

## 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.

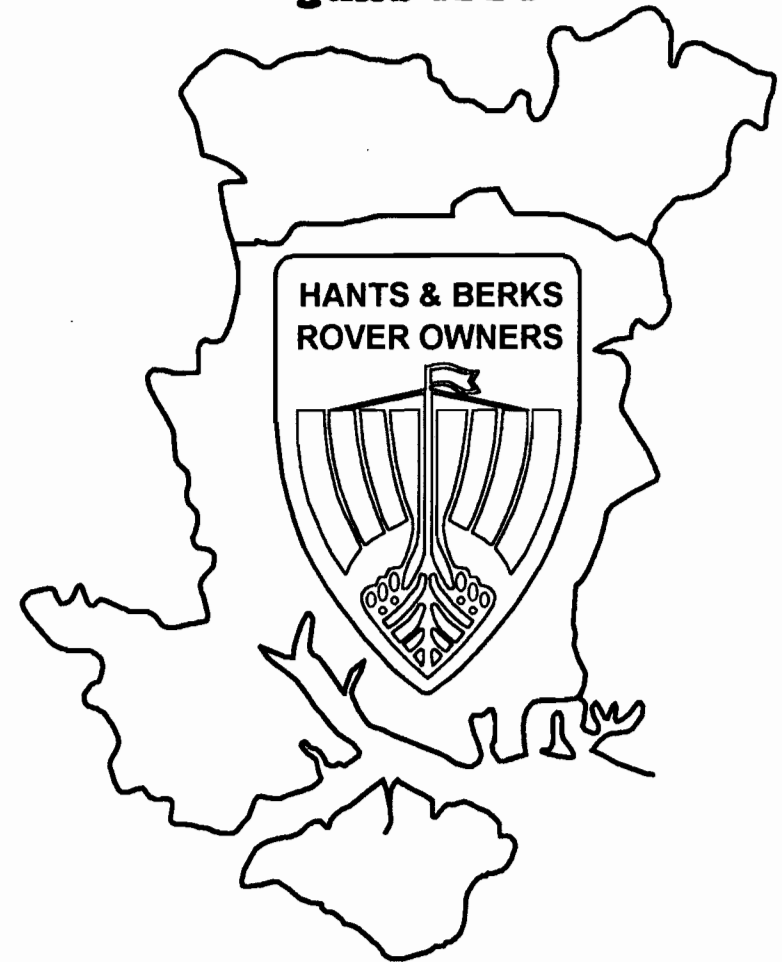
There seems to be masses on the calendar so I've printed the dates of everything I know about at the moment so get your diaries out! Note that *provisional* events are printed in *italics* and major changes highlighted in **bold text**. Please let me know when any of these is confirmed.

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

June 13 - 15	Stag Owners Rally. Roundhill. Camping. BBQ.
June 14	ARC EGM Solihull, Birmingham.
June 21 - 22	All Rover Weekend, Gaydon.
June 21 - 22	National Off-Road Show, West Wycombe.
June 21 - 22	Goodwood Festival of Speed. Contact Ashley.
June 28 - 29	Trials, Chiddingfold. See details elsewhere.
July 5 - 6	<i>War of the Roses. Provisional.</i>
July 18 - 20	Billing '97. See LRO Magazine for details.
July 26 - 27	HBRO / Yorkshire Rover Owners Club Holiday Rally. Bowhill. Camping, BBQ & Disco.
August 2 - 3	Inter-Club Challenge with Southern. Battlehurst Farm. Trials. BBQ. Farm Drive. Gymkhana.
August 15 - 17	AWDC Southern Hill Rally.
<i>August 23 - 24</i>	<i>North Wales event. Porthmadog. Provisional.</i>











# Pants & Barks

June 1997



**Newsletter of the Hants  
and Berks Rover Owners**

## Officers of the Club

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

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

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

## Editor's bit....

News-bits:-

Welcome back to the fold Tracey Doherty who takes up the long-vacant Rights of Way post. Tracey has obviously not lost her driving skills as she borrowed Sue Lea's Lightweight at Nelly's Dell and won the class never having driven it before. (Allegedly) That'll teach you, Sue!



I'm writing this from an almost horizontal position having done something nasty to my sciatic nerve. That marquee was heavy! So despite all the preparations, the National Rally was out. Now you've all got NO EXCUSE not to write a report on it all.

At various points in this magazine, you'll see references to HBRO's newly acquired marquee. We're going to need some means to store and transport it. We're looking for a box trailer like the one we already have; about ½ ton capacity. Contact any members of the committee if you know of one. Thanks.

Steve Kirby

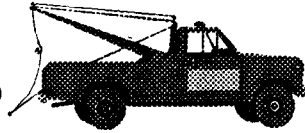
This month...

- Jeremy Matthews describes a two-day green-lane marathon.
- Nelly's Dell results. It's called Nelly's Dell because it's the dell where Nelly lived long ago. Thought you'd like to know.
- Comp. Sec. Ashley has a round-up of what's going on (or probably what's gone on by the time you read this!)
- Steve Kirby describes how he used his V8 frame tent (101) to collect the club's new indoor arena.

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. Please phone first so I can set up the fax 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 as the system I have access to doesn't show me the full address of the sender.)

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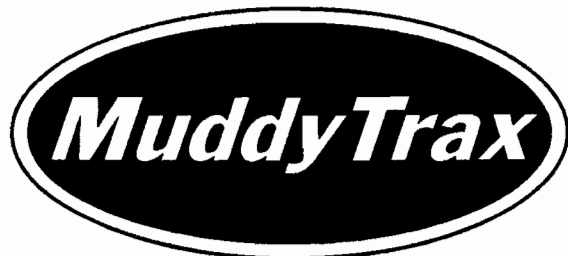
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**Green Lane Adventures  
(Into The Unknown)  
10/03-11/03/97**

I'd arranged to meet the infamous Adrian Bolge at the Percy Hobbs roundabout just outside Winchester at 10 o'clock on Monday the 10th March. In the event I was actually just over ten minutes late in getting there due to the fact the I couldn't be bothered to get up to early as it was the first day of my week off from work. After consulting the oracle about where to start we headed for the other side of Winchester to our first lane which was along side the Teg Down golf course.

This was an easy going lane to get started with as it had a good, dry, clear surface and was fairly short in length. This illusion was soon shattered on the next lane which was a bit muddy and wet but hard underneath and was good deal longer than the previous lane. By this time we were the other side of Farley Mount and heading ever westward towards our objective of the day, a lane near Broughton. In the meantime we took in another short lane that headed in the right direction and again this one had plenty of mud and water to contend with en-route.

The lane at Broughton turned out to be our fourth lane of the day and we decided to start at the bottom end as that looked easier to get into than the top. We travelled down this lane until we came to a large branch that had been wrenched from its parent tree, by a large vehicle, and left dangling down in the way so out came the bow saw and Adrian climbed up into the tree to attack the offending branch which soon gave way to his attentions. After throwing the branch to the side of the track we proceeded on our way down the track until we came to a junction in the route with one way going down to the village of Broughton and the other way going on up the hill to the top end which we had already passed. Well we carried on down the obvious track until we realised that we had gone the wrong way and were going downhill instead of going uphill, so it was reverse back to the junction and try the other option which led out onto the grassy edge of a field until we met what looked like an impenetrable hedge that the track disappeared into. We both jumped out and continued on foot up the so-called lane though to be fair you could see where it was supposed to be but it would need a good deal of clearing so that you could get a vehicle through and up the hill. After looking at the situation we decided that we would retire back down the lane and go to the other end where we were less conspicuous in amongst the trees and start on removing some of the offending undergrowth.

Arriving at the other end we decided to stop for lunch before attempting to start clearing the lane. After a picnic lunch we started on the task of removing some of the smaller trees and undergrowth so as to provide a good clear route to follow, by this time we had spent a good couple of hours clearing the rubbish when I noticed a walker coming up the hill so we beat a hasty retreat to the Land

Rovers threw everything in the back and left as fast as we could for our next lane.

We decided to head for Stockbridge and proceeded to do yet another lane past or rather through a golf course from the A3057 to the A30 again this was in reasonably good condition. We continued along the A30 till we came to a pub just outside Chilbolton Down, where we turned off opposite into to our next lane which again was easy going. We turned left at the bottom of the hill and drove along the bottom track and then turned left again, at this point Adrian decided that as I hadn't done this lane before that I could lead and now I know why he did that, because this lane twisted and turned through the trees and bushes like a snake would through grass, until we once again reached the A30.

We crossed the main road and straight onto our next lane which headed in a northerly direction to the B3420 again an easy run as it was in dry condition. At the end of this lane Adrian took the lead again and we turned right and headed for our last lane of the day together. This lane followed the route of a Roman road that used to go to Andover. As we proceeded down this lane it got a little bit tight and if you don't want to scratch the paint work then this lane definitely ain't for you, it was also a bit muddy towards the end of it.

When we got there, it was getting on for 4 o'clock and we decided to call it a day as I had to get back home and Adrian was heading for Dave Ridden's place in Romsey. But we arranged to meet the following day at the Three Horse Shoes pub in East Worldham as Adrian said he wanted to take a look at a lane just down the road from there, but that's another story. Meanwhile I decided on the way home that I would do some more lanes that were heading in my general direction (Alton). The first two that I did were generally in good condition and took me from the A30 to the A34 then under the A34 to S. Wonston. The next lane I took was well graded and you could practically treat it like normal road except for a couple of very interesting water splashes on the way, but beware this lane has height bars at either end and I only just fitted under those with my roof rack on.

The last lane that I did was one that I had done before with the club, and was the Ox Drove Way and Wayfarer's walk. This particular route was very muddy and rutted along a lot of its route and there were some travellers living along it in a couple of places. This eventually brought me out at Old Alresford and from there it was a short journey home. Both the car and I were plastered in mud. Adrian and I had had a good day. The next day was to prove totally different in every respect.

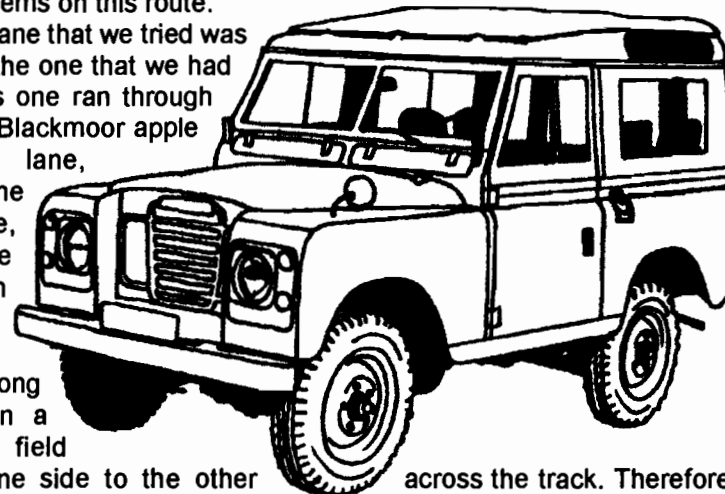
#### Day Two

The day didn't get to a very good start as Adrian managed to oversleep and so was going to be late for our rendezvous at the Three Horse Shoes in Worldham. So by the time that we eventually met up it was getting on for eleven o'clock. We proceeded from the pub down the road towards the village of Wyck until we found the lane that we were looking for and turned into it only to find that a large branch needed to be removed from one of the trees to allow access.

After clearing the start of the lane we moved down the lane slowly removing any large branches and any small trees from the track. Then as we start to descend the hill we came across two piles of wood that looked as though they had been placed there intentionally to stop vehicles from using the route. These obstacles were quickly removed, but by the time that we had removed a very large log from the lane it was lunch time. While we were eating The local hunt came through and as we couldn't exactly go back they had to climb the bank to get out. Not long after we carried on our way to the end of the lane and back onto the B3004.

We decided to try a lane that ran from just outside Hartley Mauditt to Selbourne. This lane is known as the Hanger's Way. For most of its length the lane was not in to bad a condition though in places it was muddy and rutted. It was along this track that Adrian decided to try and rearrange his front offside wing on a large piece of tree trunk that was jutting out into the track. So out came the chainsaw and the offending trunk lost some more of its length. After this we had no more problems on this route.

The next lane that we tried was not very far from the one that we had just done and this one ran through the middle of the Blackmoor apple orchards. This lane, though at the time we didn't realise, was going to take us a lot longer than originally thought due to the fact that as we went along it we came upon a section where a field



drain ran from one side to the other across the track. Therefore this had made the lane very soggy and as we drove through it Adrian wasn't going fast enough to break through to solid ground on the other side. This led to both of us being stuck in the soggy patch. I tried to reverse back the way that I had come but only dug myself in further until I was going nowhere. So out came Adrian's Tirfor winch and we winched his out of the mire. With Adrian's vehicle out of the mud we put together my rope and one of his and with the combination of eight wheels turning we managed to remove mine from the mud as well. After packing up the stuff that we had used we continued on our way and quickly finished the lane.

The next few lanes were all in the same area near Empshott on the B3006. We quickly found the next lane just down the road from the one that we had just completed as proceeded along it. By this time I was in the lead due to the fact that Adrian had managed to mislay his glasses so he couldn't read the map. This short lane that we were doing was a little tight in the tree department

about halfway along, where my roofrack decided that it wanted to have an argument with a tree that came out from the side of the track which was fairly narrow. To solve this problem we dug a rut wide enough for the wheel so that the Landie tilted away from the tree and got past with no more problems to stop us.

The next lane that we tried we could not complete due to very low overhanging tree which not even Adrian's Landie would have got past. We backed the vehicles to the start of the lane and continue on to the next lane on the itinerary. This track took us back in the direction of the B3006 and was a relaxing lane to do after all the work we had done on the previous few lanes. By this time it was starting to get late so we skipped the next two lanes that we had thought about trying and did some that headed for the general direction of home.

The lane that we did next was marked on the map as a white road and as we went down it steadily turned into a mud bath and then into a quagmire. We struggled along this lane to the end with no ill effects, but this lane will need some serious remedial work done to it to correct the large amount of damage that has been inflicted on it.

Well there isn't a lot to say about the next lane that we did as it was in good condition and didn't tax the vehicles too hard other than a bit of a scramble up the hill to the top. By this time it was getting dark and we decided on one more lane before going home.

The best thing I could say about this last lane was that it was a complete contrast to the previous lane because the hedges had practically grown together. There were no big branches protruding out so we decided to go for it and started down it. All I could hear as we went along was scrape, scrape, scrape as the hedges did their best to stop us, which they nearly did when we came across a large stump that had been blown over at some stage on one side while on the other side a rabbit or badger had been making its home and left a very inconvenient mound of soil on the other side. This we managed to level off down to the level of the track and we managed to squeeze past the stump and make our way to the end of the lane. By this time it was nearly seven o'clock in the evening so we decided to call it a day and go home.

In the two days that we did we managed to do about twenty two lanes in the Mid Hants area some of which were easy and some of which would need some clearance work done to them to make them passable. We both had good fun during the two days that we did and if your interested in doing a similar sort of thing like Adrian and I did then don't hesitate to find me at an club event. I'm the one whose got the bright red Landie with disco plastered all over the windows.

Jeremy Matthews

**L.R.**  
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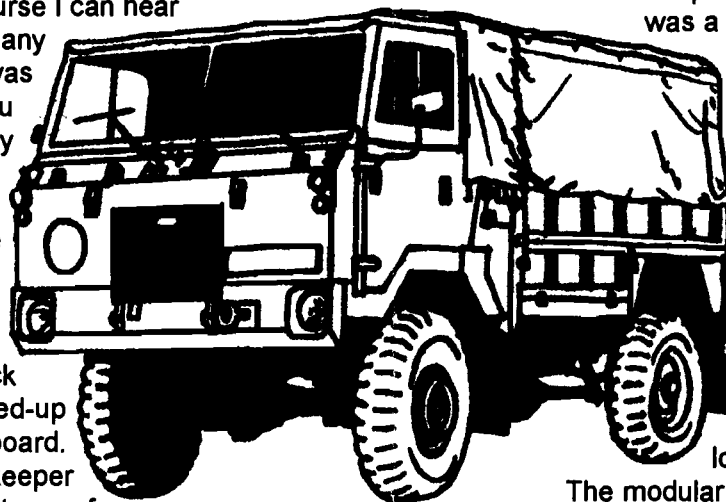


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## Loitering within Tent

"What are you doing on Saturday morning?" It was Alan Smith. It was also Friday night. "Well, what do you want me to do?" Big mistake. "The club needs a marquee - tomorrow afternoon - at Nelly's Dell." Now a tent is a fabric thing held up with poles and held down with pegs. Twenty feet by forty-seven feet is the size of the bit my back garden that doesn't have the garage, the shed and the greenhouse in it, but that's the one Alan wanted me to go and get. "I could have gone to get it in my pickup with the poles lashed to the roll-cage but I've got to go to Nottingham." he stated.

Saturday morning; out to the 101 - won't start. Pump running OK. Sparks OK. Cranking speed sounds fit. Fuel looks a touch low but it was OK when I drove in. We have a saying in the aviation business "It flew in, so it'll fly out". You'll be relieved to hear that this is only a tongue-in-cheek comment and isn't relied upon because it isn't true. Well of course I can hear the pump running but it doesn't mean it's picking up any fuel - which it wasn't. So spare petrol poured in was enough to get me going. It starts very well when you feed it! I set off for Brixton at about 11:30 after an early lunch. Have you ever driven from West London to South London on Saturday midday? Barry and Andrew Simpson know the area well and are probably sympathising as they read this. Found the Tarpaulin and Tent Company appropriately at 101 Brixton Road. Three nine-foot long ridge poles first went in touching the inside of the tail-gate at the back and resting on the engine cover at the front. Rolled-up brown / green bundles of fabric started to go on board. "These are the wall sections" announced the shop-keeper throwing in a six-foot long bundle - "There's sixteen of them!". Then came the roof bits, three big bundles, followed by the two ends. Four more bundles of poles then appeared pushing the 101 further towards its bump-stops. Piles of ropes and pulleys accompanied sacks of steel pegs that were at least 1½ on the hernia scale each. Finally two mallets for good luck. Thank goodness there wasn't a groundsheet (or should there have been!!) There is no way Alan would have gotten this lot into a Ninety pickup - it filled the 101. Then started a brief teach-in on how to put it up. "Lay it all out with the inside facing up. Dutch-lace it all together - interlaced loops through eyelets. (Did you know that eyeleteer is one of only two nine-letter English words with 5 e's? But what's the other one?) Back to business - "Assemble the ridge poles and fit the upright poles through the ridge-poles and the canvas. Fold over the canvas, lace up the joins, put the roped finials



on the poles and pull upright. Make sure you pull it up evenly and keep the ridge pole assembly straight or you'll break it. It's not a complicated process but it's a big heavy tent and you'll need a lot of volunteers". Time to pay - emptied money-box cunningly disguised as a credit card. £625 is a bargain for what we have got when you consider that a very small family frame tent will set you back £200+ these days.

The drive out through the traffic was no fun and the remaining inch of suspension travel (I kid you not but don't forget that this has Range Rover springs and I guess the load was about half a ton.) became clear on the occasional rough bits. Out along the A316 past Twickenham, the rugby traffic was solid. Tracey had phoned me in the morning asking for directions as she was taking Brendan to a match at 3:30 but I hadn't realised the traffic would build up so early. Anyway out onto the M3, A331, etc. and on to Nelly's Dell. It was raining by then of course so we decanted the tent and put it up in the rain. Onlookers expressed amazement at the amount of kit but getting it out was a lot easier than loading it. Maxine videoed the operation so we know how (not?) to do it next time. The printed instructions that the tent-man had given me plus the verbal embellishments served well to make the erection easy (although this may be a new meaning of the word "easy" that you've not come across before!). A good bit of teamwork and lots of volunteers produced a successful outcome. But why on earth did we buy something this big? By the time Jeremy had set up his disco, straw bales liberally distributed about for us to sit on, tables and chairs added, the need for something this big becomes clear. It certainly gave the club a more professional look but who's going to look after it? Answers on a postcard please...

The modular design means it can be erected in a variety of shapes and sizes and can even make two separate tents although one would have open ends. Anyone want to borrow it? The evenings entertainment with the superb barbecue (thanks Pam and Maxine and no doubt many others who made it happen) and the Disco (thanks to Jeremy and his friends and associates) went well. A notable sight was Nick Woodage standing upright - nothing to do with sobriety but all to do with headroom - probably the first tent he has been able to stand up in. Outside in the dark, children were falling over the pegs and guy-ropes in their droves. These soft caravan types! It was all guy-ropes in my childhood. Here we go again. "You were lucky, we only had a cardboard box....!" etc. Maybe a twist of stripey marker-tape on the pegs would help in future.

Steve Kirby

## Competition Comment

Who was it that said we couldn't hold a trial under cover?? With our **NEW marquee**, anything's possible !! OK, so I wasn't there when it was erected (thanks all who helped), but I was on a vital mission for Pam to track down more onions - see the boss !! The tent certainly did us proud at **Nelly's**, and despite the packing and unpacking the storage and transportation I think we'll make good use of it.

Many thanks to Steve Kirby for upsetting his Saturday to go at such short notice to fetch the tent from Brixton (risky!), and deliver it in his 101, despite the fuel consumption and the fact that he was not planning to attend the event. He saved our bacon and kept Tricia dry during her acrobatic entertainment on Saturday night.

Talking Saturday night (we'll leave Sunday out of it to protect the innocent), the barbecue, disco and social evening went down well, and so did a few members, but I'm sure someone else will tell the story. The barbecue was a real success, and thanks must go to Pam Duffet, for handling it so well, support by Matthew Hewitt, and to Jackie my wife for fetching and carrying, and force-feeding gateau down those of unable to resist the calories. The Club thanks especially Nick Jennings, who not only delivered the meat but refused payment, and delicious it was too!

The trials went very well, thanks to the efforts of Trevor (trespassers will be prosecuted) Jones, and the support of Barry Simpson. The stump trap caught many drivers out, and this was unfortunate, however any good pic's, could result in the 'Boobs bust' (see trophies), award. Nick van den Braak won the Boy's Own trophy and Zoe Raval the Girl's Own trophy - well done both of you!! Results recorded elsewhere.

I hope everyone is set for the **Nationals, the BIG event** !! Anyone interested in offering their services to assist in marshaling or general duties at the Nationals, please let me know. NWLRC are looking for willing assistants.

It will soon be time for our annual bash with the **Stag Owners** club, down at Roundhills in the New Forest. For those of you who haven't been before, this is a non-Off Road event where we socialize with the Triumph Stag owners, get back to nature, and generally take it easy. The Stag Owners put on an excellent barby on the Saturday night, and we all go cycling on Sunday to work it off. The site will be open from the evening of Friday 13th June to the evening of Sunday 15th June. Site fees will be around £6 per night. The barby will be £4.75 each. I need to know who will be attending and eating by 8th June, together with payment for the barbecue. Money for the site can be handed-over at the event.

For those 'Hill Climb' enthusiasts amongst us, the **Goodwood 'Festival**

**of Speed'** is happening on the 20-22 June, conveniently missing the Stag Owners event this year!! I have ticket application forms (payment in advance saves between £2 and £5), but the application must reach the organizers by the 6 June, so hurry. It is possible for me to arrange for HBRO members to act as marshals for the event, if we move quickly. Let me know soonest if you are interested.

On the same weekend as Goodwood, is the '**National Off Road & Leisure Show'** at West Wycombe. Steve Kirby is organizing a Club Stand at this show, and anyone willing to man the stand / help-out should contact Steve.

The next HBRO event will be '**Ash Park'** at Chiddingfold (see details elsewhere), on the 29th June. This will be our second attempt to master this site, so keep your fingers crossed for some fine weather to avoid further winch and rope training. The Dunsfold trust will also be holding a 'ramble' event on the adjacent site, and although we will not be mixing it with them, hopefully we will rendezvous at some point.

Anyone interested in participating in the team event at the '**War of the Roses'**, should contact Dave Ridden or me urgently for inclusion.

Following 'Ash Park', we are back to '**Bowhill'** for a joint event with the Yorkshire ROC, who will be using the site for a 2 week holiday rally. The trial will take place on the 27 July, and will be an inter-club challenge. We'll go easy on them, as they've travelled so far, ha, ha!! On the Saturday we will be exploring the depths of our tent again, and holding yet another barbecue (please let me know in advance), and disco. Got to show the YROC how hospitable HBRO can be. Camping will be available from 16 July to 6 August for anyone who is interested. at a price around £4 per night. Fresh water is available close to the camping area, and Elsan disposal in the Farm. Dogs must be kept on leads at all times as this is a sheep farm, at the request of the Landowner and all 'whoopsies' scooped around the camping area.

The following weekend of the 3rd August will see another inter-club event at **Battlehurst farm** near Petworth. This is our annual 'have ago' at Southern ROC trial. This year for the first time, HBRO are hosting the event, so we need a good turn-out! Yes, the tent will be featuring again, along with the barbecue (please let me know in advance) cans, a Gymkhana on the Saturday afternoon, and the now famous farm ride in the evening. Some devious planning is going into the sections, so this should be another 'fun' event! Camping will be from Friday to Sunday.

Finally, I have marshals application forms for the Southern Hill Rally, so anyone interested please let me know.

Ashley Pocock.



## Nelly's Dell Trials Results.

### Officials:-

Sec of the Meeting - Maxine Leverett. Clerk of the course - Trevor Jones.  
 Scrutineer - Brian Frankland. Steward - Jackie Pocock. Chief Marshal - Barry Simpson. Marshals:- Samantha Parker, Sue Lea, Ian Parker, Zoe Raval, Brenda Taylor.

### Group 1 (Classes 1, 2 & 3 amalgamated.)

Andrew Simpson - 20	Neville Dewdney - 20	Gary Hodgson - 23
James Taylor - 28	Karen Duffett - 31	David Haines - 35
Matthew Hewitt - 36	Alan Blackaby - 46	Chris Blackaby - 47

### Group 2 (Classes 4, 8 & SWB class 10.)

Nick van den Braak - 15	Andy Bunyan - 20	Peter Leverett - 23
Steve Skinner - 24	Hugh Duffett - 26	Mark Halliday - 32
Tony Blaze - 34	Kiran Raval - 34	Russel Vare - 36
R. Davis - 42		

### Group 3 (Class 5)

Paul Webb - 16	Mike Hobbs - 20
Gareth Chambers - 27	
Keith Jones - 32	John Heselton - 39

Trial Trophy winner Nick van den Braak.



## Ladies' Trial.

### Officials:-

Sec of the Meeting - Ashley Pocock. Clerk of the course - Trevor Jones  
 Scrutineer - Gary Hodgson. Steward - Jackie Pocock. Chief Marshal - Barry Simpson. Marshals:- Matthew Hewitt, Dave Ridgen, Kiran Raval, James Taylor.

### Group 1 (Class 3)

Tracey Doherty - 24 (2 clears)	Sue Lea - 24 (1 clear)
Karen Duffett - 24 (0 clears)	Sam Parker - 33

### Group 2 (All the others!)

Zoe Raval - 23	Pam Duffett - 25	Anita Bunyan - 26
Jenny Davis - 31	Carol Skinner - 32.	

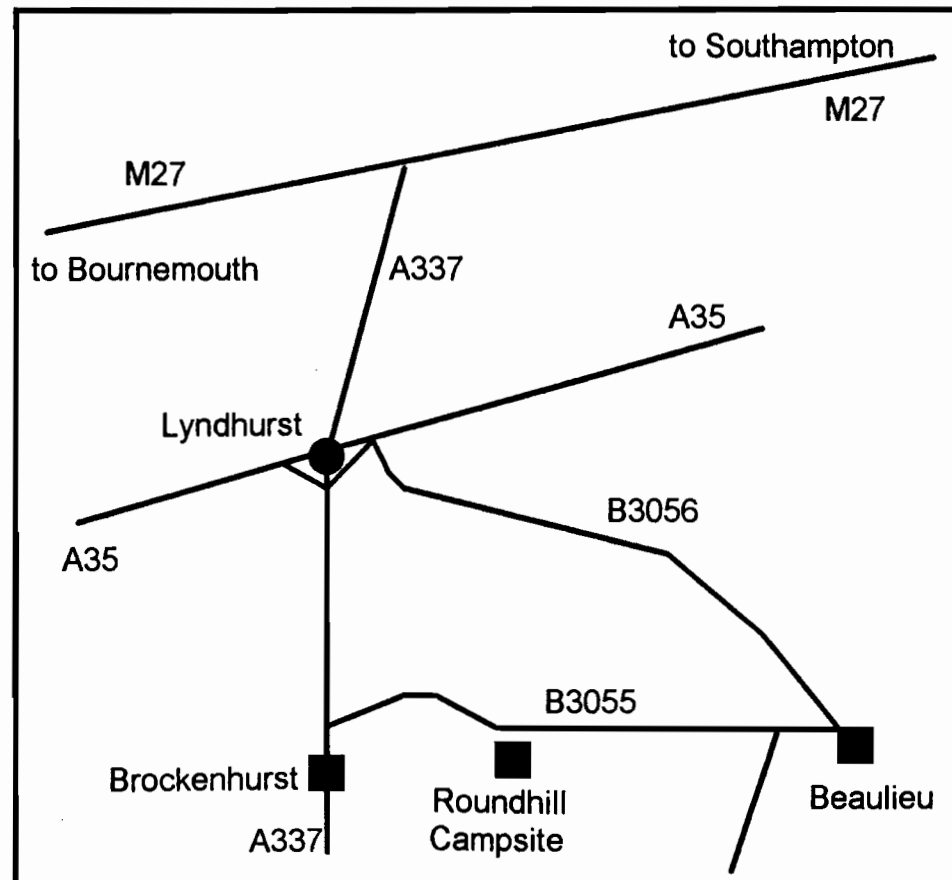
Ladies Trial Trophy winner - Zoe Raval.

## Stag Owners Club Invite, New Forest.

The Stag Owners Club are holding a social camping caravanning weekend on 13th to 15th of June. The site is in the New Forest close by the Beaulieu Motor Museum. Camping is just outside Brockenhurst in the heart of the New Forest on the Roundhills camp-site Rally field. We have been invited to share their event and they have invited us to their Saturday night barbecue which starts around 7:00p.m. and will cost £4.75 per person. The Stag Owners put on an excellent barby on the Saturday night, and we all go cycling on Sunday to work it off. Mobile shop visits Saturday and Sunday morning. A toilet block has everything except showers. Camping fees are £6 per pitch per night.

There will probably be a visit to the Beaulieu Motor Museum. This is purely a social weekend so come on down and enjoy Hampshire at its best.

Please ring Ashley Pocock (on 01264-710546) who needs to know who will be attending and eating by 8th June, together with payment for the barbecue. Money for the site can be handed-over at the event.

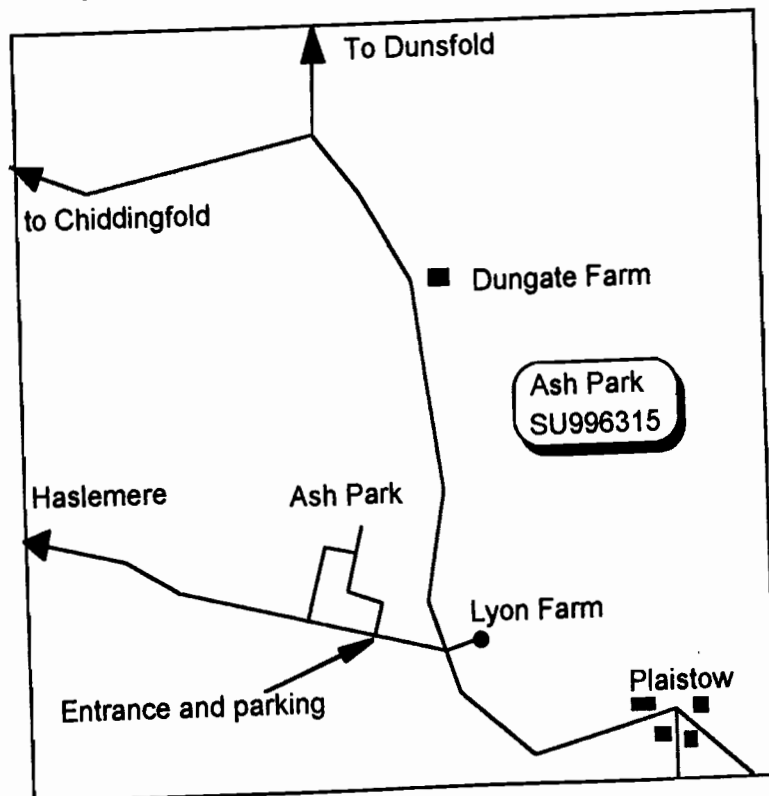


## Trials at Ash Park, Chiddingfold June 28th - 29th

We are having another go at holding trials at Ash Park, near Chiddingfold. Nearest village is Plaistow. I can't find any road numbers to help you locate the place so you may need a map. The one below should give you the local details. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock. (Address inside front cover.)

Scrutineering will start at 08:30 a.m. and the competition will start at 10:00 a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are possible. The ARC Handbooks contain the vehicle regulations. It is still up to you to ensure your vehicle complies. 1997 Handbooks are now available. Don't forget your MOT certificates, and driving / RACMSA competition licence.

RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy". Please come along on Saturday to help set out the sections, it's always the same few who get lumbered with this. 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:-

£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!

## Bits & Pieces...

- \* Brian James Trailer. 16'x6' bed. 4-wheeler. New tyres. including spare with less than 400 miles use. Hand winch. £900. Contact Peter Golding in Winchester on 01264-860505 (eves or w/ends) or 01962-760515 (daytime) (MAR97)
- \* Wheels. Four steel Discovery wheels £20 each. Four WolfRace alloy wheels, multi-spoke type. New. £160 the set of 4 includes special nuts. Gary Grange - 01189-813138 Reading area. (JUN97)
- \* Wheels & Tyres. Five SWB wheels and 4 Firestone 7:50x16 SATs (two with good tread) and 1 with Goodyear mud pattern (spare). £80. Simon Taylor - 01252-377099 (MAY97)
- \* Range Rover bits... Five wheels and tyres 205x16. MT for off-road only. One brand new. Three wheels - £50. Bonnet, bit tatty - £5. Diff - £50. Nick Woodage 01730-89418 (MAY97)
- \* Vehicle Trailer... Four wheel / twin axle. 14' x 6' with ramps. £400 o.n.o. Nick Woodage 01730-89418 (MAY97)
- \* Land Rover bits... Lightweight bonnet - £20. Lightweight off-side door with top - £20. LR Free-wheel hubs - £15 pair. Series 2 handbrake lever, new, not used - £3. Nick Woodage 01730-89418 (MAY97)
- \* Diesel Engine 10J. 2¼. 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 2¼ 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)

## Vehicles for Sale

- \* Series IIa / 110 Hybrid-Truck. Cab extended to include passenger seating (all Range Rover). Rover V8 engine - unleaded. Free-Wheel Hubs, Kenlowe Fan, K&N filters, Rear roll-bar. General Grabber tyres. Grey spoke wheels. New MOT. Tax exempt. Year-long rebuild and respray. £3,900. Contact Peter Golding in Winchester on 01264-860505 (eves or w/ends) or 01962-760515 (daytime) (MAR97)
- \* 100 inch V8 hybrid. 4-speed auto. EFi V8. Stainless steel exhaust system. WolfRace alloy wheels. Hardtop and safari rear door. Ninety side windows. Goodrich tyres. Good reliable vehicle. £4950 o.v.n.o. Call Bob Barber 01239-810050 (JUN97)
- \* Series III Lightweight. W-reg. White 5-spoke steel wheels. Mud-Pluggers tyres (SAT type remoulds). Bull-bar. Air intake snorkel. MOT to 5th September 97. In good condition and running order. Must be seen; Reading area. New family and relocation forces sale. £3400 o.v.n.o. Call Tony Clark on 01189-610974 evenings or 0130-570998 (mobile) anytime. (JUN97)
- \* 100 inch V8 hybrid Red and Silver, MOT to April 1998, Free Tax. Including 5x 750 SAT's, new clutch, new steering box, water pump and Alternator. Lots of other bits including 5 road wheels and tyres, cab, high lift etc. and all the bits out of the shed. £3,000 o.n.o. Call Rod Robertson 0118-981-1831 home (Tadley) or 0118-944-1544 work (Reading) (JUN97)

\* Military SIIA Hardtop going cheap. A neighbour of mine has a SWB SIIA (MOT expired, not failed) hardtop which he bought last year for £850. I saw it then and commented it seemed like a good deal. It's military spec with twin fuel tanks (filler under seat), and 24V. Petrol 2.25L. He's changed job, and now needs the garage for another car. I'd have it myself, but my garage has my SIII in it! He wants £500 to clear it. Call Simon Taylor, at work - 01256 332800 (simon@tdc.co.uk), or at home - 01252 377099 (simontaylor@compuserve.com). Location is Farnborough. (JUN97)

\* Range Rover. Nick's yellow dream machine, all solid, recent paint-job, fibre head-lining. Very good tweed interior and full carpet set. 1984 engine. MoT to April 98. Good road tyres. £1800. Nick Woodage 01730-89418 (MAY97)

\* 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. (MAY97)

\* 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)

## Wanted

\* Bedford HA Van. Good / fair condition. Wanted by another club for restoration. Will be painted in BEA colours to accompany a preserved Trident airliner. Contact Steve Kirby in London on 0181-287-0377 (JUN97)

\* Roof Rack for 90. Galvanised. With Ladder. Nick Woodage 01730-89418 (MAY97)

\* Forward Control Series Ila 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 MARCH 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 01252-650212. 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.

## Events - Long Term

August 23 - 25	Ladies' and Gentlemen's RTV Trials. Camping. Summer Rally. Nelly's Dell. Gymkhana. BBQ. Disco.
September 13	ARC EGM Solihull, Birmingham.
September 14	Thruxton Festival of Motorsport. Provisional.
September 21	Trials. Wessex Shield & Safari Engineering Challenge. Hook End Farm. Provisional.
September 27 - 28	Bagshot Heath Off-Road Show. Hosted by HBRO. Provisional.
October 4th - 5	Major's Trial. Provisional.
October 12	Trials. Slab Common. Provisional.
October 10 - 12	Welsh Hill Rally. Provisional.
October 26	HBRO AGM. Provisional.
November 2	Trials. Nelly's Dell. Provisional.
December 6th	Christmas Dinner. Alton. Book now! Call Maxine.
December 13th	ARC EGM Solihull, Birmingham.