

Events for Your Diary

- * First Wednesday of each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible.)
- * Last Wednesday of each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). 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.

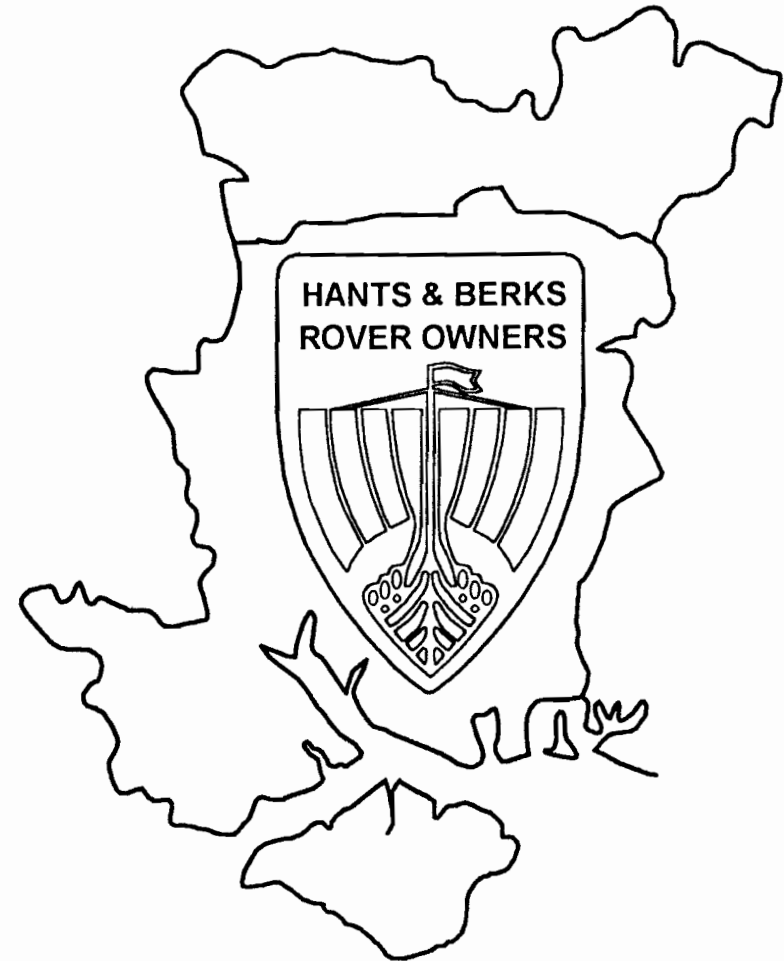
There seems to be masses on the calendar so I've printed the dates of everything I know about at the moment so get your diaries out! Note that *provisional* events are printed in *italics* and major changes highlighted in **bold text**. Please let me know when any of these is confirmed.

By popular request, the short-term events programme has been moved to the back cover for ease of access.

March 9	CANCELLED Trials. Butser Lime Works.
March 15	ARC AGM Solihull, Birmingham.
March 23	CHANGED VENUE Trials at Wrecclesham Swamp / Surrey Saw Mills. Details elsewhere.
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 6	Trials & Camping. Hook End Farm. NO DOGS PLEASE.
May 4 - 5	<i>Ladies and Gentlemen's trials at Nelly's Dell. Provisional.</i>
May 23 - 26	ARC National Rally. North Wales.
May 26 - 31	"Follow-on" rally in Tywyn. Details last month and next.
June 14	ARC EGM Solihull, Birmingham.
June 21 - 22	All Rover Weekend, Gaydon.
June 21 - 22	National Off-Road Show, West Wycombe. Details elsewhere.
June 21 - 22	Goodwood Festival of Speed.












Pants & Barks

March 1997



Newsletter of the Hants
and Berks Rover Owners

Officers of the Club

*CHAIRMAN	Dave Ridden 9, Woodlands Gardens, Romsey, HANTS, SO51 7TE	 01794-514834  0378-705479
*SECRETARY	Maxine Leverett, 16 Ash Hill, Aldershot, HANTS. GU12 6AE	 01252-332372
*COMPETITION SECRETARY	Ashley Pocock, 14 Kingsmead, Little Ann, Andover, HANTS. SP11 7PN	 01264-710546
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	 01252-835821  01252-334600
*RIGHTS OF WAY OFFICER	Position Vacant	
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	 01252-835821  01252-334600
*ARC LIAISON and NEWSLETTER EDITOR	Steve Kirby 244 Staines Road, Twickenham, MIDDX TW2 5AR	  0181-287-0377

SCRUTINEERS Steve Kirby #, Chris Homewood, Neil Shawyer.
Gary Hodgson, JJ Walker.

Notes:- * denotes committee member.
denotes member of ARC Scrutineering Committee.

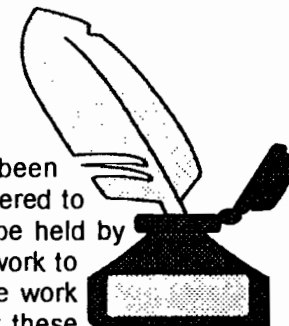
"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs),
the RACMSA (RAC Motor Sports Association) and the ACSMC (Association of
Central Southern Motor Clubs.)

Editor's bit....

News-bits:-

- Following the Rickshaw Ramble, HBRO has been presented with a BAMA Trophy for services rendered to the British Army Motoring Association. This will be held by Barry and Andrew Simpson who put in so much work to make it all happen. That doesn't detract from the work put in by the many other members of HBRO, but these two members really do deserve a special mention.
- For those going to the National Rally, there is an alternative follow-on Rally. This is at the Eirianfa Riverside Holiday Park at Llangollen. See details elsewhere in this issue.
- The new 1997 ARC Handbook is now available. We have enough for everyone. Collect yours at any pub-meet or other event. Alternatively, call Alan or Ashley and they'll mail you one for 50p.
- Last month's reference in the Rickshaw Ramble report which mentioned Halsted Common should have said Hankley Common. Sorry.
- The Broxhead Common event has changed venue. See details elsewhere.
- The Butser Lime Works trial is also cancelled.

Steve Kirby

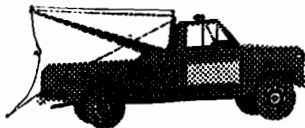


This month...

- Mark Halliday describes his eventful day at Wrecclesham Swamp (Surrey Saw Mills)
- Alan Smith looks at tow-ropes and hitches.
- John Kaye finds out what Malcolm Whitbread is getting up to these days. The **type** of events won't surprise you, but what he is driving now just might!
- Steve Kirby and Alan Smith take separate looks back at Ash Park in the rain.
- Winter Series Update and other reports from Ashley Pocock.

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.)
X.400:- C=GB A=ATTMAIL P=BA O=British Airways PLC G=STEVE I=J S=KIRBY
Internet:- Steve.J.Kirby@British-Airways.com
IBM:- GBBAAWW6U @ IBMMAIL.COM



PETER GREAVES



QUALIFIED MOTOR ENGINEER

Maintenance, Servicing & Repairs to all makes of Car. MOT's by Arrangement

Special Rates for Fellow Members

 01734 341010  0831 666415

Unit 9, Grange Farm, Nelsons Lane, Hurst, Reading, RG10 ORR

Copyright Notice:-

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

Disclaimer

Views and opinions expressed in this publication are not necessarily those of the Club or its Committee. You should seek to verify any information, data or technical information especially where safety, finance or legislation matters are concerned.

22, Brookfield Road
Aldershot
Hants
GU12 4UR
01252 28818

Steve Kirby
244 Staines Rd
Twickenham

Steve,

Just a short note to convey my family's thanks for what can only be described as a most enjoyable day playing in the mud.

We refer, of course, to Nick Woodage's "Rampage" at Nelly's Dell - what an enjoyable, value for money, (compared to Bagshot Heath Price), well organised day out this was.

Both myself and my son Steve who is in his first year of driving Land Rovers had the time of our lives on an extremely well set out, more or less non damaging course. Even my wife and daughter enjoyed it (it must have been good!) One of the highlights for me was having to recover a fairly new Disco back out of the mud that he was unable to make any progress in, but I got my come-uppance when I myself had to have my 110 pulled out of a hole by a lovely old SI! The only consolation was that he told me he had got his own 110 stuck in the very same hole the day before on exactly the same Trac Edge tyres as me!!

Up until now we have only had a small involvement with the club with an occasional Green Lane trip and last years Fun Day, but if this sort of event becomes a regular feature then I think we may be seeing more of you. It just goes to prove that although we don't particularly want to get involved with the competitive side of trialling (especially in an every day vehicle such as my 110 TD or Steve's restored SIII 88inch Station Wagon), we still enjoy being able to go out for a reasonable day's "playing".

Will you please congratulate all involved with organising the day and convey our thanks for a job well done, especially the lovely ladies who served up lashings of good food at yet again, a very reasonable charge.

One other point I would like to raise as a member - has the club ever considered a Full Time Student Membership Fee? I ask this because my son Steve is my associate member but for obvious reasons would like his own membership, but what puts him off is the cost. He is a full time Student (and is likely to be so for at least the next 4 years). He has a small part time job out of which he has enough trouble pouring the petrol into a thirsty 2.25 so every penny counts which is why he keeps putting off joining up as a full member. I wonder if there are any more like him out there - perhaps the Students Land Rover club that is based at Southampton University may be interested?

Yet again, many thanks for a very enjoyable day out, Graham Robinson.

Tow Hitches & Tow Ropes

A year or so ago Nick Woodage stuck his neck when he tried to make it compulsory for all RTV vehicles to have clearly identified tow points together with suitable tow rope. He was out voted by me and others using the argument that it would be too expensive for new members and would inhibit them from trialling.

Well after the recent trial at Chiddingfold I have changed my mind and feel that these points are very desirable and perhaps it may well be necessary to make it a condition of entry to a trial. I think it is a point for the Scrutineer to get tough on. After all the AWDC insists on just these points.

My argument is why should someone loan his rope to have it ruined trying to recover other members vehicles. Secondly it is very difficult to fix a tow rope to non existent points or points located below the bumper. The bumper may well be deep in water or mud and the person stuck expects another member to make the effort under difficult conditions to fix the tow rope and pull them out. Now we all accept that is part of the game but think how much easier it would be if the hitch point was clearly mounted on the bumper and we would know what we were looking for.

We are looking into the cost of suitable tow ropes and hope to be able to offer ropes at a small cost to members. As for tow points front and rear of the vehicles these are not expensive. The rear point is normally the trailer tow ball and is easily located. The front bumper fixing requires strengthening the section between the chassis and then adding another tow ball or pin.

Quoting from the ARC Handbook, these are required for all events and sooner or later they will be used. Murphy's law usually applies: the vehicle without towing points will always be the worst one stuck and the vehicle with the poorest towing points will always try to pull it out. At every event someone gets stuck and sooner or later it will be you. Unless you have the right towing gear, damage will be caused: that is, of course, if you can persuade someone to risk their rope on you. Apart from an additional throttle return spring, strong tow points are the only modification to do on a factory specification vehicle in order to enter RTV events, so please give it some thought.

We are purchasing 4 metre nylon tow ropes through the club and we will be selling these at £20.00 each and we will have a few 8 metre nylon tow ropes for £30.00 each. These are not Halford type tow ropes.

If you want any advice on towing fixtures please speak to any committee member and we would be pleased to advise.

So for the moment the tow rope and hitch are optional but please think hard and consider getting them. I may well have started a motion which does make it compulsory but that is something for the future. I will propose it at the next AGM and I hope I can count on the vote of Nick Woodage.

Alan Smith



A.R.C. NEWS

From A.R.C. Press & Publicity
Geoff Miller, Brandelhow, Wolverton, Stratford-on-Avon CV37 0HF

Tel: 01789 731669

Issue 11 February 1997

The receipt of this ARC News may have come as something of a surprise. You will probably have read that ARC had plans laid to issue the ARC quarterly magazine 'RUNES' to all ARC members via the Land Rover printing and mailing organisation.

After further consideration, ARC Council took the decision to issue ARC NEWS rather than 'RUNES', due to two main factors - the greater topicality and shorter preparation lead time of ARC News and the lack of material to fill RUNES.

For the time being therefore, RUNES is going into retirement pending further discussion, but if there is a budding magazine editor out there willing to join talks on a re-launch, please get in touch.

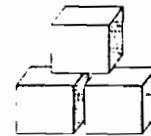
Andrew Neaves is the man in the hot seat sorting out circulation lists, and of course many of you are probably members of more than one club, so please don't be too critical if you get more than one copy initially.

Building for the Future

The ARC Council, guided by individual comments, and input from Club delegates at its EGM's, has been quietly looking at the future and working on a strategy to re-vitalise its image, both to its member clubs and to the outside world, and possibly re-vitalise some of the clubs' enthusiasm for the ARC.

There are currently three main "building blocks" under construction:-

1. To bring back into the competitive scene more of the basic "showroom" vehicles that we used to see many years ago.
2. To re-vitalise the feeling of camaraderie that should exist between clubs themselves, and between the clubs and the ARC (which is after all just a committee of the Clubs anyway).
3. To re-vitalise the non-competitive side of Rovering and Land Rovering, by pursuing a policy of active support of Rover car clubs and non-competitive Land Rover clubs.



Block 1 is now in place, following the release of the "Future Competition Policy". Constructive comment on this policy and the way ahead is of course invited, and future implementation plans are being discussed.

The initial stages of Block 2 have been aimed at better communication between the Clubs and the ARC, and the members. ARC News set this in motion 12 months ago, but thanks to the Rover Group's generous offer to print and circulate ARC News to all members, this policy now takes a big step forward.

By the time you read this, Block 3 will also be taking shape. A conference of all non-competitive Land Rover clubs and the remaining ARC Rover car clubs will have been held, and hopefully an agenda of future action agreed.

The ARC Council, which is made up of members from ten clubs from as far afield as Cornwall, Sussex and Tyneside, is determined to pursue high standards of club involvement, camaraderie and mutual support, and despite the comments of some 4 x 4 press 'pundits', have no intention of "banning" vehicles, or "killing" democracy.

'Democracy' does, however, take time, so please don't expect overnight answers to every problem that crops up. Democracy also means you having a say in things that matter. If you're not "active", you can still write to your club secretary, and on ARC matters you can write to ARC Secretary John Bradbury at 14 Bolton Road, Rochdale, Lancs OL11 4PB, or if you prefer via me, address at the top of this newsheet.

Many clubs, particularly 'national' ones (as opposed to local ones), are going through difficult times with reducing memberships and attendances at events. How many times have we heard in recent times that what you get out of your club is directly proportional to what you put in.

Our message for 1997 therefore is to relate this theory to your club's involvement with the ARC - What you put in, you should get back - with interest.

Events 1997

1. ARC AGM - Presentation Suite, Lode Lane, Sat. March 15th 1997

Wouldn't it be nice to see a representative of every member club at this year's AGM? Can we achieve it? it's up to you, if you think the ARC isn't doing what you want it to do, come along and make some constructive criticisms. You've no doubt seen the expression "If you like what we do tell your friends, if you don't like what we do - tell us"!

2. Old Sodbury's Sortout Sat. March 22nd

Held at the usual site at Weylode, Old Sodbury, Bristol, on the A46, 2 miles north of M4 Junction 18. Entry is £2.00 per person from 11.00 a.m., but this time overseas visitors are admitted FREE. Sellers need a permit, pre-booked but no deposit required, so if you want a pitch ring 01454 321010 or fax 01454 273054.

3. ARC International Rally - Llangollen - May 23rd to 26th

With the superb planning, admin., and P.R. work laid on by North Wales Land Rover Club, you probably don't need me to tell you any more about this event. However, if you are planning to attend but have not yet booked, please do so ASAP, you should have received the necessary paperwork, but if not contact :-

Entry secretary - Alan Brown - 01248 352645
 Rally Secretary - Dave Cuthbert - 01492 534417
 Event Co-ordinator - Dave Kelly - 01978 356157

A follow-on rally is also now confirmed, organised by the Southern Rover Owners Club. This will be available 27 May to 1 June at Pall Mall Farm, Tywyn, Gwynedd, just south of Barmouth /Dolgellau, map ref. 135/594013. For booking or more detail contact Laurie Wright on 01273 400264.

4. All Rover Rally, Heritage Motor Centre, Gaydon 21st/22nd June 1997

'Gaydon 1997' at its new June date, is to be hosted by the Range Rover Register.

Outline plans allow for caravanning / camping from noon Friday 20th June until noon Monday 23rd June, and for vehicle displays during Saturday and Sunday in the museum grounds.

It is hoped to have a barbecue on the caravan field on Saturday evening, and to have low-cost entry to the arena displays over the weekend. For first timers and keen classic vehicle followers the usual discount museum entry tickets will be available.

If you want a club stand, club display, individual display, or to run something over the weekend, contact Frank Smith for caravan matters 01203 596365, or Pete Kenworthy for vehicle display matters 01844 216359

Events 1998 - Land Rover's 50th Year

There are only 333 days to go to the big celebration year, yet there is apparently only one club celebration planned - that of the Series I Club at Shugborough Hall on June 27th/28th 1998. If you have something in mind please let me know. Even Land Rover Limited haven't come up with anything yet!

L.R.
SERVICES

PAUL BASS

SPARES, REPAIRS, SERVICING, WELDING
 SALES FOR ALL LAND ROVERS, RANGE ROVERS AND DISCOVERYS
 FULLY MOBILE AND WORKSHOP FACILITIES
 LARGE STOCK OF USED PARTS AND ACCESSORIES
 LIGHTWEIGHTS A SPECIALITY
 SERVICING FOR ALL MAKES OF CAR
 TEL: 01276-500056 MOBILE: 0836-713677 FAX: 01276-26463

Wrecclesham Swamp (aka Surrey Sawmills) Results

Group 1 (Classes 3 and 8)

Neville Dewdney - 11 Trevor Jones - 14 Matthew Hewitt - 29
 Steve Skinner - 31 Matthew Buffham - 33

Group 2 (Classes 4 and 10 SWB)

Andy Bunyan - 4 Hugh Duffett - 11 Peter Leverett - 16
 Nick van den Braak - 17 Sharon Harris - 26 Kiran Raval - 30
 Zoe Raval - 32 Paul Sackley - 32 Mark Halliday - 38
 Stuart Harris - 45

Group 3 (Classes 5a, 5b and 10 LWB)

Paul Webb - 25 Steve Kendall - 34 Steve Kirby - 42
 Marion Kendall - 58

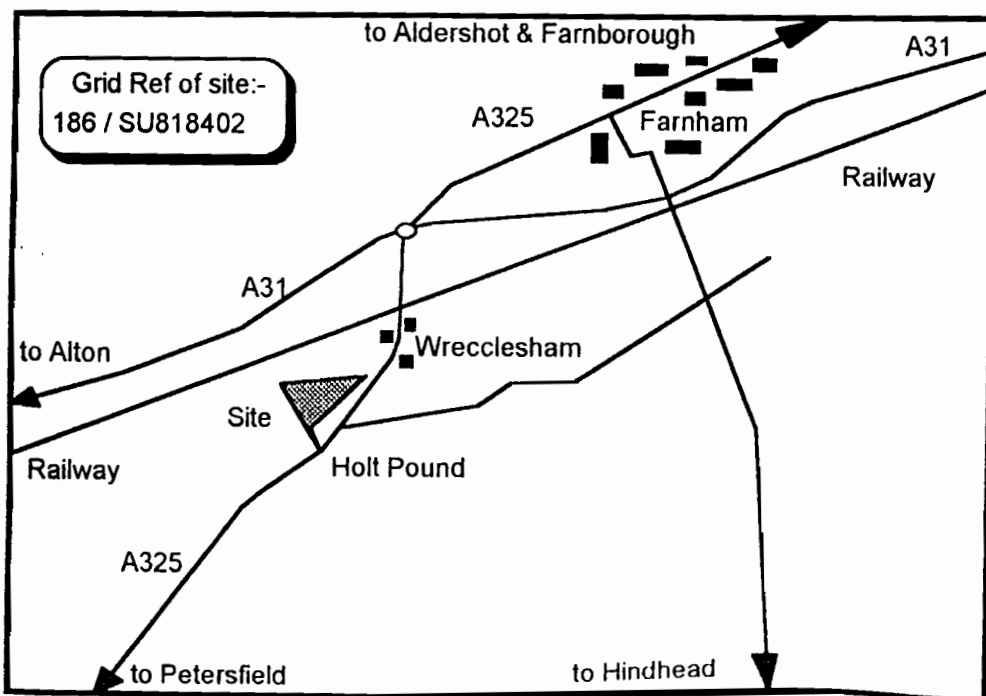
Secretary of the meeting - Ashley Pocock Steward - Jackie Pocock.
 Clerk of the Course - Alan Smith Chief Scrutineer - Gary Hodgson.
 Marshals - Karen Duffett, Russel Vare, Janet Vare, Ashley Pocock, J. Taylor,
 G. Taylor.

Steve Kirby

RTV Trial Surrey Saw Mills, Wrecclesham, Surrey. 23rd March 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 £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. New 1997 ARC Yearbooks are now available. 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!



A Day at the Races What happened to the track rod?

I was talking to Malcolm Whitbread on the phone the other night when he asked if I would like to come up on Sunday and see his new TDi motor racing. I consulted her who must be obeyed and the weather forecast and decided it would be a good day out.

Malcolm had given me directions and I followed these getting there no problem at all. The site was just outside Henley-in-Arden. On arrival I found a place where I thought that I could get the car out again (No 4 wheel drive) and set out on foot. I almost immediately ran into Brian Warn. Malcolm was there with his trusted navigator Jo and so was Mark from 3M 4x4 with his now 4.3 racer. (Malcolm's TDi beat him in a head to head a few days earlier so the 3.9 came out and a 4.3 went in.) The new one is Yellow, his old orange TDi was there to give him some competition. There were a total of 6 Whitbread Creations racing on Sunday.

The course was nice and open with good views from the pit area of the start and the first and last parts. It came through a tricky bend after the start and then over a hump (Range Rovers going over it very fast look very spectacular while flying. It was a flying school entry so I suppose that's to be expected.) From here it went up a long gentle climb, where it went right round the base of a small hill then up past some farm buildings. From here it came down again right past and old quarry go too fast and you could be in trouble. Up away to a small section at the top of the hill then back down (I never got right up to the top). On the way back down it came to a very sharp drop and a fork left and back down to a complex of two humps and back to the finish. Taking from 1' 40" to 2' something per circuit.

On arrival we found that the new intercooler was fouling the alternator so a little modification work was needed. This consisted of repositioning the bottom mount then Malcolm gently moving the intercooler down. This was done in fractions of an inch each time he jumped on it.

On the third run Malcolm asked if I would take some pictures. I started down near the start and then moved up the course. On the fourth or fifth run I was on the little hill. A quick right with them powering up the hill away with a slippery surface should make a nice picture.

Here comes Malcolm going really quick. A very fast right and I get ready for the picture. I here the power go on and a loud bang. Malcolm appears but is taking an excursion into the scenery. He wandered off to the right then over to the left where he stopped. He was out of the Motor to look underneath and we looked into the track. There was a boulder making an engine look small. We'd later found out the flying Range Rover had pulled it out as it went through ahead of Malcolm from the edge of the track.

The Marshals decided to stop the following competitors and remove it as it was big enough to total motors. Malcolm soon finds the source of the

trouble. He yells "The Track rod is missing! Can anyone see it?" Sure enough the end in the drop arm has gone and the other end is still in the mounting but there is no track rod.

We decide to return the motor to the pits by Jo driving and Malcolm and I pulling the wheels round to go in the direction we need to go. (This is very slow.)

We get the motor onto better ground and Malcolm rushes off to get a new track rod. I get the 90 and trailer and we recover the motor. On his return we have removed the end left in the mounting and are ready to drop the new Rod in. Problems on turning the steering it's too light and nothing moves. Open the bonnet. The U.J. in the steering column is bust. How did that happen? Then slowly the realisation dawns. The drop arm is bent back slightly the Power Steering box has taken the full force. Only one of the mounting bolts is still intact the other have all sheared off and we are now in proper trouble. At about this time Mark Ambler arrives having decided to shortcut Malcolm's directions and come directly there but got lost and has taken a scenic tour of the Warwickshire countryside. They decide to do the decent thing and let him race.

Malcolm decides to retire and strip the motor for something to do. The holes in the Chassis have been elongated and the Powerbox is probably beyond service exchange. Be careful what you buy at Old Sodbury! The front axle took a large bang as did the sump guard and the nose of the rear diff.

Malcolm suddenly realises all he needs is a new power steering box and he is back in business. Those of you who know Malcolm will realise that it is the sort of thing he just happens to have on hand will back at the yard. Off he races again. Time is now pressing. I remove the second front damper under the right front wing to get to the bolts and we get ready to reassemble it all. On his return the box is in, in about 5 Minutes I get to tighten all the mountings and Malcolm is on the pipes. One pipe starts to strip the thread on the Union. Mark helps here and we are nearly there. Where is the Nut from the bottom of the Power steering box that comes through the bracket on the Chassis. Frantic search follows no luck. I grab a 19mm spanner and take it off the 90.

It now quarter past two and the course closes at 3 p.m. Mark Ambler has had a problem and is making minor adjustments with a club hammer. He could not locate a sledge hammer. Malcolm and Mark now need to do continuous laps if they are to finish. Going really well the fastest lap of the day a 1'40" to beat his co 3M 4x4 1'41". Mark from 3M was having problems with the clutch gone so he decided to have a really fast one conserving all the momentum. (Do not slow down) On a sharp drop he lands nose first and has enough momentum to execute a double forward roll, finishes on the side. Takes a maximum on being righted. The other class 8 entry has taken a little trip into a boggy hole where the wire came off the solenoid switch shutting down the TDi. He has a maximum. Malcolm could still get a class win.

Times are going off Malcolm needs to know how many more laps the clutch is slipping badly now times are off by over 10 seconds a lap.

Time is running out and in a nail biting finish he just completes his laps

and so does Mark Ambler. So how did they do. Malcolm won the class and until his little accident was leading overall. Mark from 3M only had a dented bonnet cover, boot and some paint damage so completed his final lap. Mark Ambler won Class 3 (Range Rover) but has a trophy engraved with Class 4 as it was mis-engraved. His first trophy of 1997 so his tour of the countryside was worth it. Brian did not break anything and has a circuit with Jo to give him a few tips. (She spends so much time next to Malcolm so is getting very good at lines and when to put the power on.)

The maximums counted as it had been decided all laps would count. (You agreed Malcolm.) Malcolm has to get the chassis repaired and refit all the bits.

I get stuck in traffic on the M40 on the way home so cut off and have a pleasant drive back through the countryside.

John Kaye.

Surrey Saw Mills 26/1/97

A tale of stupidity, or How to turn low 20s into high 30s.

It was my third trial. I set out in "Nelly" in bright sunshine after a short night's sleep following my wife's company Christmas Party (I only live 30 min. from the site so the party must have been late) and headed up the A3.

Excuse 1. At Petersfield I realised I had forgotten my Thermos of super strength, double caffeine coffee and the water for cleaning off lights etc. Hard decision, but I carried on despite the hangover.

Tested the brakes somewhere past Birdworld as I saw the sign for the Saw Mills and did a quick U'y in the car park. Whoever put up the arrow obviously lives north of the site because that hedge got in the way from the south.

Trundling down the track to the side of the Sawmill, past some pretty heavy earthmoving machinery, I found 16 other entrants. Sorry, one day peoples names will start to stick in my mind.

Signed on, and paid up I persuades that nice man with the white stick and friendly Labrador to sign the Scrutineering Sheet. Wandering around I watched everyone drinking nice hot coffee and listened to talk about DEEP water and mud beyond a rather large earth bank. Hangover now more in evidence.

Section 1. A nice gentle climb up a pile of dry frozen earth round the 8 down the bank, long turn and back up and over to an OHMYGOD drop to a tight right to the 2 & 1. There were a couple of signs saying "No Tipping" and thankfully no one did. Got a 2, not a bad start.

Section 2. Feeling pleased I walked the next section. Straightish down hill for the first few gates over a small bank to a turn over the shoulder of a bank

at the 4 then over a couple of axle twisters to the finish. Got the down hill 4 cane here, still quite pleased.

Section 3. Thankful for having a Diesel 90 I walked round this section. Gate 8 dropped straight in to about 2.5 feet of water, sharp left and out into a marsh only to turn straight back in to the pond, up the bank, square left along the ridge to do a bit of green laning round bottom of the site through some slippery stuff and back up the bank to the finish. Didn't want to do this one because I have not driven water before. I watched a couple of 3.5l V8s struggle, and Neville drown out completely in the middle. Well, when I could not put it off any longer I strapped myself in and plunged, eyes closed, in to what now seemed to be a small Ocean, heaved the wheel to the left on impact and then opened my eyes when I felt I was still moving. Struggled out, through the 5 and back in. Nelly kept going so with my hopes now rising I scrambled up the bank and somehow passed through the 4 gate. On a roll now I completed the long loop but could not make the 1 at the top of the bank. Another 2.

Excuse 2. Smug or what.

Reversed back through the quagmire with the hand brake on, couldn't work out why "Nelly" was so slow.

Section 4. The 10 was across the end of a bank and turning left the next gates were along a short mud run before turning right and looping left again. It was here that Alan Smith must have dropped his set square in the mud because the final gates were at a very strange angle, round a fallen tree stump, over a bank between 2 trees and then disappeared up its own whatsit. Most people trickled through the mud so I followed this technique. What I did not notice was that the right hand rut came to an abrupt stop at a tree root. That is exactly where I got the first 8. Smug (not).

Lunch. Well I couldn't get that wrong, except for the lack of coffee of course.

Section 5. Started square to the 9 gate and swung back right handed to the 8 (still no set square), round a tree through a couple of axle twisters down a drop and on to one of those innocent looking slopes taken at an angle to end. Still a bit smug here so I clipped the 8 cane with the near side rear. Starting to remember I am not as good as I think.

Section 6. Starts along a small a ruddy (when I got there) bank, looping round a couple of openish gates (set square found) through a 3 gate slalom with the 2 & 1 on a slippery climb. Well, I managed to stall going up an 18 inch high bank. That was my third 8. The word "Smeg" is starting to replace smug.

Section 7. Alan said section 7 somewhere over on the other side of the site, so to hide my shame I did a bit of orienteering with a 101. After a bit of driving around we found a 12 cane. And waited for the rest to turn up. Well it was like the Charge of the Light Brigade as the others came thundering around the track flat in low 3rd or 4th. Quite a sight.

I decided to go early on this one as it looked as if it would cut up badly. So donning my sun glasses (not as a disguise, the sun was right in our eyes through the first 3 gates) I set off over the first low bank and up off the side of

the track, through a slight twist only to realise I was going too quickly, but what had I to lose now. Round a gate on the flat (yes flat) back over the track and along a side slope to climb back onto the track to the 1 gate. I can't quite describe what it was like to get my first ever clear, but there was a "u" creeping back into Smeg.

Section 8. I wound up at the back of the field for the last section, because I had been enjoying the demise of the few who did not clear section 7, and because it was back into the lake.

The start was at the bottom of a 10 foot bank, along the top and down in to the bog, round the 8 and 7 into the lake, out and turn right at the top, through another right and the left over a shoulder, between a couple of trees and up a couple of banks to finish. Realistically for us beginners this should have been on for a 4.

Excuse 3 to 6 inc. The bank at the start was getting very slippery, the bog had swallowed at least 3 Landies, it was now half an hour after I was meant to be home, and I was second last to go.

I scrambled up the bank, along the top and down into the swamp, kept right travelling at Warp Factor Alan Smith, turbo screaming, past the mud and, you've guessed it..... hit the inside 8 cane.

Excuse 7. The front was well clear but the rear wheels followed a rut and swung the back into the cane. Shame really because I sailed through the water and over the bank and should have got no more than 4.

So there I was at the back again, having made a final score of 38 out of a what could have been a respectable low 20s.

Finally I want to thank everyone involved in organising and running the event, and especially the other competitors for not making remarks about my driving, at least when I was in earshot.

Mark Halliday

Rolling Roads?

A recent enquiry asked "How many miles an hour do I get for each 1000 r.p.m. for rolling road calculations?" For those with a calculator, try the formula $A + B + C \times D \times 2.975$ where A = gearbox ratio, B = transfer box ratio, C = differential gear ratio, and D = diameter of the tyres in inches.

If you have a computer, then a spreadsheet makes things much easier. Try cell A2 = gearbox ratio, B2 = transfer box ratio, C2 = differential gear ratio, and D2 = diameter of the tyres in inches, and calculation cell E2 contains the formula $=((A2)/(B2))/(C2)*(D2*2.975))$

Why 2.975? Well, 1000 revs per minute is 60000 revs per hour; multiply this by the circumference of the tyres (3.142 x diameter in inches, or πd) to get inches per hour and then divide this by 63360 (inches in a mile) to get miles per hour per 1000 r.p.m. Thus $60000 \times 3.142 \div 63360 = 2.975$.

Steve Kirby

Mud, Mud.....

Well it had to happen sometime. The new trials site at Ash Park turned into a quagmire following overnight and morning rain. Sections were laid out along the tracks and through the trees. It all looked so promising. We all gathered on Sunday morning and set off in two groups. In my group, the first section was, well, difficult. Nick Jennings needed his winch to rescue a Range Rover from being savaged by a tree. This section ended in a little valley with a pretty stream flowing through. Aaaaah. The rain splashed through the trees as we squelched through the mud. Yuk! Picture the idyllic scene. Not. We then looked at the next section.

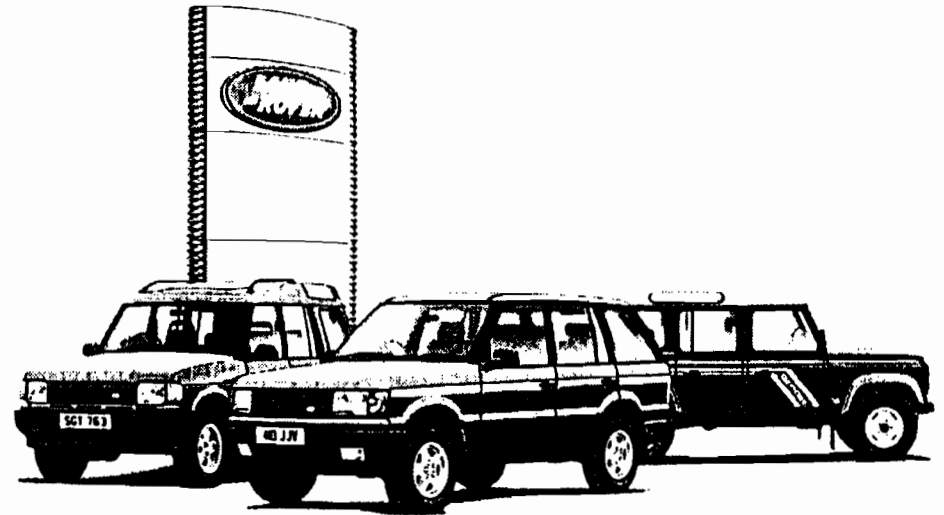
“MATE”, “CHANCE”, “NO”

Re-arrange these words into a well-known phrase or saying. Many vehicles couldn't even get to the start, let alone drive it. Hugh “No problem” Duffett got only a few feet. Recovering him was a bit of an operation. The escape route from the valley was up and out through section 3. Problem 1, all the vehicles are now facing the wrong way; queued up behind Hugh who is terminally stuck. Problem 2, the hill up section 3 is slippery enough with tyres turning the right way, a choice of gears and steering wheels at the front. But in reverse? NO MATE CHANCE. (Hmmm. What is that elusive phrase?) Nick Jennings managed to winch some vehicles backwards up the hill, and some we managed to turn round using a hi-lift as a winch. Nick's winch then broke and we were in the sh.. trouble. Some got up the hill on their own and others were towed.

Meanwhile, Nick van den Braak tried to recover Hugh backwards but nearly slid into the river. He hung poised on the edge restrained by a rope to Kiran Raval's 90 with my 101 roped on behind. Kiran and I pulled Nick up the river bank, then all three moved forward to Hugh. A 16x16 roped-together unit of four vehicles is quite impressive and we finally extracted Hugh. I managed to get my front wheels out of the ruts and can steer a bit to reverse to the junction at the end of section 1 / start section 3 but can't turn round. Alan Smith managed to pull me up the hill backwards through section three whilst Hugh, Nick and Kiran manage, “pedal to the metal” to get out forwards through the section 2 roped together in various configurations at various points along the long winding section which is low down beside the river. SATs and V8s are a potent combination. I simply hadn't the power to accompany them. With everyone in our group safe(ish), we returned, tails between our legs, to the paddock to see what was afoot. (12”) We could hear amazing revving noises from the woods and eventually the other group appeared, muddy and also with a broken winch. (Dave Ridder). They'd managed 2½ sections against our 1 and had also given up. The inevitable announcement was made, we were cancelling the event and all entrants would be given a free entry into the next event. That was the thing that “Had to happen sometime”. After ten years of trialling, we had to carve the first notch in the stick. Ah! That's it! ME NOTCH A CANE - it was an anagram all along.

Steve (NO CHANCE, MATE) Kirby.

BUILT WITH CARE FOR YOU TO FIT WITH PRIDE.



When you fit a Land Rover Genuine Part, you can offer your customers peace of mind, value for money and matchless satisfaction.

A unique hologram stamp on each Genuine Part means it will have precisely the same dimensions as the one built into the vehicle on the assembly line.

And with access to over 30,000 Genuine Parts, either in stock or ordered overnight, we can find the parts you need quickly and efficiently.

Call us now and put us to the test.



LAND-ROVER GENUINE PARTS

Webbers Land Rover

Southern Road, Basingstoke, Hants RG21 7NP.

Tel: (01256) 300635

Green Lanes

Does the club still have green lane members and if so would you be interested in letting others know about them and perhaps letting them come along with you. When I first joined the club Adrian Bolge used to plan trips in advance and advertise them in the magazine. When he packed it in, the Rights Of Way Officer tried to continue the practice but he never seem to let others know what was going on. At present the club has no organised green lane trips and you are all left to your own means and I have no doubt that some of you are good at it.

So would any of you be interested in planning ahead and inviting others to join you on the green lane trips. If you are prepared to consider my request and give it a try then we need to know:

Date:
Time:
Place:
Contact: Tel No:
Planned trip:
Duration:
Level of Difficulty:

We would then put the information in the next magazine and I would be prepared to act as back up contact man. By advertising the trip you would not be totally committed and if circumstances change you can cancel. It would be up to you to decide numbers and if the person or his vehicle are capable.

So please think about it and I hope some of you are prepared to consider it. Please remember that the club has a full range of marked up maps detailing green lanes and rights of way and these are available to all members. Where they are at present I must admit I do not know but I will try to find out. I would be happy to act as go between and try to encourage the members to try green laning.

As for the rights of way technicalities Steve Kirby is your man. If anyone wants to get more involved in representing the club please talk it over with him.

Whilst on the subject of green lanes is any one interesting in contributing to the magazine. We would be interested in write ups on trips already completed or proposed green lane adventures. So please help us fill the magazine with articles of interest.

Please call Alan Smith on 01252 835821 or 01252 336994 if you want talk the idea over.

Alan Smith

Competition Comment

Hi Off-Roaders !! Well, we started the year off with a new site - **Wrecclesham**, and despite being the first event at the site, everything went extremely well particularly in view of the large water hole and some serious mud-bogging. We will be scheduling further visits to the site particularly as the owner has withdrawn his legal objection to the injunction stopping use of the land for Motorcross, and his willingness to have HBRO Club back for a re-run.

Ash Park near Chiddingfold was ANOTHER story !! Having held a clearance day in December, and spent the day before the event setting-out sections, the site looked driveable. Not so on the day. The Sussex clay having been soaked for 4 days was starting to dry out in the bright sunshine on Saturday, but a damp night followed by rain on Sunday morning resulted in the clay becoming highly suitable for pot-making but totally unsuitable for driving or for that matter walking on (as Brenda Taylor unceremoniously discovered - sorry Brenda - hope it was only the pride that was hurt ?). Having split into two groups, one group found extreme difficulties in traversing a stream and bankclimbing, and the other group all became stranded at the bottom of a dell. Both groups needed winch recovery - so the event became a Camel trophy exercise, especially as the Land-Owner had threatened to confiscate any Land-Rover left behind at the end of the day. Unfortunately the event had to be abandoned, and left for a drier time of year. Sorry to all of the Competitors at Ash Park, but you will all be given free entry to the next event that you wish to attend.

As a consequence of Ash Park being abandoned, the winter series will be extended to April, thereby including the Hook End trial as the last event in the series.

Now to the **Winter Series** - Hopefully you will remember that the Winter Series is open to all RTV competitors, including specials, and is awarded for the 'overall winner' regardless of Class. The rules are quite simple: Compete in 3 or 4 of the nominated events and officiate in the 5th. Only 3 events will count, so you may miss 1 event or if you compete in 4, the lowest 3 scores of the 4 will count. The scoring has previously been based upon the full score of each competitor, however it was suggested that this was unfair as it did not allow for the variable difficulty of the sites, and the fact that the smart competitor had the option to avoid hard events. So, this year the scoring will be adjusted, such that the lowest score at an event will be deducted from all of scores at the event thereby removing to some degree the handicap of the particular site. This would mean for example that if Russ had the lowest score at Nelly's with 10 points, his own score would be reduced by 10 points to 0, and all the other competitors would have their scores also reduced by 10. I hope this makes sense, if not, ask me at an event and I'll try to explain the logic.

Southern Hill Rally 15, 16 & 17 August - Wanna Marshal this year, I

have entry forms - call me or grab one at the next event or pub evening. It looks a good social, with camping, entertainment, food, and even drives around the entire route of the rally !!

Forthcoming Events - The year had started well, however as normal things have started to go wrong. Butser Limeworks has been cancelled, despite the efforts of our friends at AWDC, as the owner has effectively barricaded himself in since a major break-in before Xmas. No problem, I thought we have a second booking in March, Broxhead. Guess what, Broxhead is needed by the Military for training that month. OK, lets see if another Military site is available? Alan suggests Frith Hill, near Deepcut, I approach the MOD, and bingo! Yes, HBRO can have that site - great - until the Head Forester says NO! Broxhead 'East' (across the road from the normal Broxhead site) was then offered but withdrawn pretty quickly so at this point I have given in, conceded defeat and the event will be held at **Surrey Saw Mills in Wrecclesham on the 23rd March.**

Hook End Farm is a GO, for the 6th March, with camping from Friday to Sunday, and free lambing thrown-in for those with a strong stomach.

Dave Best kindly sent through an invite to the Whitbread Hop farm series of team trial **MUDPLUGGING** events. These comprise a two vehicle, four person team, in a two day challenge type event which will include Off-Road driving skills, Orienteering, Teamwork, Trailer skills and problem solving. Three dates have been given, 29-30 March, 24-25 May and 6-7 September. Contact me for more details.

Planning for the **War of the Roses** has already started, and Dave Ridden has offered to Captain the Team for the event. Dave has participated in the event several times and his experience should be handy. Anyone interested in the event should contact Dave or myself to be listed for the team. A practice session will be held at Hook End Farm on the afternoon of the 5 April.

Apologies to those members who did not get a chance to participate in the **Fire training day** back in November. Unfortunately there was very short notice from the ACSMC, and it had not been possible to notify members through P & B, and I ran-up my phone bill trying to contact as many people as I thought would be interested. Hopefully next time the ACSMC will give us more warning, however let me know if you are interested then I can make sure I contact you if it is a panic again.

Ok, who are the guilty parties with inadequate **'RECOVERY POINTS'** !! Please, please check those tow points and make sure that they are secure, and mounted using High Tensile steel bolts and nuts. If in doubt read the 1997 ARC yearbook, available from any friendly committee member. The Scrutineer will be on the prowl for weak recovery points at the next event!!

CCVT competitors, your attention please!! In order to avoid preparing CCV trials and suffering the disappointment of a total lack of entries, it has been decided that CCV sections will only be laid out if the Competition Secretary (that's me), receives advance entries (don't forget you save a couple of quid!).

Its a shame that we don't have more active CCVT enthusiasts, and I hope we can encourage more participation in the future, especially as we have some pretty useful sites now. We'll see how things go, and if numbers increase can consider returning to the automatic preparation of CCVT sections.

ARC Nationals are not far away now, so make sure you've got your entry in, and have booked your camping slot for the HBRO follow-on rally.

Ashley Pocock.

OFF-ROADING on the Internet

Gary (surfer) Hodgson, has found an 'OFF-ROAD' forum, on the internet. I think he was getting fed-up with the same old chat from the Comp' Sec' !? The forum can be found by accessing: 'compuserve', and entering the 'ukoutdoors' forum, and selecting '4x4' or 'OFFROAD' from the library. I am unsure whether it is possible to enter the forum without subscribing to Compuserve. I have been told there are several other internet Off-Road Web pages around, but so far have not been able to locate. Anyone who knows their location, can you e-mail me on 101454.2622@compuserve.com, and I will circulate to other members.

Thanks,

Ashley Pocock

ARC Nationals

The matter of whether to offer to host the 2000 or 2001 ARC Nationals has been a topic of discussion within the Club for some time now. At the 1996 AGM, the matter was raised, and some genuine concerns were raised over the amount of effort needed to mount such a prestigious and important event in the Land Rover Club calendar. However also at the AGM, a substantial list of volunteers was compiled, which emphasized the true spirit of the Club. On this basis the Committee has decided that unless there is any substantial objections to proceed with the application. There will be a period of discussion with the ARC before the application will be submitted, and the ARC Nationals liaison officer has volunteered to participate in a HBRO 'question of nationals' meeting to allow us to benefit from his experience and knowledge on the subject. This will be arranged for later in the year. Any comments, suggestions, criticisms, offers of support, etc., etc., would be very much appreciated, and should be forwarded to me or Alan Smith, until an ARC -HBRO Nationals committee is established. I am positive that we can organize a cracker of an event and show the rest of the ARC Clubs what the HBRO can do.

Ashley

Winter Series 1997

The Winter Series should have been well on the way to completion by now but due to the abandonment of the Chiddingfold trial it now leaves it wide open. Well I am trying to convince my self that is so, truth is that Mr Andrew Bunyan probably has it sewn up by now.

Three down and still two to run, the remaining trials will at some site yet to be confirmed in mid march and Hook End on April 6th. By the time you read this article we hope the march venue has been confirmed.

So has anyone bought Steve Hallum's class 10 winner and can give Andy Bunyan a run for his money. As you may have gathered that after three trials Andy is in the lead with Hugh Duffet On 13 points and Alan Smith on 19 points. We are closely followed by Neville Dewdney on 21 and Peter Leverett on 24. In theory some of us can still catch Andy but I suspect his front axle will have to fall off to give us a chance.

So since we can't win fairly it leaves only one alternative, to nobble him, not my words but Steve Hallums. We thought we had found a loop hole when it was noted that Andy was not listed in the RTV but was entered under the CCTV. The next chance came when it was reported that Andy had not signed on as marshal at Brick Kiln, again wrong it was his bad signature which was not readable. Truth is I think it was Ashley winding me up. So has anyone any inspiration or experience of nobbling.

In the end Andy has to win, after all the only one in the family with a trophy on the mantelpiece is Anita and he will not be satisfied until he corrects that. So all the best Andy but don't expect us all to lie down and just give it to you. Just maybe as a last thought perhaps Anita wants her trophy to be the only one on display so how about it. How about some more decorating in time for Easter or slip something in his food or maybe the kids could catch chickenpox or the dogs bite his leg.

Alan Smith

RAC Membership

The Club has for some time been offered a 15% discount by the RAC for membership of its various vehicle recovery and services schemes. I have a few of the 'Club' application forms left so let me know if you need one.

Ashley.

Wrecclesham Surrey Saw Mills Trial

This trial was to be first for me in that I volunteered to be Clerk of the Course, I have marshalled before but this was to be my first experience of setting out and keeping it flowing on trial day. The weekend was great and I enjoyed every moment of it. My body told me otherwise afterwards but it happens to us all I was told.

Surrey Saw Mills (SSM) was to be used for the time by HBRO and we did not know what the site had to offer. When we first visited the site two months ago it was an abandoned motor cycle course which due to problems with the neighbours was forced to close down. So as result of an advert Barry Simpson placed in a farming magazine the owner called us up and offered HBRO the site. First impressions were not great but we had no other site for January 1997 so we went ahead and booked the site.

When the weekend arrived I made my way to the site which was only ten minutes away, and for the first thirty minutes I wandered round the site just trying to imagine sections and how it would all flow. Eventually Ashley turned up with the trailer which had been left down at Nelly's after Woodage Ramble. He was struggling since the clutch had almost gone on his Disco. Ashley love for Land Rovers and Disco's in particular was being stretched a long way. Well that was it just the two of us, Ash said there had been some weekends when he was totally on his own till the afternoon. To-gether we set out four sections in the land fill area of the site. I drove the sections in my 90 and got stuck on at least two occasions. The first time meant a lot of digging to free me. The second time my whole front seem to sink deep into what looked like an innocent strip of wet sand and no matter what I did I just sank in further. So Ash had to get his sick Disco and pull me out.

In the centre of the site there was high bank which had been built to try and create a sound barrier when the motor bikes were running. It had the effect of creating an arena with a wide raised wall which was ideal for running vehicles round. On one side you could drive off the wall into what seemed like a frozen puddle. How wrong I was, left-hand down off the ridge I came and my front end struck the sheet of ice which was quite thick. The very large sheet of ice moved ahead of me and my front end disappeared into the pool it had been covering. The front end came up when the rear end of the vehicle caught us up and it was foot down to get out of the water with what was a thick sheet ice going ahead of me.

Lunch time came and we were still on our own. Ash had to go and I thought it was going to be an afternoon on my own. Fortunately I was saved by the arrival of Peter, Neville, Nick Woodage and Russell. With their help we completed the setting out of eight sections.

I arrived early on Sunday and set about numbering seven of the sections just in time for the trial to begin. We had a good collection of drivers with some first timers ready to have ago. These included Matthew Buffam, Paul Sackley,

Stuart Harris and Marion Kendall and they all performed well. Marion Kendall was the one with the biggest challenge driving the very large 109 with no power steering. Even so Marion was not the first to get into trouble, we left that to Neville Dewdney who got himself well and truly stuck and it took quite a bit of tugging to get him off. Then Marion had a go and got stuck as she tried to climb the mound. Problem here was that we had to get a vehicle above her to pull her up since all other angles had failed. Eventually Marion was pulled clear and we pressed on to section two. Steve Kirby looked very impressive as he manoeuvred his large 101 round the twisting up and down mounds. The only muttering we heard on this first section was Maxine was was trying to video what as happening. Problem was that the sun which by this time was just coming up over the trees and straight into the camera.

I did not see much of section two as I was still watching the final drivers on section one. So onto section three which we planned to drive in both directions making most of the mud and water. On arrival all I could hear was what bright spark had set up this course, must have been a diesel freak with no consideration for the water sensitive V8 vehicles, and to be honest they were right, tough. I drove the section to show them it was alright and to give them a feel for the depth of the water. The first vehicle was Trevor Jones and sure enough he dropped off the edge and the engine just died. I was placed to recover him and Paul Sackley climbed over to fix a rope. So with Paul straddling both vehicles the onlookers were all shouting OK and Paul was almost split in two. The next vehicle in difficulty was Neville who forgot to shut his fan off and flooded the engine. He was followed by a series of V8's who came out performing like steam engines.

The next four sections were in wooded area, here the main problem was that the ground away from the set out motor cross course was virgin and had not been driven. The ground was loose and gave traction problems cutting up badly.

Russell was sent off to number the last but one section and got well and truly stuck. For this he was nominated for the Wally of Year trophy. They tried pulling from different directions with no effect and I began to think that I had better get over to section 8 and number it. Nick Van den Braak eventually freed him to a great applause with Russell claiming it was all unnecessary.

The last section was a reverse of the third section, which had earlier given me some cause for concern on my own safety. I hoped the drivers had all calmed down by now. So to keep on their good side I modified the course we had previously set. It started on an upward slope, round the top of the raised section dropping down into the mud bowl and then back into the water. A steep slope out of the water hole, some sharp cross angled slopes ending up on double twist to complete the section.

The best performance on this section was Steve Kirby in his 101 and he almost got a clear but just clipped the one gate, and he was the only one to get that far. The worst performance was jointly shared by Paul Sackley, Mark Halliday and Stuart Harris who all got stuck in the mud and all needed some hefty tugs to get them out. Still their overall performance over the day was not

bad considering it was the first trial for all of them.

No guesses for who won the day, congratulations Mr. Bunyan, making it difficult for the rest of us to catch you up. The day was memorable for me and I learnt quite a few things about running a trial and will certainly do it again before I retire. The day was dry and sunny and a good trial was had by all. Nice to see the lads bringing out their dad's, no chickens themselves and I hope they enjoyed themselves. Karen Duffet had a good day, after all she completed a day without knocking hell out of her Land Rover, should try marshalling again. Zoe Raval just failed to pip Kiran but I am sure she will correct that next time out. The three ladies competing did well with Sharon Harris coming out tops. Marion Kendall should be given the prize for her drive, first time out in the tank Steve calls a Land Rover 109 with no power steering.

Ashley had a restful day relaxing by the trailer, most taxing part of his day was entering the scores for the RTV on the Cross Country Vehicle Trial sheet. Does that mean that Andy's score is invalid.

The owners of the site enjoyed themselves and hoped we would come back soon. He has offered to push his bulldozer round the site and give us what we want. So lets hope we do not have to wait too long before we go back.

Many thanks for all of those that helped to marshal. The trial had a lasting effect on me, I could not forget the trial all through the next week. My legs have never ached so much, all that mud making our boots very heavy, running around like a coloured fly seemed easy at the time. It took five jet washes and a lot more scrubbing to get both me and the Land Rover clean again. Sites like this are good fun and cheap so lets use them more often.

Alan Smith

ARC Nationals 1997 North Wales

By now I hope all of those that want to compete in the ARC Nationals have sent the entry form in by now. There are still a few places left for all events but they are closing fast. They are taking reserve booking for those who do not make it in time. The preparation for the nationals is well in hand. They cannot start setting out the sections until after the Easter break, since the AWDC has an event on every day. The site looks pretty bleak with no trees, suit some members, but I suspect the slate or rocky landscape will be quite a challenge if it gets wet. No doubt there will be some challenging water holes to play with. Are any of our members, who are also AWDC members thinking of going to the Easter trials, if so give us some feedback on how you found the site.

So if you have not sent the application form in yet get a move on. If you need a form to replace the one you lost give me a call and I will send you another one.

Alan Smith

TRAINEE TRIALLER'S TRIVIA

This is something I have been meaning to get Around to for almost a year now, and, after a remarkable (for me) performance at the weekend, I feel suitably inspired to flex the fingers on the keyboard!

I joined HBRO at the Bagshot Heath Off-Road Show in 1994, and was, initially, just satisfied to read the monthly newsletter and get a feel for what the Club seemed to be about. Having had a few rather off-putting experiences with the All Wet and Dirty brigade at their RTV's, it was a case of "once bitten, twice shy". After gaining experience at a few Drive Rounds, visiting Bagshot and trying some fairly gentle green-laning, I eventually plucked up the courage to come along to a trial.

Well, what a difference a club makes? Instead of scathing glances, snide comments, and a definite place in the pecking order (basically the end of the queue, and be grateful for being allowed to eat their mud), here were people who seemed genuinely pleased to chat and get you involved. There was a keen, friendly competitive spirit, and lots of good-natured rivalry, but no nasty comments. Here were a rare breed of triallers indeed. **THEY HAD A SENSE OF HUMOUR!**

I must apologise if we seemed a little suspicious at first. Following our unhappy initial trials experiences, and again through Stuart's hobby (he is restoring a 10 ton Aveling and Porter steam roller, bless him), we have all too often encountered the "superior" attitude of other so-called enthusiasts. It all just seemed too good to be true.

My first scorecard showed the grand total of 81, double a certain Mr Smith's, and I felt very proud until someone gently mentioned that the idea was to get as low a score as possible! However, I went home on that cold March day last year feeling that things could only improve, and even if they didn't, it was going to be good fun anyway.

In the meantime, a bit more practice was called for, which resulted in a trip to the Easter Bagshot Show. Here, we had only been driving around for what seemed like 5 minutes before I managed to break a rear shock absorber, which prevented any further fun on the Alpine course, and meant that I had to spend all day driving through the wet bits. To make matters worse, we had only just replaced that very same shock absorber following a rather rough family vehicle trial at Brick Kiln Farm with the AWDC. (I never seem to have much luck at Brick Kiln.)

Our next real involvement with HBRO was to lend a hand for the North-South Run Open Day, where we donned marshal's apparel, and had a great time. We met old school friends, neighbours that we had waved to but never spoken to as well as enjoying being part of such a worthwhile event - even if the military did do their best to almost stop the show before it got started! However, Weaver's Down is such an excellent site that it's a real pity we can't have access to it more often, not so much for trialling, but just for a drive around (THAT'S A

HINT, BY THE WAY.)

There is a saying that "you are only a stranger once", and, when the opportunity arose for us to attend another trial, this proved to be very true. Much to our embarrassment, everyone seemed to remember our names, while we were still referring to people according to the colour of their vehicle, whether they had a dog, or simply "him over there". We resolved to do better, and once again, had a very enjoyable day. Mind you, it didn't start off so well, as we had had to drive through thick fog all the way to Pangbourne, and I then promptly dented the wing on a very unhelpful tree before I'd even driven to the start of the first section.

By now, I was thoroughly hooked - just in time for the steam rally season to start. We try to give equal time to everyone's hobbies in our family, whether it is a birthday party for Elizabeth to go to (and yes, she gets invited to so many at times that this does qualify as a hobby!) or there might be a show on that we are exhibiting our old tractor at. Stuart's steam-roller is obviously not ready to show yet, but we help some friends with their big engine and steam threshing equipment. so weekends in the summer are at a bit of a premium.

I was very disappointed to miss the Ladies' trial held at the August Bank Holiday weekend, and have been promised that our other commitments will be put on hold this year so that we can join in. (It's in print now so he can't change his mind.)

Once the summer rallies were over, I looked forward to getting back into the swing of things, and headed off to Bagshot once more for a little gentle preparation. How great it was to see all the now familiar faces, and to remember the names. As I picked my way around the various sections, I got a real buzz from having encouragement shouted by people who knew me. We met up with some friends and have even persuaded them to switch allegiance to HBRO. Although they are not keen to trial, they are great laners, and were very impressed with the friendly attitude of the marshals at Bagshot.

Another interesting thing happened at Bagshot. I suddenly found that it didn't seem to be as much fun or as difficult as it once was. Stuart, full of worldly wisdom, commented that he wondered how long it would be before I "grew out of it". He quite rightly pointed out that the trials sections that I had been driving at the RTV's were much more tricky, and I realised that I was really looking forward to the challenge of the next trial.

In due course, we headed off to Nelly's Dell once more, where I was soon firmly reminded that I needed much more practice and experience as my driving was so inconsistent, ranging from a clear round or a 1 to 9's and 8's. I really don't feel that I can blame it all on the tyres either - well, OK, maybe just a tiny bit. However, I think that until I learn to SCREAM at the sections, I am never going to be able to compete with Sue Lea anyway!

Well, I won't dribble on for much longer. Just suffice to say that we were there at Brick Kiln-on-the-Mud in December and many thanks must go to Peter for dragging my 90 around from one section to another. Thankyou also to Alan for all his encouragement (and the engine and fan) and for making a little girl

very happy by mentioning her in his article.

We were there for- the bun fight at Christmas - well done Maxine, along with guests who also had a really great evening.

And so finally, I'm sorry, but I really DO have to mention the trial at Wrecclesham. Wasn't it a great day Stuart. You remember, I had a score about half of yours? And yes, thankyou all again for the shouts of encouragement, especially on the last section. In answer to whoever the wit was who muttered "God, she's finally driving that thing at last!". All I can say is "Yes, I am and there's no stopping me now!"

Thanks for being such a great bunch of people and keep up the good work.

Sharon Harris

1997 Handbook Corrections

The observant among you may already have spotted some errors in the 1997 Handbook. The main one being the omission of the revised long wheelbase classes for trials. Class 5 should now be split into Leaf sprung and Coil-sprung vehicles as shown below.

Class 5a **Standard LWB Leaf Sprung. LWB, LWB V8, petrol, diesel and diesel turbo. Forward controls various, petrol.**

Class 5b **Standard LWB Coil Sprung. One Ten, Range Rover and Discovery petrol and diesel turbo.**

Now I wonder who the editor of the Handbook is.....

Steve Kirby

Rights of Way Matters

Do rights of way matter? They certainly do. However, since Mike Dyer left the post of Rights of Way Officer, we need a replacement or two. Two? Well I could slip back into the Berkshire Group but the news is that HBRO has just been invited to join the Wiltshire Rights of Way Liaison Group. This is too good an offer to miss but it needs a keen member living at the western edge of the HBRO area or even in Wiltshire itself. Meetings will be in Trowbridge County Hall, in the afternoon, three times a year. From our point of view, the main purpose will be "To provide a forum for the interchange of views on matters affecting the public rights of way network in the county" Interested? Contact a member of the committee.

Steve Kirby



RANGE ROVER - DISCOVERY OWNERS CLUB

330A Vauxhall Bridge Road, Victoria, London SW1A 1AA

Tel 01932 232610

Dear Owner

Range Rover and Discovery Club caters for all Range Rover and Discoveries providing members with an excellent social environment to enjoy their vehicles. The communications link between all members is the Club Magazine produced monthly, containing details of a very vibrant social scene such as regular rallies U.K. and across the Channel with social interest sections for members who enjoy the following:

1. Camping and Caravaning
2. Fishing
3. Shooting
4. Golfing
5. Skiing

Plus a grand Christmas Dinner Dance

Further benefits include:

National Events and show days, special members discounts with spares suppliers and servicing technicians, technical advice and vehicle for sale columns. Meet new friends and enjoy a new social scene with all the above benefits.

Membership Fees

U.K. £15 Overseas and Eire £15

Membership subscriptions by cheque or postal order made payable to T. Olsen.

To Join

Please fill in Application Form adjoined.

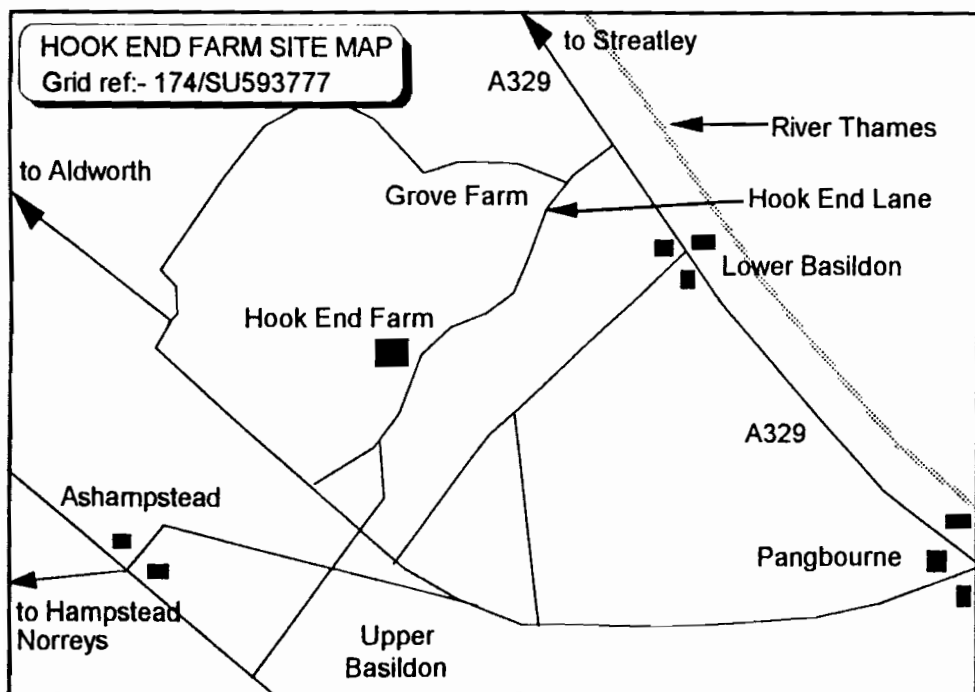
THE BEST 4 X 4

RTV & CCV Trial & Camping. Hook End Farm, Upper Basildon, Pangbourne

We are holding trials on the 6th of April with camping from Friday. Hook End Farm is on Hook End Lane, a turning off the Pangbourne to Streatley road, the A329 about 9 miles West of Reading. From the Newbury area, take the B4009 to Hampstead Norreys and thence East to Ashampstead, or take the A4 towards Reading and at Theale, take the A340 North to Pangbourne. The site is generously made available by Mark Ambler and his family. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be 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. You should now all have a 1995 ARC Handbook. Contact the secretary if you haven't got one yet. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

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

Please note, this is a working sheep farm so:
NO DOGS AT ALL PLEASE, THANKS.



HBRO's 1997 ARC National Follow-on Rally...



Eirianfa Riverside Holiday Park

4-star Tourist Board Rating

OPEN ALL YEAR

Beautiful Riverside Setting with Salmon and Trout Fishing available

Set in the picturesque Dee Valley in the town of Llangollen that caters to the World

Steam trains and Horse-Drawn Barges are available from the town

On the site we have:

SHOP FACILITIES - LAUNDRY - SHOWERS - FISHING
MOUNTAIN BIKE HIRE - WHITE WATER CANOEING
TENT HIRE - SLEEPING BAG HIRE - FISHING ROD /
TACKLE HIRE - TOURING PITCHES WITH
ELECTRIC HOOK UPS

Touring Vans	£7	Electric Points	£2	Tents	£5
Static Van Hire	£35	Touring Van Hire	£25	Tent Hire	£4

Booking:-

Please enclose a 25% deposit. Forward this with dates required and cheque payable to:-

Mr. R. Fletcher, Eirianfa Riverside Holiday Park
Berwyn Road, Llangollen, LL20 8AD
Tel / Fax 01978-860919



HBRO Shop.

The club has a good selection of shirts, caps and stickers for sale at cost price for members. If you require any of these items, please contact Alan Smith as indicated below.. They can be supplied by post or we can arrange for them to be delivered at either of the club meets or at any trial. Members are welcome to call at my place if they would like to collect the items themselves.

Sweat shirts - green with HBRO logo in yellow £8.50 each.
Sweat shirts - blue with Land Rovers in white £10.50 each
Tee shirts - blue with Land Rovers in white £5.00 each
Tee shirts - white with Land Rovers in blue £5.00 each
Shirts in sizes XXL / XL / L / M / child.

Caps - blue with HBRO logo in white £5.00 each.

HBRO door badge 6.5 inches high £5.00 pair.
HBRO door badge 9.5 inches high £7.00 pair.
HBRO door badge 13.5 inches high £8.00 pair.
Door badges in white / black / blue / yellow.

HBRO stickers black on yellow 12 inches long £1.00 each
HBRO stickers black on yellow 5 inches high £1.00 each

4 metre nylon tow-ropes £20 each
8 metre nylon tow-ropes £30 each

Send your order with payment made out to HBRO, to:-
Alan Smith,
34 Kingsmead,
Frimley Green,
SURREY,
GU16 6LU.
Tel; 01252-835821.
Fax: 01252-334600.

Collect your order at any event or by arrangement.
Postage £1.00 per order if required.



From: Cpl Burton
Quartermaster's Dept
3 RSME Regiment
Gibraltar Barracks
Blackwater
CAMBERLEY
Surrey GU17 9LP



Telephone: Military - Hawley (726) Ext 3280
Civil - Yateley (01252) 863280.
Fax - Yateley (01252) 863256

Dear All

15th January 1997

All Hants & Berks Rover Owners Club

Thank you for your assistance on Rickshaw Ramble 1997. Your suggestions and guidance was very much appreciated and all of the marshals on each phase did an excellent job.

I believe that the success of the event this weekend had a lot to do with the experience of all the marshals involved. All of the tasks put upon the Club were undertaken and controlled with great professionalism.

I hope that we can rely on your assistance again in the future.

Thanks again for everything.

*Yours Aye
Mark But.*

TEAM MUDPLUGGING WISHES YOU A HAPPY NEW YEAR

I HAVE PLEASURE IN ENCLOSING DETAILS OF THE EVENTS WE ARE HOLDING AT WHITBREAD HOP FARMS OFF-ROAD CENTRE BELTRING, PADDOCK WOOD KENT IN 1997.

I HAVE ALREADY SENT YOU DETAILS OF THE MUDPLUGGING 4X4 & COUNTRY FAIR BUT I WOULD LIKE TO DRAW YOUR ATTENTION TO OUR NEW SERIES OF EVENTS IN THE PRESS RELEASE. AS YOU CAN SEE FROM THE INFORMATION THESE CHALLENGES ARE RUN FOR THE KENT AIR AMBULANCE AND ALL THE COMPETITION ENTRY MONEY WILL BE DONATED TO THIS CHARITY.

THE CHALLENGES WILL ALL RUN OVER WEEKENDS AND MUST ALL BE PRE-BOOKED, FOR ENTRY FORMS SEND S.A.E.'S *TO TEAM MUDPLUGGING WHITBREAD HOP FARM OFF-ROAD CENTRE, BELTRING, PADDOCK WOOD, TONBRIDGE KENT TN12 0ET.

GROUP CLUB BOOKINGS ARE WELCOME AS ARE SPECTATORS WHO, UNLESS CAMPING WILL HAVE TO PAY THE DAY ENTRY PRICE. SPECTATOR CAMPING UNITS ARE ALSO WELCOME AT A COST OF £25.00 PER UNIT.

THIS EVENT IS SOMETHING COMPLETELY NEW AND THERE ARE 3 DATES TO CHOOSE FROM. THERE IS NO LIMIT TO THE AMOUNT OF TIMES YOU ENTER IF YOU WISH YOU CAN ENTER ALL THREE STAGES BUT YOU CAN ONLY QUALIFY FOR THE FINAL IF YOU ARE IN THE TOP 5 HIGHEST SCORES.

I WOULD APPRECIATE YOU PRINTING THE PRESS RELEASE IN YOUR CLUB NEWSLETTERS AS WITHOUT YOUR HELP WE CANNOT RAISE THE FUNDS FOR THIS WORTHWHILE CAUSE.

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:-

£25 for half page and £50 full page per annum; payable in advance.

These rates are very good considering the perfect targeting. Current circulation is around 250.

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!

* Diesel Engine 10J. 2½. 5 bearing. 1983 - 95000 miles. Emissions 1.08. Up to 70 mph and 28 mpg. Removing from 110 for transplant. Available in vehicle for testing until mid-April. Some wear / smoke. Will need overhaul. £250 complete. Contact Dave Best in Guildford on 01483-505998 (MAR97)

* Land Rover bits Twin choke Weber Carburettor from 1984 2½ petrol attached to new style inlet and exhaust manifold with modified down-pipe to convert to a Series II / III. All in excellent working order. Down-pipe is rusty but solid, only one year old. Worth roughly £250 but will sell for only £65. Can also supply oil-type air filter and accelerator cable and flexi-tube for above at slight extra cost, to convert to a series vehicle. Phone Andrew Brett in Reigate on 01737-210799 (MAR97)

* 90 / 110 Truck cab unit. consists of roof with roof-rack, and rear window panel and windows. Plus tail-gate and cables. £175. Contact Barry or Andrew Simpson in London on 0181-870-1804 (FEB97)

* Range Rover interior. by UK Interiors. Complete virtually unused. Consists of whole interior, full set of seats, panelling, roller-blind type rear load area cover, the lot. Checkered grey cloth. Bargain at £200. Contact Barry or Andrew Simpson in London on 0181-870-1804 (FEB97)

* 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 2½ 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)

Vehicles for Sale

- * Comp Safari Racer. Range Rover based. 3.5 Rover V8 with Holley Carburettor and Headman headers. 5-point Salisbury rear axle. New SAT tyres. Recent engine rebuild. Very reliable and competitive. Ready to race. Offers to Peter Goulding in Winchester on 01264-860505 (eves or w/ends) or 01962-760515 (daytime) (MAR97)
- * 1975 Series III SWB Station Wagon. 7:50 tyres. Free-wheeling hubs. Bull-bar. MOT to end of May 97. Good condition. £1700. Call Gordon on 01344-489656 after 6 p.m. or weekends. (FEB97)
- * 1979 Yamaha YB1000 Deluxe 1WD motorcycle. 12,000 miles. MOT to end of July 97. £450 o.n.o. Call Gordon on 01344-489656 after 6 p.m. or weekends. (FEB97)
- * Hybrid Land Rover 88" Built on 1973 Range Rover chassis. SD1 Rover V8 engine. Defender Front end. Internal roll-cage. Bull-bar. Big boots. Fully equipped. Fire extinguishers. Hi-lift jack. Ropes, strops, shackles, etc. Class 10 winner (well would be if you nobble Andy Bunyan!) Engineer's Report supplied. £1850 o.n.o. Ring Steve Hallam in Hook, Hants on 01256-768494 evenings and weekends. (FEB97)
- * Range Rover, 1980. V8. Brown. P.A.S. Overdrive. Late discovery low-mileage engine. Front & rear tow points. Polybushed. Mot to October. £1700. Call Kevin Rumble on 01252-540973. (JAN97)
- * 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)

- * 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)
- * 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)

Wanted

- * Defender / 110 LWB Diesel Left-Hand-Drive Station-Wagon. A friend of Steve Kirby is emigrating to the Philippines and wants to take a vehicle of this type with him. Please contact Steve on 0181-287-0377 who will forward the information. (MAR97)
- * Forward Control Series IIa wheels. 7" rim width pattern, 16" dia. 5-stud. With or without tyres. Call Steve Kirby in Twickenham on 0181-287-0377. (MAR97)

WARNING

Any adverts dated up to and including NOVEMBER 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 Land Rover model kits which are available to club members at a special price. Land Rover 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.

Long Term Programme

June 13 - 15	Stag Owners Rally. Roundhill. NEW DATES
June 28 - 29	<i>Trials, Chiddingfold. Provisional. RESCHEDULED</i>
July 5 - 6	<i>War of the Roses. Provisional.</i>
July 18 - 20	<i>Billing '97. Provisional.</i>
July 26 - 27	<i>HBRO / Somerset & Wilts / Yorkshire Rover Owners Club Holiday Rally. Provisional. Original Fordingbridge location not available. Possibly Bowhill.</i>
August 2 - 3	Inter-Club Challenge with Southern. Battlehurst Farm.
August 15 - 17	<i>AWDC Southern Hill Rally. Provisional.</i>
August 23 - 24	<i>North Wales event. Porthmadog. Provisional.</i>
August 23 - 25	<i>Ladies' and Gentlemen's RTV Trials. Camping. Summer Rally. Nelly's Dell. Provisional.</i>
September 7	<i>Trials at Broxhead Common. Provisional.</i>
September 13	ARC EGM Solihull, Birmingham.
September 14	<i>Thrupton Festival of Motorsport. Provisional.</i>
September 21	<i>Trials. Wessex Shield & Safari Engineering Challenge. Hook End Farm. Provisional.</i>
September 27 - 28	<i>Bagshot Heath Off-Road Show. Hosted by HBRO. Provisional.</i>
October 4th - 5	<i>Major's Trial. Provisional.</i>
October 12	<i>Trials. Slab Common. Provisional.</i>
October 10 - 12	<i>Welsh Hill Rally. Provisional.</i>
October 26	<i>HBRO AGM. Provisional.</i>
November 2	<i>Trials. Nelly's Dell. Provisional.</i>
December 6th	Christmas Dinner. Alton. Book now! Call Maxine.
December 13th	ARC EGM Solihull, Birmingham.