after past wading. There was another large pond then a number of ruts and humps before returning to the start.

Interesting, but hardly worth over £25. We went straight onto the Rough Road course. Oh Dear. To be fair it was described as being suitable for the 4x4 owner who had never driven off road before. If a Discovery (or even Vitara) owner found that course interesting, it is very sad. I suppose I may be a bit biased, after all my job involves delivering to farmers along far rougher tracks, in an Astra van!

And so it was onto the Alpine course and eventually we turned off into the trees. We were immediately stopped by a marshal and instructed to wait until the James had completed the descent in front of me.

"It's OK. I'll have to go and tow him out in a minute anyway." At that point the lorry stops dead by a tree and the reversing lights came on. Unfortunately he managed without my help.

What followed was a long meander through the trees in a situation that could easily be an RTV section. Back out onto the track and soon we were off along another section. These sections were very good. Whilst obviously there were no real problems for an 88 on SATs, it couldn't be driven on autopilot. Whilst there were a large number of Discoveries being driven round, I wouldn't have wanted to drive my boss's round, some (?most) of the trees were very close. Having said that the only damage I saw was to the lorry, James having managed to find another tree.

Time to look round the tradestands. James & William were both trying to convince their dad to buy more aggressive tyres for the 110. I'm not sure why, although languishing in the car park today it does accompany the lorry green roading from time to time, doing so effortlessly on its standard 7 50 Avon Rangemasters to the steadily increasing annoyance of both James and his mates with "better" shod vehicles.

Stop to talk to Steve on the way back to the motor, and at that point fellow Clerk of the Course Mick Doherty asks him to check on hold up and I'm offered a ride in the coiled 101. What an improvement! The hold up was near the military vehicle display, but had been sorted by the marshals on the spot so we were able to look at the vehicle there. For most Land Rover enthusiasts the star must be the Centaur, a half track conversion, but for me it was the mine protection Bedford MK. A handful of RLs were built in the 60s, primarily for service in Aden, and in the 70s an MK version was developed for Oman. Two were made, one being destroyed in testing (the idea is to give the occupants a chance of surviving a mine blast, it is accepted the vehicle may not) but by then the war was over (thanks to the SAS, that was where the Pink Panthers became pink) so this vehicle remained unique.

By the time John & I had walked back, I don't know where Steve disappeared to, James had given up waiting and had set off on his own but

William had waited for us, and we set off round the Alpine course again. This time the first section had been temporarily closed and we discovered one of the subtleties of the course, some of the sections overlapped whilst others bypassed the more interesting, that is steeper, sections of the main track, meaning you couldn't experience everything in one pass.

Back onto the Cross Country course and again several alternative routes were tried. One near the end lead me into a big watersplash, then another, that I totally missed at the end first time round. Oh, no I didn't, I've managed to cut back across to the start again. It took three circuits before I found my way off and back onto the Alpine course.

During this time James was also enjoying himself, bending the lorry again and flooding it in the watersplash. In my absence he was rescued by a sympathetic fellow 101 driver. If I'd been there I would have dragged him all round the course. Whether my sleeve would foul the horn whilst doing do I've no idea!

So what did I think of the day? Very good, I enjoyed it immensely.

Would I go again? Well probably not if it involves driving 300 miles! For those living closer I recommend it for an enjoyable day out especially if, like me, you believe a good days off roading shouldn't need a rope.

Was it worth the money? It cost a bit (approaching 50%) more than other driving days I've attended. These have been off the "go through the gate and drive where you like" kind, which on the right site can be very enjoyable (Landcraft's Bala site springs to mind) but many people immediately look for someone else to follow.

This event I assume was run under an RAC Promotional Event permit. This calls for adequate marshalling and supervision, this has proved the stumbling block we have found when trying to organise Off Road Driving in the North Wales Land Rover Club. The high level of Marshalling, in which Hants & Berks Rover Owners members seemed to be playing a major role, was one of the features of Bagshot. It was a bit frustrating being told that on every circuit that the hill ahead was deeply rutted and to keep left (especially as I am convinced there was a better line to the right, at least on SATs) but at least this kept things moving and people out of trouble. As some of you will know a member of the public was killed at a "Play Day" earlier this year so I suspect then more tightly controlled events like this will be they way to go in the future.

All in all the event was a credit to all involved, many HBRO members, and may I take this opportunity to apologise to all those of you I didn't get an opportunity to talk to, and thank all of you who gave me such an enjoyable day.

Red Leader

# GENUINE PARTS SALE - SPECIAL OFFERS



Oil Filter + 6 Litres Genuine Oil	£24.99
Discovery Steel Road Rims - Used	£23.50
235/16 Tyres - Used	From £75.00
255/16 Tyres - Used	From £80.00
Range Rover Windscreen 89 - 93	£135.64
Used Alloy Wheels (sets)	From £235.00
New Rear X Members	From £135.36

All prices include VAT & are valid until the end of December.

10% Discount for members.

All items subject to availability.

24 hour delivery - £10 for up to 10kg.

## Lex Land Rover



Please call our Parts Department on 01628-76000  
or fax us on 01628-776134

## Nelly's Dell Trial Results.

### Officials:-

Sec. of the meeting - Ashley Pocock. Clerk of the Course - Dave Ridden  
Scrutineer - Brian Frankland. Steward - Jackie Pocock.

Marshals:- Roger Hardwick, Robert Davis, Ian Parker, Sue Lea, William Kidder  
Steve Hallam, Hugh Duffett, Dave ridden, Maxine Leverett.

### RTV

#### Class 3:-

Neville Dewdney - 25	Karen Duffett - 26	Russel Vare - 27
James Taylor - 35	Wayne Crumpton - 36	Matthew Hewitt - 39
Glen Fryer - 70		

#### Class 4:-

Peter Leverett - 23	Nick van den Braak - 27	Alan Smith - 30
Nick Jennings - 43	Mark Halliday - 45	

#### Class 5:-

Paul Webb - 19	Chris Homewood - 20	Steve Kendall - 33
Andrew Simpson - 39	Keith Jones - 46	

### CCV

#### Class 6:-

Brian Frankland - 9

#### Class 8:-

Stephen Skinner - 27 Niall Banyard - 57

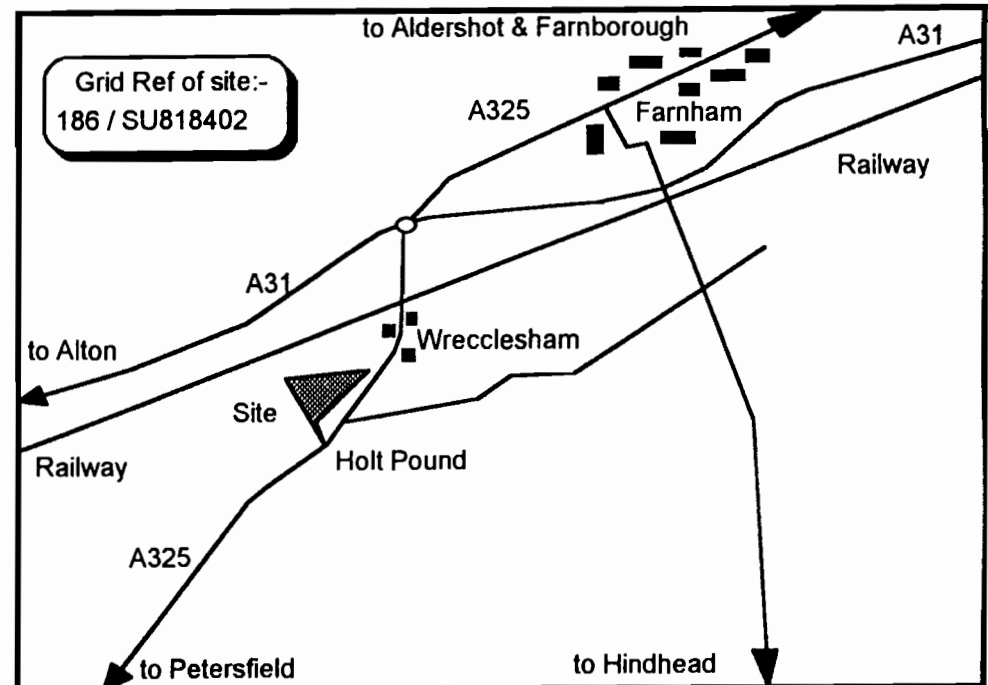
#### Class 10:-

Andy Bunyan - 11

## RTV & CCV Trial Surrey Saw Mills Site, Wrecclesham, Surrey. 24th - 26th January 1997.

We are holding an RTV and CCV trial at this new venue near Farnham, Surrey. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £12 in advance or £15 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be at 9:00. a.m. and the competition will start at 10:00. a.m. prompt, so please be on time. ARC rules will apply as usual. New 1997 ARC Yearbooks should be available by this time. Contact the secretary or the ARC representative 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" and the "Pilot Trophy". Event will also be a round of 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!



## 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!

- \* Tyres. Five Lassa cross-ply tyres, same pattern as SAT, not remoulds. Done 8000 miles and one is still unused. Perfect fit for trialler etc. 7:50 x 16. Plus five 7:50 x 16 tubes, new with the tyres. £80 the lot. Phone Andrew Brett in Surrey on 01737-210799 (DEC96)
- \* Series II / III bits Truck Cab - £35. Solex PA40 carburettor - £10. Inlet manifold - £3. Late Series III brake servo - £5. Series III bulkhead, needs repair - £25. Call Roger Hardwick in Aldershot on 01252-376797 (DEC96)
- \* Land Rover bits... Free-wheeling hubs - £15. Galvanised roof rack with ladder - £10. Stainless steel downpipe for 2¼ petrol 90 - £10. Lucas Sports Coil - £10. Lumenition ignition - £20. Cat guard for 90 fan - £8. Gunson Gas Analyser - £25. Series 1 windscreen frame - £10. Series 1 front transmission cover - £3. Call John King in Maidenhead on 01628-25909 (DEC96)
- \* Land Rover LWB Series III bits. Truck-cab - £40. Wings - £35 the pair. Doors - £10 each. Dash - £15. Seat-box - £15. Bonnet - £25. Tailgate - £10. Salisbury rear axle complete - £50. Front axle complete - £40. Props - £15 each. Windscreen - £20. 2¼ petrol engine, good runner c/w carb, starter, alternator, distributor - £130. Plus other bits. Call Dave Hatch in Fareham, HANTS on 01329-314998. (DEC96)
- \* Breaking 1976 Range Rover. Front axle complete or will break for the diff only. Panhard Rod, axle tiebars, radius arms. Bottom tailgate very good condition. Mick Dyer in Windlesham on 01276-473907 (DEC96)
- \* 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)

- \* Set of Five 7x16 127 / 130 wheels. Shot-blasted, ready for painting. £100. Contact Malcolm Whitbread Alcester, near Birmingham on 01527-857982 (days) or evenings on 01789-765437 (DEC96)

## Vehicles for Sale

- \* Series 3 LWB Land Rover. 2.5 diesel. Hard top. HD Chassis and suspension. Overdrive. FWH. MoT Oct 97. Tax to Jan 97. £1300. o.n.o. Call Paul Curtis after 6 p.m. on 01420-22528 (DEC96)
- \* 1948 Series One 80". Chassis number 354. Last run 3 years ago, last taxed in 1989 but shouldn't need much doing for MoT. Straight panels, soft top, cobwebs. Engine is original type but has been replaced. Some repairs have been done on the chassis. Nice seats. £1000 wanted. Call Paul Bridger in Havant, HANTS, near Portsmouth on 01705-482369 (days) or 01243-573674 (evenings) (DEC96)
- \* 1951 Series One Land Rover 80" Trialler Built to trialling spec. Standard condition Class 1 with full roll-cage. Original engine and gearbox. Good running order. Has competed in ARC National Trial most years since 1978. £500 to a club member and enthusiast. Phone Fred Southey in Salisbury on 01980-621068 (DEC96)
- \* Vauxhall Cavalier 1988. 1600cc Automatic. Long MOT and tax. £750 ovno. Mick Dyer in Windlesham on 01276-473907 (DEC96)
- \* 1957 Series One Trialler. 2¼ engine, SATs. ARC Log-book. V5 registration document. Photos of rebuilt. Receipts. £850. Call John King in Maidenhead on 01628-25909 (DEC96)
- \* Coil-Sprung Land Rover 101 GS Forward Control. Full ARC spec roll-cage. Log-booked. Engine moved back about 12". LHD. Power steering. Disc brakes all round. Remarkable performer. Comp Safari or trials vehicle. £4500 (or make me an offer). Contact Malcolm Whitbread in Alcester, near Birmingham on 01527-857982 (days) or evenings on 01789-765437 (DEC96)
- \* 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. (DEC96)

- \* 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)

## Wanted

- \* Series III LWB Station-Wagon Left-Hand-Drive Diesel. A friend of Steve Kirby is emigrating to the Philippines and wants to take one with him. Please contact Steve on 0181-287-0377 who will forward the information. (DEC96)
- \* 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. (DEC96)
- \* 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)

## WARNING

Any adverts dated up to and including SEPTEMBER 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.

## 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. Note that **provisional** events are printed in *italics*. Please let me know when any of these is confirmed.

December 7th	Xmas dinner. Grange Hotel, Alton, Hants.
December 15	RTV / CCV Trials. Brick Kiln Farm. Winter Series. Confirmed.
January 11th - 13th	Rickshaw Ramble '97. Weaver's Down. Setting out on Friday. Details elsewhere.
January 19th	<i>The Woodage Rampage, Roving Challenge. Nelly's Dell. Fun Day and Leisure Drive. What is it? Come along &amp; find out! Provisional.</i>
January 26th	<i>RTV / CCV Trials. Wrecclesham, near Farnham. Details elsewhere. Provisional.</i>
February 16th	<i>RTV / CCV Trials. Provisional.</i>
March 9th	<i>RTV / CCV Trials &amp; Camping. Butser Lime Works. 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. Hook End Farm. Provisional.</i>
April 12 - 13th	<i>Bagshot Show. Hosted by HBRO. Provisional.</i>
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>