

## Events for Your Diary

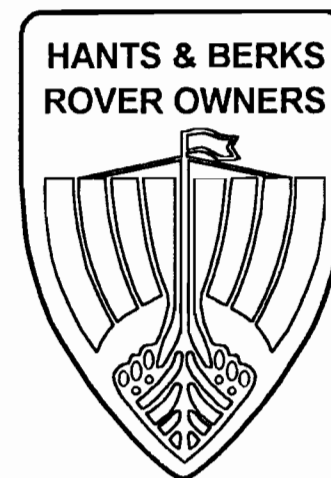
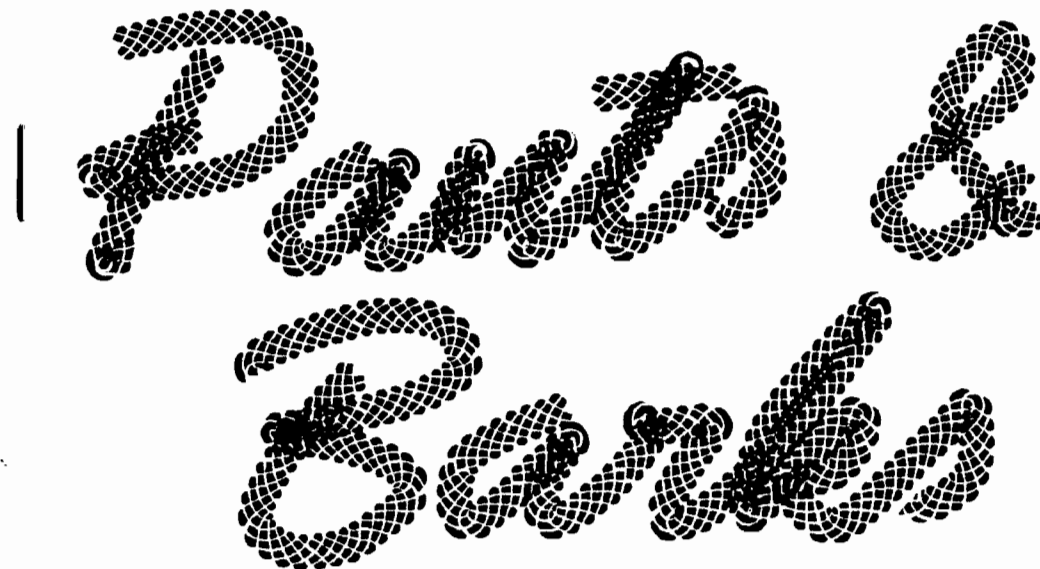
- \* First Wednesday of each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible.)
- \* Last Wednesday of each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m. Plus Land Rover related videos 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 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. More details elsewhere.
August 2 - 3	Inter-Club Challenge with Southern. Battlehurst Farm. Trials. BBQ. Farm Drive. Gymkhana.
August 15 - 17	AWDC Southern Hill Rally.
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. Gymkhana. BBQ. Disco.</i>
September 13	ARC EGM Solihull, Birmingham.
September 14	<i>Thruxton Festival of Motorsport. Provisional.</i>
September 21	<i>Trials. Wessex Shield &amp; Safari Engineering Challenge. Hook End Farm. Provisional.</i>

## July 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	Tracey Doherty, 1, Middle Hill, Talavera Park, Aldershot.	 01252-27198
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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:-

Sorry I missed the National Rally. I've done something silly to my back. Anyway, I know masses of HBRO members did go and I hear rumours of success so naturally enough this issue contains some excellent Rally Reports.

Spotted this useful TV advert. Call Equifax HPI on 0345-405060 and, for a fee of £28:50, they'll check to see if the vehicle you're about to buy is listed as stolen or has outstanding finance owing on it. All they need is registration and chassis number and of course your credit card number too!

Quote from a Land Rover advert, June 17th:-

**"Even our lugnuts holding on the wheels are in a different league: they weigh five times as much as the lugnuts on ordinary 4x4s"**

LUGNUTS?? I'm glad the advert tells us what they are or you'd think they were the nuts that hold the lugs on. According to the advert this is the reason **"that around 70% of Discovery owners go on to buy a second one."**

Do me a favour! Who do you know who would by a second Discovery on the basis of heavy wheelnuts? I have every faith in the products but where does Land Rover get its advertising copywriters from these days?

Overheard...

"Me lugs 'ave fallen off, doctor". "Ah, your lugnuts aren't heavy enough, I'll write a prescription for you...."

Many thanks to graphics designer Brian Bailey for the tyre tracks cover design. I hope you like it.

Steve Kirby



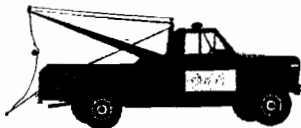
This month...

- Ross Kennedy supplies some Green Lane News.
- ARC News is back.
- Brenda Taylor describes a very expensive National Rally. Read and sympathise..
- Ashley Pocock gives us the low-down on some forthcoming events.
- Sue & Nick van den Braak look back at the 1997 National Rally and also look forward to the possibilities or otherwise of HBRO running the National Rally in 2000.

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you use a PC, please send articles on disc (3½" or 5¼") if you can and I'll return it afterwards. Practically any word-processor format will do. If you have a fax machine, send any faxes to me at my home number. Phone first so I can set up the machine as it's not left on normally. Alternatively try e-mail:- (Please indicate in the text of your message the code you used and your own full e-mail address.)

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## ARC NATIONAL RALLY IN NORTH WALES

We travelled up to North Wales on the Thursday. We had arranged to meet up with Hugh, Pam, Karen and Trish, in a lay-by on the A34 just north of Winchester, at around 9.30 am. However we managed to contact them on the CB before reaching that lay-by. There was no need to stop, other than a call of nature. The two men were so excited, neither had slept very well for the two previous nights. The journey was very good, we had no hold ups. We had a couple of stops for the loo, a lunch break and fuel. We arrived in North Wales around 4 p.m. Although we were amongst ++the first to arrive, Janet and Russell had set off at 4 am. stopping in Birmingham for their breakfast, they managed to arrive at the Rally Site around 9 am, three hours before it was officially open. Matthew Hewitt was also on the site when we arrived. During the evening a few more HBRO members turned up. Having left the sunny south, we felt we had gone back a season. It was raining, the site was already becoming very muddy, and the organisers were having to tow vehicles onto the campsite. With the arrival of the evening the temperature dropped considerably. Thank goodness I packed clothes to suit winter and summer conditions. I was very cold in bed that first night, I even had to wear socks. Unfortunately, I had taken the winter bedding out of the caravan.

Friday morning early, saw the arrival of Jim and Brenda, with their Land Rover and Caravan, courtesy of the RAC. They had travelled overnight, and suffered two breakdowns. The first being the Alternator, which packed up near Shrewsbury. They called the RAC out, who replaced it, and then they were on their way again. Then their Gear Box went on the climb up the Horseshoe Pass. (This being slightly more terminal.) Another phone call to the RAC. "Have we already been called out to you", the operator at the RAC said. "Yes, but that was at Shrewsbury, we are now just the other side of Llangollen on the Horseshoe Pass, and the Gear Box has gone", said Jim. The Caravan and Land Rover arrived at the Rally Site on a Transporter. Jim arranged with LEGS who had a Trade Stand on the site, to pick the Land Rover up and repair it. They said they would try to get it back to him, in time for him to compete in the RTV Trials. (True to their word, and much to Brenda's excitement, it was returned in time for Jim to get it scrutineered early Saturday Morning. It Passed! )

The sun came out, and it promised to be a nice day. Friday saw a steady stream of arrivals. The site entrance became more difficult, the rain and the vehicles had really churned it up. As the day went on, the organisers had to do some repair work to the entrance. They removed the top layer of mud, and put a bit of hard core down. Noon came, time to go and get the vehicle scrutineered. We arrived at scrutineering just after 12 o'clock. There was already a very long queue. Luckily the weather conditions were much better by this time. Two hours later, our vehicle reached scrutineering. The first thing to be checked was the tyre pressures, it failed! The front N/S was down 1 p.s.i. Nick was not at all impressed, having checked them himself immediately before going to

scrutineering. "What happens now", he said to the scrutineer. The scrutineer said, "You will have to go round again, or get it sorted now before the next test". Luckily, Nick had his pump in the back of the vehicle, so he sorted it out there and then. The vehicle then went through all the other tests without a hitch. PASSED!! When we got back to the caravan, Dave Ridden collared Nick because his vehicle had failed. It was all hands to the pump, to get it repaired and re-submitted. Neville's needed a minor bit of chassis welding! Both vehicles were re-submitted, and they passed. We put our awning up, it was a bit like Billy Smarts Circus. It is much bigger than any awning we have had before, but it did come in very useful, as a party venue later that weekend, and at our follow on Rally. However, having had our group barbie, and very little booze, there was no party Friday night, because everyone wanted a clear head for the next day. As the evening rolled in, the temperature dropped again. It was very strange, summer by day and winter by night.

Saturday morning arrived, the RTV trials. Everyone was up early, the sandwiches had to be made, and we had to arrive at the assembly point at 8 am. From there the drivers had to assemble in the Beer Tent for a briefing, before the RTV start at 9 am. There were 240 RTV drivers lined up ready to tackle the 12 sections, that lay before them. The vehicles ranged from the oldest being a 1600cc Series One to the newest Discoverys and 90s. There were Twelve groups of 20 drivers and some were double driven. The Quarry was excellent, very different terrain to anything we have driven before.

Nick and I started off with a One on our 1st section, Nick was happy with that. The next two sections gave us a Four and a Three, still not bad. But due to a Navigators error, followed by a small Domestic we pick up a Six on our 4th section. This was then followed by Two Clears, which made Nick feel a bit better. The 7th section was a Four. Then on the 8th section Nick cocked up, an Eleven, well that's done it! On the 9th section we got a One, and that was followed by two Clears, but by this stage Nick was very disappointed with his performance. The last section of the day, we completed thinking we had cleared it, only to be told we had pick up a Six. We finished the day with Thirty Six. All the sections were good, they were well marked and combined side slopes, hills and gully's. We had really enjoyed the day, as had everyone else we spoke to. It was a non-damaging but testing RTV. (Nick and I would like to thank Jean, who came round with us all day looking after Jet our dog, and gave us her support.)

Back at the camp site everyone was analysing the Trial and the results. This happens every year. The lowest points of the day within HBRO were by Kiran Raval with Nineteen. A very pleasant evening followed, firstly with a group barbie and then a trip to the Beer Tent to see the results posted. Steve Skinner had Twenty Six points and came Second in Class 8. Neville Dewdney had Twenty points and came Third in Class 3. So all in all, the Club did very well. Saturday night was a warmer night, This saw the change in the weather for the better.

Sunday morning the weather was good and the CCV Trials were about to begin. Again there was 240 drivers lined up in their lanes. The sections on the

CCV Trial were not so well received as the RTV.. It was said that there were tight gates to early on in the sections. It was not the terrain so much as the canes that caught the drivers out. Section Six was the only section not to get a clear and the lowest score here was, a Six. Section Eight was deemed to be impossible by most drivers, that is until one driver out of 240 got a clear. The CCV was won on a total of Eighteen points. HBRO's Mark Ambler won his Class with Thirty Five points. Sunday evening was Party Night, after the group barbie a lot of us got together in Billy Smarts Tent (our awning) the booze was plentiful and a good time was had by all.

Monday morning arrived, a very hot day but the wind was strong up in the Quarry. The Comp Safari course was a demanding four miles with a bogey time of five minutes. The Quarry was very dry, and the dust was a problem, both for the drivers and the spectators, but it was a good event to watch. The competition was a very good one, it was well marked but there were a few timing problems. The provisional results were posted in the Beer Tent that evening at 9 p.m. but they were taken down again ten minutes later. (The organisers had met with some problems, times had been questioned.) People waiting for the results had a long wait, the prizes were eventually presented around midnight. The overall winner had a time of 17:46 (Malcolm Whitbread who is now in the MROC Club, but used to be a HBRO member came Sixth overall with a time of 19:29) HBRO member Mark Ambler came Third in his Class with a time of 34:40 even though he blew a diff.

The Team Recovery had an entry of 14 teams. HBRO's team entry was Richard Corcking and Brian Warn. The Team Recovery was a dry run this year, three pulls, two straight and one at angle. The winners from the 101FCR had a time of 7:15. Richard Corcking and Brian Warn HBRO came Sixth with a time of 10:07.

Monday evening, back at the campsite after the Comp Safari, the weather started to change, black clouds came over and Nick and I thought we had better get the awning down pretty quickly before it rained. Kiran noticed what we were doing and came to help, we had just got it down when it started to rain. No barbie that night, we cooked dinner in the caravan and then later that evening we went over to the Beer Tent. That evening, it was decided that those staying on in Wales for the HBRO Follow on Rally (We had booked onto a small commercial camp site on the edge of Llangollen) would have to travel in convey, with Russell as the leader. Russell and Janet were the only ones who knew where the site was.

Tuesday morning arrived, the rain from the previous night had gone, the sky was blue and it was very warm. Once everyone had packed up, we sorted ourselves into a convey. There were Eight vehicles, six of which were towing caravans. Paul in his Disco and Jim in his Series Two, did not have CB's in their vehicles, so we put them in the middle of the convey. It took us about an hour just to travel a distance of seven to eight miles, mainly because there was a very long queue to get out of the site. We had to keep in constant contact on the CB's as we became very spread out. We eventually all arrived at the camp

site. The first impression on arriving was, how on earth are we all going to get on that small field. But it wasn't that bad, once we had set up camp (and managed to get rid of some outsiders who were on our field) it was OK. By this time the weather was wonderful. We put the awning up (with Kiran's help) and then we went into Llangollen for some provisions. We had another group barbie that evening, followed by a get together in our awning.

On Wednesday a large group of us went to Landcraft Off-Road Centre at Bala. This was a really great off-road site. The terrain was excellent, Karen and Trish found as much mud and water as possible, and drove through it as fast as they could. Pam managed to get herself well and truly stuck in a muddy gully, it took quite a while to get the vehicle out. Unfortunately at this same spot, Pete bent a track rod, the front wheels were facing in opposite directions. However, with Neville's help and the use of other peoples tools, the rod was taken out straightened and put back in a fairly short period of time. The rest of us had a picnic lunch while we waited. The repair done, we moved onto another area, Ian and Sam then managed to break a front spring on their vehicle. This was not too serious but it put an end to their playing. Later in the day, Hugh realised he only had rear drive. He decided to pack up and go back to the camp site at that stage. It turned out that Hugh had broken a half shaft. Despite the vehicle damage, I think most of us enjoyed our day there. That evening, back at the camp site, Hugh with the help of Russell and Pete managed to get the broken half shaft out. Hugh had managed to trace another one down, and had arranged to collect it the following morning.

On Thursday morning, Nick took Hugh to collect the replacement half shaft. While they were gone, Russell and Pete did the work necessary for Hugh and Nick to put the half shaft back in when they returned with it. By mid-afternoon the job was done. A group of us then decided to do a bit of green laning. We did four lanes, through the most beautiful countryside. Three of the lanes could have been driven without any risk of damage at all, but one had a gully which you had to drive through on an angle. We all managed it without a hitch but I think it was a bit hair raising for one or two. As it was gone nine o'clock when we got back to Llangollen, we had a Chinese Take-away that night.

The next morning, Friday and our last day, we awoke to yet another hot sunny day. Who said it always rains in Wales. A group had decided to go green laning for the day, Nick and I however, decided to have a relaxing morning. We took Jet down to the river walk, on the campsite, this was only a short walk. Then we came back to the caravan for a coffee, Ian and Sam joined us, while they waited for the National Breakdown Transporter, they had decided to go home that way (it saved on fuel) and repair the broken spring at home. Later that afternoon we joined Paul and Jean for a walk along the Canal in Llangollen. That proved to be lovely, Jet spending most of the time diving into the water and swimming, with Paul always directly in his path when he left the water and decided to shake. That evening we had another barbie altogether. Nick and I took our awning down and then we finished up with a get together in Zoe and Kiran's awning.

To anyone who did not go to Wales, all I have to say is, you missed an excellent ARC National Rally, and everyone who stayed on for the HBRO follow on Rally had a WONDERFUL TIME.

Sue van den Braak.

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## NELLY'S DISCO DELL

Arrived Friday evening chauffeured by Sam. Got sorted with tents, caravans and awnings, ready for a quiet night in Pam's awning.

As we all gathered the beer was flowing (to keep us warm!), Kiran started off the party with his famous games (only to keep the rowdy ones in the awning quiet!), unfortunately Russell found the clapping game a bit of a handful and the consequences were to drink!

Saturday morning, most of the sections for the trial were complete. We had some time to kill before the marquee arrived, so a few of us wandered off to set a section out. After this we popped back to see if it had arrived, not yet, so we didn't waste the sunshine, it was off with shoes and socks to play volley ball. Lunch came and went, still no marquee, the clouds were forming overhead, as the rain came pouring down Steve arrived in his 101, so it was all hands on to get a fast erection (ooer!). It was a big one, ideal for the barbecue and disco arranged for that night.

The disco was great (nice one Jezzar, although you could have got the dance floor level). I'm glad the centre poles were tied down firmly as it was necessary to test the structure of the tent! A good time was had by all, unfortunately someone invited a gorilla so Karen and me had to wrestle with him. I looked for him in the morning but no sign.

I passengered Karen for the trial on Saturday, we had a great day despite our injuries encountered from the gorilla. The reversing section was a bit of a joke as both of us are pretty poor at going backwards slowly, we settled for a six.

After the trial it was out with the bat and ball to play Baseball and a few toys were thrown out of those prams, we still haven't replaced Pam's washing-up bowl, it took a bit of a hammering being fourth base. The wind was picking up so the kites were flying high and so was Karen who took a nose dive after grass skiing with Pete's kite.

Sunday nights entertainment, revved up by DJ Kiran and his boogie box on wheels. It was Pam's turn to relax and enjoy herself after all her hard work the night before, this she did in style. A few straw bales were pulled together to form a stage, Kiran, Bob and me danced on. The stage got bigger and so did the fun, again it was necessary to test the strength of the poles (yep, they survived, unlike Sue, who was up and down the stage more times than Pam can remember!). No sign of the gorilla!

Monday morning, all geared up for the ladies trial, again I passengered Karen, who was feeling the strain from her experience with the kite. On the first section Karen and I went first. Unfortunately after the heavy downpour during the night the section as laid out was undriveable. This was agreed and altered by the Clerk of Course (you know, when you've been tangoed). We got worse with the reversing section and took a seven (who wants to go backwards anyway!). Another enjoyable days trialling.

After the results were given and trophies awarded all that was left was the worst part of the weekend, packing up and going home.

TRICIA JACOBS



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# A.R.C. NEWS

From A.R.C. Press & Publicity Tel. 01789 731669  
Geoff Miller, Brandlethow, Wolverton, Stratford-on-Avon CV37 0HF

Issue 13 April 1997

Following discussion in Council, a decision was taken that the ARC should have a President. We are very pleased to announce that Nick J Stephenson, Director, Design and Engineering, for the Rover Group has agreed to take on this role - welcome aboard Mr President!

## ARC News Circulation

Andrew Neaves reports the receipt of yet more club listings, so total circulation of this edition will be in the multi-thousands. Issue 12 was delayed due to a hiccup between Rover and its mailing house, but future issues should be on time.

I am receiving one or two change of address notes from individual club members, but we cannot cope with such notifications I'm afraid, we have to rely on an updated list/disc from your club

Clubs whose members now receive ARC News direct are -

101 FCC&R	E. Northants LROC	Notts LRC	Shetland LRC
3 Spires LRC	Essex LRC	P&D LRC	Som.&Wilts ROC
Breckland LRC	L&C ROC	RRR	Southern ROC
C&C LRC	Lincs LRC	RSR	W&W ROC
C&D LRC	Lightweight LRC	S&S LRC	Yorkshire ROC
Cumbrian ROC	Midland ROC	LR Series I Club	
Dorset L&RROC	N Wales LRC	LR Series II Club	

## Shows & Displays Co-ordinators

Please note that June & Jack Green have moved house to - 'Amcot', 13 Stewartfield, Rowlands Gill, Tyne & Wear NE39 1PF

## ARC Handbook 1998

1998 being the "50th year and all that", Steve Kirby would like lots of stories from the Clubs, for the 'club section' of the 1998 Handbook. The copy deadline is end of June 97, so please send him something, he gets very cynical if you don't! Perhaps a good starting point would be some historical reminiscences from the 'Elder Statesmen' of the movement - you know- like "my first Land Rover cost me £625-10s-6d"!

## International Scene

- Derek Spooner, our International Liaison Officer, reports -  
During February, I had a short but interesting meeting with the Chairman and Secretary (Igor and Lena) of the Moscow Land Rover Club when they visited England for a short business trip. We had lunch in Leamington Spa and were able to discuss many aspects of "Land Rovers in Russia".  
The club has about 100 members, now split into 30 Discovery's, 50 Range Rovers (Classic) and 20 Defenders. They seem to share much the same problems of ownership as most of us, but car theft is a major concern. Vehicles are stolen and hardly ever recovered. They are shipped complete to other parts of the old USSR. The main advertisement in the local motor magazine was of anti-theft features.  
Import duty is very high and there is no real network of spares outlets. The club is helping to source spare parts. Although about 50% of Land Rovers have diesel engines, petrol is the preferred fuel as it is of a much more consistent quality. Diesel can be very variable and cause

- expensive problems. There is plenty of opportunity to drive off road and it would appear that there are few regulations!
- Members of the Moscow Club are interested in coming to England to compete, but as the fare is rather prohibitive they have asked if it would be possible to borrow a vehicle whilst here. I am looking into the problems of overseas visitors competing in ARC events.
- The time was soon over for the meeting and I had to wish Igor and Lena farewell and hope they could understand my Birmingham accent!
- For the 'Interneters' among you, Steve Kirby reports an interesting web site in USA - WWW.BILLWOOD.COM full of Land Rover information. A sales web site WWW.LRX.COM is also worth a visit.

## LARA News

Tony Kempster, Rights of Way & Land Use Officer, reports -

- Following LARA's recent AGM it seems likely that Tim Stevens will become the Motor Recreation Development Officer (MRDO) as well as continuing to be the Information Officer. The AGM also agreed to create a new post of Planning Officer, with interviewing of applicants taking place in April. The role of the person appointed will be to integrate motorised sport and recreation into the planning system. Further details to be published in future ARC News.
- A short series of three national workshops took place in April with a view to producing a Best Practice Guide for use by local and government agencies and by motor sport and recreation participants. I attended the first one at Swindon, along with representatives of other motor sport groups, planners and government agencies. It is hoped that the Guide will be published later in the year.
- It is reported that many club members participated in the national Green Lane Day 1997. Brief details of all voluntary work done should be sent to the national co-ordinator, Andy Bush, at 19 Wildwood Glade, Hempstead, Kent ME7 3SX.

## Land Rover History

Some of you will be aware of my ongoing 15 year battle to find all of the surviving 'Velar' Range Rover prototypes. James Taylor is trying to avoid a similar struggle with 110's and Discovery prototypes, and has appealed for info on any early vehicles (see Roverphile column in the May 97 issue of Land Rover Owner). If you know of any CWK.. Y reg 110's, or any Discovery's on C or D plates, or Discovery press cars on G...WAC plates, please let me know and I'll pass the info on. Reg. No., VIN No., colour, and owner details would be most welcome.

## As Others See Us

- After the soap-box orators had their say on the Future Competition Policy, lambasting Peter Oakden, the Council, and all and sundry, it's nice to see some 'level headed' comments like those of Steve Mallam, Chairman of NERO in the March issue of the NERO magazine:-  
"Obviously as a Rover Owners club we shall continue to support the ARC and take guidance from the council, while remaining an independent organisation managed according to our 'constitution' and maintained by the enthusiasm of our North East membership. The only alteration I would suggest to our objective would be to add the word 'enjoyment' in an appropriate place. I get the impression that there are those outside our region who have lost sight of this concept"
- In the 'Club World Wide' column of Land Rover World, March 97 issue, is an interesting snippet of information. One Dieter Sikorski is quoted.  
"... The premier English (British?) club event has mutated to something akin to the German Nürburgring. Most people come along, park up their vehicles - and then have to watch specially prepared 'racing machines' in action. The RTV trial is small fry in comparison." He also comments "Most people just come to win trophies. What we in the Deutscher Rover Club believe is that the essence of Land Rover club meets - communication, enjoying the

*countryside in your vehicles and getting to know other peoples' vehicles - doesn't seem to be the in-thing in England any more "*

All I can say to Dieter is "come to Llangollen" - Dave Kelly and his team are working their socks off to create a multi-activity family rally, and they are pushing the competition pendulum well over to include the good old-fashioned factory built Land Rovers that so many of us love North Wales LRC have, of course, a long established tradition of enjoying the social side of Land Roving, as well as the vehicular bit. By the way, have you seen the team in their rally uniforms - pilot shirts with embroidered logos and names - they look like a very well-dressed ambulance crew - very smart!

**Rover Group Support**

On a fairly regular basis, the comment is heard "Why doesn't THE COMPANY' support the Clubs?", so maybe the following facts will help to answer the question -

- This year 'The Company', as in past years, supported the issue of the 1997 ARC Handbook to the tune of approx. £5,500.
- 'The Company' has sponsored this year's International Rally, to a similar sum.
- 'The Company' is now printing and circulating ARC News for us. If the ARC tried to do this on this scale, using the methods I used for my previous 120-odd circulation, the cost would have been in excess of £20,000 per annum
- 'The Company' allows us the use of meeting rooms at Lode Lane at no charge, worth towards £1,000 per annum at 'market' rates

So - now that we all have the same hymn-sheet, perhaps we should all sing one chorus of "Well done THE COMPANY, and thanks for your continued support"!

And whilst on the subject - don't forget that one of the objectives of the formation of the old Rover Owners Association, many years ago, was that the Company could interface with one body of people, rather than a multitude of different clubs. Of course, that principle is just as important today, with the ARC

**Future Events**

- **War of the Roses July 11th/14th** The 1997 "War Weekend" is again held at Cartmel Racecourse, Map ref. 97/377788, 3 miles west of Grange over Sands in the southern Lake District. The site opens at noon on Friday 11th and closes at noon on Monday 14th. There is a FVT on Saturday from 10.00 hrs and "The War" on Sunday from 09.00 hrs. For more details, contact Howard Blakeley on 01772 312119
- **Gaydon 1997. June 21st/22nd** The Range Rover Register have the rally organisation in hand, though for the moment Peter Kenworthy, who is looking after the vehicle display side of things, is incommunicado due to a house move. Contact Frank Smith or myself. There are some booking forms around which show various entry ticket prices, but this is wrong (on my part), all initial admission will be on a 'grounds only' ticket basis. If you want to go into the museum, then you can 'upgrade' at the museum entrance. Cafeteria, Shop and lecture rooms etc are all accessible with your 'grounds only' ticket. See booking form etc on the back page of this ARC News

Association of Rover Clubs Ltd. Limited by Guarantee. Registered in England No. 1806788  
Registered Office: 65 Longmead Avenue, Hazel Grove, Stockport, SK7 5PJ

**ALL ROVER RALLY, 21st/22nd June 1997**

**HERITAGE MOTOR CENTRE, GAYDON**

Hosted by the RANGE ROVER REGISTER LTD

- Camping / caravanning from Thursday noon till Monday noon  
Fees:- 1 night = £5, 2 nights = £9, 3 nights = £13, 4 nights = £16
- Club vehicles and individual owner's vehicles on display throughout Saturday and Sunday
- RRR display of Trans-Americas Expedition vehicles, Classic Range Rovers - including the first & the last, NEW Range Rovers - prototypes to current.
- "Rover Marque Day" on Sunday sponsored by HMC - all Rovers are invited, special Rover features throughout the Museum
- Display vehicle drivers get free entry, others pay admission of £1.00 per adult / 50p per child per day 'Grounds only' (includes access to Cafeteria, Shop & lecture rooms etc.) If you wish to visit the Museum you may 'upgrade' at the Museum entrance adjacent to the shop  
All fees payable on arrival.

Can your Club organise a feature - Club Display, Bike Trial, Autojumble (Clubs only, not trade) or Barbecue? If so get in touch with Frank Smith Tel 01203 596365

**TO GET FREE / DISCOUNTED ENTRY YOU MUST GET TICKETS FROM THE CARAVAN FIELD - IF YOU GO DIRECTLY TO THE MUSEUM KIOSK YOU PAY FULL PRICE !**

**Heritage Motor Centre is located 9 miles south of Warwick on the B4100 (the old A41) about 1 mile from M40 Junction 12**

Return form to - Frank Smith, RRR Gaydon Rally, 142 Scots Lane, Coundon, Coventry CV6 2DL

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**ALL ROVER RALLY, GAYDON 21st/22nd JUNE 1997**  
**CARAVANNING / CAMPING / DISPLAY BOOKING**

NAME ..... TEL .....

ADDRESS.....  
.....  
.....

..... ARC CLUB .....

VEHICLE TYPE ..... REG NO .....

I will be camping/caravanning\* from approx ..... an/pm\* on ..... (day)  
to approx ..... an/pm\* on ..... (day)

I would like to display my vehicle on Saturday / Sunday / both days\*  
\* as part of the ..... Club display OR \* as an individual vehicle

\* delete as applicable



## Green Lane News.

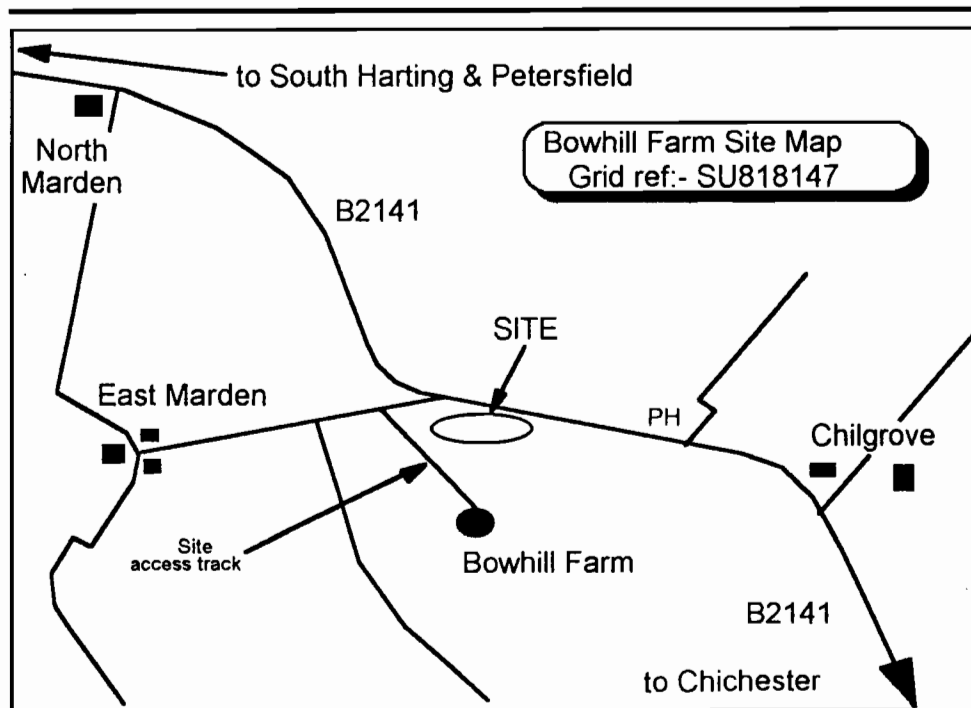
Well, our laning expedition in April around Chievely seemed to go quite well; eight vehicles in attendance, and a quite a few new faces. We split into two parties to spend most of the morning in woodland, getting out onto the more open downs in the afternoon. Hope all enjoyed it as much as we did!

At one point near Wantage our route vanished into a wheat field; the byway had been ploughed under, and waymarks mysteriously vanished. I've taken this up with Shire Hall ... seems the landowner has now applied for a diversion order round the edge of his field. Sensible enough, but isn't he supposed to get the order BEFORE erecting a fence across the route?? Technically we should have driven through his crop, rather than follow the boundary track ...

Now; next trip I will run will be in N.E. Hants, around the Alton area. Sunday 15th June, 10 for 10:30am. Meet at Public Car Park (opposite White Hart on A30) in Hook village, just off M3 Junc 5. Grid SU.725.543 If you have OS maps, sheets 185 & 186 may be useful. Bring a picnic lunch, and a big flask, expect to finish around 4:30pm

Ring me if interested on 01276-36049 beforehand ... then I can let you know any changes of plan, or if rained off.

Ross Kennedy (e-mail rossko@vossnet.co.uk)

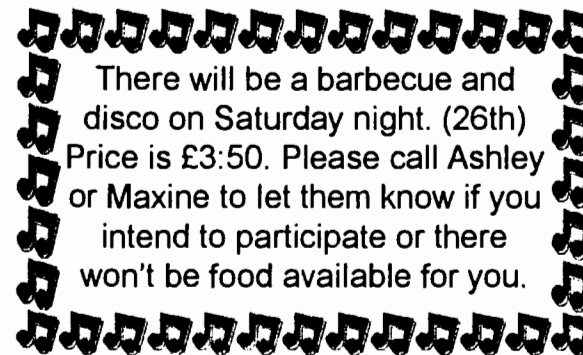


## HBRO / Yorkshire Rover Owners Club Holiday Rally. Camping, BBQ, Disco and Trials at Bowhill Farm, Chilgrove / East Marden. July 19th - Aug 3rd

We are holding a kind of holiday rally with YROC at Bowhill Farm, between Chilgrove and East Marden, West Sussex; not far from Petersfield. The trials events on 26th / 27th will be open to all fully paid-up members of the Clubs. Entries should be on an official club entry form. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock, address inside front cover. Scrutineering starts 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. It is up to you to ensure your vehicle complies with the regulations. Don't forget your membership cards, MOT certificates, and driving / RACMSA competition licence as applicable.

This site is on the Downs with lovely views. Any dogs must be on a lead at all times as this is a working farm with sheep and highland cattle. We have about 40 acres of woodland to play with and clear if we want to. The landowner will also allow us to use some lumpy fields to give some variation. The woodland is on a 45° slope with some level areas and a major track which loops through it. Camping fees are £4 a night. Extent of facilities uncertain so come self-contained if you can but fresh water supply and chemical toilet disposal available at Farm.

From Petersfield, take the B2146 to Nursted and South Harting. Keep going south and take the B2141 Chichester road. When you get to North Marden, you'll be on the map opposite. Watch the tight right turn into the East Marden road if you're coming from the North.





# IF YOU OWN ONE CHERISH IT.

*“ You own a Land Rover because you love it! So keep it the way it was built.*

*All of our parts are Genuine Land Rover Parts - we don't sell anything else, no compromises, no this'll do's.*

*Strangely enough, all our parts fit correctly, come with a 12 month unlimited mileage warranty and without any charge for delivery.*

*So if you're into Land Rover, better to deal with an outfit that does it for a living - we're all enthusiasts.*

*If you bring your current Rover owners membership card you'll get up to 25% off Genuine Land Rover Parts. ”*

## **Webbers Land Rover**

Southern Road, Basingstoke, Hants RG21 7NP.

Tel: (01256) 300635 Fax (01256) 300663

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KEEPING LAND ROVER THE WAY IT WAS BUILT

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## **Sec's Bits**

Firstly, having seen this month's mag before writing, I must say thanks to those of you who have taken the time to write. I do know it takes time and effort but doesn't it make a good read?

Also, due to Sue and Brenda's accounts this saves me the time of telling all those of you that didn't go to the Nationals what a brilliant time we had and I bet you all wished you had gone now. Too late. I must admit that after last years wash out, most of us that ventured up to Wales were a bit unsure of what weather was in store.

The event, I believe, was enjoyed by all although there were a few tense moments when the scrutineering was a little enthusiastic (!) but I think that the North Wales club can be congratulated on their organisation - bet they are relieved it's all over.

Next years Nationals should be interesting as the ARC are organising it themselves at Eastnor. This will include Land Rovers 50th Birthday and will be held over 9 days!

A quick mention about :-

1. Tricia's write up of Nelly's

More stories like this please and for those of you who may not have figured out what Tricia meant when referring to testing 'the structure of the tent' - the photo on the following page may give you an indication of what she got up too! (But I must find out what she meant by 'gorilla?!')

2. Sue and Nick Van Den Braak's 2000 Nationals

Thank you for this article. (To all members - if you haven't read this yet, please do so.)

3. Thanks to Sam for filming the unofficial Nationals Video and also for supplying the four photos which show a few scenes of Wales.



Lastly, Guess what? It's that time of year again - anyone interested in going to a super Christmas Dinner!!  
The list is open and the places are going fast - mostly to people that went last year which must mean it's worth going. So if you are interested don't leave it 'til too late.

### ***The Grange Hotel, Alton***

***6th December, 1997***

***at 7.30pm***

(a little earlier than last year to enable more dancing)

I have not yet received the menus from the Hotel, hopefully they will be in next months newsletter. The prices should be the same as last year between £14 and £17 for a three course dinner and this also includes an excellent disco and of course a raffle which I have already acquired numerous prizes for. Rooms will be available (presumably at a reduced rate - Hotel to confirm).

So phone me - there is a limited number and already half have gone and it's only June! 01252 332372 (the answerphone will take messages)

Deposit of £5 per person will be required by August (cheques payable to the Hants and Berks Rover Owners). Send to me at address on the inside of the front cover.

Maxine



THE CREW READY FOR ACTION



NEVILLE'S ON SITE REPAIRS



FORMATION PARKING - BALA, NORTH WALES

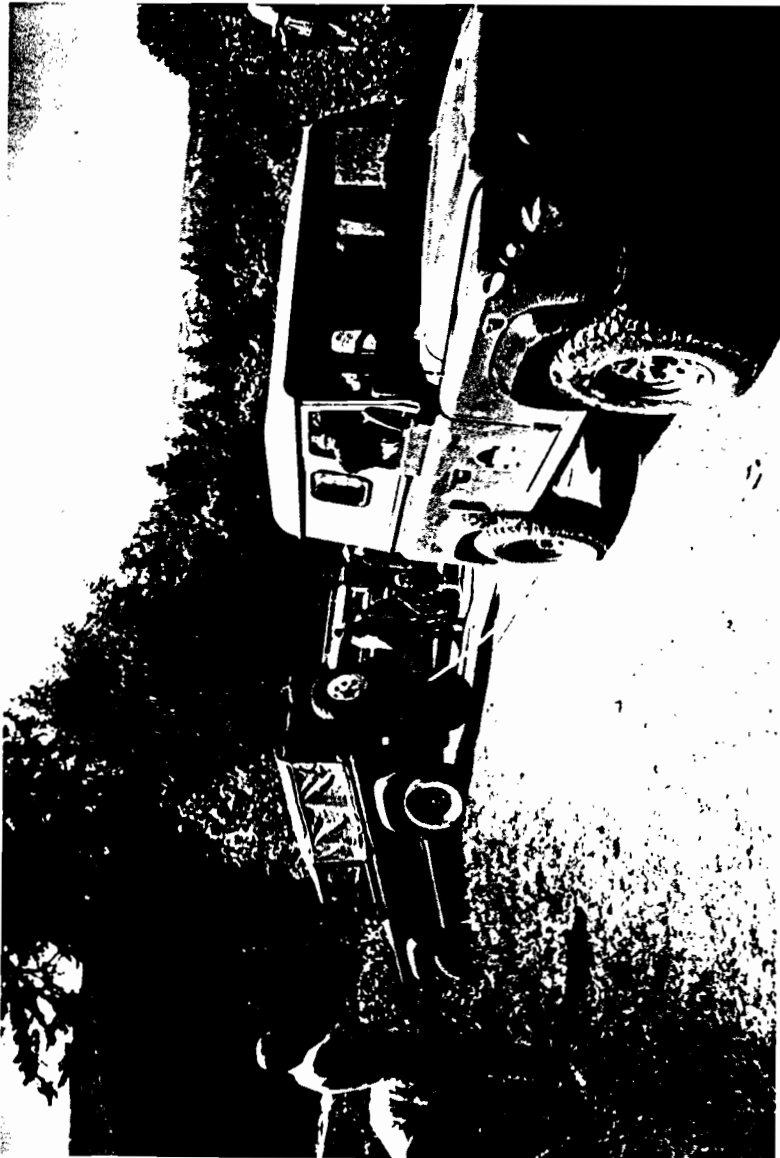
## The Taylor account of the 1997 Nationals

It was a dark and stormy Thursday night as we loaded up the caravan and hitched up the Land Rover. Jim had spent the morning adding electrics to the Series Ila to charge up the caravan battery and keep the fridge cool *en route*. He then went to test out his new wiring to find the caravans' electrics were not actually attached inside and nothing worked, so he spent the afternoon fixing the caravan!! Once *on route* Jim forgot about his tiring day and started to get excited about the coming week!!

The first plan was to get as far as we could in daylight hours and then stop for the night and carry on to Llangollen on the Friday morning. Well you know these best laid plans of mice and men! It was getting dark and we were very close to Birmingham, not the best place in the world to stop for the night, so in usual style we changed plans and decided to push on to Llangollen and set the caravan up in the dark! Not my idea of fun!

We got on to the M54 and had to turn the lights on. Soon after, the ignition light started to glow dimly, several flicking of switches on and off could not reveal the cause of the problem, so we continued in the hope that it was a wiring fault (we have a few of them). We were also running out of petrol and there are no services on the M54! We did not know if we would run out of petrol first or volts in the battery. At last we reached Shrewsbury, and a large service station. We pulled into the service station and the S11a conked out in the entrance! It would not start again, not so much as a whirr! A friendly passing motorist hooked up his car and got us started so we could move out of the entrance. We phoned the RAC and 40 minutes later a nice man in a white transit turned up. Said "It's the alternator!" As it happened he had a suitable version in the back of his van. At Midnight we set out again, with 2 of our 4 headlights disconnected and the caravan electrics disconnected. The 4 headlights and the electric fan we have are more than the alternator can handle and with the caravan taking another 9A we really blew it! Add task to list of jobs (Up-rate alternator). So we continued on our weary way to Llangollen, out the other side and started climbing Horseshoe pass. We see a sign, Horseshoe Pass 4 miles, started changing down the gearbox as the hill starts to take its toll on the 2¼ litre petrol engine in our ancient S11a, crunch-ch-ch, down another gear, grumble-crack-grunge yeik "what the hell was that?" I asked. Jim looks at me blankly saying he thinks the gearbox has gone or it may be the transfer box. Either way, we're stuffed! We try first, nothing, we try second, horrible noises, same with third. Don't even bother with fourth as we are on a 1 in 10 with a caravan on the back! We call the RAC again, (thank God for mobile phones. It was raining very heavily by this time (1.00 a.m.). "Aren't you in Shrewsbury?" says the man on the end of the phone, "ER no" I say, "we've moved on from there, we're on Horseshoe pass". A very nice man brought out a low loader and put the Land Rover on the flat bed part with the caravan hitched to the back. We virtually flew up Horseshoe Pass until we got to just over the top when our Welsh recovery

BALA, NORTH WALES



driver, stops, gets out of the lorry and indicates that he wants to walk up the hill to show us something! Jim goes, I'm staying in the lorry in the warm and dry, With one torch in the pouring rain at 3.00 a.m. the driver shows us where we will (not) be competing on the Saturday!!! (I think the Welsh are on a different planet!). We finally arrive at the site and are duly dumped in the parking area, we get into bed at 3.30 a.m. Friday morning, very tired.

At 6.30 a.m. Friday morning the site staff arrive and turn on the generator for the power to the office! I managed to ignore this long enough to doze until 8.00 a.m. I went to seek out the HBRO site and persuaded Matthew to bring the caravan on to the site, the North Wales Rover Club and Jim pushed the SIIA out of the way of the Land Rover advertisement, one of the organisers was jumping up and down because we were blocking the sponsor's logo!

The site itself was well spread out, both sides of the trade stands, most of it was level but some sites were not! The ground was peat which was like walking on a trampoline, boinging along, it is a good job it did not rain otherwise getting out of the site even for the 4x4s would have been difficult, especially with caravans behind. Some parts of the field were a bit boggy, Matthew managed to find one near to the HBRO site twice! He covered the front of his own caravan with mud whilst trying to site it and then upon kindly bringing our caravan into the field he found the same spot and splattered ours!

After breakfast we determined our options for the rest of the week, competing was out as far as we were concerned, everyone we spoke to said it was the lay-shaft that had broken, so we would need a new gearbox. We set about finding anyone who would change our gearbox for us by the end of the week or we would be towed home by the RAC. We heard of a company called L.E.G.S (Land Rover Engines and Gearbox Specialists). They would put in a re-conditioned gearbox and transfer box by the end of Saturday, great, at least we could stay for the week and do some laning later in the week. We got to ride in the original prototype Judge Dredd across the site, the singularly most uncomfortable ride I have ever had and getting in and out is a nightmare, the windscreen is so small the driver has to look out to one side in order to see the road.

Anyway, LEGS 'drove' our Land Rover away, we had not realised 4th went straight out of the gearbox, (not that it would have done us much good on Horseshoe Pass the night before), but they took another vehicle with them to tow ours up the hills where 4th would not make it. So we set about visiting trade stands and getting money to pay LEGS (Paul kindly took us into Llangollen) and generally having a good time. Maxine spent the day swapping HBRO rugby shirts and tee-shirts for money.

Later in the evening some of the HBRO members played swing ball, it was not such a popular game after Pete Leverett hit his hand and then his unmentionables with the bat. There was not much in the way of sympathy for him as everyone rolled around in hysterical fits at the sight of Pete clutching his groin.

Several pints of beer later, Jim had wandered off to look at the Malcolm

Whitbread set up, I was sat trying not to fall asleep, when I saw a familiar looking green and cream series IIA heading our way. I leapt out of my chair and ran screaming "JIM JIM JIM! We've got a Land Rover back!!!" down the field. Eight hours after taking our Landy away LEGS returned it to us fully working. A quick spin round the field proved all gears to be working and a parting of the cash was made. I was totally gob-smacked that these lovely people had worked so hard to get our Land Rover returned to us so that we could compete. "Oh shit", I thought, too much to drink now and we were going to have to get up for scrutineering at 6.00 a.m. the following morning! Jim did I stayed in bed until 6.30 a.m. We sailed through scrutineering, I think they were being slightly less strict in the morning than they had been the day before, as several of the clan had failed on first presentation for silly things like Pete's nut not done up tight enough (this was before the game of swing ball), and Karen's brake pipe not held in its clip. But eventually everyone passed and we were all going to compete now including us.

The competition site was in a disused quarry. The sections were interesting with lots of small ups and downs and side slopes. There were a few steep hills to climb and with it being so dry for 24 hours with a stiff wind the slate was very grippy. We were told the slightest bit of rain and the site becomes like a greased track. There was an acute lack of marshals which meant there were many disgruntled people wandering about saying "He touched that one and no-one saw it!" But all in all I think it was a good day and most people enjoyed it. We had a cricket score at the end of the day, partly due to lack of sleep over 2 nights and partly due to crap driving. We had one moment of sheer delight when we got a clear and managed to get up a hill and over the top of it when several others in our group had not even got half way up it. There was a bit of an organisational cock-up at the beginning which meant we got to our second section as the group who should have been finishing just arrived there, so we had to wait 30 mins. for them to do the section and the theme continued for the rest of the day.

At the end of the day everyone had completed all sections and with the exception of Neville had not damaged their vehicles (even us, so I thought). Standing by our SIIa I could smell petrol, it turned out that a piece of the petrol pipe close to the chassis was porous it had been melted by some welding we had had done two weeks before, so Jim bought some pipe from the trade stands and replaced the damaged section. Saturday evening was spent helping Neville Dewdney change his front differential; mostly down to Ian and Neville. It had broken on about the first or second section of the day and Nev had carried on in 2 wheel drive and to his credit achieved third in class. Steve Skinner was chuffed to bits with his trophy for second in class and I think Mark in his Rangy got placed. After the presentations, the entertainment came on. A bloke doing awful impressions and making very un-funny jokes, we left early to get some sleep.

The Sunday was CCVT day and Neville was competing, hence the hurried changing of diff. on the Saturday night, he had just missed scrutineering the night before and so had to get up for the 6.00 a.m. session (just like us the

day before!). The CCVT was a bit tame, it would have been more interesting if it had rained but it was much the same as the RTV. I think Mark got placed again but I'm not sure. Steve and Marion along with their children left on the Sunday, they had both competed in short and long wheel base vehicles (a two Land Rover family now!). Gary and Ashley bought 4 new wheels and tyres which everyone enjoyed prodding and poking (strange lots these Land Rover people).

Monday saw the Comp safari taking place. That was a bit exciting; they were travelling at ridiculous speeds over lumps and bumps that would rattle your bones. There were several who dropped out and one or two who came close to rolling them. The dust that was generated was incredible, from a distance it looked like there was a fire in the area, it was also difficult to see due to the wind and dust.

Tuesday dawned bright and not quite so breezy and was the day we all had to move site. Dave and Maureen Ridden left to return home as did Matthew. The rest of us moved on to a camp site a mile outside Llangollen. Ashley and Jackie Pocock were staying at the site in a two storey log cabin, it looked super tucked under the trees. On the way to the site going back over Horseshoe Pass our Landy started to overheat, we managed to make it to the camp site where inspection revealed that the new Kenlowe fan which has a turn off switch had open circuited due to a relay not being fitted at the time of installation. A piece of wire fixed this problem until we could get home to cure it properly. Nick and Sue Van Den Braak went green laning that night, the rest of us sat around eating and drinking.

Wednesday was a glorious day weather wise, the wind had almost died to nothing and the sun gleamed down. We all went to Bala to the off-road centre. We followed Nick as he potted up a few small climbs and then we headed for the hill top, Nick in his V8 got up OK, but Kiran Raval ran out of steam and had to have several goes at it before reaching the top. The rest of us negotiated it with varying levels of skill, then came the hard part how to get back down! There was much to-ing and fro-ing and gnashing of teeth as to the best and safest way down. In the end Russell Vare went for small side slope route with no problems and then everyone else followed.

The next 'section' was deemed to be down a small slope with a sharp right turn through a small patch of deep mud and down a small track. Karen went first and got well stuck in the mud and had to be towed out. After general discussion and more gnashing of teeth, Pam in Hugh's 90 V8 went for it. She was supposed to aim for the tree root to climb the bank of the mud puddle and power on through! Pam went for it, hit the bank and stopped dead. The mud was much softer than everyone thought. She was then well and truly stuck as she could not go backwards or forwards. Kiran drove down the slope to try to pull her out, but there were too many trees and no space to move so that did not work. Then Pete hooked up his V8 with a long rope and stayed up on the track to try to pull her out. He dropped partially down the slope over a fairly steep edge before managing to get Pam in a position where she could drive out. But on looking at Pete's' vehicle it looked boss eyed! Each wheel was looking in

completely the opposite direction. Further inspection revealed a track rod with a 90 degree bend in it. It was deemed time for lunch whilst Pete and Neville set about removing the bent arm and straightening it. This is where Jim's muscles came in use as it took two of them to bend the bar straight again. After lunch and a quick repair job we moved on to the muddy bit. Karen went through a large puddle as fast as she could; upon opening her doors the water ran out, and her nice white Tee-shirt was no longer. Not to be beaten Trish had a go, she managed to stay a little cleaner, but not much. Towards the end of the day Hugh started to complain about a lack of drive and after inspection it was deemed that it was a broken front diff. or half shaft, so Hugh and Pam limped home on two wheel drive with Nick and Sue in pursuit to help with stripping down things back at the camp site. I got in the driver's seat for a short period just to take it through a few puddles and get it dirty, it was too clean, I loved it! And Jim whinged about the problems it would cause for days.

On Thursday, the group split in to 2 some went off laning and the rest of stayed to wait for parts for Hugh's Land Rover and help him fix it. It turned out to be the half shaft. Hugh and Nick went to a local Land Rover spares dealer and had to extract the half shaft from a vehicle that was held together by rust, so every nut and bolt was painful. By 4.00 p.m. all was well again and Hugh took Pam shopping and Nick, Sue, Russell, Janet, ourselves and Nick Woodage went laning. It was beautiful, nothing but steep and green hills for miles. All non-damaging apart from one small part of a lane where one tyre track had been worn so deep that it was like driving down a narrow gully, where one slip of the steering wheel and the side of your vehicle is against the edge of the gully and you are stuck. Funny I should say that but that's what happened to one of the vehicles when Sam, Ian, Trish, Kiran, Zoe and Karen went laning the previous night. It's probably just as well that Paul and Jean did not take their discovery laning as being so shiny it would be bound to get scratched.

Friday saw us with the bonnet up again, as whilst laning the previous day the engine had started pinking. With Ashley's help Jim stripped down the distributor and cleaned it. It ran much better afterwards. Sam and Ian went home Friday via National Breakdown as the visit to Bala revealed that two of their leaf springs were down to their last leaf!

We went to Chirk castle which was beautiful, although not many of the rooms are open for viewing as the Middleton family still live there.

Saturday was another glorious day, it had been like the Welsh Riviera all week. Most people were packing up to go home. We were the first to leave as we have no awning to bring down. The journey home was fine until we reached Birmingham then the engine started to pink again. By the long climb up the M40 just before J5 (West Wycombe) we were pinking nearly all the time and getting very hot. We finally had to stop just before the top to let the engine cool down, fill up with oil and water before we continued on our way and got home safely. It was a wonderful week, super weather and super company. Roll on next year and the 9 day extravaganza in Eastnor Castle.

Brenda Taylor

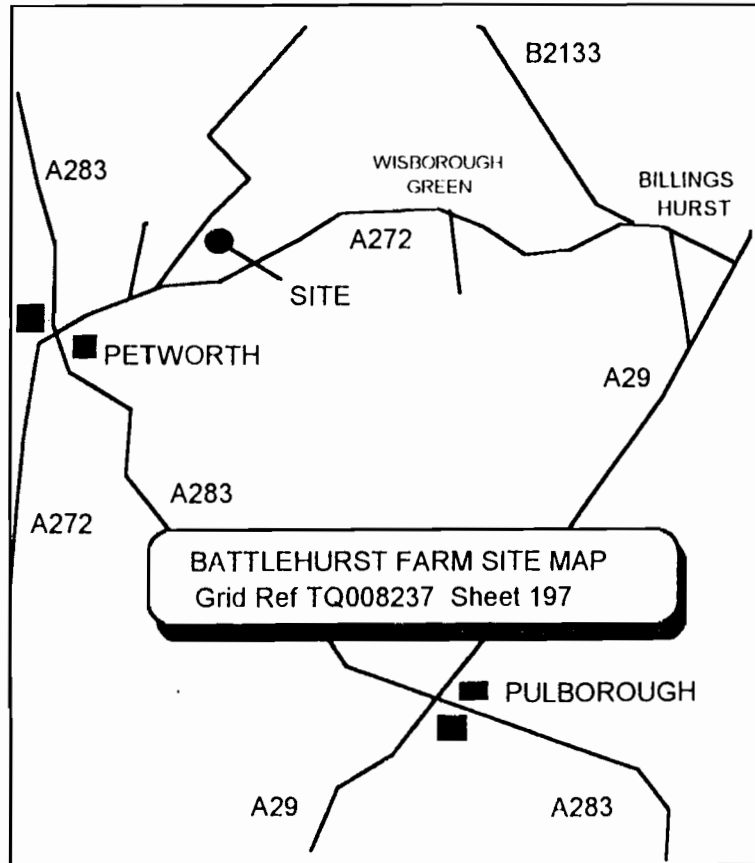


## Inter-Club Event with SROC. Trials & 4x4 Gymkhana, Battlehurst Farm, August 2nd & 3rd

We have invited Southern Rover Owner's Club to the annual inter-club event with an RTV trial and a 4x4 gymkhana at Battlehurst Farm, near Petworth, West Sussex. SROC normally run this and invite us; but it's our turn this year. The event is open to all fully paid-up members of HBRO and SROC. The gymkhana is on the 2nd and the fee is £3 (pay on the day only) The event will start at 2:00 p.m. (14:00h). The RTV will be on the 3rd. Fees:- £10 in advance or £13 on the day. Payment to Ashley Pocock.

Scrutineering for the RTV will be from 8:30 a.m., signing on will close at 10:15 and the competition will start at 10:30 a.m. ARC Rules apply so don't forget your membership card, MOT certificate etc..

Hopefully, there will be a Farm Drive led by the farmer and it's well worth while.



CAMPING:-  
from 16:00h on  
the 1st to  
20:00h on the  
4th. Fee £2 per  
night.

Laurie Wright,  
southern area  
reporter from  
LRO will be  
there.

## Competition Comment

Talk about last minute repairs, Jim and Brenda Taylor broke their gearbox on route to the Nationals but still managed to get it fixed in time to compete on the Saturday, Neville Dewdney damaged a diff' during the RTV (still coming 3rd in class despite the injury), and was ready to roll for the CCVT on the Sunday, and Mark Ambler was spotted ferrying a diff' up to the 'Mountains' during the Comp' Safari. I am sure there was a number of other problems resolved before, during and after the event, but isn't this just the **SPIRIT** that makes us Land Rover enthusiasts. Not, to mention the problems (Hugh Duffett's half shaft, Jim Taylor's distributor and various other maladies), experienced at the Landcraft site in Bala, and the epic Mountain treks during the HBRO mini follow-on rally. And the weather !! What a week !! I understand that there will be a video (the unofficial version), on circulation shortly, and those wishing to avoid embarrassment should contact Maxine with money now, or forever hold your peace ! Cheque's in the post, Max !

Thanks Dave for letting yours truly make a fool of himself - but I thoroughly enjoyed it !!

I hope someone takes the time to write-up the Nationals '97 story, and also our little follow-on rally, it would make good reading.

I am awaiting the official results from the Nationals committee, and as soon as I or Steve receives them, they will be circulated and published in the P & B.

By the time you read this, the **Stag Owners** rally will be history, so I hope everything went OK, and the 'Birthday' celebrations, Karen, et all.

This also applies to the **Goodwood 'Festival of Speed'**, and as I know Nick Woodage is planning a weekend away marshaling at the event, perhaps he will gives us a first-hand blow by blow account, (of the event, that is).

It looks as tho' we got thwarted by lack of support for the West Wycombe '**National Off Road & Leisure Show**'. We had been offered free tickets and a club stand at the show, but lack of support looks as tho' it has resulted in a 'no show'. (Actually I had only **ONE** call from a member showing interest in this event - Editor.)

Forthcoming Events at a bit of Woodland near you !

'Ash Park' at Chiddingfold (see details elsewhere), on the 29th June. This is a qualifying event for the summer series, and our special 'break a winch' competition.

'War of the Roses' 5-6 July, volunteers, should contact Dave Ridden or me urgently for inclusion.

'Bowhill' will then be upon us for a joint event with the Yorkshire LROC. Camping, barbecue (please let me know in advance), marquee (to be politically correct), disco, belly dancing (courtesy Matthew), kids bike race, welly throwing (without occupant), and any other fun things we can think of by then. Camping dates have been amended due to rally license limitations, and will be from the 19th July to the 3rd of 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. A late bulletin from the farmer says we don't have to clear up the cow pats !!?

The events are following thick and fast (V to old Smithy), with the **Battlehurst Farm** inter-club event on the 3 August near Petworth. RTV, Gymkhana (Saturday afternoon), 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, but it has been decided not to stretch to a barbecue after all. but the farm ride will be on. Camping will be from Friday to Sunday.

Then we are back to good old Nelly's for our **Summer Rally** on the bank holiday weekend 24 August - well you didn't want to fight the traffic anyway ! Gymkhana, barbecue, disco, and the 'One man and his tent' event (details later !). camping is from the 22 to 25 August.

Don't forget, let me know if you want to marshal for the **Southern Hill Rally**.

Last, but by no means least, our application to run the National Rally in the year 2000 has been accepted, in principle !!! Oh No, I hear you cry - yep, we are going to have to get our planning caps on and work-out how we are gonna pull this off !!! When I get over the shock - I'll be putting the outline proposal together and will arrange an open meeting with Dave Cuthbert (the resident expert), so that all club members can attend to see what we have let ourselves in for. Any thoughts, ideas, money, gratefully received.

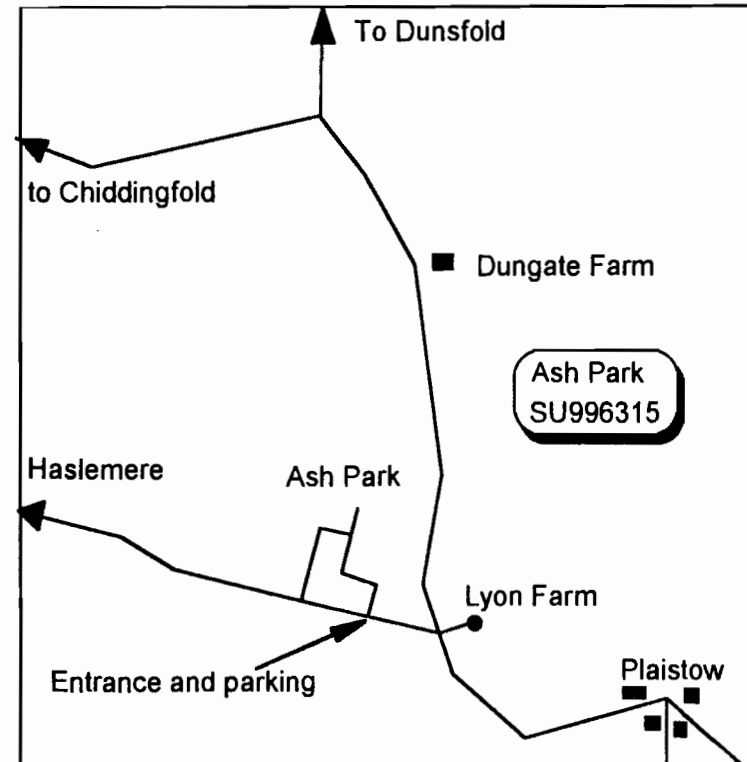
Ashley Pocock.

## Trials at Ash Park, Chiddingfold July 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!



# Has the true voice of HBRO been heard?

SUE and NICK van den BRAAK

Well here we go, we are probably going to upset some Club members, (sorry) but this is something that Nick and I feel very strongly about.

Two years ago at the 1995 AGM, it was proposed that HBRO considered making a bid to run the ARC National Rally, sometime in the future. Nick and I attended that AGM, and as we had joined the Club in late November 1994, this was our first AGM. The attendance was very poor, we both commented on the fact that although HBRO had a fairly good membership, very few had attended the meeting.

At that AGM, we had been members of the Club for almost a year, by that time we felt we belonged, and we wanted to voice our opinions on matters concerning the Club. Nick said he did not think that the Club was large enough to run the Nationals. Although we now have a membership of around Two Hundred and Forty, the actual regular members who attend Trials and other events etc. is only around Fifty. This was very evident by the attendance at that AGM. Nick asked, where we would get the people needed to organise such a large event. A very dedicated committee would be needed to organise, liaise and manage the whole affair. A large team would be needed the week before the event, to set it up, and another team would be needed the week after, to pack up. The Club would need a very firm pledge from its members, that they would support this venture.

Nick and I feel that HBRO is mainly an RTV Club, the large majority of its regular participating members are in RTV Trials. Far fewer members participate in the other disciplines, but the Nationals involves RTV, CCV, COMP SAFARI, and WINCH and TEAM RECOVERY. Do we have enough members in the club, interested and knowledgeable enough in these disciplines? Then of course there is the matter of the land. Will we have a suitable site available, which will suit all these disciplines and accommodate the Camping, Trade Stands and Car Parking? The only sites the Club use at this moment in time, that would in anyway suit such an event, are Military Sites. These sites, as we know from past experience, are not guaranteed. They can be withdrawn at very short notice.

Throughout the following year 1995-1996 on various occasions, the subject of HBRO running the Nationals, would come up in conversation with other regular members. Nick and I were of the opinion, that most of the club, did not think it was a good idea for us to hold them. The Nationals of 1996 were held by Southern. That club was split in half and very badly damaged as a result.

At last years AGM 1996, which was Nick and my second, the attendance was better than 1995, but it was still only a small number of regular members that attended. It was said during that meeting, that we only ever get the same members, getting involved in club events, such as the AGM, Pub Meetings, Setting out Trials, and Camping Weekends. Even the Christmas

Dinner Dance, which did have a good turn out, and was excellent, was attended by the regular members, their families and friends. We still did not see, the OTHER HBRO MEMBERS, who seem to be members on paper only. At that AGM, the subject of the Nationals was brought up again. Various suggestions were put forward, to gauge the true feeling of the members of HBRO, with regard to holding the Nationals. It was suggested that Ashley or Alan, write an article for the club magazine, setting out exactly what would be involved. Talking about the organisation, the land, and the commitment needed by the Club Members if we are to undertake this venture. A second suggestion was that the Club hold a Special Meeting, just to discuss the Nationals. That a letter be sent to all members, asking them very firmly, to attend this meeting. It is very important that all members, be given the chance to listen to arguments, and voice their own opinions on such a large venture. The third suggestion put forward, was that a Ballot be held on the subject. This should have several questions with Yes and No answers to each.

- 1) Do you think that HBRO should hold the ARC National Rally.
- 2) Would you be prepared, to serve on a Committee for a period of 1 - 2 years, to organise and liaise with respective Authorities, Clubs and Trades etc.
- 3) Would you be prepared, to give up a week of your annual holiday, to stay at the venue the week before the event, to help set it up.
- 4) Would you be prepared, to give up a week of your annual holiday, to stay at the venue the week after the event, to pack it up.
- 5) Would you be prepared, to forgo your chance to enter the Nationals that year, in order to be a Marshal.

While we are on the subject of Marshals. The RTV at the Nationals, has Twelve Groups, with Twenty or more competitors in each group, depending on the number of entries. That makes a total of Two Hundred and Forty competitors, or thereabouts. Each group needs a Team Leader, and about another six Marshals besides. Making a total of Eighty Four Marshals needed for the RTV alone. Our average attendance, of regular RTV Triallers at our events, is Eighteen. These are our keen RTV members. Also, at all our Trials, we seem to find it very difficult to find enough Marshals. Where will we find all the Marshals needed for the RTV, not to mention CCV, COMP SAFARI and WINCH and TEAM RECOVERY.

The 1996 AGM was held in October. Alan wrote an article in the December 1996 Club Magazine. (If, like us, you have kept your old copies, look it up.) He asked members to pledge their support. He said he thought funding would not be a problem, as money would be raised from the Camping and Trade participation, and that finding a site would not be a problem, as the funds

available to such an event, would attract suitable venues. At the end of the article he said, before we proceed any further, would the Club Members let the Committee know if they would help to run such an event, and would they make their feelings known as soon as possible. As Nick and I, and a good many others who attended the AGM, had already voiced their feelings on the subject, we did not communicate with the Committee again. Please could the Committee tell us the response they had to Alan's article. How many members pledged themselves? How many were prepared to form a National Rally Sub-Committee and to help run the event? If the response was poor, maybe the Committee should take that as a No, rather than a Yes.

This years ARC National Rally was held in North Wales. We have just returned, and I would like to say what a wonderful time we had. It was the same HBRO faces that turned up there, the regular Triallers. Most of those that went were competing, but some had just gone to watch. There was about Fifty HBRO Members in all. ( And that was to have fun, not to work hard.) While we were in Wales, we made a point of talking to some of the North Wales Club Members. It was not a rosy picture that some of them painted. They said, that 2 years ago when they put in a bid to hold the Nationals, they had pledges from their members to help. But a year on the Club had lost a lot of its members, who had let their membership lapse, rather than get involved with running the Nationals. We were also told that it had cost them £26,000 to £27,000 to run the event. It has caused a lot of friction within the Club, as it did with Southern.

Please could the Committee tell us, is there going to be a Meeting purely to discuss the Nationals, followed by a Ballot? OR has the Club already committed itself to running the Nationals. Because, if we have put ourselves forward to hold them in the near future, there are many regular members, who are still not convinced that it is within our capabilities, and that we have suitable land available to us. We feel that if we proceed, it could destroy the really wonderful club we belong to, and for what purpose? Could we make a point here, a lot of club members don't like writing letters or articles, but if the Club holds a Special Meeting, followed by a Ballot, the response could be much better than usual. However, if the response is poor, one can only assume that there would not be much help and commitment forthcoming, from non-regular HBRO members.

Well having said all this, should the Committee decide to go ahead, then as regular HBRO Members, we will be there with our support, for this Major Event. But just how many other members, will be there with us?

I hope we have not upset too many people, but we really do love being members of HBRO. It is a really friendly club, with some super members, and we would hate to see it damaged or even destroyed. Please could the Committee respond to the questions raised by us, and let us hear the True Voice Of The Club. Then if the Majority, of the members, are all for it, lets make it an ARC National Rally to remember, for good reasons not bad.

## 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...

- \* Bits and Pieces:- Range Rover chassis - £50. V8 with ancillaries - £150. 4-speed gearbox - £150. Also breaking lightweight. Call Mr. West on 01489-894223 anytime. (JUL97)
- \* Breaking 2-door 1978 White Range Rover (or make me an offer for the whole thing.) Chassis poor / repairable. It's all there except rear dampers. Contact Mike Dyer in Windlesham on 01276-473907 (JUL97)
- \* Range Rover Parts (2-door 1980) All body panels excellent:- Bonnet - £35. Roof - £40. Front wings - £10 each. Rear wings - £15 each. Doors - £15 each. Top tail-gate - £65. Other bits:- Windscreen no chips - £20. Latest style rear side windows excellent - £45 pair. All lights - £5 each. Complete front & rear bumpers excellent - £10 each. Full Safety Devices internal roll-cage - £100. Front inner wings perfect no rust - £20 each. Full set swing-away light guards - £20. Petrol tank no leaks - £25. PLUS all interior parts, windscreen wipers / motors front & rear, heater etc. etc. If it's not listed, I may have it. The chassis and running gear are not for sale. Parts can be delivered to any trial or club meeting. Contact Gary Langton in Felpham, West Sussex at home on 01243-582473 or at work on 01705-486363 ext 8204. (JUL97)
- \* Land Rover Series 2a Parts:- Wings - £15 ea. Driver's door, glazed, needs paint - £25. Door-top, no glass - £2. Rear safari door, poor - £2. Front panel including headlight bowls, not perfect - £30. LRO / LRW magazines, about 20 - £20. Highlift jack - £30. Radiator muff for Series 3, £10. Light guards front & rear - £15. Work lamps - £10 each. All or nearest offer - everything must go! Phone Andy Fellows in Abingdon on 01235-818878 (JUL97)

- \* 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) (JUL97)

- \* 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)

## Vehicles for Sale

- \* Range Rover 1977 2 door Extensively restored with many 1993 body panels and Interior. 3.9 Efi Engine 36000 Miles on engine. 4 Speed Manual gearbox recently overhauled. New front diff. Turbo-BEC alloy wheels with General Grabber AT tyres. To be sold by John Kaye on behalf of a neighbour. He is looking for £3,500. Contact John in the Reading area on 01189-441292 or e-mail on [jkaye@compuserve.com](mailto:jkaye@compuserve.com) (JUL97)
- \* Series 3 Lightweight 1973 Hard-top. 2½litre Mercedes diesel engine. High quality professional installation, engineer's report available. Economical, 30 m.p.g. 750x16 tyres. FWH. Soundproofed. County seats. 12 volt. Drives and steers excellently. Reluctant sale. £1950 o.n.o. Call Andy Fellows in Abingdon on 01235-818878 (JUL97)
- \* Range Rover 1978 White. V8. Needs a couple of repairs on the chassis and a new rear "cross-member". Body is fine and engine runs well. £600. Contact Mike Dyer in Windlesham (near Bagshot) on 01276-473907. (JUL97)
- \* Series IIa / 110 Hybrid-Truck. Cab extended to include passenger seating (all Range Rover). Rover V8 engine - unleaded. Free-Wheel Hubs, Kentlowe 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) (JUL97)

- \* 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). New family and re-location forces sale. £3400 o.v.n.o. Call Tony Clark on 0370-570998 (mobile) anytime. (JUL97)
- \* 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)
- \* 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](mailto:simon@tdc.co.uk)), or at home - 01252 377099 ([simontaylor@compuserve.com](mailto: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)

## Wanted

- \* 90 / 110 truck-cab. Call Mr. West on 01489-894223 anytime. (JUL97)
- \* Brownchurch Roof Rack for Range Rover Also twin Kenlowe fan setup for RR. Contact Mike Dyer in Windlesham on 01276-473907 (JUL97)
- \* 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 MAY 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.
- \* VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.

## Events - Long Term

August 23 - 25	<i>Ladies' and Gentlemen's RTV Trials. Camping. Summer Rally. Nelly's Dell. Gymkhana. BBQ. Disco.</i>
September 13	ARC EGM Solihull, Birmingham.
September 14	<i>Thrupton Festival of Motorsport. Provisional.</i>
September 21	<i>Trials. Wessex Shield &amp; 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.