

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*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. are highlighted in **bold text**.

Short-term events programme is shown below; long term programme can be found inside the back cover.

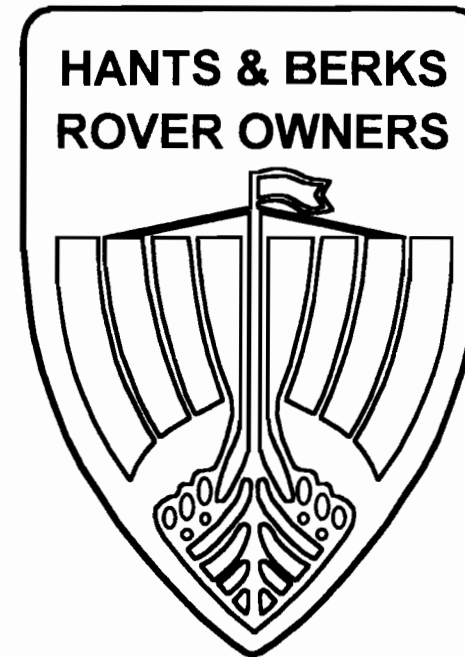
WS = Winter Series. SS = Summer Series.

June 28 & July 4	Site clearance at Pucknall. Call Dave Ridden.
July 4 - 5	<i>Fox's Driving Day.</i> ** CANCELLED **
July 5	Green Lane trip. Call Dave Ridden.
July 11 - 12	War of the Roses, Cumbria. Team now set but if you want to go on standby, call Adrian Bolge. RTV on Saturday.
July 12	Surrey Saw Mills RTV. SS
July 18 - 19	Billing Show.
July 26.	RTV and camping at Pucknall, Braishfield, near Romsey. Details elsewhere.
Aug 1 - 2	Battlehurst Farm Interclub Challenge. RTV & Gymkhana SS.
Aug 22 - 23	<i>North Wales Club event at Porthmadog.</i>
Aug 29 - 31	All Rover Weekend. Town & Country Show, Agricultural Centre, Stoneleigh, Warwickshire.
Aug 29 - 31	<i>HBRO Summer Rally. Nelly's Dell. BBQ. Gymkhana, camping, & fun events.</i> SS.
Sept 12	ARC meeting, LR factory, Solihull.

Pants & Barks



1998



**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.

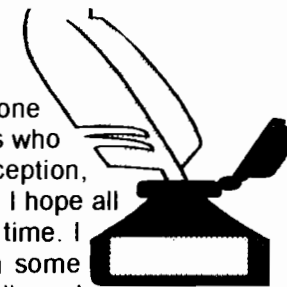
"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

Editor's bit....

What an International Rally that was! Well done host club(s) and well done to all those HBRO members who helped to run it. This help included caravan reception, marshalling, bus driving and one or two other odd jobs. I hope all of you that attended had an enjoyable and successful time. I am anticipating a flood of Nationals articles! Send in some photos too and I'll see how many I can print. Some Rally and 50th Anniversary related articles have already arrived, where are yours?

I still haven't received any Caption Competition entries yet.

Keith Jones e-mailed me to say that the Goodwood Festival of Speed was actually on 12 / 13 / 14 June and clashed with the Bowhill weekend rather than the Stag Owners weekend. He also asked if we could just turn up for the



This month...

- CCCC from NJ.
- Rally 2000 news from Ashley Pocock.
- International Rally Results in brief.
- Rights of Way News from Dave Ridden.
- Dave Cuthbert writes about old Land Rovers.
- Brenda Taylor describes the International Rally intertwined with the continuing saga of owning a reluctant Land Rover. ...and puts forward a couple of suggestions.
- Steve opens his Rally Diary to public gaze.
- Sue van den Braak starts to look ahead to Rally 2000.

Next month:-

- ARC News is back again.
- ARC meeting report.
- New Maps described by Dave Cuthbert.

Stag weekend or if there was any need to book. This highlights an ongoing problem whereby I receive early information on an event and then this is not followed up by details. So if you tell me about an event, please try to supply further details, date changes, etc. Thanks. It's a shame members don't put events in their diaries or someone would have spotted that the proposed December 15th event was on a Tuesday. Now corrected!

Steve Kirby

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you use a PC, please send articles on 3½" or 5¼" disc if you can and I'll return it afterwards if needed. Practically any word-processor format will do but not Works please. 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. Send word processor files or plain text. (Please indicate in the text of your message the address code you used and **your own full e-mail address.**)

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Internationals Results in Brief.

<u>Comp Safari.</u>					
	Cls	Pos		Cls	Pos
Mark Ambler	1	5	Karen Duffett	2	6
Ian Wools	9	42	Dick Corking	9	57

<u>Timed Trial</u>		
	Class	Pos
Dick Corking	Special	8

<u>RTV</u>								
	Cls	pts	Pos		Cls	pts	Pos	
Sue Lea	2	22	7	Trevor Jones	3	7	7	
Matt Hewitt	3	17	16	Russel Varf	3	19	20	
Tricia Jacobs	3	30	27	Hugh Duffett	4	1	5	
Nick v.d. Braak	4	3	12	Kiran Raval	4	9	21	
Nick Woodage	4	11	29	Paul Webb	5b	1	2	
Mike Hobbs	5b	9	11	Jim Mann	5b	12	15	
Neil Shawyer	5b	14	17	Gareth Chambers	5b	17	19	
Keith Jones	5b	24	21	Steve Skinner	8	15	4	
Steve Kendall	8	23	6	Steve Kirby	10	37	27	

<u>CCV</u>								
	Cls	pts	Pos		Cls	pts	Pos	
Mark Ambler	1	11	6	Trevor Jones	3	56	12	
Matt Hewitt	3	68	18	Dick Corking	10	3	4	

<u>Bike Trial</u>		
	Age	Psn
Thomas Barber	13	10

Hugh Duffett and Paul Webb are shown as having have been awarded the Taliesin Trophy which is for the highest placed Standard Class vehicle in each class (1 to 5b) in the RTV. (at least that's what the ARC Handbook says.) Maybe Hugh or Paul could explain?

Rumour Mill

It is rumoured that Mercedes locked a cat in their new off-road vehicle to check to see how good the door and window seals were. If the cat was dead by suffocation by the next day, they knew the seals were OK. Chrysler Jeep tried the same thing with a rabbit, but by the next day it had escaped. Land Rover took up the idea as well but used a chicken and locked it in a Defender. By the following day, it had been killed by a fox.

'Nuff said.

Anon

Chairman's Chit Chat Corner

So did you all get to Eastnor for the big event? AA & Relay allowing, John and I finally arrived on the monday evening. I had been to Eastnor before but it was some years back. I had forgotten what a magnificent place it is. As I said to Pam Duffet one evening "Bugger the Rovering I am quite happy sitting here soaking up the atmosphere, the scenery, and the company."

It was good to see a large club contingent at Eastnor, no doubt they were all there making notes for the year 2000!!!!. I would especially like to thank all of the members who put in such a big effort manning the Rally Reception in the early days of the event, but also any members who helped out in what ever manner. And talking of the 2000 nationals, get your thinking caps on and diaries at the ready. We will need all the assistance we can muster to run this event.

And while I am in the thanking mood, thanks to all of you who turned up at the new Romsey site for the first clearance day. Watch this space for developments.

Bow Hill was a good weekend. The weather did its best to drive us off the site on the Saturday but we did eventually get the sections set up and on Sunday the rather small field got their money's worth with 9 sections.

Technical Matters?

On the new defender models, the front axle swivels are now packed with grease instead of the oil system used on older models. Having spoken to a few members who run Nineties I gathered that the new grease system could be used on older models. When checking at my local franchised dealer parts department I was told that this was not the case. Does anyone know which is correct. Could it be that the dealers are telling porkies so that they don't get left with all those swivel oil seals on the shelf????

Nick Jennings

Email address 101743,1615@compuserve

Practise days

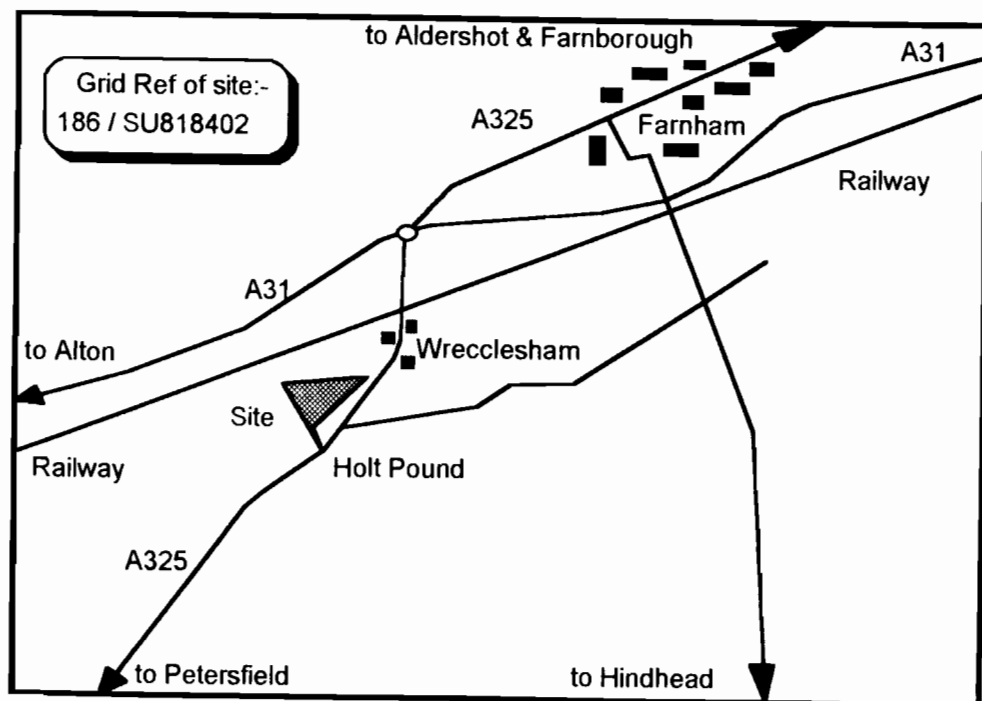
What we (Jim and I) need, is some practise trials! Setting out is not the same as competing, as there is no pressure to get it right. I know the club allows people to finish the section, even though they have hit a cane or stopped, which ensures that the driver gets more than 10 yards driving each section. But what we could do with is a day with canes laid out plus marshals (this could be other practising people) and the ability to drive through each section several times to see what effect different lines have and eventually (hopefully) clear the section! Fun days are not the same either as there are no canes to negotiate or tight turns. It was just a thought what do other members think?

Brenda Taylor

RTV Trial Surrey Saw Mills, Wrecclesham, Surrey. July 12th.

We are holding an RTV trial at this venue near Farnham, Surrey. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be at 9:00. a.m. and the competition will start at 10:00. a.m. prompt, so please be on time. ARC rules will apply as usual. 1998 ARC Yearbooks are now available. Contact the secretary or the ARC representative for your new rule book. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy". Event will also be a round of the Summer Series.

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



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The Taylor's Eye View of the 1998 Nationals

For those of you that remember last year's Nationals and our problems (burnt out alternator, busted lay shaft in the gearbox, leaking fuel pipe, burnt out switch on the electric fan and the distributor causing severe pinking) let it suffice to say that this year's was no different!! We still have the 30 year old series 2A, 2.25L petrol.

I'll start at the beginning: last November, forms appear for applications for the 1998 Nationals. Yippee we cried, we'll go for the whole week especially as it's the 50th anniversary of the first production Land Rover. We paid our fees and looked forward with anticipation to the end of May.

The first trial in January saw our Land Rover not 'pulling' very well, by Easter it would not 'pull the skin off a custard', according to Jim. So, we determine that we have (due to other commitments), 4 weekends in which to sort it; we had better get started, as I said I did not want a repetition of last year! After much questioning, discussion and examination of pistons with a pressure gauge (down below 120 psi) we decided that the head has to come off!! Sounds painful, as long as Jim does not try to pull my head off, I'm happy! Said operation reveals burnt valves and one cylinder running very badly. Jim wants more power and to run on unleaded fuel, due to the change in the law next year, so we decided on a skimming the head and fitting unleaded valve seats. This is duly organised, in the mean time we started cleaning the piston bores only to discover 2 are scored, this means a skim and over sized rings are also required! Jim and a friend (Alex) set about removing the engine and took the pistons out the bottom of the engine, only they aren't supposed to be removed via the bottom, so they bend the skirts on the pistons. So now we need new pistons, so we might as well have bigger ones!! Apparently, size is important, at least where engines are concerned! So we are now on for a rebore, new pistons and 9:1 compression on the head! This is supposed to take 5-10 days, the engine should be returned one week prior to the Nationals with the weekend to fit it, the next week to run it in, change the oil, torque down the head and get to the Nationals, a bit tight but possible. However, the man doing the work got a bad back and the engine was finally back home on the Thursday before the Nationals start! Oops, this is going to be a bit close. Jim took Friday off work and with Alex's help fitted the engine; Saturday is spent attaching the sundries, water system, and carburettor, etc. 8.00pm Saturday we are ready to fire it up, it doesn't! We checked everything; it seemed to have a spark in the right place at the right time but just did not fire. We had used a new carb. bought for £10 at the old Sodbury sortout, was this wise? The original one was now in bits because the engineering company doing the rebore had looked at it to see if it was worn, they had not put it back together again! In desperation we rang Neville Dewdney to see if he still had his engine and carb. from replacing it with his new V8. He had and said we could borrow it, Neville we love you! Sunday morning Jim drove to Ash Vale removed the carb. and returned home to replace the new carb., theory being, when Neville's engine was removed

the carb. was working and set up correctly. We turned the key, still nothing. Doom and gloom reigned in the Taylor household. Feeling so desperate a) to get the vehicle working and b) cos' we were missing our holiday, we rang Andy Bunyon at home (sorry Andy), he said 'sounds like the disi is 180 degrees out!' But you can't get it in the wrong way round, according to the manual! Since when have manuals been right! 180 degree about turn of the distributor, turn the key and it fires up sweet as a nut!! Yippee we jump up and down, big cheesy grins, joyous praise of Andy, one very pleased household, enthusiasm took over and Jim said, 'lets go for a test drive', (we have been told not to idle the engine for too long, but to get it moving with some load on it (like a hill), so it does not get a shine on the bore and so runs in properly). Jim tried reverse gear, much crunching of gears and the engine stalls. After several repetitions we determine that the clutch is not disengaging, we had put in a new clutch release plate. Another telephone call to Neville could not determine the fault. We gave up in despair. As it happens it was probably just as well as the wheels only had 3 nuts on them, none done up tightly!! And one shock absorber held on by a split pin not bent over!

It was still only mid afternoon, so Jim decided to fit the new shock absorbers he had ordered, so that it would pass it's MOT which was due to run out on the Friday before the RTV competition we had entered! The shocks would not go on the bushes, he swore and puffed and banged and hammered and they just would not fit. So he replaced the old bushes on the existing shocks. Life was not good in the Taylor household! In the mean time he also replaced Neville's carb. with the one bought at Sodbury; it ran better than Neville's! We got something right for once!

As it was a bank holiday weekend nothing was open! So we decided to take a day off from the Land Rover and go to the Nationals to watch Karen Duffett do the Comp. Safari. We took the Volvo and got to the Nationals in about 2 hours, this would have only taken 1.5 hours but Jim got stopped by the police for speeding and spent some time in the back of a nice white car with an orange strip down the side! (3 points and £40 on the spot fine). The first points on an up 'til now clean licence!

We found Karen and the pit crew, they seemed to be having a good day, nothing broken and she seemed happy with her times. The course was very short and twisty with no long straights to get any real speed up, although some must have been going fast as there were several competitors who rolled their vehicles. Malcolm Whitbred drove past us on one lap with his wheels pointing 120 degrees apart, did this slow him down? NO. He was overtaking someone coming up the hill when I saw him! The fast food wagon wasn't, it took 1.5 hours from joining the queue until we got served, just for some drinks! Karen came 6th in class out of 9 entries, not bad going, well done.

Mathew had competed in the CCV on the Sunday, he'd broken a half shaft on the 3rd section, so missed one out whilst they changed it and then carried on. He was placed just over half way down the order with a score of 68, not bad considering the damage incurred and corrected.

During the day the plight of our Land Rover was discussed and it was suggested that we lengthen the rod that pushes the slave cylinder, no one seemed to know why his would work but it had done the trick for Mathew when he had a similar problem. We returned home on Monday feeling a little better, hoping that a simple fix would get us rolling.

Tuesday saw us running round trying to find bolts and things to do as suggested. It did not work, the clutch still did not dis-engage. There was only one thing for it, we were going to have to look at the clutch plate, which meant either removing the engine (not likely having just put it in, needing a crane to lift it and a lot of hours to do so) or sliding the gearbox back a few inches (according to the manual this was possible, here we go again believing the manual). As it happens, it was correct this time! With a lot of help from Alex again and a couple of metal legs lying around the garden! We do have strange things in our garden, not many plants but lots of bits of old Land Rover now! And a bit of rope in the garage, they managed to shift the gearbox back and get the clutch plate out. It was the wrong size, (see I told you size is important)! Only half inch too big, but big enough to stop it working correctly, if Wiggy had been in this country he would have had a clutch plate enema!!!! A trip to Eversley obtained the correct plate and it all went back together fairly easily. A quick test, before replacing all the flooring this time, proved that it worked in first and reverse 10 feet up and down the drive.

Wednesday, saw a quick test to check out the brakes, carburation and put the first 10 miles on the engine before going for an MOT (whilst the engine was out Jim had fitted new 11 inch brakes on the front with a series 3 servo). It failed the MOT! Failure was due to a lack of reflectors on the rear body, it has never had any and we've put it through 3 MOTs, but it failed this time. A visit to the reflector selling shop and a return visit to the MOT testing station saw Jim waving a valid MOT certificate.

Great, at long last we could go on holiday! We packed up and used the Volvo to tow the caravan and Jim took the Land Rover up to try to put some miles on it. We had decided not to compete as the amount of money we have spent and the time and grief was not worth trashing the engine for the sake of one competition. As it happens the competition was fairly easy and we probably could have done it with out any undue stress on the engine.

Anyway, at the Nationals there were a few trade stands but not as many as I had expected for the 50th bash. Land Rover sponsoring it had ruled out Craddocks and Paddocks turning up, Land Rover only brought T-shirts and hats etc. with very few spare parts. There were several calls over the tannoy system requesting parts for people who had broken bits. Kiran had to drive Trish to Birmingham (50 miles away) to get some new leaf springs as she had broken one and was due to compete in the RTV. Apparently Land Rover had told one of the local Land Rover garages that they had to supply parts, but they did not turn up!

There were leisure drives round the estate all through the week which had wonderful views in-between the oak trees and ash trees (most of it was within woodland, you could not see further than 10 feet), but it was pretty and the views you could see where beautiful.

There had been an organised green laning session to the Brecon Beacons through some military land, this apparently was great fun, but the army where still playing on the site when the convoy arrived and so everything was delayed by 1.5 hours. This meant they did not return to the campsite until midnight! Food, on this expedition, was in short supply, as all the chippies seem to close in Wales about 9.00pm and very rudely turfed some of the off roaders out as it was past closing time (so they say!).

The RTV competition was very tame, HBRO had a good number of people competing, at least one competitor in just about all the groups (12 of them). Russell Vare competed in Mathews' vehicle, as Russell's baby was at home not feeling very well! Mathew failed the scrutineering first time round on account of his handbrake not working. Whose does? He adjusted and tightened as much as possible and managed to pass scrutineering, he then discovered that some tiny U shaped bits of metal (can't remember their name) were missing from the handbrake, when replaced it worked perfectly! Neil Shawyer went to go to the drivers briefing, as he pulled away there was an 'orrible noise which turned out to be his steering pump, something had fallen off. Neil decided to compete anyway, he just needed arms like Garth instead of 2 fingers to steer. Jim ended up passengering Sue Lea as her original passenger had to 'dog sit'. They did very well, ended on a score of 22, and thoroughly enjoyed the day. However, because the forecasted weather of rain and storms had not occurred, the course was very easy and there were many people with scores of 0 and 1. There was a run off at the end, Nick Van Den Braak on a score of 3 was rejected, as there were so many on lower scores (any other competition and he would have won with that score!). The run-off involved driving a section, no one was allowed to watch the other competitors perform, and if they got the same score then the slowest time was taken as the winner!! This took several hours to sort out and the competitors finally returned to camp at 9.00pm, having started the competition at 8.00am, it was a very long hot day! We had 2 players in the run off Hugh Duffet and Paul Webb, so hopes were high of getting a trophy for the club, we did. Paul came second in class 5, well done Paul! He also was presented with a bottle of wine donated by Trevor Jones as the highest placed club competitor.

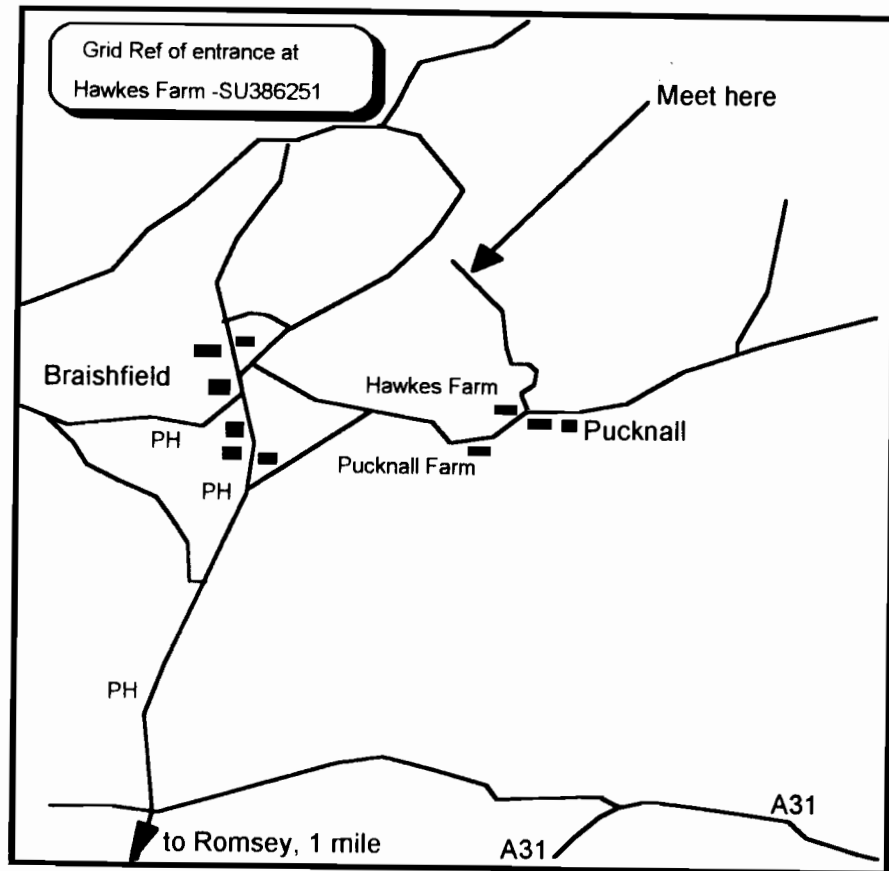
Saturday evening saw several people packing up to leave, but most stayed until Sunday morning to make a leisurely way back home. We stayed until the afternoon, partly to try to make the most of the time there, as we had arrived so late and partly because we had a puncture in one of the tyres of the Land Rover! Are we doomed to be forever doing things to our beast? We thoroughly enjoyed what time we did spend there; it was just a shame we could not make it for the whole week.

Brenda Taylor

RTV Trial, Braishfield, HANTS. July 26th.

We are holding an RTV trial at this new venue near Romsey, HANTS. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be at 9:00 a.m. and the competition will start at 10:00 a.m. prompt, so please be on time. ARC rules will apply as usual. New 1997 ARC Yearbooks should be available by this time. Contact the secretary or the ARC representative for your new rule book. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy". Event will also be a round of the Summer Series.

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



Competition News

Broxhead trial was a fun event, and much appreciated from the reports I received, so thanks to Dave Ridden (CoC - RTV), Brian Frankland (CoC - CCVT) and for all of you who helped prepare and run the event.

The Nationals came and went. I hope everyone enjoyed themselves, and thanks for the magnificent support Club members provided to man the Rally Reception at the Nationals. This was greatly appreciated by the Nationals Committee, particularly as it was run, efficiently with loads of enthusiasm and created just the right impression for the arrivals at such a historic event.

Bowhill was hit by rain but in true HBRO style, "did not stop play" !!

We were not invited to the Stag Owners event this year, in the end, and the National Off Road and 4 Wheel drive show at Wycombe apparently is off.

Clearance has started at our new site, Pucknall Farm, and further clearance dates confirmed as Sunday 28 June, and Saturday 4th July. Contact Dave Ridden for details.

Next event is Surrey Saw Mills on 12th July, (CoC Sam Parker), followed by the first event at Pucknall Farm (CoC Dave Ridden), on 26 July. Camping is available on the Pucknall weekend from Friday.

The Battlehurst inter-club trial and camping weekend with Southern has been confirmed for 1-2 August, and Cowpat clearance requested.

Summer Rally at Nelly's, 28-31 August is being planned to include all sorts of fun events, so make sure you're there! Camping possible from Thursday to Monday.

A couple of quick comments: For CoC's - Gates should be typically 3m wide, 12 pairs, with a 13th pair as a start (unscored) gate. Contact with the 13th gate will not incur penalties. If we stick to this Nationals standard, we should avoid confusion. The requirement to nominate shunt gates prior to starting a section for LWB vehicles, has been withdrawn until March 1999 when it will be reinstated to allow practice for the 1999 Nationals.

Ash

Nationals 2000

A growing number of members have been expressing their interest in assisting run the Nationals 2000, but everyone wants to know what is involved. To start the ball rolling, the following is a list of officials which are believed to be vital in preparing for the event, and who would form the main committee. A second committee responsible for the competitions themselves would also be formed, with the Chief CoC, and Chief Marshal sitting on the main committee.

It is important to stress that it is anticipated that each official will have an ARC buddy to call on for advice and support. Furthermore it is quite feasible for an officials job to be shared by several members, or a member and associate,

say. The important factor is that the more the tasks are shared the smaller, more manageable and less daunting they will become. Then it will be down to good co-ordination, and the HBRO 'TEAM SPIRIT'.

1	Chairman	Figurehead / celebrity / Mr Land Rover
2	Event Director	Manager of the overall event, on time, on budget, with the minimum of hassle
3	Rally Coordinator	Logistics manager – ensure all activities work together
4	Secretary	Administers the event
5	Treasurer	Financial controller
6	Site Manager	Responsible for overall site and facilities, including, signage, tents /tenders, toilets, services, public address, generators etc.
7	Arena Manager	Responsible for Trade stands, Arena events, entertainments, and catering
8	Caravan Rally Manager	Manages Rally Reception, Caravan / Camping layout, ACCEO rules etc.
9	Rally Liason Officer	Liaises with all official bodies, including Police, Fire, Security, Local residents, Shops etc., etc.
10	Chief CoC	Manages the overall running of the competitive events
11	Chief Scrutineer	Manages the overall running of scrutineering
12	Chief Marshal	Manages the Marshals
13	Safety Officer	Responsible for both site and competition safety. Arranges medical cover etc.
14	Trophy Officer	Responsible for Trophies and prizegiving ceremonies
15	Entries Secretary	Receives and replies to all entries for the event
16	Press Officer	Liaises with magazines, T.V. etc.
17	Publications and Club Shop officer	Organizes the Rally handbook, supporting documentation, promotional material, and official clothing
18	Overseas Club Liason	Provides communication pathway to international participants
19	ARC Liason	Links HBRO with ARC

In addition a CoC is required for each of the competitive events, comprising RTV, CCVT, Comp' Safari, Team Recovery, Winch Recovery, Gymkhana, and Bike trial. In addition a Safari Scenic drive may be considered for the Thursday prior to the main Rally, if time and resources permit.

More next month, with comment on sites, planning, people and input from members.

Ash.



ABOVE - Adrian Bolge, Steve Kirby and Ashley Pocock pose for the camera of Alan Smith at Eastnor.

BELOW - Adrian peruses documentation. "Horse Show? Not here!"



Business Section

Company	Facilities	Comments:-
RoverTune. 01734-842777, 01734-842000, 0860-560556 (mob) 01734-843019 (fax)	Spares (new and s/h), servicing. (Range Rovers a speciality)	Trade prices, plus regular special offers.
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!
Urquharts, Petersfield. HANTS 01730-261022	Spares.	Cost+20% on non- franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Caversham Heights, Reading. BERKS 01189-471931, 0836-577892 (mobile)	Spares (new & s/h), servicing on Range Rovers and Discoveries. Any specialist work undertaken. Engine swaps etc.	Very hard to beat prices! Deliveries / collections of vehicles / parts negotiated.
Heron 4x4. John Murphy. The Herons. Heron Lane. Timsbury, near Romsey HANTS 01794-368355	Land Rover, Range Rover, Discovery spares NEW and USED. (Fax - 01794-367626) (mobile 07771-626538)	No specific discounts but very competitive prices.
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 essentially "one-man-band" 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.

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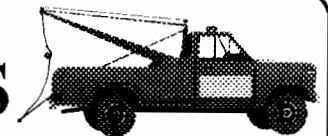
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The Inaugural Land Rover Solihull Heritage Run

Some years ago I didn't get my 80 back on the road until a month after the Thirty-fifth Anniversary run from Solihull to Anglesey, despite having a car suitable for long fast journeys, I didn't even go to watch. I have regretted this ever since. Five years later I avoided making the same mistake, I couldn't take part as it was Series One do, so I marshalled at the "Secret Wales" Fortieth run.

This year there is a plethora of events to take part in, but the key ones will be the North Wales Land Rover Club's Bala 98 event and Land Rover's own Heritage Run from Solihull to Gaydon in support of the Marie Curie Cancer Trust, also in its fiftieth year. This was to include an example from each year of production, then examples of as many variants as possible, and although WOW* was too tatty to take part I realised I had to go and watch.

Two North Wales Land Rover Club members were involved, Mike Allington had his concours standard Range Rover in the 50 year section, whilst Geoff Sharp had his Carawagon, owned by him since new over half a century ago, in the special vehicle category. A couple of weeks before the event he invited me to join him as navigator, so six o'clock Sunday morning (it's many years since I saw six o'clock Sunday morning) saw me heading off for Birmingham. A couple of hours later I came down the slip road off the M42 to slot in behind Geoff driving in from a local campsite, what timing!

Arrival at the NEC carpark revealed a slightly chaotic scene as the organisers tried to book in and line up 150 vehicles in order, but anyone who has been involved in organising a large event, or even tried to line up ten motors at the start of a trial would have expected nothing less. And what vehicles!

There were all sorts of interesting vehicles already parked up. Next to us was a 101 Ambulance still in its Gulf War colours, behind that a Pink Panther, the other side was a Darian Gap Range Rover which was following the first Range Rover Ambulance conversion based on a pre-production model. Unfortunately at this stage we were all parked up closely, rather like a ten lane traffic jam, so inspection was difficult.

Eventually we were on our way and it became apparent that after the first fifty, which were in year order, the vehicles had been placed in groups, with a batch of military vehicles, a batch of Ex-Camel Trophy vehicles and so on. Professionally made motor caravans were in short supply, we were following a German registered Dormobile. The participants had been chosen carefully to give as much variety as possible although some of the first fifty were very similar, the only duplication I spotted amongst the others was two Pink Panthers, and one of those was green. In addition there was a Series One equivalent (I'm not sure whether it is genuine or a repro, but it certainly looked right), the 110 replacement and the 110 patrol vehicle produced, I think, for the US Rangers that appears to be based on a four door shell (closer examination showed there's more to it than that). Unfortunately I do not have a full entry list, didn't take enough notes, and

any way none of the last mentioned had windows to display their history sheets.

The first port of call was the Land Rover factory where all the drivers were greeted individually by Ian Robertson, Managing Director, Land Rover Vehicles and presented with a special commemorative pen in a smart leather box.

Then it was on to Solihull town centre where we drove through the pedestrianised shopping centre to be greeted by the Mayor. There was a considerable number of spectators here, but of course Land Rover are the major employer in the area, so that's not too surprising.

We had been issued with clear directions of the route we were to follow, but Land Rover had deployed marshals at every junction to guide us on our way. On we went through the middle of Warwick, with groups of spectators all over the place until we arrived at the Heritage Motor Centre at Gaydon. Several clubs had stands there, where appropriate vehicles on the run joined their club, but most were lined up in order. As we stopped I waited until the vehicle next to us had stopped before opening the door (we were still parked very close) but Geoff's son, who had joined us with a couple of friends, was already out and unclipping the roof. I hadn't realised the importance of getting the roof raised before the Dormobile!

There was more chance now to admire the vehicles there, particularly impressive was the line up of 19 Camel Trophy vehicles. There were no less than three Royal Review vehicles, one 80", one Series 1 (I believe this was not actually a Royal vehicle, but a London based general review vehicle) and a brand new yet to be used Range Rover produced especially to celebrate the Fiftieth Birthday. If this was representative of current finish quality then things really have improved, but they may have made a special effort.

The sheer variety of vehicles was astounding, it seemed that any special or prototype you may have seen a photo of, especially from the sixties, was not only there, but taking part in the run. However one of the stars was not a Land Rover at all, but (a reproduction of) the Leyland transporter used for delivering Land Rovers in the early fifties. This had been made by those doyens of Land Rover restoration, the Wheelwright brothers. They only had some photos to work from (and a Leyland Beaver of the right age) but have produced an excellent vehicle, with some subtle variations to give enough height to carry a Station Wagon (the original carried vehicles with the hood removed and screen folded). I hope they complete the trailer soon.

As if all this wasn't enough those in the general public arriving in Land Rovers were parked in adjacent areas rather than in the public car parks. When you got tired of Land Rovers(?) there was always the main museum.

This is a fascinating place, for the Fiftieth year the Land Rover exhibits have been moved to pride of place. As well as the conventional museum pieces the collection includes a wide variety of prototypes that were never put into production and also such milestones as the last Austin Allegro produced, whatever your views on them, they are part of our motoring heritage.

Back to the Heritage run and we were on the move again to the tea stop

at Baddesley Clinton, a National Trust property between Warwick and Solihull. Geoff and I looked at the queue for afternoon tea and went for a relaxed look at the vehicles, at last the crowds weren't there, although they were still parked a bit close. It was interesting to look at the different versions of 80s (and some variants weren't there) and realise that all Land Rovers seem to be that little bit different.

On the move again and we headed first for Meriden, the centre of England (my father was a Warwickshire man, I know some villages dispute Meriden's claim), then along the Meriden Mile, the original and unofficial Land Rover test track, and into the NEC.

Most of the vehicles were parked round the edge of the lake, the most attractive and least cramped parking of the day, allowing even more admiring of motors.

Amongst the company's own entries for the run were four examples of the Wolf military range. Aficionados of military Land Rovers will have found many interesting details on these vehicles. Looking under the bonnet of the FFR (fitted for radio) version I noticed the alternator mounted high on the right of the the engine, as it is on FFR Ser 3s, but for less reason as it is not so much bigger than the standard version. I looked to see how the standard serpent belt (fan belt) is tensioned, I was once stranded when the idler, which serves no purpose other than tensioning the fan belt in the absence of the standard alternator, and found a second alternator (both 24 volt) in the usual place. Not much chance of a flat battery on that motor.

Meanwhile the party was in full swing with entertainment being provided the Birmingham Symphonic Wind Orchestra, and the cake was ceremoniously cut by the Mayor of Solihull. As the band was still playing I don't think he realised we couldn't hear a word he was saying. In fact there were five cakes, one huge conventional (and delicious) square one and surrounding it four in the shape of the Land Rover products, Defender, Discovery, Range Rover and Freelander.

Finally as darkness descended the day was rounded off by a spectacular (and no one could argue with that adjective) firework display. I for one (and I know I'm not the only one) have never seen a display like it, and never expect to again, a fitting end to a memorable day.

It is sometimes said, mainly by those who don't know the full story, that the Company don't appreciate the level of enthusiasm owners have, but on this occasion they invited us to their celebrations, and I would like to thank them.

Red Leader.

*WOW is the registration on Dave's Land Rover, a plate that has followed him around on several vehicles, initially the 80 he referred to. Ed.

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Rhydcymerau,
Llandeilo,
Carmarthenshire
SA19 7RL
01558-685383

Hello members,

Seems so long since I've contributed to our magazine I thought I would write to you from the depths of deepest Wales. Silvia and I have lived here for just a year now. We have an 8 acre small holding, 5 acres being an oak wood which is carpeted with blue-bells in the Spring. Lots of wild life, buzzards, Red Kites, owls etc. We live in a 4 bedroomed farmhouse from which, when it has had its face-lift, we hope to run our off-roading holidays; so watch the Pants & Barks for further details.

We have joined both West Wales 4x4 Group and Mid-Wales Off-Roaders. Both are very active clubs and we could be competing every two weeks either a trial or Comp Safari. We have been made very welcome by both clubs. We have done lots of off-roading, serious stuff and however did I manage without winning all these years?

We seem to use one everytime we go off-roading! In fact we use ours several times a week to winch to the top of our wood to collect firewood, so a necessary chore becomes a pleasure to look forward to. At the moment our stable consists of a 90 Station Wagon Tdi, my 100" hybrid, and a 5-door Range Rover. Our latest project is another racer which we can use for trialling and Comp Safaris. It is a Whitbread spaceframe.

Every year in October, we go to Builth Wells and help set out the course and then act as recovery marshals for the Welsh Hill Rally, great fun and a must for anyone who enjoys serious off-roading whether participating or spectating.

We still go to Sodbury's Sortout so no doubt we will meet some of you there. We have just spent 7 enjoyable days at the Internationals at Eastnor, it was very enjoyable and good to see a lot of old faces or should I say familiar ones!

We came to Wales to relax and maybe put our feet up, we thought, but we couldn't do that, not when we eat drink and sleep Land Rovers. It is such a wonderful secluded place. Where we live, our nearest neighbours are ½ a mile away. Everything here suits us both very well. So if any of you who would like to camp or caravan with us, you are more than welcome to for only a nominal fee; just give us a call.

That's all from us for now. We will write again. We would just like to wish you happy Land Roving!

Mick & Silvia Maskelyne.

PS.

Fame at last. See May 98 LRO doing the Rast-Y-Daft-o-dil or Daft-o-dil Run.

Broxhead Common RTV Trial Results

Name	Class	1	2	3	4	5	6	7	8	TOT	POS
Matthew Hewitt	3	0	0	5	0	1	2	1	2	11	1
Russel Vare	3	6	0	6	1	1	1	7	11	33	2
Peter Swales	3	0	6	7	1	1	8	10	1	34	
Eddie Gordon	3	0	12	6	11	11	8	8	4	50	
Gary Wilson	3	8	5	5	11	11	9	12	12	73	
Nick Watts	4	0	0	5	1	1	*1	0	1	9	1
Hugh Duffett	4	0	0	5	1	1	1	4	1	13	2
Mark Haliday	4	0	0	4	0	0	1	10	1	16	
Nick Jennings	4	0	0	6	7	2	1	1	0	17	
Dave Allen	4	0	7	5	0	1	1	9	2	25	
Nick van den Braak	4	0	7	5	10	1	1	0	2	26	
Alan Smith	4	0	7	7	11	7	1	1	6	40	
Simon Newington	4	0	6	6	11	9	1	2	10	45	
Peter Leverett	4	5	7	4	10	7	1	10	6	50	
Gary Hodgson	5	0	0	0	0	5	0	10	1	16	1
Keith Jones	5	0	0	10	7	7	1	10	6	41	2
Ian Parker	5	10	3	3	1	9	9	8	7	50	
Mark Underdown	5	6	7	9	9	11	1	7	2	52	
Steve Kendall	8	0	0	5	1	2	2	1	1	12	
Neville Dewdney	8	0	0	6	4	0	1	0	6	17	
Andy Bunyan	10	0	0	0	1	0	0	10	0	11	1
Andy Bridger	10	0	0	5	1	0	0	4	1	11	2

Classes 8 and 10 were combined and Andy Bunyan won on most clear rounds.

Sorry, no officials / marshals listings supplied.

International Rally Diary 1998

Friday - Day off to pack all my toys in the 101. I'm sure a version of Parkinson's Law* applies to capacious vehicles, I just kept putting more and more in, including the mountain bike and a toilet.

Saturday - Started early and stopped at Sainsbury's just down the road for petrol. The pump stopped at the preset maximum of £50 (and the tank wasn't full even then!) Down the M3 / M4 to Swindon and along the winding road to Gloucester; except it wasn't a winding road any more. It was a wide multi-carriageway job. The road-builders had been busy since I last used this road in 1996. Shame we won't be going that way much more! Arrived at Eastnor Deer Park after lunch and Ashley handed me my Rally Pack! Pitched tent and went to help Ashley and others on the caravan reception at the top of the hill. Missed the opening day events, parades etc. Reception "caravan" is a Land Rover trailer hospitality unit with seats, cooking facilities, fridge, sink, veranda, electric lights, etc. Outside toilets though! We provided newcomers with their Rally Packs as Ash had done for me. Some people turned up without having booked. The procedure was unduly time consuming dealing with this, something we're going to have to address if we ever do it. Writing out receipts by hand just isn't on when time is tight and there's a queue. What's needed is a simple check-list with all relevant prices listed so anyone can pitch in and help when required. We stayed on quite late (long gone 10 p.m.) looking down on the camp-site with Ray McVay's band playing in the background as the 40's Theme night took place in the main marquee.

Sunday - again spent most of the day helping with caravan reception. Missed the CCV as a result. Needed stuff from Rally Control occasionally and Paul Webb lent me his Freelander (foolish boy) for the drive there and back. I want one!, but it desperately needs a low-box. What were LR thinking of? First gear is nowhere near low enough. Moved all the reception stuff to Rally Reception at the end of the day as they offered to take over.

Monday - Caravan reception not working well at Rally Reception due to lack of parking outside Rally Reception and the fact that if your allocated camping area was behind you, you had to drive ALL the way round the site again, not funny if you have a large caravan or competition vehicle in tow. (If HBRO runs this event, then roads should be two-way unless a one-way system is absolutely necessary as it caused such aggravation throughout the event.) So we moved all the stuff up to the top of the hill again but very few, if any new arrivals came into view so it was all moved down again late morning! Waited for ages for a bus to the Comp Safari site and was offered a lift with the First-Aid man in his Range Rover (You have to rough it sometimes) and watched some of the Comp Safari. Many vehicles are superbly turned out while others are an absolute disgrace to the ARC. Very concerned as to proximity of spectators to the action.

Met Jim Mann and his two daughters. Although Jim remembers me from

a long time back, I really only became aware of him listed as the HBRO member who lived in the USA and had assumed him to be American. His job takes him all over the World and as he is currently based in Munich, he felt he was near enough to come to the Rally. Hence the appearance of a German registered LHD Discovery in the HBRO area. We gathered round my barbecue that evening for 'tea'. I tried the showers that evening. Excellent idea for such a long event although I dread to think what they cost for that length of time.

Tuesday - Team Recovery. This was run by the 101 Club and as I am a member, I helped marshal the event. Actually I was 'scrutineering' the recovery ropes and tow points. Most of the vehicles were in good order and many new ropes were on show. As one competitor stated "There's no point in entering this event with a duff rope, is there? I want to win!" Very true. So the inspection was closer for the second run when the ropes and recovery-points had been used in anger. No frayed ropes or loose bolts in sight. The easy-looking course turned out to be quite hard. Some driveable bits became impassable later on while some of the impossible mud-pits were negotiated by low power vehicles towards the end. The event certainly took its toll. Flooded distributors, broken prop-shafts, failed gearboxes (Dick Corking's auto gearbox had done only the CCV, the Comp Safari and half the Team Recovery, since new!) Dick had only reverse left working so he tried to continue the event by driving backwards. Nothing in the rules against that! He got bogged in and in his attempts to recover Dick, Malcolm Whitbread rolled over into a gooey hole. He was difficult to recover as he was still attached to Dick's immobile vehicle. They had to break out the excavator to pull Malcolm out and he survived undamaged. Evening saw Dick and his associates changing his gearbox, yes, he had a spare one!

The dog-show in the afternoon was another ARC Rally first I guess. So many members have dogs with them and the show seemed to go down well. I'm not really a doggy man myself but everyone seemed to enjoy it and there weren't too many fights. The dogs were well behaved too!

In the main marquee, Jim and I watched Geoff Miller's excellent slide show / talk on Range Rover development that he was intimately involved with during his time with Land Rover. This included all sorts of aspects of detail design and the extensive testing that took place. He also went into detail on the Trans-America drive which includes the infamous Darien Gap crossing. Geoff was dispatched to the jungle to help out and described the appalling conditions the permanent team had to endure. The pictures showed the facts, but his words conveyed the feelings - and how!

Wednesday - free day. Helped a little to dismantle marquee and Adrian kindly took it home in the trailer. Dick continues with the installation and testing of his replacement gearbox for the Timed Trial on Thursday.

A Tug-the-Land Rover event took place in the afternoon with teams of six members from each club dragging a Land Rover a set distance in the shortest time. Not my kind of sport (being a wimp) but many participated. Anyone know who won? A mini-Land Rover was used for the children to pull and they held best time for a while.

Jim had been off to see Roy Bowerman to borrow some knobby tyres for the RTV and returned to the site with them. One Disco wheel, which was OK but the other four were eight-spokes. Having fitted them, it was clear that they would foul the bodywork and Jim didn't really want to risk that. It's his wife's car, but don't tell anybody. We examined the wheels carefully and found that all five wheels had different off-sets! Do you really race on these Roy? Jim reinstated the road tyres.

Attended the RACMSA presentation in the evening again with Jim. One of the presenters, Allan Dean-Lewis came up with lots of useful ideas regarding the running of motor clubs. For example, he mentioned a Social Championship of linked social events during the year. Quiz evenings, Karting events, Skittles evenings etc. should be linked to a trophy at the end of the year. Perhaps event marshalling could be added in as well. Secondly, "Welcome" packs should be given to new members and efforts should be made to involve new members in events both competitive and social. Another idea was to establish a deputy for each official position. That way, the deputy can learn the job from the officer by assisting him / her and even standing in when the job gets very busy or when the official isn't available. The additional benefit is that when new committee members are needed, the deputies can take over and won't be thrown in at the deep-end should they wish to take up the post full time. If only I can find that bit of yellow paper I made my notes on...

Thursday - Timed Trial. This is another ARC Rally first, I believe. Why? Well, this is the only ARC event where the fastest time wins, all other 'speed' events are scored in points, not time. Consequently, it is considered to be a race and the insurance premium increases accordingly; about three times the price of a Comp Safari. The way it was run, it was a timed CCV trial with straights between gates, and some gates which had to be nosed into and reversed out of. Ian Davis of the RACMSA, who was observing it, stated that a Timed Trial is intended to be a much faster event with much longer, faster runs between technical sections. He will be looking into ways of getting the insurance cost down to cover the ARC way of running things. Dick's new gearbox lasted only about half this event! These 4-speed auto-boxes just don't like a tuned 4.6 on the front! Missed the quiz in the marquee as I was at scrutineering. 5 o'clock to 7 o'clock in the evening was the posted time but when I turned up at 5 o'clock, the queue was 60 cars long already. After an hour, one of the scrutineers came to assess the queue and established a 'Last car in the queue' marker. Despite having two streams of scrutineers, it took until long after 9 o'clock to clear this lot. Thanks for staying on guys.

Friday - Winch Recovery. Very slow stuff but requires lots of thought. The requirement was basically to set up an aerial ropeway across a gully, transfer someone across on a breeches-buoy, transfer back a heavy stillage containing winch parts and drop it into a trailer and then bring back the transferred person. The vehicle(s) and trailer then had to drive back to the start-point via a muddy dip such that a vehicle recovery was also necessary. Most of the actual winching activity was closely observed but I was concerned by the fact that more than one

Rally 2000 site?

team carried three people in a two-seat vehicle by carrying one loose in the back along with the equipment. One sat with his feet over the tailgate while Land Rover and trailer bounced over the undulating ground. I shudder to think what would have happened if he had fallen in the path of the heavily laden trailer.

Saturday - RTV. Sections all interesting and challenging. Pleased to confirm that for LWB vehicles, shunts didn't need to be nominated at the start of the section and would be as in the Handbook. However, there were lots of 'full-house' triallers and Comp Safari vehicles competing that had also been in the CCVT and Comp. This simply isn't a reasonable state of affairs as it is a big put-off for drivers using normal-looking road-going vehicles. I hope when HBRO does it, we won't allow the same vehicle to participate in both CCV / Comp and the RTV. I expect I came last but had a great time bearing in mind this was my first trial in over a year. If I wanted to win trophies, I wouldn't be driving a 101 would I? The sections were drying out fast following overnight rain and the result was that one person totally cleared all sections and dozens scored only 1 point. The run-off lasted until late in the evening, the results and prize-giving not taking place until about 10 p.m. Paul Webb upheld the honours of HBRO by coming third in class 5 in his Range Rover. Jim had turned the tie-bar on his Disco into a boomerang at some point in the event and I borrowed a ratchet-strap from Barry Simpson to pull it straight. During the prize presentation, we saw one of the most appalling displays of bad manners as numerous rent-a-crowd people in the marquee chatted at full volume making it impossible to hear what was going on. Not what we expect from ARC members.

Sunday - Sometime during the week, Trevor Jones had donated a bottle of wine for the best placed HBRO member in the RTV. Kiran and I conspired to gather as many remaining HBRO members we could find and crept up on Paul and presented him with the wine. He was quite surprised.

After the rainy night, the tent needed time to dry out so I slowly packed everything away. I waited to see if Jim could get everything into his Disco as he had to get the extra wheels in as well as the stuff he originally came with. Having established that he had room, I went home.

During the week, Jim had mentioned that he needed a tow-bracket for the Disco and was disappointed at not being able to find one at the Rally. I suggested the one Philip Pilcher had advertised in P&B and Jim said he had already spotted that one. After the Rally, I had a call from Philip to ask me to cancel the tow-bar advert as someone had come from Germany to collect it!

Steve Kirby

* Parkinson's Law states that work expands to fill the time allocated to the task. 101s and camping gear are a bit like that.

Sunday the 7th June, a group of about seventeen club members turned up at our new site at Romsey. (This is a possible site for the 2000 Rally.) We formed work parties to start clearing a woodland area, which is only one part of a very large site. The site has a variety of terrain, about three woodland areas, a boggy area and flat fields for camping.

All those who turned up were very impressed. It will need a lot of work parties to clear areas for trialing but all present thought the site had great potential.

We arrived at the site at around 10.30 am. Nick Jennings was already there and had talked to the land owner, to clear with him the area we would be working on that day. We started working in a woodland area at the top of a deep pit. (Like some at Brick Kiln and the one at Nellies.) Looking down, all you could see, were very big fallen trees and very thick undergrowth. So the first task was to clear the fallen trees. We split into small working groups. I think we had three chain saws between us. In our group we had about four or five very big tree sections to cut through and remove. Both the chain saw, and Eddy who was working it, got very hot. Land Rovers were working very hard pulling these enormous tree sections clear of the pit. Other members of the team were busy with smaller saws and other cutting tools, clearing slightly smaller trees and undergrowth. My Nick had a wonderful time with the V8 and his chain, pulling out the very large tree trunks. Just after noon we had cleared the big tree sections from the pit. So it was decided unanimously at this stage to take a lunch break.

After lunch we went back and cleared the lighter wood, undergrowth and rubbish from the pit. When this was done, the area was not recognisable as the area we had started work on at 10.30. It is a large and very deep pit, some of the side edges being much steeper than others. Some good RTV and CCV section could be worked out in this area. Happy with what we had achieved, we moved further up the wood, but before doing so the pit walls had to be tested to see if they could be climbed. Steve, Eddy and Nick all needing to have ago. We left the pit and found another area to work on. There was a stream, a small gully and some muddy areas. This again looked to have great potential. We did some more clearance work here and made some tracks connecting the areas together. We all agreed a good days work had been done. After we had finished in this area we moved up the field to look at another separate woodland area. We could not start work on this, as we had not cleared it with the land owner. So next time we will have to tackle that area. But having looked at it, some good sections can be set out in there. At three thirty it was decided to call it a day, so we all gathered together to have a well deserved drink (Tea, coffee soft drinks.) and chat about the days work. As I said, all present thought the site had great potential.

Sue van den Braak

ARC International Rally in the Year 2000

If you have been a member of HBRO for more than a year, you will have read an article written by me "Has the true voice of HBRO been heard" Pants & Barks July 1997. It was obvious from that article that Nick and I were of the opinion that HBRO should not run the International Rally. There were several reasons for us forming this opinion. Two of which were. 1) HBRO did not have enough committed members to help organise and run such a large event. Manpower being one of the main problems. 2) We did not have a suitable site available. All the land the club was using at the time, was not really suitable.

As requested by Neil Shawyer and seconded by Nick van den Braak at the AGM November 1997, a Ballot was finally held in February 1998. The result of which was 52 members voted and 2 abstained. There was a vote of 27 for, and 25 against. This is out of a membership of around 300. So by a majority of 2, the HBRO members voted in favour of us holding the International Rally in the year 2000. This was not the conclusive result we had wanted, however, the motion was passed. This being the case, please will the members of HBRO prove Nick and me wrong and work hard together to make the 2000 Rally a real success. **(Possibly the best ever)** An International Rally to remember for good reasons not bad! We all want to be proud of our club. As for a suitable site, the committee think they have found one. So we must start working together **Now!** Two years may seem a long way off but it will be here in no time at all.

We have just returned from the 1998 event at Eastnor Castle. There is no doubt in our minds that it is a mammoth task to hold such an event, and run it successfully. Very shortly, Ashley will be asking some members to form a Rally Committee. There will be volunteers needed for these posts. But there will be hundreds of small jobs which club members can take on in the organisation, preparation and running of this event, and yes, Nick and I will be there along side everyone else. So it's up to us HBRO to make it a success.

Congratulations to Paul Webb and Hugh Duffet for reaching the run offs in the RTV at Eastnor. They both finished with one point. Brilliant! Paul managed to get second in class after the run offs. I think Hugh came 5th in class. Well done. Karen Duffet did very well, she came sixth in class, in only her second Comp Safari. I am sorry but I don't know any other result.

As usual the camaraderie in the HBRO camp at Eastnor was terrific and a great time was had by all.

Sue van den Braak



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KEEPING LAND ROVER THE WAY IT WAS BUILT

Clearance Day.

Thanks to the efforts of Barry Simpson, the club now has a large new site at Braishfield near Romsey. On Sunday 7th June, a clearance day took place to make a start on getting the site ready for us to use. As we have 600+ acres, this is quite a task. There was a really good turnout of all the usual hardworking crowd equipped with chainsaws, bowsaws and assorted weapons. An especially useful item was brought by Nick van den Braak. His own personal bondage chain. It's amazing the things you can do with tree trunks.

Under the eagle eye of Nick Jennings, a circular route and a few interesting trials sections were cleared and we also managed to take a quick look at the next area for clearance later in June.

Many thanks to all who came along to help - see you next time?! Nick and Sue van den Braak, Nick Jennings, Eddie Gordon, Gary and Peter Hodgson, Tricia Jacobs, Karen, Hugh and Pam Duffett, Ian and Sam Parker with Lewis, Carol and Steve Skinner, Ian Charles-Parker.

Dave Ridden.

Rights of Way News

Due to a heavy club schedule, we haven't had a weekend free recently to fit in a green lane trip. The Nationals and our own trials and clearance day have all taken precedence. The recent clearance day at the new site near Romsey, which replaced the Treasure Hunt, went really well with one area of the very large site cleared thanks to the efforts of all who came along. But it seems the reason for the hurry, Fox's Driving Day, has now been postponed!

If anyone would like to run a laning day themselves, please phone me and I'll let you have the relevant maps for most areas which we're in the process of updating and eventually hope to have marked maps for sale by the club.

Anyone interested in laning please call and leave your name and phone number and I'll get in touch with you if there are any unpublished outings arranged.

The next green lane day will be on 5th July, meeting at 10 a.m. at (Phone for meeting place) to do the Meon Valley area. For the benefit of those who are new to laning, we are printing a copy of the HBRO Code Of Conduct.

Dave Ridden.

Handicaps

On the subject of handicaps I thought I ought to put the record straight and state that I am NOT in favour of a handicapping system. I have no idea where Santa Claus got the idea that I am in favour of it from, except that I said I wanted to discuss it at the SGM! Who wants to win a competition knowing that their real score was nowhere near good enough, but by penalising someone else's score you were placed first? Anyone who cannot accept not winning should not be competing! Well done Andy Bunyon for being so consistently good. The day Neveille drove Andy's vehicle proved that it is not the vehicle that wins but the driver!

Brenda Taylor



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Disclaimer

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

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

- * **Bits & Pieces**:- Good V8 engine coupled to Ian Ashcroft 5 speed gearbox. Small and lightweight. Ideal for any build project. Other V8 engines removed from vehicles I've bought. £100. Range Rover 4-speed gearbox £100. Range Rover rolling chassis with diffs and some body parts £250. Contact Mark Ambler near Reading on 01491-67010. (JUL98)
- * **Bits & Pieces**:- Land Rover LWB series 3 chassis vgc, £250. Series 3 ENV front axle with good swivels £100. Series 3 rear ENV axle £100. Series 3 bulkhead £50. Series 3 SWB chassis £30. Series 3 SWB rear tub £30. Series 3 truck cab £20. SWB roofrack and ladder £50. 2¼ petrol engine £30. Range Rover rolling chassis £300. Range Rover 4 speed gearbox \$150. 4 worn 750x16 SAT tyres £35. Sankey trailer £200. Please call Mike Lees-Smith in Windlesham on:- 01276 475742 / 0385 336642. (JUL98)
- * **Book Sale** Haynes Workshop Manual - LR Series IIa & III (diesel) 1958 to 1985 - 88" and 109". Haynes Workshop Manual - LR 90 & 110 & Defender (Diesel) 1983 to 1995. LR Service Guide - 90 & 110 & Defender by Lindsay Porter. The Land Rover 1948 to 1988 A Collector's Guide by James Taylor. Call Dave Best in Guildford on 01483-505998. (JUL98)
- * **Bits and pieces** 5 ex-110- rims - £50. 1 exhaust system ex-110 turbo-diesel. No down pipe - £30. 2 three-seater side benches ex-110 County - £50. 4 folding side steps - £30. Dave cannon, Flete, HANTS. 01252-621068 (JUN98)
- * **Number Plate** K17AYS (looks like KRAYS) Offers to Mike Creagh in Slough on 01753-550633 (JUN98)

* **Parts for sale.** I'm fed up tripping over this lot so either buy it or make me an offer. All cheap 'cos I would really like to see it all gone. 3.5 Efi complete from auto with ECU A/F Meter etc. £375. Spare ECU £75. RR 3.9 fly-wheel (same as all RR but VGC & Newer!) £25. I had much fun building a hybrid, lots of parts bought new, but not quite right, so hardly used, e.g., Pair De-Carbon rear shocks less than 150 miles £35. Other shocks:- Woodhead 100 miles pair rear £20. Standard front springs 0 miles (!) Pair £35 (blue Stripe). Rears red / yellow heavy duty, but not as hard as Police Red & white (100 miles) Pair £50. Clutch & Cover less than 300 miles (had to fit paddle clutch this was used whilst waiting for it) £35. Other parts:- Very heavy-duty engine hoist (flat packs) has had 3 9 Efi and 4 speed RR Box all at once no problem! £75. Front RR, axle (metric) complete inc. diff £300. Another Front Axle ex diff and short shaft broken £100. Front metric casing VGC £25. Imperial Front Casing £20. Imp front radius arms £5. Metric Front Arms £10. Steering track arm £15. Track control Arms £15. Shock Absorbers in pairs front or rear £10 pair. V8 front cover £10. Pair RR Manifolds VGC £25. Metric swivel VGC £15. Series 1 86 doors VGC no dents (1) £40. S2 and also S3 fit wing assemblies £20 each. Tow hitch unit with pin (complete) £10. pair RR engine Mountings £5. Imp RR rear half-shafts £10 each (short / long). Metric half-shafts £15 (short or long). S2 rear half-shafts £5 each short / long. Front RR Bumper straight £5. 80" Chassis narrow spring type Good Condition £150. Series 2 strengthened front casing modified to fit narrow springs £15. S2 Tailgate VGC £20. S2 truck cab VGC £40. Series 1, 2 and 3 windscreens with glass all fine £20 each. Series 3 Gearbox all okay but leaks £75. V8 adapter kit complete £100. RR pedal box assembly £5. Metric 3.9 Steering pump £30. 4.7 diff £25. 3.54 diff £60. RR Radiator no leaks £30. PAS kit for RR 3 Bolt type complete £125. Manual RR Boxes £10. RR Front (Imp) axle excl diff VGC £100. All Brackets cut off RR chassis to coil yours £50. Phone Nigel Barker, Haslemere, W. Sussex on 0973-402272 Days. Evenings not after 8.30pm please 01428-653795. (MAY98)

Vehicles for Sale

- * **Discovery V8i** 1991 J-reg. 3 door. Green. 7 seats. 78000 miles. Immobiliser. FSH. VGC. £7700. Contact Stan and Louise Howe in Fleet, HANTS on 01252-624502 (JUL98)
- * **Range Rover Racer.** Standard Class. Seen a lot of service. 3.5 EFi. Full roll-cage. Many new and used upgraded parts, etc. Only used on Sundays unless there's a Hill Rally on! You could be sat in the driver's seat next time it's pictured in the magazines. Needs a good home as I'm not going to cut it up for a Special! £1750. Contact Mark Ambler near Reading on 01491-67010. (JUL98)

* Series 1 80" Trialler. Standard Class 1. Roll-cage by Malcolm Whitbread. 1997 National Rally Class 1 winner. £750. Contact Mark Ambler near Reading on 01491-67010. (JUL98)

* Vehicles:-

Land Rover 1972 LWB series 3. hardtop with side windows new MOT. £1650.
Land Rover series 3 LWB 2¼ petrol 4 door. 10-seat station wagon for restoration £750.

Land Rover series 3 SWB 2¼ petrol. overdrive. FWH. 7-seat countryman for restoration £750.

Range Rover with PAS and overdrive for restoration (rusty) £550

Please call Mike Lees-Smith in Windlesham on:- 01276 475742 / 0385 336642 (JUL98)

* Dismantled SWB SII Safari with the chassis missing. Registered in 1959 and I have the log book etc. I'm looking for someone to take it of my hands **free of charge** before I have to dump it. The bulkhead etc are in good nick and the panels are very straight. 1997cc engine. If you know of anyone who would like this BIG pile of bits please could they let me know on 01536-745188 or name.searchuk@btinternet.com Gary Hambly, Northants. (JUN98)

* SWB Ser3. 7 seat station wagon. Excellent condition. New Turner unleaded cylinder head, springs, dampers, swivels, brakes, tyres, carb, distributor, battery. Also full galvanised roof rack and ladder. £3000. Contact Mick Stables in Cosham on 01705-358794. (MAY98)

* Series III truck cab. 1980 U plate. 2¼ petrol. ¾ tilt. 7500 miles. New vinyl seats. Tow pack. Excellent chassis. Wax-oiled. Serviced. Much loved. Newer model forces sale. £1800 o.n.o. Tel 01252-837-963. (MAY98)

* Land Rover Series 3, 1982 SWB Station Wagon, 2.25Ltr Petrol, Converted to unleaded, MOT July '98, Good Condition, Free Wheeling Hubs, Tow bar and twin electrics. Weber Carb, New exhaust manifold, and new battery. Very Reliable, Offers around £2250. Call Jeremy Matthews near Alton on 01420 563663. (APR98)

* Series 3 Lightweight. Built 1981. Registered 1993. 60000 miles. Recon engine after 40000 miles. Blue with blue tilt. Original except halogen lights. Runs on unleaded fuel. Long MOT. Very tidy. Fitted with G-Wagen road tyres and comes with five spare 7:50x16 tyres. £1750. Contact Terry Pegrum in Dorset on 01935-83690 (APR98)

Wanted

* SDI V8 distributor. Please call Mike Lees-Smith in Windlesham on 01276 475742 / 0385 336642. (JUL98)

* Second hand roll cage and a soft top with the supporting frame (+ the rear door!) to fit a SWB SIIA. Contact Alan Johnson on mobile 0370-481799 or at home on 01276-419568 or e-mail alan.johnson@nmp.nokia.com (MAY98)

WARNING

Any adverts dated up to and including APRIL will disappear next month unless you renew them!

Long Term Events Programme.

Sept 13	<i>Festival of Motor Sport, Thruxton.?</i>
Sept 20	<i>Wessex Shield and Safari Engineering Challenge.</i>
Sept 26 - 27	<i>Bagshot Heath Off Road Show. DOUBTFUL.</i>
Oct 3 - 4	<i>Majors trial. Back at Eastnor!</i>
Oct 3 - 4	<i>Dunsfold open Day CANCELLED.</i>
Oct 10 - 11	<i>RTV / CCV Trials. Military Site.</i>
Oct 9 - 11	<i>Welsh Hill Rally.</i>
Oct 30	<i>HBRO AGM.</i>
Nov 1	<i>RTV / CCV Nelly's Dell.</i>
Dec 5th	<i>XMAS DINNER. Grange Hotel, Alton.</i>
Dec 12	<i>ARC Meeting, LR Factory, Solihull, Birmingham.</i>
Dec 13	<i>RTV / CCV Brick Kiln Farm.</i>