

Events for Your Diary

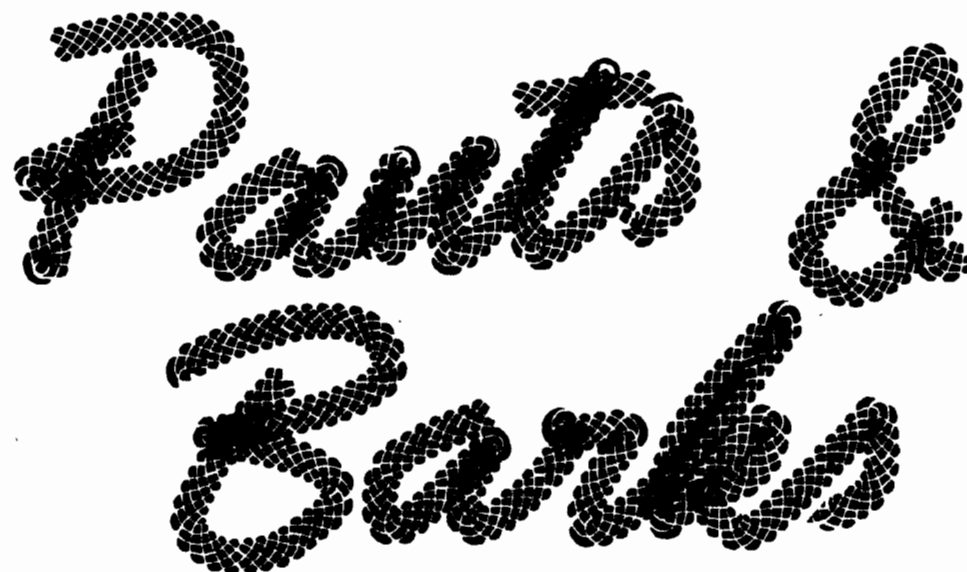
- * First Wednesday of each month, Noggin & Natter at The Jolly Miller on the B3349, between M3 and Odiham aerodrome, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). SU734517 approx.
- * Last Wednesday of each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, 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.

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.













October 31	AGM in the HBRO "Hall" at Nelly's Dell. Details elsewhere.
November 2	Trials. Nelly's Dell. Details elsewhere.
November 22	Skittles at the Lawns Hotel, West Meon. Details elsewhere.
December 6th	Christmas Dinner. Alton. Book now! Call Maxine.
December 13th	ARC EGM Solihull, Birmingham.
December 14th	Scenic Drive. Broxhead Common. £15.
January 25th	<i>Trials. Wrecclesham. Winter Series.</i>
February 13 - 15	Rickshaw Ramble. Weaver's down. Details later.
Feb 28th / Mar 1st	<i>Trials. Details to be arranged.</i>
March 21 / 22	<i>Trials. Details to be arranged.</i>
April 3 / 4	<i>Trials. Hook End Farm.</i>
April 13	Easter Rally. Nelly's Dell.
May 22 - 31	ARC International Rally. Eastnor.

November 1997



Newsletter of the Hants and Berks Rover Owners

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SCRUTINEERS

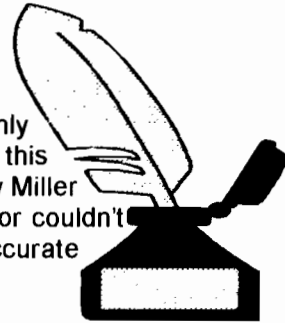
Steve Kirby #, Chris Homewood, Neil Shawyer. Gary Hodgson, JJ Walker.

Notes:- * committee member. # 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....

You'd have no fun at all if it wasn't for the monthly "spot the deliberate mistake" competition. The winner this time is Maxine who spotted the serious error on the Jolly Miller map. So if you didn't go to the pub meet last month, (or couldn't find it!) then see the revised, and hopefully more accurate map, elsewhere in this issue.



There were more errors but the competition for the October issue is now closed. You see, I'd spent a lot of the 26th getting the 101 to wash it's windows, wink it's lights and unlock it's centre diff. I felt OK early Saturday morning at Bagshot until Maxine asked where the TV and video were and where was the artwork for the magazine? Oh clang. On Saturday night I did a quick draft print to proof read P&B but the printer decided it didn't want to print capital Ws. ierd! (That's Wierd without the missing W.) Anyway, by the time I'd sorted that out, I hadn't proof-read it properly and, as Alistaire Cooke famously once said, "The rest is History."

I have no access to the World Wide Web at home but I do at the computer club I go to. I've now had a chance to visit HBRO's web site and it's coming along nicely. Well done Graham Taylor and Martin Parsons.

Steve Kirby

This month...

- War of the Roses report by Jeremy Matthews.
- The proposed 4x4 Standard Production Class Regulations appear in public for the first time.
- Belgian National Rally Report by Brenda Taylor.
- Steve takes a look back at Bagshot.
- Dave Cuthbert follows up his visit to the "Nationals 2000" meeting.
- A letter has arrived.

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 if needed. 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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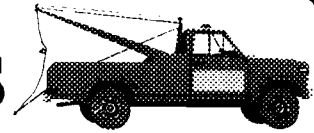
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New Arrivals...

Sharon and Gary Langton are parents to twin boys.

They are doing well despite being somewhat premature. Gary and Sharon would like to thank all those who called offering good wishes.

A Preview of the Proposed 4x4 Production Standard Class Regulations.

Ian Davis of the RACMSA has produced a draft set of regulations originally intended for Hill Rally use. The ARC has members on the RACMSA Off-Road Committee and they had some input into these regs. When members of the ARC Scrutineering Committee saw them, they felt that they would provide an excellent basis for a set of regulations for a new ARC class. Please note that they are not an official RACMSA set.

These are the Standard 4x4 Production Regulations, aimed at current or recent vehicles, not 40 year old ones. The ARC Scrutineering Committee has amended them very slightly and are calling the new ARC class "Production Standard". Only "coil-spring era" vehicles are eligible (including air-sprung, of course.). So Range Rovers (all models), Discovery, 90 / 110 / Defender and Freelander are candidates for entry. RTV Classes are split into SWB and LWB with the break at 95" as now. It's quite likely that some existing vehicles will drop straight into this new class. These regulations, in draft form, are shown below.

It's possible that some fine-tuning may be needed eventually but this is close to how they will appear initially. Perhaps we could give it a try. Note that this set defines the *vehicle specification* for Trials, Comp Safari, Team Recovery, etc. You could make it as hard as a CCV trial or as easy as the Tyro Trials printed last month, which described only the *manner* in which the event is to be run but didn't mention vehicle specifications.

Vehicle Eligibility:-

RTV

Class	Wheelbase	Applicable models
A	SWB < 95"	Defender / 90
B	LWB > 95"	Range Rover (all models), Discovery, Defender / 110

COMP SAFARI

Class	Engine cc
A	< 2500
B	>= 2500 < 3600
C	> = 3600
D	Diesel, all capacities

Quick guide to permitted modifications

- Additional gauges, front seats, springs and shock absorbers except their standard location must be retained, air filter elements, brake friction materials, wheels, tyres, additional spare wheel, auxiliary lights, underbody protection.
- See Regulations below for full details.
- This group is suitable for T1 vehicles.

A production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum regardless of engine capacity. It must have been available through a dealer network and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide the evidence if required, of the vehicle's eligibility.

No modifications not expressly authorised below, except those necessary to comply with Safety Regulations, may be made to the vehicle.

A ENGINE

1. The accelerator cable may be replaced or doubled with or without parts from the original manufacturer.
2. The make and type of spark plugs are free, as are rev. limiters and high tension cables and the ignition coil, where fitted.
3. The capacity and origin of the cooling system radiator / tank is free, as is the type of thermostat which may be removed. The original location and attachment points of the series production radiator must be retained.
4. Those parts of the carburettor or fuel injection system which regulate the admission of fuel to the engine may be modified, provided that the modification has no influence on the admission of air. The original fuel injection system must be retained, the injectors may be changed for injectors which are identical except for the size of the nozzle hole at the end.
5. The air filter, its housing and the tube between the housing and the atmosphere are free, but the housing must remain in its original location, the air must not be taken from the cockpit, modifications must not affect the structure of the car, and the installation must be situated entirely within the engine compartment. The air filter element may be removed.
6. The valve springs and valve clearance are free but the camshafts (including their profile) must remain as original.
7. The fuel pump is free, in operating principle, number and location outside of the cockpit.
8. The material of the engine mountings are free, but the number and location must remain as original.
9. The exhaust system after the first silencer is free except that it may not be replaced with a system of a larger diameter than that fitted upstream of the first silencer. The exhaust system must retain the original number of silencers, although additional silencers may be fitted. It shall be permissible to alter the exit point of the exhaust system either to the rear or sides of the vehicle providing that no alteration to the bodywork is made and the installation respects Construction and Use Regulations.
10. Where fitted the Cruising Speed Controller may be disconnected.
11. Sound-proofing panels may be removed.

B TRANSMISSION

1. The clutch disc is free, including its weight, except for the number of discs and their diameter.
2. Standard transmission ratios must be retained. Optional extras are prohibited.
3. Locking and limited-slip differentials or traction control devices are permitted only if available as a standard fitment.

C SUSPENSION

1. SPRINGS: The length, diameters external and of the wire, the form of the spring platform and the type of spring (progressive or fixed rate) are free.
2. SHOCK ABSORBERS
 - (a) Are free, but the type telescopic, lever etc. and operating principles (hydraulic, friction, etc.) must be retained as original.
 - (b) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
 - (c) The mountings must be retained as originally fitted and may not be reinforced.
 - (d) It shall be permitted to fit an additional shock absorber at each wheel station, provided that the mounting's only purpose is the fitting of the additional shock absorber.
 - (e) The fluid tanks for the shock absorbers may be attached in the wheel arches as well as to the chassis.
 - (f) Suspension travel straps are permitted.
4. RIGID AXLE Where fitted, the original; casing may be strengthened provided the original part can still be recognised.

D WHEELS AND TYRES

1. Wheels and tyres are free provided that they remain covered by the original bodywork, including wheel arch extensions where originally fitted, and where no modifications may be made to the bodywork to permit their fitting. Studded tyres are prohibited. ARC tyre regulations apply.
2. The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for the crew.
3. Wheel fitting by bolts may be changed to stud and nut fittings.

E BRAKING SYSTEM

1. The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface area of the brakes is not increased.

2. Protection plates may be removed or reshaped.
3. In the case of a car fitted with servo-assisted brakes or an anti-locking device, this device may be disconnected. The same applies for anti-lock braking systems.
4. Brake hoses may be changed for aviation type lines

F BODYWORK

1. Exterior
 - (a) Hub caps must be removed.
 - (b) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they may have no influence on the car's aerodynamics.
 - (c) The fitting of underbody protection plates is recommended provided that their only function is to protect the following parts:- engine, radiator, suspension, gearbox, tank, transmission and exhaust.
 - (d) A nudge bar may be fitted, in addition to the bumper, and must be independent of and not reinforce the car's structure or contribute to its stiffness. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed so as to provide protection to the headlights and provide mountings for auxiliary lights.
 - (e) The side and rear windows behind the driver may be replaced with non-transparent material; or transparent material of at least 3mm in thickness. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
 - (f) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the car and must be at least 1.5mm. Not applicable to RTV.
 - (g) The locking system for the cap of the fuel tank is free.
 - (h) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting
 - (i) External rear view mirrors, and front and rear windscreen wipers are free.
 - (j) Only winches which require no modification to the structure of the car other than to facilitate the attaching of the winch by bolts may be fitted.
2. INTERIOR
 - (a) All accessories which have no effect on the car's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating etc.) on the express condition that they do not influence, even in a secondary manner, the

efficiency of the engine, steering, strength, transmission, braking or road-holding.

- (b) All the passenger seats, if occupied, must be fitted with head restraints. Not applicable to RTV .
- (c) The carpet behind the front seats may be removed when an FT3 tank is fitted in that area.
- (d) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension handbrake lever, additional flange to brake pedal etc.)

The following are allowed in particular:-

- (i) Additional measuring instruments, counters etc. may be freely installed provided that they do not present a danger.
- (ii) The horn may be changed, and an additional one fitted which may be operated by the passenger.
- (iii) The mechanism of the handbrake lever may be modified to fly-off operation.
- (iv) The seats occupied by the crew are free, and the seat supports may be strengthened.
- (v) Additional storage compartments may be added to the glove compartment and front doors.
- (vi) The steering wheel is free.
- (vii) Electric window mechanisms may be converted to manual operation.

G REINFORCEMENTS

1. Strengthening of suspended parts is permitted where the strengthening material follows the shape and is in contact with the suspended part.
2. It is permitted to fit strengthening bars to the suspension points on the bodyshell or spring mounting points, provided that the bars are attached by bolts and are removable. It is permitted to make holes in the suspension trim to attach the bars.
3. When the spare wheel is originally located within an enclosed space it shall be permissible, when carrying a wheel wider than that originally fitted, to remove the cover and or sufficient material to allow the wider wheel to be carried within the space provided.

H ELECTRICAL SYSTEM

1. The battery and associated cables are free, save that the battery must be located in its original position using the original mountings.
2. The alternator is free.
3. Fuses may be added to the electrical system.
4. A maximum of 2 auxiliary forward facing lights, and their associated relays etc. may be fitted, but which may not be fitted within the bodywork. Additional reversing lights may be fitted which may be

operated only when reverse gear is engaged. In all other respects the lighting system must respect current legislation.

I FUEL SYSTEM

Where an FT3 tank is fitted, fuel lines must be replaced with the aviation type. Where the original tank is retained it is permitted to change the fuel lines to the aviation type. It is further permitted to feed the original tank from the FT3 tank provided that the breather pipe passes through the FT3 tank. In all cases the routing of fuel lines are free except that they may not be routed inside the roll cage or chassis members.

J JACK

The jack is free and the jacking points may be changed for others which have no other function.

NOTE:-References to an FT3 tank relate to bag-tank specifications.

END

You could argue that as all Land Rovers are built to order there's no such thing as a "Standard" one, but deep down we all know what we are talking about, so implementation shouldn't be too hard. The main thing to remember is that if these rules don't mention an alteration or a modification, then you can't do it. So out goes the cut-and-shut chassis with "bitsa" bodywork even if the result does look like the real thing. Also out are engines bigger than the biggest one that particular model has fitted; current rules allow any size. However, Range Rovers and Defenders already have 4.6 engines; not sure about Disco's at the moment. Coil-over dampers are not allowed even though you can use them now in the current Standard class. Probably the biggest change compared to current ARC rules relates to limited-slip or locking diffs. The new rules introduce the "where factory fitted" factor for these devices which many members think we should have anyway. Basically this means that you can use limited-slip or locking diffs in this class as and when they are available as a fitment option for that vehicle model.

The RACMSA draft rules actually detail two further classes, "4x4 Modified Production" and "Prototype". Whether "4x4 Modified Production" is appropriate or suitable for ARC use has yet to be discussed; but if you go to a non-ARC event, Group 1 is the class you're looking for. By definition, "Prototype" has no place in the one-marque ARC organisation.

These regulations haven't been finalised or approved yet. Let me know what you think.

Steve Kirby.
Sec. ARC Scrutineering Committee.

War of the Roses '97

To avoid a repeat of last year's fiasco on the journey up to Cumbria, Adrian and I decided to meet up at Steve Kendall's house in Newbury at five o'clock in the afternoon. This meant that reach Steve's place on time I would have leave my place at least a hour before hand, this I managed to do, arriving at the rendezvous just after five, due to the traffic congestion through the centre of Newbury. As usual Adrian managed to end up being an hour late due to a last minute mechanical gremlin that had occurred.

All Steve's gear was thrown in the back of my car and we were on our way. The journey proceeded with no major hiccups except for a minor detour off the M6 to avoid traffic congestion between junctions 7 and 10, but apart from that it was a peaceful journey up. We arrived at Cartmel race course bang on midnight, six hours after leaving Newbury. We were not the last ones to go to bed that night as some members of the host club were still up and about when we arrived. Tents were quickly erected and we got our heads down for the night.

Next morning dawned bright and early and looked as though it was going to be a nice day again which was just as well as we were expecting Dave and Maureen Ridden any where from 9.30 a.m. onwards as they had to leave later than us due to Dave wanting to get a job finished before he came away. Anyway they arrived just as we were getting down to breakfast, and they looked absolutely shattered after the long drive in Dave's V8. With the arrival of Dave and Maureen this made us a team with the required amount of vehicles but two bodies short, this soon however was to be rectified as later on in the day Steve Skinner and a group of supporters were expected. What supporters? I hear you say. Who would be mad enough to go up there to watch our team lose again. Steve Skinner and company arrived in the early evening just as we were finishing putting a new oil seal into the rear diff of Dave's motor and suggested that we all go down to one of the local hostelrys in the village for a meal and a drink.

The rest of the evening was spent downing the locally brewed beer produced by Cartmel brewery. We didn't leave until after closing time had come and gone.

The big day arrived for the War, and for the third year in a row it decided to stay warm and dry for the duration of the competition. Between 7.30 am. and 8 o'clock we assembled our team, which consisted of myself with Steve Skinner in my motor, Gary from the host club partnering Dave in his and Steve Kendall assigned to do the navigating in Adrian's car. By 9 o'clock we were all lined up in our start boxes ready for when we would be given our first grid reference for the first task.

The first set of numbers led us to our first task which was over the far side of the area that we were allowed to play in this year. The task was that we had to winch two vehicles around a set course in either direction but the second motor was not allowed to be move under its own power though the engine could be running for safety reasons. The course that was marked out went up and over

a large and very slippery forty five degree sloping rock, up which Dave quickly winched himself, then it continued down the other side to the finish gate.

When Dave got to the top he turned around so that I could be winched up the rocky slope to the top and then down the other side, which should have been a relatively simple task for his winch to complete, but due to the angle of approach to the rock and the fact that it had decided to rain on us in a very hard way led to my motor just sliding across the slope on full lock and ending up in a tree. But time was marching on and we decided that we weren't going to successfully complete this task in the allotted time without incurring loads of penalty points for such a honour. We got back to the start box by the skin of our teeth.

At the allotted time we were given the grid ref for the next task which we discovered was located on the tip of the rocky peak that we were driving all over, getting lost in the process and passing our supporters that were waiting for us at our next task without realising that that was where we should be. Our groupies looked on in astonishment as we shot past them on a course the led who knows where. We were just following the leader who had the navigator in his car. But eventually we made it to the correct place that we should have been in the first place.

This task consisted of manoeuvring two ex-beer barrels from the bottom of the cliff to the top via an aerial runway during which the barrels weren't allowed to touch the ground. We quickly got the barrels along the course to the point where they had to be connected to the aerial runway and pulled across but unfortunately due to an uncoordinated effort by the team we weren't able to complete this task in the time allotted so we decided to abort and so risk less penalty points than if we ran out of time. So we took the high score which was to set the trend for the day. And so off we went to the next task that lay in wait for

The next task we were to be confronted with consisted of moving a couple of logs around a set course and again in the allotted time. The course consisted of the usual hillocks and holes but by the time that we got half way round the course we felt that once again we were running out of that precious commodity that we call time, so we abandoned what we were doing, took every thing back to where it should be and headed back for the start boxes so as not to incur any more extra penalties than were necessary. Once the time was up we were then given the co-ordinates for the next task that we were to attempt.

These led us to what turned out to be the fun task of the competition and this was to move two fire extinguishers from one box to another across a valley. The extinguishers were not allowed to touch the ground in between the two areas. The method of movement was to use the rope that had been provided and to suspend the extinguishers on the rope between two vehicles on the high ground.

Dave's and my cars were chosen for this particular task as the rope could be tied up at a fair height above the ground due to Dave's roll cage and my roof rack. With the first extinguisher tied on we moved the cars apart to tension up the rope and so lift the extinguisher from the ground. With the extinguisher dangling in mid-air Dave started to move back as I moved forwards and by trial and error

we managed to get the first one across the divide, the rope was quickly untied and transferred to the other extinguisher and we repeated what we had done with the first extinguisher. This was successful and we quickly returned to the start box within the time allowed. We all cheered with delight as we realised that we had actually completed our first task of the day. This was to set the precedent for the next task for which we now had to wait until the time was up before we could get the co-ordinates for our next task.

The idea behind the task that we had now arrived at was to lift two telephone cable drums from one box to another within an area that we weren't allowed to set foot in. The drums were situated in a short cleft between two outcrops of rock. We quickly got a car either side of the cleft with the idea that we could construct an aerial ropeway with a bo'sun's chair attached so that we could get a person, who just happened to be me, into the same area as the drums. With wire suspended across the cleft I threw a selection of ropes and tackle around my person and proceeded to move along the winch cable coming from Dave's car.

After several manoeuvres I managed to land in the required place and started to connect the first drum to the cable using the tackle that I had taken with me, but by the time I had done this, yep you've guess it!!!, we were again running out of time. So I quickly undid the tackle that I had attached to the drum and jumped back onto the bo'sun's chair and was quickly hauled back up to where I had started from. With all the tackle away we headed for the start box and again picked up yet another huge amount of penalty points. It was seriously looking as though we were heading for our usual dizzy heights in the way of points, but so what!!

With our new set of figures we raced off to our next task which turned out to be the dreaded trailer that Red Rose use every year for the competition. The task consisted of moving the trailer through a bog, only a small one mind you, then to place it in another box, from where it had to be winched up a series of steps formed by several outcrops of rock to the top, while at the same time not losing the cones that were to be taken up with it. We decided that we were going to tow the trailer through the bog and we thought that as Dave's car had the most oomph!! to get through it. Boy!! were we wrong! He got about two thirds of the way through and that was it. He wasn't going to go anywhere!!

We attached the cable from Adrian's car, who started to winch Dave out but all this succeeded in doing was to start pulling Adrian's car towards the bog. So we dug out a good strong rope and put it on the back the One-Ten and then hitched that up to the back of my car so that I acted like a ground anchor. All this effort soon had Dave out of the bog and trundling on his way to the next box which had the cones in that we were to pick up and tie on the trailer for its trip up the cliff. With this successfully completed and with Dave now at the top ready to pull the trailer up with the winch. The cable was attached to the trailer using a rope as a stop around the axle, Dave started to reel in the cable.

All the while our group of supporters had been cheering us on and had even nipped back to the burger van for us to get us some lunch, now that's dedication to the cause for you.

After several unsuccessful attempts to get the trailer over the first ... the series of steps we decided that we weren't going to be able to finish this particular task in the allotted time so we decided that it would be the better part of valour if we just abandoned the attempt and put everything back to where it came from and return to the starting box. This just left us with three tasks to go including the drive through the dreaded bog.

The first of the last three tasks was to move a sledge with barrels tied down to it around a set course and across a small cleft in the rocks which was bridged by the logs provided.

We quickly got the two logs that were provided to the back of Adrian's One Ten and dragged them from their box around the specified course to below where they were to be placed across the void. Meanwhile Dave had manoeuvred into position ready to winch them up the incline to where they had to form the bridge, and I had placed my car in the access track ready to drag the logs back to their box.

While all this was happening the other members of the team had strapped the barrels to the sledge and had dragged them around the course, which was slightly different than for the logs, to the place where they had to be winched up the incline and onto the logs to go across to the other side. As soon as the sledge was across the gap we quickly pulled the logs down into the gap and I returned them to their box. While I was doing this the sledge continued around to the end of the course where they were separated and replaced in the appropriate box. We actually managed to finish another task.

The next task that we were directed was the dreaded bog that we had heard a lot about from the marshals. The idea here was to get a motor across the bog to the other side, stop in a marked of area and then drive back across the bog by another marked out route.

The course started with a steep rock slope into the bog. Listening to what the crowd were saying about the other competitors getting stuck fairly soon after entering forwards into the mire I decided that, as my motor had been the logical choice to get dirty (due to not having a winch), I would go down the slope backwards. This tactic worked to great effect as I managed to get a fair way along the route before grinding to a halt with all four wheels turning. By this time Dave had got to the other side of the bog by a firm track and proceeded to winch me across to the other side. This was successful as I managed to stop in the desired place.

Then I started to drive along the next section of the course back toward where the start of the course. This side of the course was much easier going than the previous side had been and I managed to get about two thirds of the way back to the beginning when I came to a sudden halt. My wheel had found the infamous rock and that was where I was going to stay until someone could get me out.

Dave meanwhile had got back to the top of the slope and the lads quickly began running his winch cable out to my motor through a series of snatch blocks. By this time both Steve Skinner and Gary (from Red Rose LRC) had both got thoroughly covered in muck and looked like monsters from the deep. Slowly but

surely my motor rose up and over the rock and in the process added yet another dent to the chassis. With Dave still winching I was pulled up the slope and back up onto firm ground with about half the bog attached to the underside of the car, which I'm still removing even now.

Unfortunately we ran slightly over time on this task which caused us to incur yet more penalty points, but we can safely say that we were the only team to complete the course on our own without help from the marshals.

This left us with just one task to complete before we finished for the day and return to camp. The last task was to get across to the other side of an area that we weren't allowed to step into, using a telegraph pole and three pallets, to pick up a set of cones and then return the same way that we had come. Five members of the team had we were across and able to pick up the cones. Then the return journey started along with everything that we had bought with us. Unfortunately time was against us once again and we were forced to abort the task with just enough time to get the equipment back to where it had come from. Just as we were getting everything back, Steve arrived back with the hidden task completed.

This just left us to return to the start and to see who had won this year, though we all knew where we were going to come again this year, Yep!! you guessed it we came an excellent last once again. After the prize giving we slowly toddled back to the campsite looking forward to getting cleaned up and getting a nice hot meal down us as well as some beer. But before I did anything I got the hose out and attempt to get the worst of the bog out of my rad and off the engine and body work, a decision that I was to regret the next day.

The next day dawned bright and clear and with everything packed up and ready to go we fired up our engines to move off, but as usual things never go that smoothly because my motor decided that it had had enough punishment the previous day and didn't want to start. We tried bump starting it but that didn't work so it was up with the bonnet to see what the problem was. As I had washed the engine the previous evening I took off the distributor cap and dried that out and the dried the plugs. After that it started up first go, and everyone went their separate ways with nothing untoward happening en route.

A good weekend was had by all who went up including the supporters club, thanks go to them for keeping our sprits up all day during the competition and we hope to see more of you up there next year.

Jeremy Matthews

Bagshot Postscript

I had intended to get to the Bagshot track on the Friday but most of that day ended up with me trying to persuade my 101 to work properly. No windscreen washers - silent pump. Check fuses - OK. Check circuit of pump - OK. Remove pump and dismantle. The little rubber rotor was well glued into its housing; so that was freed and the motor bearings oiled and re-assembled. Runs OK now. Indicators don't work (as usual) - jiggle the fuses (I know all this technical stuff) and hey presto! - indicators. Quick test drive - OK. Test diff-lock - light on - OK. Unlock diff - light still on. Try again - light still on. Home again, rob spare gearbox of diff-lock actuator. Light now off. Test again - light stays on. Hmm. This is what you get when the vehicle is unused for 6 months while you get your injured back sorted out!

Saturday morning, drive to Bagshot with the diff lock engaged. Won't do it too much harm, I kept telling myself. Arrive and park behind long queue of assorted 4x4s outside and run in to find marshals' briefing nearly over. Duff gen on time of the briefing. Colin Charlton had decided to sign-in and brief the marshals before letting the vehicles in. This worked well from our point of view but the Police weren't too happy about the nearly blocked road outside!

"Hello Maxine, here's the 1998 National Rally forms" said I, feeling smug that I'd remembered them. "Hello Steve. Thanks. But where's the TV and video, then?" Oops! Well I had promised it - and I'd no excuse regarding lack of space in the 101. Just a bad memory. "Where's the artwork for P&B too?" Double oops.

The event ran smoothly due to most marshals knowing how to do it from several years previous experience, and from the fact that we didn't try to over-control it. Don't deal with a problem unless it happens. Don't get too wound up about somebody parking in a daft place; experience has shown that they'll be back soon to move it. Many drivers are tempted by a quick blast on the throttle but they soon slow down. Yes, there are lots of things that the public do that make your blood boil but nine times out of ten, the problem will go away on its own after a few minutes, so give it time. This was Colin's first year as Clerk of the Course and he was doing a grand job. I was joint CoC with him but not able to contribute much in the manual labour department due to my back. If you think that's a feeble excuse, I'll trade it for a fully working one any time and get stuck in.

Saturday was rather a quiet day and Chris Jones (whose bank balance is on the line) looked a tad worried at times! No hint of trouble - all went well apart from a child eating some berries and being whisked off by the ever-helpful St. John Ambulance Crew to whom many thanks. Child was OK.

Saturday night saw me running a rather quick check of the innards of P&B (hence all the mistakes in the October issue) and put the TV and video in the Landy for the next day.

Sunday was busier and slightly wilder, the main track direction was reversed making some of the excursions through the trees more difficult. There were many drowned vehicles being recovered, some with terminally damaged

engines. Did you know that the Vitara doesn't have drain plugs in the footwells? Shocking! Real 4x4s have flat floors. Sounds like a good jingle! I saw a couple of these being baled out with cups but still went home with muddy water soaked carpets. Check your door seals next time, sir. The most serious incident occurred when a lady passenger in the back of a Series 3 fell onto the metalwork. JJ Walker, in charge of this section, handled the accident in the professional manner we would expect of trained army personnel. That wasn't intended to be a patronising comment as he is a bit wild at times, but when the chips are down he switches into serious-mode and his management of the situation was first class and adds to the reputation of the event. All the other marshals in the area worked together like they'd practiced it many times - it's reassuring to see such team-work emerging. Thanks again too to the St. John Ambulance Crew who took the lady to hospital. (Chris visited her the following day - bruises only, fortunately). This raises the important point about passengers not being strapped in. I'm not sure of the details on vehicles built before the seat-belt era, but we may need to be more strict in future. Chris will need to be clear on this on the entry forms that are sent to participants.

We had a visit from Mr. Angry in a Mercedes who came in to complain that a stone, thrown up by a 4x4 out on the main road, had broken his windscreen. What did the driver of the 4x4 have to say? The Merc driver didn't even get its number. We all believe him, don't we kiddies? A Merc that can't catch a 4x4 that's close enough ahead to shed a stone through your window? Pull the other one!

The worst incident occurred when a visitor, well known to most of us and liked by many, started to direct the public drivers onto a route that had been closed as it was impassable. A marshal asked him several times to desist but this culminated in an argument which ended in him landing the marshal a punch in the mouth. One of the Policemen present gave him a stern talking to while the St. John Ambulance staff attended to the marshal's wound. I'm not sure how far this case of assault has progressed but in case he reads this, "You are not welcome here any more, OK". Shame that sort of thing happens.

At the end of the day, the paying public ambled off home, happy and dirty, and some with more potential wallet-damage to come. The marshals tidied the place up without being asked, and I'm sure I heard Chris's own wallet breath a sigh of relief. I tried to clean the course cars by driving them through the deep water (several times) but to no avail so we all went home and left the Ford guys to clean our discarded toys (although it has to be admitted that the Maverick is probably the best of the "opposition" from an off-road point of view). Sincere thanks to all those marshals and other helpers who put in their time and money to make the event another great success. Thanks too to those who manned ("personned"?) the HBRO stand and missed all the action. I gather they attracted several new members.

The site's booked again next year - see you then.....

Steve Kirby

International 2000

Recently I had the opportunity to talk to many of you about the organisation of the 1997 ARC International Rally, to give you some idea of what is involved. I do not intend to repeat myself here, but I would like to make a couple of observations.

It was interesting to see how things can be taken the wrong way. I spent sometime describing the various sites we looked at during the build up, the intention to be that we put in a bid to run the event with one site in mind, then found, and rejected, several others, the site we finally used not even being on the short-list eighteen months before the event, and by then the site we originally had in mind was no longer available anyway (and with hindsight would have been a disaster!). This was seen by some as showing that North Wales had a wide choice of sites to select, whilst Hants and Berks do not, but in fact most of the sites were found after we put the bid in and had not been used before by us, once you are committed it is surprising some of the unexpected sites that can be found.

It was evident that a major concern was the possible shortage of manpower. At the time I thought that NW was only slightly smaller than H&B, but I have since discovered that due to the differing status of Associate members H&B is considerably larger.

Many of you will have heard two things about (Inter)National Rallies:-

- Running a National Rally takes a lot of people.
- The organisers of a National Rally will find it takes over their life.

Both these statements are true, but it is important to realise that there is a difference between running and organising an event.

Over the weekend a lot of people will be required. I could dig out our signing-on sheets and start quoting figures, but those who were there will realise that they were the bare minimum; we could easily have used half as many again, but it can be done. A considerable number of them came from beyond the NWLRC. Depending on the site, there will be working weekends etc. beforehand, and the more the merrier, but we got away with about five weekends from September onwards, and managed to arrange them so that they were in effect free trials for those who attended.

To organise the event requires an active committee of around a dozen, and around half of these will find the event will take up all their free time from about Christmas, and possibly from a lot earlier. These will probably be the same people who are pushing to put the event on now.

I was particularly impressed with the turn out for a meeting at comparatively short notice to discuss the event. I know that many of those attending had misgivings, but the fact that they were interested enough to make the effort to attend I feel was an encouraging sight. Whilst I am purposely avoiding actual figures, if everyone present were to get three other helpers (a partner and two other members) for the weekend itself, that would be enough

(that does not mean if you are not approached by someone present, you are not needed!).

Finally the Club is a hobby for all of us, and many people deliberately avoid doing the same for the Club as they do at work, but this is a bit different. If you have a skill, even if you usually want to forget about it at five o'clock, please come forward.

Talking of fun, did I enjoy the 1997 event? Well, let's say it was certainly an interesting experience, and one I do not regret for a minute!

Dave Cuthbert
Rally Secretary
1997 ARC International Rally

HBRO Web Site Update

Just to let you know that the HBRO Web Site is being improved all the time by Graham Taylor and Martin Parsons, so you need to visit it regularly. Please take time to make some comments or questions in the guest book, and check out the Links page.

The location has been sent to all of the top search engines so that other Land Rover Nuts around the world will visit the site. Also other Land Rover clubs that have sites have put a link on their pages to our club site. (World recognition soon!!!)

You will find the site by entering the following URL at the Location bar at the top of the page (for the newcomer's info of course)

<http://www.gtmedia.u-net.com/hbro.htm>

Bye for now,

Martin Parsons.

E-mail:- martinparsons@rocketmail.com

Graham Taylor

E-mail:- GTMedia_Services@Technologist.com

Web Home Page:- <http://homepages.which.net/~graham.t/hbro.html>

Sent by RocketMail. Get your free E-mail at <http://www.rocketmail.com>

I've visited this site and it looks fine. It was still "under construction" at the time but it really looks promising and is a good advert for the club and for G. T. Media Services too!

Tel 01252 717922



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"GUNPOWDER, TREASON AND PLOT"
Camping Weekend with Bonfire, Fireworks
display with BBQ and Winter Series RTV Trial
at Nelly's Dell. November 1st & 2nd.

We are holding a Bonfire night with barbecue and RTV trial at Nelly's Dell, about 6 miles south of Alton, Hants on the A32. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock. (Address inside front cover.)

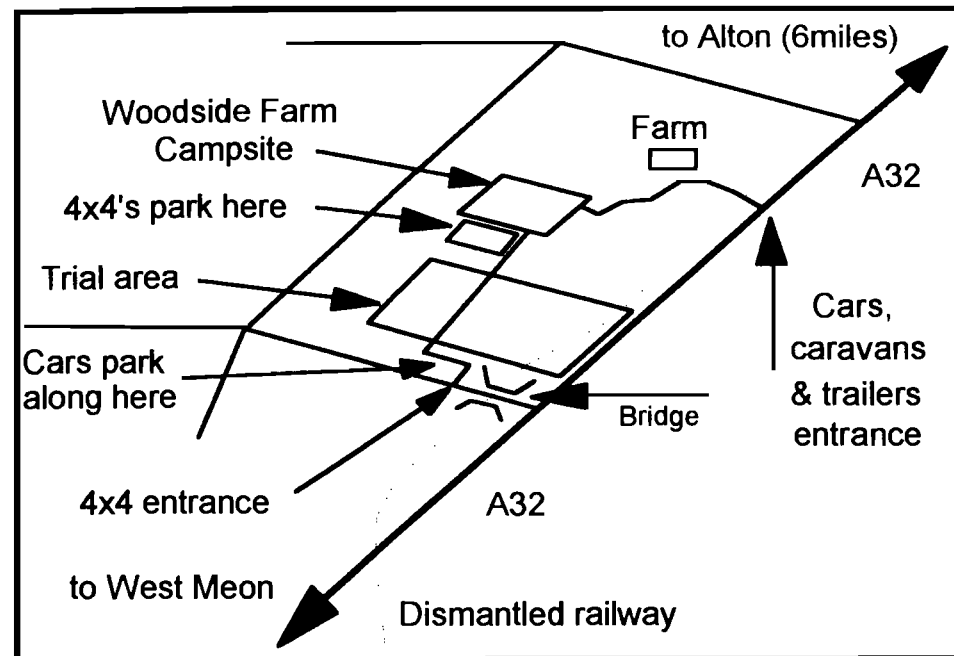
Saturday:-

General get-together with building up the bonfire (bring as much inflammable junk as you can carry) and setting up the barbecue and putting up tents etc. Call Maxine on 01252-332372 by the 29th October to book for the BBQ. NO FONE - NO PHOOD! This will probably be hand-held burgers etc at £1 per item. Bring some fireworks too. The trials sections will be set out as well.

Sunday:-

Scrutineering start at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. Don't forget your MOT certificates, and driving / RACMSA competition licence. RTV will be a qualifying round for the Winter Series, the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help set out the various parts of this event including designing the trials sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal and we'll show you how to score if you've not done it before!



Annual General Meeting
Friday, October 31st.

The AGM is to be held in the HBRO's mobile "village hall" (the marquee) at Nelly's Dell. Bring a chair! Start will be at 20:00, 8 p.m.

AWDC Events in our area.

HBRO members are invited to participate:-

Broxhead Common, 16th November.

Fees:- Time Trial, £25. RTV, FVT, £15 Pre-booked, £18 on the day.

Scrutineering 08:30, Start 10:00

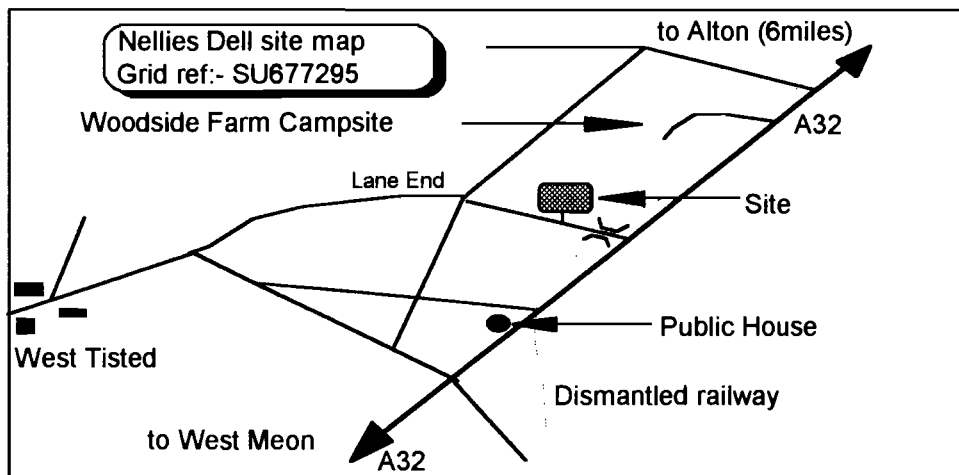
Pre-bookings / enquiries to Mr. Terry Day, 17 Cairngorm Road, Thatcham, Newbury, Berks, RG19 3FT, 01635-864833.

Sidbury Hill, Tidworth, 7th December.

Fees:- Mini-safari, £30. Scrutineering 08:00, Start 09:30

Pre-bookings / enquiries to Lorraine Siegenburg, 42 Lambourne Place, Lambourne, Berks, RG7 8XZ. 01488-72438.

Events will be run to AWDC regulations. Ashley Pocock should have a set so ask him for a "borrow"!



The New Pub Meet

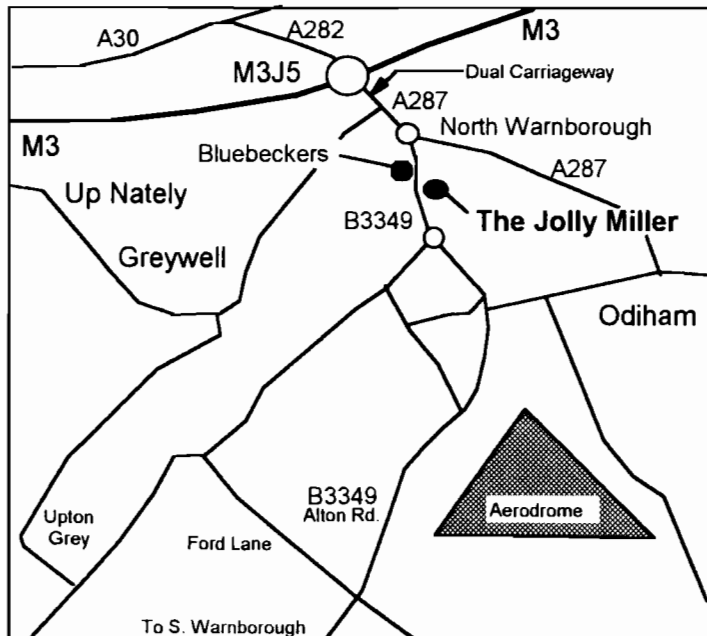
The pub meet on the first Wednesday of the month is now at the Jolly Miller in North Warnborough. This is 2 minutes from the M3 junction 5 (Hook and Odiham). This will be closer to the Hampshire members, easy to reach for the Berkshire members and may be the members from the south coast could be tempted to come straight up the M3.

The Jolly Miller.

If you've just got home from trying to find the new pub, the map for the last two months has been wrong by about 2 miles and one roundabout! Cause was a complete mis-interpretation of the scale of the hand-drawn original. Lots of you still found the pub despite the error. Those who got there from the M3 had to run the gauntlet of 100007 bikers parked all round the roundabout, along the verges, up the trees etc. Apparently, they weren't protesting about anything, they were just doing what we were doing, having a pub meet - fortunately not at the same pub. They do this on the first Wednesday of the month. Sound familiar? We discussed asking them to change to the second Wednesday of the month but thought better of it. Maybe we could change to miss them and to provide a better spacing with the Bishop's Waltham meeting on the last Wednesday of the month. What do you think?

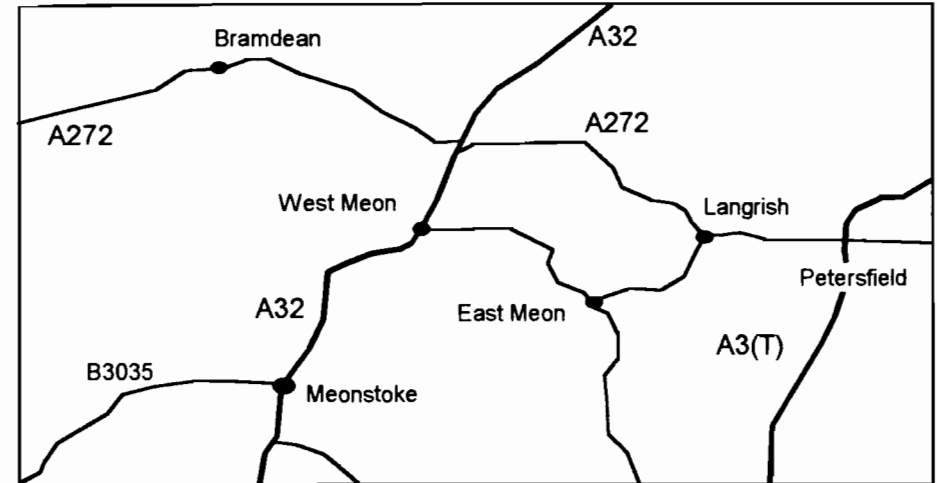
So coming from M3 junction 5, take the turning to "Farnham and Odiham," along a short stretch of dual-carriageway to a roundabout, take the third

exit "Alton B3349, North Warnborough, Odiham". About 500 yards down this road is Bluebeckers Restaurant on your right and then round a bend. The Jolly Miller is on your left. It has a car park at the back entering on the right side of the pub. To start with, we will be meeting at the bar and then if the numbers are sufficient, the pub will let us use their function room and set up the TV and video.



Skittles Night Lawns Hotel, West Meon. Nov 22nd.

We're having a skittles evening - come and give it a try. See flyer in this issue or contact Maxine.



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Safari Engineering tel: 01734-732732 fax: 01734-732732 mob: 0836-384505	Series I, II & III, 90 / 110 bits new and s/h.	No specific discount, just a jolly good deal!
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Southern Winch Centre, Southampton. HANTS 01703-270600	Superwinch, Warn, Ramsey, Rule winches. Winch accessories, ropes (£2:60/m incl loops), Hi-lift jacks, spotlights etc	Discounts vary but very competitive prices and free fitting on winches
DroverCare. Winchester. HANTS 01962-886722	Service & Spares for all Land Rover Products.	10% discount on labour. Parts prices very competitive.
CHIRON. Brenda Taylor. Reading. BERKS. 01189-880228.	Digital Communications. ISDN installations and equipment.	Latest high speed data communications for businesses large and small. Call for advice.

These HBRO member owned / run companies are offering deals / discounts to HBRO members on items specified.

Don't forget to take your membership card with you!

If anyone can add to this list, please contact Steve Kirby with the details.

The 1997 Belgian Nationals according to the Taylor Household

Once again an epic tale from the Taylor household of a Nationals competition, but this time the Belgian Nationals. Those of you who wish to know about the weekend itself can skip to the heading 'The Nationals'. Otherwise read on to discover the activities of the week before.

The Belgian Nationals were held on the weekend of 12-14th September 1997. We decided to make it part of our holiday and spend the week before in Belgium. Nadia thought this highly amusing and said 'The Belgians are slow and eat chips with everything', we were to discover that she was correct! We finally booked the Hovercraft crossing from Dover to Calais for the Monday before and arranged a green card and RAC recovery (I wasn't going abroad without RAC cover after the Welsh experience). The week before Jim fitted an new alternator which should cope with our 4 headlights and electric fan, changed the oil in the gear box (first oil change since the Welsh Nationals when the new gear box was fitted! You'll remember that episode) and tried to find the reason for it not starting sometimes when you turned the ignition on! The Friday before we were due to leave he went to check the engine oil levels etc. and the vehicle would not start; flat battery. So it was put on charge overnight and come Saturday, still would not start. Seems he had not found the reason for it not starting sometimes. After much gnashing of teeth and cursing (I don't know who he was cursing 'cos I kept out of the way as usual when Jim works on the Land Rover!), he finally decided it was the battery that was knackered, so he bought a new battery, and discovered that the earth strap from the gearbox was loose. Monday morning dawned bright and sunny; we loaded up the Landy with our tent and clothes and tried to start it. My heart was in my mouth, would it start? Would it get us to Dover and would it last the week in Belgium and get us home again? The Landy leapt into life and we leapt in and were on our way to Dover.

We arrived early at Dover, but the next crossing was full so we had to wait for our allotted time, during which time we wandered around the Hovercraft terminal and Jim bumped into a chap he was in the army with (left the army 9 years ago), they talked about various people they knew and I wandered around some more (boring stuff this army talk). The Hovercraft crossing was fairly calm, a bit choppy was the feeling inside, you can't see a thing 'cos the spray from the skirts covers the windows, still 35 mins later we are on French soil, through customs without so much as a 'by your leave' and on our way to somewhere. We didn't really know where to go in Belgium, I know I wanted to see Brugge (for the lace) and that was about it really! So off to Brugge we went. About 1½ hours later we arrived at the junction for Brugge, came off the motorway and followed some indications for camping. We came across a camp site with a restaurant and lake in the middle, fairly cheap so we booked 1 night. We pitched the 4 man kennel tent by the lake next to some Brits, toured the lake and dived into the restaurant

for a real Belgian meal. Mussels are in season so we had a bowl of steamed mussels each and guess what? a plate of chips arrived! The beer was great especially the dark stuff called Grimbergen, so many samples later we staggered to the tent and laid our weary heads down. About 4 hours later I awoke to what sounded like a juggernaut driving through the tent! The camp site was along side the 6 lane motorway we had arrived on and the road in front of the site was a main A route to somewhere! We neither of us got much sleep that night and once dawn broke we packed up and left the site.

We went off to a small chateau on the outskirts of Brugge called Loppem. Well worth a visit if you're in the area, it's a 19th century castle built in the gothic style with sculptures and paintings in every room and the gothic style furniture. The ceilings were stunning with wooden carvings in the wall claddings, all highly painted and gilded.

From Loppem we went to Brugge, a beautiful town, much of it well over 400 years old, almost every building had at least one sculpture either above the door and/or above the windows. We had a ride on the canal and went to one of the lace museums, I was enthralled, Jim humoured me until I got in the museum shop when I sent him outside to rest his knee. I bought some patterns and post cards, Jim watched a woman with a young Husky puppy try to rape a spaniel sat by a gentleman outside the museum! I started to get mild toothache.

That evening we set off for a camp site marked on my map by a lake on the far side of Gent. This is when we discovered that navigating in Belgium is difficult, all the sign posts are on the far side of the junction, so if there is anyone waiting at the junction, you can't see the sign post until you've gone past it! We have done more U-turns during our week in Belgium than I have done in my entire life! We finally found a camp site after 3 circuits of one small village (the road I wanted was closed due to road works (no diversion signs) a detour in another small village due to roadworks (diversion sign posted this time) and about 3 U turns. The site was small and almost deserted, our landlord was very friendly and helpful, giving detailed directions in pidgin English to the nearest watering hole. We wended our way to the lakeside cafes and restaurants and found a reasonable one to sit in. I had fried chicken and chips and Jim had steak and chips!

A much more peaceful night was had and the following morning we awoke refreshed and ready to go, but where? We decided on Gent. We managed to find it amongst the lack of sign posts, and as for finding the town centre and parking, well 2 circuits of Gent later we were parked! We found the tourist information people who gave us a map to follow on foot. We found the cathedral in the centre and entered, STUNNED! It is the most beautiful cathedral I have ever seen, Statues and sculptures every where, a huge sculpture in the centre made up from 3 smaller pieces brought together by a large wooden carving in the image of a staircase rail. The ceiling was beautifully painted with golden stars and about 30 feet high. When I entered my jaw fell open and I don't think it closed until I left! We also visited the castle whose remains are from gothic times but which was completely rebuilt in the early part of this century, so although it looks

complete from the outside, there is nothing inside, all the furniture, paintings and sculptures etc. have long gone. There is a small museum of torture implements, Jim found this fascinating, but I found it all a bit gory, but overall I thought the castle a waste of our time and money. We spent a second night at the camp site outside Gent and tried another of the cafes for dinner, this time kebab and the ubiquitous chips and spare ribs and yep those chips again. Thursday saw us a bit short on camping gas. We were told there was a big camping shop in Alt, so we set off, trying to navigate round the minor roads again. We got there by lunch time found our gas and then set off for Mons. The sign posting was so abysmal that I ended up following signs for a chateaux at Beleoil which was en route and not far from a main road. We stopped in the village for lunch, everything was closed apart from the cafe, where we had burgers and chips! We visited the castle which could be very pretty if they spent some money on it and did it up, but most of the paint work was cracked or peeling off and all the picture frames had lumps of the moulding missing. There were plenty of paintings and sculptures to look at but all a bit tatty. The best thing about the castle was the moat, which had the biggest carp I've ever seen in it. For 20F (about 30p) you could take some stale bread and feed the fish, hence they all hung around the bridges and started sucking in water when ever anyone went over the bridges. We fed the fish much to Jim's amusement.

We then headed off to Mons. We followed the RAC book of camp sites I had bought and found one by the Waux Hall park in the centre of Mons, it looked from the outside like a Butlins holiday camp and after the experience of the first night we decided it was not for us. We then followed the signs to Binche where the tour map said there was a site, 30 mins later due to heavy traffic and appalling sign posts (more U turns) we found the camp site. It was miles from anywhere and the on-site restaurant was closed for the season. The site was hilly (a hill at last) and toilets old and shabby. It did not feel nice at all, so we drove back to Mons which, at least, had beer and food in close proximity. More heavy traffic and another 30 mins later we arrived back at the Mons camp site, which when we got inside was actually very nice, flat pitches separated by small hedges or rose bushes, lots of clean toilets and showers and once the rush hour traffic had gone it was very quiet. There is a park alongside which we could have visited but run out of time for. By this time my tooth is raging and I was eating pain killers like they were sweets. We headed into town and found the centre square was massive and surrounded on 3 sides by cafes, the fourth side was the town hall and other ancient buildings with a large clock on top that chimed regularly. We had probably our best meal here consisting of pork in tarragon and cream sauce with (you guessed it, more chips) and Jim had something equally exotic with chips. We whiled away several hours in the square, people watching and drinking, we needed it after our days navigation exercise, I had been feeling particularly stressed.

Friday morning dawned and we packed and made our way to Tournais, the Belgian Nationals was held at Estaimbourg near Tournais. Unfortunately in our keenness to get there we arrived before any signs had been put up so we

couldn't find it! We decided to look for beer instead and followed some huge billboard signs for a hypermarket, this took us miles from Estaimbourg and into France where at a roundabout for 2 major roads the signs for the hypermarket ran out! Is France as poorly signposted as Belgium? Seems so! We gave up went to the nearest town, bought some beer and went back to Pecq near Estaimbourg for lunch. Jim had something with chips and I had a lasagne without chips!!! It was just lasagne no side salad or anything just lasagne! Very nice it was too but I still had to look at Jim's chips!

The Nationals

As if by miracle, when we walked out of the café there were Land Rover signs at the cross roads pointing back to Estaimbourg, at last some sign that the event was happening, we hadn't been conned after all! The event was held in the grounds of a small chateaux which is open to the public and has pens with goats, peacocks, emus and a small brown and white pig which seemed to think it's partner in life was the blue barrel in the compound. Apparently the pig spent many hours on top this barrel thrusting its loins back and forth! We found the bivouac (that's camp site to you and me) and parked our tent with, we hoped, enough space for Kiran and Zoe's tent. Upon looking for water and toilets we were very disappointed, in fact the British contingent was 'up in arms' at one point and about to storm the organisers tent on the lack of facilities, there was a total of 8 toilets dotted about the site of which 2 were specifically ladies for some 300 people present at the event. The water was obtained from one of the showers in the tennis courts where a rose had been removed. Jim had to stand with our 5 gallon container on his head whilst it filled, he returned to the tent fuming, adding yet more fuel to the British anger. Somehow though it all seemed to die down and it was never really a problem as I never had to queue to visit a toilet all weekend and as they supplied all the food and lots of drink no cooking or washing up was required so we did not need any more water.

About 6.00pm everyone entered the marquee erected for the occasion and there were speeches in 4 languages welcoming people to the event then aperitifs and some nibbles, followed by the evening meal, frankfurter sausage, pork kebab and more of those bloody chips. The night trial started about 8.00pm (in the dark) (*That's why it's called a Night Trial - Ed*) There was talk of it being extreme but you could go round it if you wished, so after much humming and ahhhing Jim and I decided to give it a go. We were given a road book which consisted of squares with diagrams of the road layout and some indication of the distance to the end of the diagram. This was very straight forward apart from box 3 where we saw Land Rovers going in all directions as people went up the wrong road, what was needed was observation of the fact that a road name had been written by one of the turnings and the distance started from there; once we sussed this out we were on our way. About 1 hour later we were less than half way through the book. We were regularly overtaken by other Land Rovers, but they had coil springs and mad Belgians or Frenchmen behind the wheel. One of the boxes had a large exclamation mark in it and a 'hole' symbol, when we got

there we found a mad Belgian in it! He must have been going some to fall in it as it wasn't really a hole more like the track we were on become raised and narrowed. If he'd been going slowly he would not have fallen in, anyway there were several Land Rovers with winches there assisting him so we left as we couldn't speak the lingo. Some while later a slight lack of concentration on my part caused us to take a wrong turn, we ended up down a track with dead ends, one of which had a large tree sticking out in to the track, we got past it OK but upon retracing our tracks I had to jump out and hold it back. It was a particularly springy tree and just as Jim drove past me I lost my balance and stepped back into the path of the Land Rover. The front tyre got the back of my boot and pulled it to the ground, on feeling this I thought I was going to be dragged under the tyre and lose a foot so I screamed loudly and continuously, and even louder when the knobbles of the tyre rubbed past the back of my calf. When Jim finally stopped I was a sobbing wreck by the fence, Jim asked me what had happened, I screamed 'You ran over my foot!!!'. He leapt out of the Rover and tried to comfort me by touching the top of my foot! I just squealed more, saying 'Don't touch me!!', it's not my foot but the back of my leg', at which point he touched that and I really did squeal. I think Jim was a bit perturbed at this and concern for whether I'd broken my leg or not was starting to tell. Anyway I managed to hobble to the passenger side and scabble into the vehicle with my leg throbbing. It was very sore for a couple of days and the next morning when I could see my leg in daylight it was very swollen around the ankle and very black and blue. At this point having been fed up with green laning by numbers in the dark I was well and truly cheesed off and wanted to head back to the tent. The only problem with this was we had no idea where we were. What didn't help matters was that there are 2 towns called Templeuve one very close to the border with France and near Estaimbourg and the other some miles into the French countryside. I thought we were in the Belgian town and couldn't figure out which way to go, when in fact we were in the French town and had several miles to go to get back to the tent. 1½ hours later we arrived at the camp site tired and bruised and relieved to see Kiran and Zoe's vehicle parked next to our tent; we'd also missed the onion soup!!! Zoe was impressed with my sign to indicate which was our tent, an A4 sheet of paper with 'Jim and Bren's tent' written on it.

The next morning dawned misty and chill but it soon burnt off to reveal a bright sunny day. Next to Kiran's vehicle was a bundle of tent and person, it turned out it was Pierre, a friend of Mostin and John who had come from Wales. Pierre had gone as co-pilot with a mad Russian. The road book took you into some interesting terrain not long after where we gave up. Pierre and the Russian had got stuck there and needed the winch to get out but their battery was going flat so they could either winch or have lights on but not do both, they also ran out of petrol and finally returned to the camp site a 6.00am, at which point Pierre was not about to erect his tent so he rolled himself up in it!!

Breakfast was croissants, bread jam and pastries, no chips!! I was surprised at that! Saturday saw us all given another road book similar to the previous nights' and we set off with Zoe navigating (I hoped she could do a better

job than I had the night before (it is very difficult to read the small print on the map when a leaf sprung vehicle is moving!!). We arrived at a quarry where the organisers sent everyone to the bottom. We waited there about an hour whilst they lined everyone up in a particular place with the hope of spelling Land Rover on the pit floor, they did just and took a photograph for the daily newsletter they printed and I think LRO magazine, then we all had to file out and continue with the road book. About lunch time we stopped at a café somewhere in France and had a drink and ate the 'lunch packet' supplied by the organisers. At this point the editor from LRO turned up with his camera and took a picture of the 4 of us by our Land Rovers and we had a chat about things in general. The road book then took us to a trial site which had extreme and easy sections. The extreme was mud pits with mud so thick and deep that you drove in a few feet and then winched yourselves out. I cannot see the point in this and so we did the easy bits which were fun. One chap on an extreme part was laying on his bonnet trying to attach a rope so he could be winched out with his lady friend hanging on to his trouser leg trying to stop him falling in, unfortunately he remained dry!!! Everyone had their cameras ready! By about 5.00pm green laning in the daylight was starting to get a bit boring so we made it to the beer tasting then headed for the camp site again, this took some time again as we did not know where we were again. After 2 circuits of the Tournais ring road and a domestic from Jim and I we finally made it to the camp site and food. A barbecue this time with lots of salads and CHIPS.

After a couple of beers and some food we mellowed out and went to watch the night trial. Belgium is flat for the most part, so in order to make the trials interesting the organisers had dug some pits with earth movers, so they had very straight steep sides and almost sheer drops in places into and out of them. There were flood lights up and it seemed to be a free for all as to whether, when and where anyone drove. One pit was filled with water and had a sheer drop into it. Many of the vehicles were having a go, the first thing to hit the bottom was the bumper, the headlights disappeared under water and the vehicle bounced into the pit and then had to apply full power to drive through the mud and water. The exit was less steep but a couple who entered came out spluttering and a lightweight died not far from the exit, where the bonnet was lifted and people ran round squirting things. A dipstick in a LWB with pure road tyres on entered the pit and went no where, it took about 2 hours to winch him out, we gave up and went to bed.

Sunday saw another misty start which soon burnt off. Sunday was the day of the trial! The course was marked by lines of tape, if you touched the tape you got 10 points if you broke it you got 100 points, if you stopped for more than 5 seconds you got 100 points and a reverse was 100 points. If you did not take part you automatically got 5000 points. We watched for a while and Zoe and I were getting more worried with each section there were people nearly rolling their vehicles, most of them got stuck on the tops of banks and it looked very chaotic. The mad Russian was taking part at a snail's pace and got stuck on every mound. One section had a 180 turn at the top of a mound round a tree, everyone was

getting stuck here and the mad Russian dug himself a deep hole with his bumper 'cos his winch stuck out 8 inches further than a normal bumper. They eventually cleared the Russian and then Jim passengered Kiran round the course. He made it look easy, no wheels in the air, no tipping over and just walked it safely and easily. We determined that the Europeans do not know how to drive off road. Most of them had huge wide chunky tyres (900) profile and they just used loads of right foot, the result was dangerous driving. Jim got his confidence up with his trip with Kiran, so Kiran passengered Jim and they took our series 2A round. The Belgians were gob-smacked, 'That's standard' they cried 'You can't do it in that!', 'Watch this space we said', and Jim walked it round nice and easy and made it look simple. I wished then that I'd sat with him, however, by this time my toothache was much worse and I did not want to be shaken around too much. I did passenger Russ who came from Havant on the easy course. Later in the afternoon there were trophies given out and Russ won third prize. Lunch was more barbecue and salads and CHIPS. There were lots of very expensive prizes and pretty trophies. The mad Russian got a trophy for what we never figured out and another Brit got one for something. Unfortunately the prize giving was all done in French with no translation so we had no idea what anything was for.

We finally packed up and headed for the Hoverport a day early as everything was finished by 4.00pm and my tooth was giving me gyp. We managed to get the same crossing as Kiran and Zoe and parted our ways at Dover. We got home safely without incident, but very tired.

Would I go again? Yes knowing about the lack of organisation I would still go but take water with me and probably travel over on the Friday morning and come back on the Sunday, another week in a leaf sprung series 2A does not thrill me! It was most interesting and a good laugh, there were a lot more Brits there than I had expected, everyone was very friendly and helpful.

I went to the dentist when we got back, got some anti-biotics and one week later had my wisdom tooth extracted; painful for a couple of days.

We went to Padstowe for the following week and at each meal I kept saying to Jim 'I don't care what I eat as long as it doesn't come with CHIPS!!!'

Brenda (U-turns with chips) Taylor

The Editor
Pants & Barks

Bracknell,
Berkshire

We came up from Bracknell on Friday night to offer help if our club, the HBRO, decided to run the National in the year 2000. Don't know if anyone noticed!

We have had a Land Rover in some shape or form (and there are many) for over 20 years. We were originally members of the SROC and one of our first Nationals was the unforgettable Harwood House in Yorkshire. We "served our time" with the SROC at Petworth both helping and taking part in events.

Over the years, however, things change. After the death of Chris Page, the club was no longer able to use Petworth and events started to get further and further away from us. We joined the Range Rover Register for a while and Graham ran local meetings for our area. Later, we joined the HBRO to "keep in touch" and also in the hope that the events would be a bit more local to us. Whereas we had always enjoyed the Rally Weekends, our jobs, working Saturdays, now made these impossible, so we tended not to get so involved.

Our son has progressed from bike trials with the SROC, caught the LR bug and is now a fully qualified LR Technician. He entered his first Comp Safari at the SROC National in Croxsted in '96 as an HBRO member using a LR built from scratch. He was able to enter this by the skin of his teeth after some last minute hitches, fine adjustments and a bit of much appreciated help from a couple of HBRO members the evening before.

I know that there is a lot of other people who belong to the club and who, like us, are not always able to get to social events and who do not trial or enter events. None the less, just by paying their subs each year, they are still very much part of the Land Rover scene.

In the Bracknell area we have at least 5 members who, because of jobs and personal commitments, also the choice of time and day (Friday at 7:00) were unable to attend this meeting, but would be more than willing to help at a National event. Some have the capacity to supply very valuable expertise in various ways, both practical and otherwise, and we therefore resented the comment from the lady about members "coming out of the woodwork" when all the hard work was done.

If the National 2000 is taken up by the HBRO then, if needed, we would be more than willing to "come out of the woodwork" and do our bit, as I am sure would a lot of other members.

Graham & Valerie Woolls.



ASSOCIATION OF ROVER CLUBS
1998



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For Sale

Note that small ads are free but please let the editor know when a sale is complete so we 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), phone number with full national dialling code, fax, e-mail, etc 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...

- * Caravan - Abbey Durham, 13ft, 1979, 4 / 5 berth, sink, hob, grill, fridge, 12 volt electrics, pumped water, Salou awning, spare wheel, gas cylinder. View at Nelly's Dell. £700 o.n.o. Contact Barry Simpson in London on 0181-870-1804. (NOV97)
- * Range Rover Gearbox. Chrysler Torque Flite 3-speed auto with torque converter and adaptor plate. £340. Call Tom Tilley in Bracknell on 01344-867764 after 6 p.m. (OCT97)
- * Land Rover Bits Series III Gearbox / transfer box unit with V8 adaptor kit. Can be heard running OK in vehicle until end of September. Flotec low-profile oil pump base and remote filter assembly for V8. £375 the lot or may split. Contact Andy Smith in Wokingham on 0118-9793827 or e-mail on andrewsmith@motivepr.co.uk. (SEP97)
- * Land Rover Bits. Breaking SIII LWB Safari all parts except engine. Wings, very straight - £35 each. Bonnet c/w spare wheel carrier - £25. Dash - £25. Rad - £25. FWH - £20. Seat bases (good) - £5 each. Backs (good) - £5 each. Props - £15 each. Rear door - £25. Breaking SIII LWB Hard Top c/w side windows - runs. Engine - £150. Gearbox - £100. etc. 90 rear half of chassis ideal for hybrid - £40. Plus other bits of junk. David Hatch, 4a Gordon Road, Fareham, HANTS. PO16 7TW (SEP97)
- * Bits Five Freestyle alloy wheels with good 205x16 Michelin XMS tyres - £500. Steering protector bar to fit 90 / 110 £40. - TDi engine blanket - £20. Contact Tony Blaze in Newbury on 01635-248852 or 0410-227012. (SEP97)

- * Land Rover 90 front seat set (3). Black leatherette material. Excellent condition complete with mounts but no headrests. £100. Call Alan Smith on 01252-835821 (SEP97)
- * Land Rover Parts Four Discovery steel wheels - £80. One Discovery tyre, brand new, Goodyear Eagle, 235/70-16 - £50. Five Pirelli Scorpion 255/65-16 tyres, 3000 miles only, on Discovery steel wheels - £350. Land Rover Series truck cab with all fittings - £20. 90 / 100 / Defender truck cab with full interior trim - £200. Call Ian Woolls in Bracknell, Berks on 01344-50360. (AUG97)
- * Range Rover Parts (2-door 1980) Top tail-gate - £65. Latest style rear side windows (no runners to go rusty, similar design to 90 side windows) - £45 pair. Front wings - £10 each. Rear wings - £15 each. Bonnet - £35. Full internal Safety Devices internal roll-cage - £100. Rear seat - £10. Dash board - £10. Front & rear wiper motors - £10 each. Heater unit - £15. Front inner wings - £25 pair. 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 or e-mail glangton@xyratex.com (AUG97)

Vehicles for Sale

- * 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. (OCT97)
- * Range Rover. 1990. Grey. 3.9 EFi V8. Auto box. ABS. Anti-roll bars. Air con. Cloth interior. Tow-bar. 235 Pirelli tyres. I'm going to Australia for a while so offer David (my father) £7000 and it's yours. It's at Hook End Farm (where we have the trials) near Pangbourne. Mark Ambler. Call 01491-671255. (OCT97)
- * Series 3 SWB Land Rover Dark blue with cream roof. A-reg. 2¼ petrol. Fully serviced. 72000 miles. New front seats. Two folding rear seats. Full sound proofing. Fully carpeted. BFGoodrich Trac-Edge tyres. 40-channel hand-held CB with external aerial (worth £100 and only 3 months old.) Ex-RAF. MOT to September 97. £3800 o.v.n.o. or trade / swap with a Range Rover. Contact Martin Heydon in Basingstoke on 01256-463764 (work, 9 to 5 Monday to

Friday) or at home on 01256-322487. (AUG97)

Wanted

- * Bedford HA Van. Good / fair condition. Wanted by another club for restoration. Will be painted in BEA colours to accompany a preserved de Havilland Trident III airliner. Contact Steve Kirby in London on 0181-287-0377 (OCT97)
- * Land Rover Bits. 90 / 110 Windscreen & bonnet, must be straight. 90 2¼ engine crankshaft pulley with power steering. 90 front & rear props. David Hatch, 4a Gordon Road, Fareham, HANTS. PO16 7TW (SEP97)
- * Tyres 265/75/16 BFGoodrich Mud Terrain tyres. Contact Tony Blaze in Newbury on 01635-248852 or 0410-227012. (SEP97)
- * Range Rover. or trade / swap with a rather nice Series 3 SWB Land Rover. See advert in For Sale section. Contact Martin Heydon in Basingstoke on 01256-463764 (work, 9 to 5 Monday to Friday) or at home on 01256-322487. (AUG97)
- * 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. (AUG97)

WARNING

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

SERVICES / ONGOING

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

good.

Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-650212. Note the new number.

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.



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