

## 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.

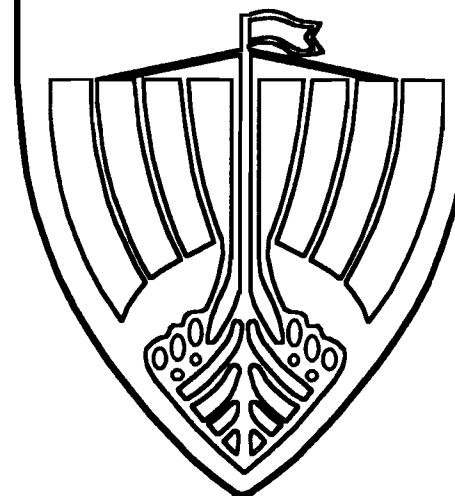
Green laners - call Dave Ridden for details of the next trip.

Sept 12	ARC meeting, LR factory, Solihull.
<b>Sept 13</b>	<b><i>Festival of Motor Sport, Thruxton. CANCELLED</i></b>
<b>Sept 12 - 13</b>	<b>Wessex Shield and Safari Engineering Challenge. Hook End Farm. Camping. CCVT entries must pre-enter by 7 days before event.</b>
<b>Sept 26 - 27</b>	<b>Country Drive. Easy green lane trip suitable for posh vehicles / beginners.</b>
<i>Oct 3 - 4</i>	<i>Major's trial. Eastnor. Teams wanted.</i>
<i>Oct 3 - 4</i>	<i>Dunsfold open Day CANCELLED.</i>
<i>Oct 3 - 4</i>	<i>Green laning in Wales. Builth Wells rea. Camping. Contact Kiran Raval.</i>
Oct 9 - 11	Welsh Hill Rally.
<i>Oct 10 - 11</i>	<i>Scenic drive and training Day at Broxhead Common. Special visit by Dunsfold Land Rover Trust.</i>
Oct 31 - Nov 1	Nelly's Dell. HBRO AGM, firework party, BBQ and RTV.

# Pants & Barks



**HANTS & BERKS  
ROVER OWNERS**



1998

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

## Officers of the Club

- \*CHAIRMAN Nick Jennings,  
1 Gayhurst Close,  
Caversham Park,  
Reading, BERKS RG4 0QW  
☎ 01189-543056  
☎ 0836-604885
- \*SECRETARY Maxine Leverett,  
16 Ash Hill Road,  
Ash,  
Aldershot,  
HANTS. GU12 6AE  
☎ 01252-332372
- \*COMPETITION SECRETARY Ashley Pocock,  
14 Kingsmead,  
Little Ann, Andover,  
HANTS. SP11 7PN  
☎ 01264-710546  
☎ 01264-710973  
☎ 0385-316269  
e-mail ashlepocock@compuserve.com
- \*TREASURER, Alan Smith  
34 Kingsmead,  
Frimley Green,  
SURREY GU16 6LU  
☎ 01252-668403  
☎ 01252-334600
- \*RIGHTS OF WAY OFFICER Maureen & Dave Ridden,  
9, Woodlands Gardens,  
Romsey,  
HANTS, SO51 7TE  
☎ 01794-514834  
☎ 0378-705479
- \*SOCIAL SECRETARY Kiran Raval  
30 Mortimer Road,  
Gosport,  
HANTS PO12 3BJ  
☎ 01705-350975
- MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION Alan Smith  
34 Kingsmead,  
Frimley Green,  
SURREY GU16 6LU  
☎ 01252-668403  
☎ 01252-334600
- \*ARC LIAISON and NEWSLETTER EDITOR Steve Kirby  
244 Staines Road,  
Twickenham,  
MIDDX TW2 5AR  
☎ 0181-287-0377

### SCRUTINEERS

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

Notes:- \* 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....

The Fifty 50 Challenge is well on its way as you read this. See article elsewhere. HBRO's efforts have been well recognised by good mentions of Kiran's organising efforts in the the official Fifty 50 Challenge newsletter. HBRO is the only ARC club to show any interest in the event, being present at the start in Birmingham and at the departure from the UK.



The events calendar has had a few changes.

If anyone wants an old LWB S3 that needs some work, Mark Hammonds has just knocked £200 off the price. See adverts.

I get described as illustrious in this issue. If my memory serves me correctly, HMS Illustrious has the motto "No Uncertain Sound". Maybe there's a connexion somewhere!

Steve Kirby

### This month...

- CCCC from NJ.
- The Secretary writes. (Well, scribbles, anyway.)
- It's here at last! Dave (Red Leader) Cuthbert looks at the new maps.
- Goldilocks and the three bears go in search of porridge.
- National Rally reports continue to arrive. Dave Cuthbert describes his week there.
- Dave also warns HGV drivers about thier licences.
- Brenda Taylor recounts the first trial at Romsey.
- Lots of event reports and comments.
- That's about it...

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. **MY FAX MACHINE HAS DIED SO THIS FACILITY IS NOT AVAILABLE AT THIS TIME. IF A FAX IS THE ONLY WAY, CALL ME AND I'LL GIVE YOU MY WORK FAX NUMBER.** 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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## HERON 4x4

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## The Silent Secretary's Scribble

Right, I greatly apologize for not having any input in the newsletters since Christmas but becoming a mother and working from home has been far harder than I could ever have imagined. I have great admiration for those women who return to full time work after only three months. Having started work again only two weeks after having Natasha has been hard but at least working from home has the advantage of working at midnight if need be! Thanks to all who sent wishes and pressies for Natasha. She is now crawling very quickly, walking round the furniture and learning the word 'NO' - although this seems to produce laughter and a cheeky grin.

I would like to welcome the newest/youngest members :

The Langton Twins (approx. 9 months) - who are coming along nicely.

Lewis Parker (approx. 5 months) - always happy when I see him.

Devika Raval (approx. 4 months)- Lewis' girlfriend!

Natasha Halliday (approx.3 months) - good name choice!

These little ones will be useful for keeping Natasha occupied but does mean that with all the older little ones we will be needing a baby minder at the events to keep them happy. Any offers! (No, Santa Claus has already put his foot down and refused - but then again he might come round!)

Before I close there are a couple of points I would like to raise.

With reference to last months Pants and Barks, Peter Hubbard's article was spot on with regards the Committees constant worry of entertaining the majority of members we never see. I have requested on several occasions for these members to come forward with ideas of events they would like to take part in. As we have not received any replies, we will assume that everyone is happy with the diary of events unless we hear otherwise.

Are there any items lacking from our HBRO Shop? There will be a few new items appearing in the next few months but what else would you like?

As secretary, and having my address in every magazine, during each month, I receive a varied range of literature in the post. Some of these are adverts for products at discount prices and as we cannot print all the details we have decided to state in the newsletters what has been received that month and these will be available at each pub meet.

Lastly, that time of year has been and gone! I've left it three months later this year before I've mentioned the Christmas Dinner. Although I've already had places reserved! For info see advert - but one thing I will mention is that the Raffle prizes will be slightly fewer than the sixty-odd we had last time. They will be mainly Land Rover orientated (no Coronation Street Videos!).

But, as always if anyone would like to donate prizes as they have generously done before then they will be greatly received.

Well that's enough waffle for now.

Maxine.

## CORRESPONDENCE RECEIVED DURING JULY/AUGUST

Letter from a distressed gentlemen whose had his Land Rover stolen.

Entry forms for Land Rovers 50th Anniversary Competition - SEARCH FOR A LEGEND (if you have a Land Rover with a legendary history you could win a new Defender!)

A.B. Butt Ltd - offering deals of Hella products.

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### Stolen Landy

Can you help Matt Carter find his stolen Series Ila SWB. Registration GYO 212N. He hasn't told us the chassis or engine number (usually the best clues). Ford V6 engine. Tatty condition. Ex-military type. Contact Matt on 01474-874387 or Gravesend Police on 01474-564346. Thanks.

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### Pink Elephant Off the Road

This is a 4x4 event run at Longleat. They are looking for marshals to help run the public off-road route over the October 24 / 25th weekend. The courses are on the Duke of Somerset's estate. A strong presence of marshals allows everyone to take time out of their duties to enjoy themselves.

Setting up is on Friday 23rd and the public will be in for the weekend. Camping is available near the location.

Contact Sarah Turner for further details:-

The Old Stable Yard, Duke of Somerset's Estate,  
Maiden Bradley, Wiltshire. BA12 7HL

Tel:- 01895-844844. Fax:- 01895-844944

Email:- offrd844@aol.com

## From Pathfinder to Explorer

If you want a road map for driving in Britain, you are spoilt for choice, as a quick look on the atlas shelf of any good bookseller will show. If you want to venture off the road, either on foot or in a vehicle, the choice is more limited, but this is not all bad as the Ordnance Survey produce the best maps in the world (I have seen maps produced by many other countries and I doubt that is an idle boast).

The first choice for many is the Ordnance Survey Landranger series. These have a scale of 1:50000, meaning that 1 Kilometre is represented by 2 centimetres, or for us oldies, one mile is a little over an inch. These maps are the successor to the traditional one inch to the mile series. They show a fine degree of detail, all roads and most tracks and paths, and outside towns even show most isolated buildings. They also show Rights of Way, but this is the one aspect of Ordnance Survey maps that must not be relied on. They have a convenient sheet size, covering an area 25 miles square, allowing islands such as Anglesey and the Isle of Wight to be covered by one sheet, but the sheets are still a manageable size. Dividing the country into sheets is a problem for map makers as if you are buying a single sheet you want it centred on your house, or the mountain you're climbing, but if you need to cover a large area, you want it to involve the smallest number of sheets, which means no overlaps. The Landranger series manages this well, avoiding cutting towns in half whilst keeping overlaps to a minimum.

Many experienced offroaders, whether on foot or not, use the Pathfinder series. These have a scale of 1:25000, near enough 2 inches to the mile, or exactly 4 cm to 1 km. This makes them a bit clearer, whilst allowing a bit more information to be found (although I have come across farms named on the Landranger but not on the Pathfinder, but they are the exception). They also show Rights of Way, the same warning applies, but for those venturing off the tarmac the biggest bonus is that they show field boundaries (fences & hedges to you and me) which can be very helpful in working out exactly where you are (even GPS will not help if there is a track on both sides of a hedge, with no indication on the ground as to which one is the Right of Way).

Their biggest snag is probably their size. As they were envisaged as being for walkers, a small sheet size was chosen covering an area about twelve miles by six, ample for a good afternoon's walk and easy to slip in your pocket. This means that in a vehicle you can quickly cross several map sheets, it takes eight Pathfinders to cover the area of a Landranger, both inconvenient and expensive. To cover Britain takes over 1200 sheets, making overlaps an unacceptable luxury, and the sheets are mainly based strictly on grid lines. Unfortunately our forbears did not refer to the National Grid before building their settlements.

The Ordnance Survey recognised these problems years ago and started introducing the Outdoor Leisure maps covering National Parks and large Areas

of Outstanding Natural Beauty. These were based on the Pathfinder series, with some additional tourist information, but covered a far larger area, typically six Pathfinder sheets, or almost the area of a Landranger sheet. Some are double-sided, providing two maps on one sheet, giving excellent value. The downside is that this results in a massive map-sheet which must be fully unfolded to change sides, far from easy in the confines of a truck cab, and I suspect very awkward on a windy mountainside. To avoid duplication, the Ordnance Survey stopped producing Pathfinders for areas covered by Outdoor Leisure sheets.

Recently they have introduced another new series, the Explorer maps. Again these were based on the Pathfinders with additional tourist information and covered around four times the area, a more manageable size. They started to cover popular tourist areas which were not National Parks or Areas of Outstanding Natural Beauty. Again duplicated Pathfinder sheets were dropped.

There is now a change of plan, and over the next six years the Pathfinder series of maps is to be phased out to be replaced by a combination of Explorer and Outdoor Leisure sheets. The Outdoor Leisure sheets are being standardised at 30km by 20km (sorry, the Ordnance Survey went metric over twenty years ago, it's up to you to convert it to miles) double sided, whilst the Explorers will be either 30km by 20km single sided or 20km square double sided. In order to attain this some of the Outdoor Leisure maps are being expanded, a slight disadvantage for those of us who already own the "small" sheets, the Snowdonia sheets are amongst those being extended (bringing my house onto an Outdoor Leisure sheet!). This choice of sheet sizes will allow a degree of flexibility in ensuring the sheets give convenient coverage of features on the ground whilst keeping overlaps to the minimum.

One minor change is to the numbering of the existing Explorer maps, currently these are numbered irregularly, basically in the order they were published, but are now to be renumbered in a geographic/numeric series. This evidently starts in the north, like the Landranger series, whilst the first sheets published are in southern England, let's hope they have done their sums right, and when they eventually reach the Shetland Isles, won't find themselves on sheet number minus one! So far there has been no announcement of a similar renumbering of the Outdoor Leisure maps.

The whole process is set to take six years, by the end of 1998 the Explorers should cover an area south of a line from the Thames to Bristol. Typically last year I finally decided to obtain full 25000 cover of Anglesey, and was just investigating filling the gaps in my coverage of the rest of North Wales, when the news broke!

Red Leader

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NOTE:- A new set of 1:25000 maps has been purchased for the club's green-laners. The whole of Hampshire and Berkshire is covered by a handful of Explorers and Outdoor Leisure Maps with a few Pathfinders filling in the gaps. Ask Steve Kirby or Dave Ridden about them.

## Goldilocks and the Three bears.

I thought that would get your attention, but they really do exist. So what am I talking about?

Many of you at the 98 ARC Rally will remember the publicity about the 50 Fifty Challenge. This is a long distance driving event in which three Freelanders and a Defender 110 are driving through 50 countries in 50 days. You will also remember the Gold 50th anniversary 110 that was at the Rally. They started off on the 1st of August. I went to see them off. I arrived at the factory at 06:30 to find only two or three people, one of whom was Paul Entwistle whom many of you may remember as he was involved with one of the Land Rover magazines a while back. He is now a Press Officer with the Rover Group. (Nice work if you can get it). Soon, others turned up and before long, the three Freelanders arrived and parked at the entrance for final farewells to family and friends who were present in fair numbers by this time. Paul informed me that the Gold 110 had quickly become known as Goldilocks and it wasn't long before the Freelanders received the "Three Bears" titles. Furthermore, they were marked as such with posh signwriting on the dashboards indicating Mummy Bear, Daddy Bear and Baby Bear. It's a good way as any of identifying them for radio communication. The three Freelanders are going on their own until they head to the Middle East at which point the 110 will join them and one Freelander will return to go to the Motor Show. Which one will it be? Is it Bill or is it Ben? Sorry, wrong programme!

On the dot of 7 o'clock, they departed from the Lode Lane gates amid much waving and brandishing of Good Luck banners. I commented to those around me that passers by, seeing the banners, must have thought that there was a strike on and we were pickets!

The most amazing thing is that not only did no Rover Club members (particularly Midland ones who live there) turn up for the publicity gathering on the Friday but I was the only Rover Club member from anywhere on Saturday. So there I was the only ARC Clubs representative to bother. To be fair, I was going to Birmingham anyway that day...

Towards the end of the following day, the trio had been to Scotland, Northern Ireland, Eire, Wales and back through England to the south coast to catch a ferry to France. Kiran had done some work to arrange for HBRO members to turn up in impressive numbers to meet the Challenge team at Portsmouth and put on a bit of a show to see them on their way. Well done everyone who put themselves out to attend. (Any photos?)

The HBRO showing got a good mention in the official Fifty 50 Challenge newsletter where we were mentioned by name.

Steve Kirby.

## Chairman's Chit Chat Corner

Judging by the amount of feed back I get, or rather don't get, from the membership you must all be quite happy with the way the club is being run. Not that I am looking for problems, I hasten to add, but doesn't anybody have any thoughts about anything. Santa seems to be doing his best to stir your emotions and stimulate discussion, but it seems it is always to same fish who rise to the bate !!! The A.G.M. is now that far away, so why not come along and tell us what your thoughts are on any subject.

My contribution to the magazine is put together over several weeks in odd bits and pieces. I had the first paragraph in place when the August mag dropped through the post box. The letter from Peter & Lena Hubbard was one of the best I have seen for some time. Thankyou for the comments and the compliments . This is just what I would like to see more often. I might even suggest that it be a requirement for renewal of membership to supply such an article for the mag.

Those of you who manage to get to the Hook pub meet will have seen the bikers. Last month it seemed there were even more than usual. A T.V. report on the evening following the meet told that approx. 5000 bikers attended this event. Just think, if word got round and 5000 Land Rovers turned up at the pub meet. I can see Alan's eyes rolling at the thought of all that membership money.

At Bow Hill the other month the word on the grape vine was that the Stag Owners Rally (so popular in the past ) was not on. Well that is not quite true. It was on but we were not invited. Not to be put off eleven units attended the rally field at Round Hills for a great weekend. I brought the family down just for the day and Maureen ended up running the creche. We had a great day and will be back later in the year.

The family and I have enjoyed the social and camping/caravanning scene in the club so much of late that we have taken the plunge and upgraded the caravan. We plan to do a lot more caravanning in future.

We were away on holiday at Poole for a short time the other week. Well Poole and Romsey are a lot closer together than Romsey & Reading so I had to pop up for a short itme. The sections look busy and interesting, but there was a sting in the tail !!!! It was in the tail of the wasps to be exact. I heard of several people who got stung and a few people who got stung several times. Hope all is well with all the stingeese.

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## Joke Section !!!!

There were 3 engineers in a car . One was an electrical engineer, one a chemical engineer, and the last a computer engineer. The car started to miss fire very badly.

The electrical engineer suggested they stop and he would strip the

electrical system to trace the fault.

The chemical engineer suggested it was a fuel problem, and that if they stopped he would analyse the fuel to trace the problem.

The computer engineer suggested that if they closed all the windows and shut it down, then restarted and opened the windows, everything would be o.k.!!!!!!!

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## Constitution Update!

In an attempt to update the constitution the Chairman Proposes the following changes be made...

Item 7 Replace the word "four" with "five"

Item 8 Replace the word "his" with the words "his or her "

Item 9 Replace the word "his " with the word "their"

Item 11 Remove the words "or \*£100.00 whichever is the lesser amount."

Item 16 Remove the words "him from membership" and replace with " that application"

Item 19 Remove the word "his" and replace with "their"

Item 20 Replace the word "his " in the first line with the word "their"

Item 23 Replace the word "his" with the word "their" in all its occurrences.

Replace the word " he " in the last sentence with the word "they"

Item 28 Replace the words "he & his" with the words " they & their " respectively

Item 29 Replace the word "himself" with the word "themselves"

Item 33 Replace the word "his" with he word "their"

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## Battlehurst Farm

Having just returned from a week by the sea, we couldn't manage to camp at Battlehurst . We travelled down on Sunday morning for the R.T.V. The camping field was well peppered with caravans and tents, instead of the normal Battlehurst objects, and Sunday proved to be a glorious day.

Five entrants from the southern club and thirteen from HBRO were divided into two groups for the eight sections, all of which were familiar to Battlehurst veterans. One suprise in store for the unsuspecting was the section that you had to drive in reverse gear. I had the dubious honour of going first on this section, in my group. It was John's keen eyesight that saved the day here because I nearly missed the eleven gate completely. A well known saying goes like this " We will cross that bridge when we come to it " ( Sam ! Remember to primary job of a navigator is to take the blame ) Those in the dart ask Pete when you see him. Thanks to the southern club for a good day. Results elsewhere in the mag.

## Vehicle Recovery

Part of the process that a competitor goes through to gain entry to a competition is scrutineering. The scrutineer checks, among many other things, the integrity and suitability of vehicle recovery points and equipment. This is obviously necessary but are we not missing something?

When a competitor gets stuck recovery by another competitor is often the quickest solution.

If, however, the recovery process becomes somewhat more complicated, and as such the forces involved in recovery may be greatly increased, other parties become involved. I am thinking of course of officials vehicles. Who scrutineers these? The answer is no one. It is assumed that the marshal's vehicle is "up to the job". This is of course a dangerous assumption. In many cases there is no problem, but I think we could be living on borrowed time.

I am not qualified to judge the integrity of a chassis, cross members, outriggers etc., but they are plenty of you out there who are. I don't want to burden the venerable scrutineer with extra work load, but in this case I think we should.

WHAT DO YOU THINK ?????

That's it for now.

Cheers, Nick Jennings

Email address 101743,1615@compuserve

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## Fire Extinguishers

Last month, I commented on fire extinguishers. Dave Cuthbert has pointed out that they aren't compulsory except where stated. However, I still recommend, and I think Dave does too, that every vehicle be fitted with a fire extinguisher.

Steve Kirby

Steve

I have noticed that the newsletter still has Safari Engineering's phone number as 01734 732732. This code does not exist any more. The number should now read:- 0118 9732732.

Also, I've just had time to access the club web site. I'm very impressed with the quality of it. However, I was not able to sign the guest book.

Regards

Roger Hardwick.

## 50th Anniversary Internationals

When it was first announced that the 1998 International Rally was to last all week I was one of those who had misgivings, how was a week to be filled. When the booking form arrived it showed that the "lesser" competitions were to be scattered through the week, whilst the RTV was moved to the second Saturday. I decided to book a camping plot for the week, but delay the actual decision on what I would do till later. I knew there were plenty of plans for other activities, and so waited eagerly for confirmation that they would take place.

Going just for a weekend was also a problem, did I go for the first, traditional, weekend, and miss the RTV, or go the second weekend, a long way to go just for an RTV! There were other events to compensate for the absence of the team & winch recovery, RTV etc. over the weekend, in particular a Grand Opening Ceremony and a Showroom Vehicle Trial.

As the event approached I still couldn't work up any enthusiasm for sitting in the caravan for a week at Eastnor, added to which I was having Land Rover problems, and it was looking doubtful if WOW (Ser3 SWB) would even make the trip. No Land Rover, no caravan. Days before the event, a decision was made. Forget WOW and go down after work on Saturday, this would mean missing the Opening Ceremony, intended to include Fifty smart Land Rovers to represent fifty years, and the Showroom Trial, all I knew about this was it was an invitation event, but I didn't know who was being invited. If I left the tent there I could come back the following Friday evening to do the RTV.

I arrived on Saturday evening to be welcomed by Hants & Berks members running Rally Reception (and making notes for 2000) and found North Wales had been given an excellent spot, on the edge so we should not be disturbed by other clubs, but not too far from the beer tent.

There were a number of North Wales members already in residence, but I was surprised to find both Alan Brown and Deryck Newsham, who had both worked hard last year and have spent the last twelve months complaining to me that they never saw the competitions at the Horseshoe Pass, were both driving official vehicles, Deryck acting as chauffeur to the video crew, Alan as a minibus driver. Dave Parry, who worked equally hard at Llangollen, but at least saw the competitions, as a marshal, later volunteered to join Alan. Soon it was time to sample the beer tent. It was very crowded, and the staff were struggling to cope, but this is a Nationals, we won't let little things like that spoil our evening. There was even live music, they seemed quite good but a bit wasted in a beer tent where few were paying them much attention. There is a bit of controversy about who was actually last to leave the beer tent, I believe someone from another club took a step back in, whilst apparently there was a child (underage so doesn't really count) but no one seemed to know if she was with the caterers or not.

Sunday morning, CCV trial day, and I decided to follow my usual practise of wandering over to the line up area to have a chat with anyone I know, then

watch the vehicles drive off to their first section, always a stirring sight, before having some breakfast. Unfortunately as I walked towards Rally Control I saw competitors disappearing up the hill out of sight, so plan A was abandoned. I later found the line up area was up by the obelisk, well out of walking range. After breakfast Geoff Sharp, who had taken me on the Heritage Run, announced that he was going on the off road course and had a spare seat, did I know anyone who might be interested in going?

His Carawagon caused a bit of concern when he arrived at the start, particularly as the gas bottles are very low slung at the back, in addition, although not so obvious, it is extremely heavy. However after a brief discussion the organisers seemed happy that Geoff knew what he was doing and we set off. The basic idea was to drive round the course that the Land Rover Experience team use for customers driving their own motors. Going round with Geoff was both interesting and educational. Much of his off road experience has been gained in normal cars. Whilst he may not drive off road in the accepted Land Rover meaning, i.e. he doesn't green road or trial, he has owned the Carawagon for around 26 years (since new) and uses it to camp in remote places, particularly abroad. This means that when he ventures into the wild he is usually on his own, and miles from anywhere in a foreign country, getting stuck is not an option. What I witnessed was a classic demonstration of cautious driving. Where I would have casually motored down the ruts, confident that there was a motor front and back to give me a tow if I did get caught out, Geoff was using all his skills to stay out of the ruts and not allow any risk of getting grounded. All too soon, well after a couple of hours, we were back at the campsite, and time to take a look around the trade stands.

As I got back to Rally Control a bus (110 County 12 seater) appeared with only a handful of people queuing so I jumped at the chance of a lift up to the trial. I spent the afternoon progressing down the sections and spotted several North Wales members in action. The sections looked interesting, plenty of chances to get it wrong, but no reason why they shouldn't be cleared if you got it right. Before long vehicles were coming back with tales of varying fortunes, hopefully the editor will have included the relevant scores elsewhere, in particular Glyn had what should have been an excellent score, but not good enough today! More to the point they all seemed to enjoy it.

Beer tent time again, not quite as crowded tonight. Unfortunately Alan was starting to go down with some form of bug and could not stay the distance, but the North Wales contingent were generally on good form, even if our new Club Shop Officer spent the second night spilling more than she drunk.

Monday morning, and it's comp day. I have a dreadful secret to confess here, unless I am directly involved, I don't find comps wildly exciting, so when I saw the length of the queue waiting for the bus (at least ten 110 loads) I returned to the tent, just as Deryck, still on official driving duties returned for a cup of tea. Suitably refreshed he had to return to the paddock area and kindly gave me a lift. As usual not long after I arrived the course was closed to allow recovery of vehicles and some safety changes be made by a JCB, so after a while I joined

the short wait for a bus back, thanks Dave, I suppose compared with pumping diesel into gennies all weekend driving a new 110 is a doddle!

Another quick look round the stands and into the beer tent, no not what you think, some of the ladies were giving craft demonstrations. It was interesting to see what they get up to whilst their partners spend hours in the garage, including our Editor, who was demonstrating the art of spinning. I decided to leave mid afternoon to give me plenty of time to get WOW sorted out ready for the RTV so after securing the tent for the week I set off for a more leisurely drive to Colwyn Bay. Things went right that week and by Thursday night I had everything ready to drive back straight after work on Friday.

After a slight detour to wave at last years Horseshoe Pass site I was soon back at Eastnor. A quick check that all was well with the tent and it was over to the beer tent, to arrive just as the L&C appeared.

"Hello Dave," Colin Gaukroger greeted me, "You haven't been scrutineered yet."

"No, I didn't arrive until quarter to nine. Scrutineering was closed."

"We kept it open until eight thirty."

"But it said eight in the programme."

"We announced it on the Tannoy."

"But I couldn't hear it from the A49. Anyway it still closed fifteen minutes before I got here!"

Quarter to six in the morning (and whilst not the last to leave, the bar had closed when I left) saw me giving a last minute check before scrutineering, particularly worrying as I had little time to fix it if they weren't happy, but I needn't have worried. At least I had time for breakfast.

At the drivers briefing we were particularly warned that there may be some wide gates, with a choice of several routes, but there was no guarantee that more than one of them would work! Off we went to the woods for a section that wriggled around a bit, then down a bank before a climb to the finish. As predicted the gate at the top of the hill was about 50 metres wide, with possible routes at both sides. I picked the furthest, although some who tried it found gravity taking them toward the lower cane, but I had no such problems and cleared the section, always a good start, clearing the first section of the day. I later, in the beer tent, heard from a marshal that there was a third route, it involved flattening a very small sapling, but lead straight into the next gate, no one tried it.

Next section and I was first off. It looks a nasty loose climb to the three, but there proved to be bags of grip, another clear. It was beginning to look like a low score day, but penalties were being picked up. On to the woods, and a section that ran round though a stream and mud. The previous group were only halfway through, this section, it was to cause delays all day, in the end seeing waits of over two hours. At least there was plenty of time to plan the line, but to no avail, and I was no longer on clear.

On we went, not perhaps the hardest Nationals RTV I have done, but enough to make you think, and catch out some, including me, another 1 for lack of momentum stopping me get a hub though. Had we had heavy rain overnight



(as forecast) however...

And so to section 11 (our 7th). This involved a drop through some mud with a slippery right-hand turn on the climb out. Watching others tackling it there appeared to be fifty-fifty chance for getting a 3, with no obvious (to me) safe line; unless I went up through the bushes to the right. Someone had tried it, probably whilst setting out, but it was a big gamble. I left the decision to the last moment (as I went through the four gate) but went for it. It was a bit rough, but worth it just to see the spectators scatter as I approached then from behind, better still, it worked, but don't ask Alan about it!

Eventually we came to our last section, the dreaded Section three. At this stage we had heard there were very few clears, and most in our group. We found out why, the one gate was not impossible as a few cleared it (including our Deryck) but by the end of the event there was only one clear, but lots of ones.

Although not involved I stayed to watch the run off, despite the bar being open, but it has to be said that for the spectators it was a bit of an anticlimax, but it produced a result.

A few beers and that was it, well perhaps a few more, then ready to go home on Sunday. Had I made the right choice not to sit in a caravan for a week? Well in the end virtually all the planned events did take place, albeit some arranged at the last minute, and the weather held up, in fact Eastnor was about the only place in the country not to have rain that week, so perhaps I didn't!

So home, I haven't broken the motor so the MoT next week should be a doddle, then some kind gentleman rammed me from behind on the Expressway, and I was doing over 50 at the time, and then didn't stop, what a nice man. So come on all of you who are frightened of trialling because of possible damage, I have always said there is more risk on the road than at a trial, now I've proved it.

Red Leader

PS. Despite appearances the damage turned out to be superficial, with Colin Parry's skills WOW was soon straight again.

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## Laning News.

The last attempt at a day's green laning based in the Meon Valley was abandoned due to boredom!

We all met up in a lay-by near the West Meon Hut. A good number turned out in the hope of an interesting day. We hadn't been in this area for a while, and although we knew some lanes had been closed, we thought there would be some good ones left to drive. We split into two groups and arranged to meet back at the start point at about 12.30 for lunch.

Our group set off and found our first byway. Yes! - water - mud - looks

like this might be a good day. Wrong. After this it got more and more boring. The council had been round "improving" the surfaces. They'd done it so well that at one point we even confused a bridleway with a byway. Could have driven these in the mother-in-law's old Nissan Sunny.

We arrived back at the lay-by to find the other group had not only got there first but had lunch and started to leave, they'd had an even more frustrating morning with lots of gates forcing then to turn round and back-track. At this point these left decided they might as well give up and go home too.

Three of us carried on towards Bishop's Waltham to try some lanes we'd heard were good driving. The council got there before us again! Their surfacing meant these lanes were better than some of our own local roads! It was a bit of a "Sunday drive", very different from the days when the illustrious Steve Kirby was Rights of Way Officer. It seems this may be the scenario for the future for green laners in a lot of areas. While we are very conscious that we need to be aware of other users and not do too much damage in our travels it seems that the days when we used to go out laning in the knowledge that we would have a challenging days driving may be numbered.

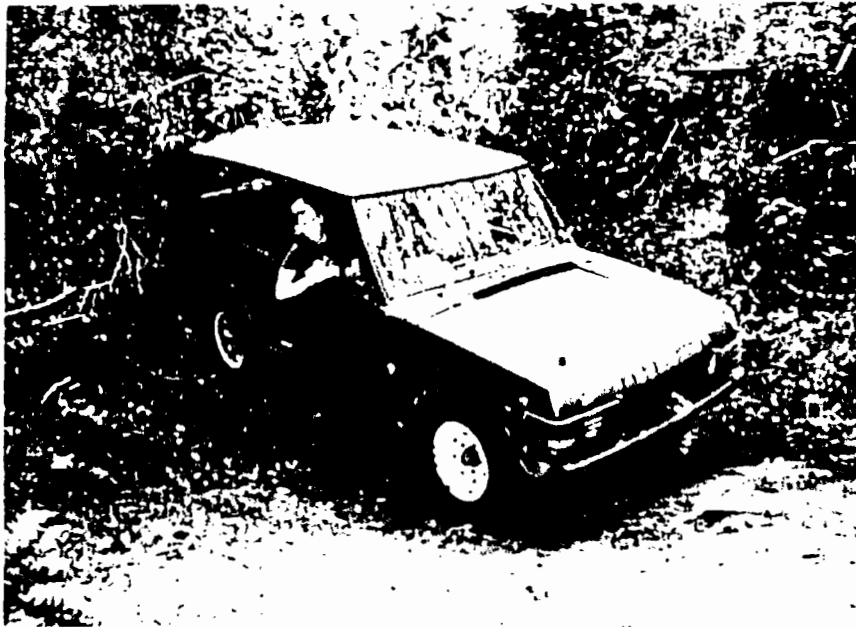
On reading the literature available from 4x4 magazines to LARA, it seems the non-damaging approach is the way for the future. However this may not be what club members would like, and not everyone wants to trial to get to play in the mud! Concerned about disappointing those who took the trouble to come out for the day, I brought this up at the next Committee meeting where it was suggested that maybe we should go further afield to find more interesting terrain. Should we do this? Or should we just accept that the nature of green laning is changing and just go out to appreciate the countryside from a different viewpoint? Or is the driving day going to be a middle way? Anyone out there want to write in with their views? Any ideas or feedback will be gratefully received.

## Future Events.

Three or four people have offered to organise laning in their areas. We'll keep you posted on this... possibilities are Farnham and Luggershall. If anyone is interested in a week-end's camping, maybe we can organise a trip to Wales. We mentioned this before but as yet none seems keen. A request for a day on Salisbury Plain has been made by several members and this has been pencilled in for November. Details in the next magazine.

A non-damaging trip (bring your Freelanders and Discoveries) is September's laning. Lovely views, easy driving (some water around, that's all). Bring a picnic and we'll bring along the barbecue for you to use if you want. Meet at Pepperbox Hill off the A36 at 10.00 a.m. on September 27th. Hope to see you there.

Dave and Maureen Ridden.



Gary Hodgson stuck in the big hole waiting for the recovery vehicle to be recovered



Andrew Simpson trying to negotiate a very tight turn after modifying his near side wing



Andrew Bridger trying to make his way between a large tree and the marker cane



Keith Jones sinking deeper into the mud and making recovery difficult



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## **Vocational Licence - A Warning**

Recently the rules concerning Vocational Licences, that is LGV (formerly HGV) and PCV (formally PSV), have been changed. There is now a minimum level of uncorrected eyesight. I will not expound my views on this beyond saying I have worn glasses for around forty years and been driving for thirty, and in all that time my glasses have never once come off whilst behind the wheel.

As you can imagine when this was announced there was an outcry as it would have meant many people losing their livelihood, and so an exemption was allowed permitting current holders to continue driving provided they still meet the requirements in force when they first obtained their licence. Accordingly I expected no problems renewing mine.

However it transpires that this exemption only applies to current drivers and you must have driven a suitable vehicle at least ten times in the past five years to be eligible. If you obtained an HGV during earlier employment and are not currently using it, but wish to keep all qualifications available for the future, tough!

What I found particularly galling was that the implication is that my eyesight makes it dangerous to allow me to drive a large vehicle, but had I driven one once every six months, instead of a car derived van virtually every day, to a total of about 50000 miles a year, my eyesight would be suddenly safe, although unchanged.

So, if you find yourself in a similar position, what should you do? Firstly take every opportunity to drive larger vehicles, if you know some who owns a lorry, ask him to let you drive it a couple of times a year. Whether your licence is valuable enough to warrant hiring a vehicle only you can decide. Secondly keep a note of each time you drive a larger vehicle, all larger vehicles, not just those requiring a special licence, as eventually I got mine on the strength of occasionally driving a seven tonne lorry, for which an ordinary car licence will suffice.

In case anyone is worried that I am encouraging drivers who can't see, I must stress that the changes cover uncorrected vision, the standards required wearing glasses are unaltered, in fact for the first time in thirty years my licence is endorsed (in code) to the effect that I should be wearing glasses.

Dave Cuthbert

Colwyn Bay  
July 1998

Editor, Pants & Barks.

Dear Steve,

May I just correct your comments on WOW. The original WOW was my Ser 2 (whose chief claim to fame must be that it was the first LR you drove). My 80, Toby, carried, and still carries, its original registration, KOM. Although I sold him some years ago he is back on the road near Corwen. Anyone coming to Bala 98 can be given directions to go and visit him!

Talking of Bala 98 I am disappointed by the lack of HBRO entries, possibly not helped by having the wrong date in Pants & Barks. In previous years we have had several Hants and Berks visitors to Porthmadog, perhaps we haven't been forgiven for the annihilation of your Team Recovery stars. To be fair it was North Wales, rather than the North Wales Land Rover Club, that defeated them, I doubt they will overestimate the grip available on a Welsh shale bank again. A pity as their second run, after they had looked at what length ropes to use, and where to pull to, instead of assuming they could drive it, was electrifying!

Finally it was nice to see so many of you at the International Rally, I hope to see a lot more during the preparations for 2000.

Dave Cuthbert

Editor's reply:-

Apologies for the wrong date for Porthmadog. As I've mentioned before, computers are very good at remembering things even when they're wrong! So an incorrect date will be perpetuated until someone notices that it's not correct. To repeat my plea, if any readers see a mistake of any kind in Pants & Barks, please let me know ASAP so I can correct it. I won't be offended.

## Trial at new Romsey site

Sunday 26th July 1998 saw the first trial at the new Romsey site. It was a camping weekend as well, but due to other commitments the Taylors could not camp, so we went for the trial only. We got up at 6.30am (I don't get up that early to go to work!!) to drive to Romsey. Those of you who know the saga of our series II, will not be surprised to learn that we now have starting problems, due to the increased compression the poor little starter motor can't cope and sometimes it does not turn the engine over, so we drove to Sunday's event with our hearts in our mouths! After some discussion with people that know about these things, it was deemed that we may be able to get our starter re-wound to give it more oomph! As it turns out this is not possible and we would need to change the fly-wheel to change to a meatier starter motor. Changing the fly-wheel means removing the engine, Jim has stated that he is not doing that for anyone!!

Anyway, back to the event, the site is very rural, very narrow lanes to get to it, and picturesque. Not many folks turned up to camp, but a few die hards erected tents and caravans, and had a jolly late night by all accounts!

19 drivers signed on for the event with lots of marshals. We found out why so many wanted to marshal when we saw the first section! Into the woods we went to a small but steep bomb hole. We were third to go on the first section, urgh! I took a sharp intake of breath as we fell from the top of the hole and slid down the bank, like those before us and many after us, we did not make the sharp right-hand turn after the sharp left-hand loop at the bottom of the slope. Still that was the first section out of the way, always nerve racking, that first section.

The second section was fairly straight forward, but again we did not make a right-hand turn, which should have taken us through a gap cut in a 2' diameter log. I thought for a moment that Jim was going to get his 'devils horns' out and try to push the log out of the way, but he saw sense and we stopped before wrecking the vehicle. Jim's excuse was that someone had moved the cross-canes from another section that was close by and that was his marker for turning! 'A poor workman always blames his tools!' Loud screams were heard from Carol who was stung by a wasp.

So on to the third section, I walked through the woods and discovered a man in his underpants flapping his trousers! Was this a new fashion I thought or a new dance. Upon getting closer he had put his trousers back on, so I had missed my chance! It turns out a wasp had got into his trouser leg via a hole in the knee and had stung him several times. Then someone else shouted as they got stung as well. I started to walk the section and felt something on my back, which disappeared only to give me a sharp stab in my side under my bra strap, I then felt something crawling across my chest. I lifted my sweatshirt to discover a wasp walking over my right breast, where it promptly stung me. Jim was just ahead of me and grabbed my sweatshirt and pulled it off to get rid of the wasp, as it seemed quite partial to me stinging me yet again, in the shoulder this time. I managed to get my sweatshirt back on with no wasps inside, but not before a

competitor had gone by. He later saw me and blamed me for his score of 9; he was driving along and suddenly saw me with my chest hanging out and it put him right off! I had several offers, from various men, to rub my chest better; I declined them all! I decided it was sensible to tuck my sweat-shirt inside my jeans to stop any more wasps getting inside said article, it was dead sexy!!! NOT!!! About this time it was deemed necessary to abandon that section as we were driving over a wasp's nest and each time a vehicle went over it, more angry wasps were coming out. So we went off to the fourth section and later drove section 2 in reverse, this had 2 wasps nests in it's vicinity causing more stings but these wasps didn't seem to mind being run over as much as the others!

Lunch saw the rain easing up and the luxury or portable toilets. In the afternoon we went to woods above the camp site, where yet more wasps stung people and a couple of small but steep slopes taken straight on and at an angle caused many looks of concentration and high scores. The last but one section used a gully, which would have been impressive for a CCV trial. Everyone hung around the gully waiting to see what would happen! The first 3 or 4 never got as far as the gully scoring 10s and 8s. However, Gary Hodgson having scored got to the gully and volunteered to enter it and see how it drove! He got stuck! Dave Ridden (Clerk of the Course for the day) had had problems with his hybrid all day in that the starter did not work at all, so he had driven to the gully and left the engine running in order to tow the first stuck person out. He leapt into his Rover and the engine promptly died, so he was pushed to bump start it before towing Gary out of the hole. A couple of others had a go but no one made it out on their own, it looked scary going into the gully cos' rarely were all 4 wheels on the ground!

Thankfully our starter motor held out, it's the first click that prevents it turning the engine over, the second one usually works, so far! The end of the day saw the usual amalgamations of classes, Andrew and Barry Simpson coming 1st and 2nd in joint classes 2 and 3, Jim reckoned this made him 1st in class 3 as he was 3rd in the combined classes, and the Simpson's vehicle is a series 1 (class 2).

As a whole I did not enjoy the day, but this could have been due to the wasps, and the fact that my back and tummy both ached for different reasons. If the site is to be used again, the wasps need to be removed, if we wish to use it for the nationals, they definitely have to be removed. Thinking ahead to the nationals, if this site is to be used, a one way system for entry and exit through the lanes would be needed (lanes not wide enough for 2 small cars in places, let alone 2 caravans,) and the track through the farm would need to be filled, as it is very rutted. The site has lots of potential for trials etc. but needs more clearance to makes things usable for RTV.

Many thanks, to those who set out and to the marshals and CoC on the day.

Brenda Taylor

## **CHRISTMAS DINNER & KNEES UP**

5th December, 1998 at 7.30pm The Grange Hotel  
London Road, Alton 01420 86565

As most of you know we have held this event here for two years with great success, so third time lucky!

The dinner will start at 7.30pm followed by a raffle which will be slightly smaller than last year with a difference- not just one ticket but you can buy as many as you like! Lastly, a disco which plays music we all like and no annoying chatter breaks!

So, come along and have a giggle.

Now, as this is a sought after event, places will not be held without a deposit of at least £5 per person - more if you would like.

I am presuming that the menus can be mixed up like before (I will be confirming) - choose from any menu and pay the price of the highest you choose from.

~  
**MENU A £17.00**

**Tomato & Orange Soup**

**Roast Turkey**

**Christmas Pud with brandy sauce**

~  
**MENU B £18.50**

**Salad of Sweet Melon & Pineapple with a berry vinaigrette**

**Fillet of Salmon with a white wine and chive cream**

**Profiteroles with a dark chocolate sauce (heaven!)**

~  
**MENU C £20.00**

**Prawns & Salmon in a Marie Rose sauce**

**Breast of Chicken with a creamy mushroom sauce**

**Fresh Fruit Roulade with a raspberry coulis**

~  
I will confirm the price of the rooms but I will stress that these went quickly last year - so don't wait to book. When booking state that you are attending the dinner as this entitles you to a discount.

Deposits & queries - Maxine (address & no. on back of front cover)

## Pucknell Farm RTV Results 26th July, 1998

We had a good turn out for this first RTV event at this site. 19 entrants started with three retiring by the fourth section. The results were as follows;

NAME	CLS	1	2	3	4	5	6	7	8	TOT	POS
Andrew Simpson	2	7	0	0	0	0	6	0	3	16	1
Barry Simpson	2	8	12	0	0	2	9	2	5	38	2
Jim Taylor	3	8	7	5	10	1	2	0	5	38	
Chris Homewood	3	8	11	0	5	1	10	4	6	45	
Andrew Ballsdon	3	8	1	4	11	5	3	10	8	50	
Eddie Gordon	3	8	11	10	5	0	6	10	8	58	
Mark Halliday	4	8	7	9	4	0	2	10	8	48	
Hugh Duffett	4	7	0	0	0	0	0	9	3	19	1
Dave Allen	4	0	0	6	0	0	7	0	10	23	2
Peter Leverett	4	0	6	4	0	1	6	4	8	29	
Gary Hodgson	5	0	6	6	0	1	2	0	5	20	1
Keith Jones	5	0	5	4	1	2	10	5	6	33	2
Andy Jones	5	0	5	5	10	1	2	4	8	35	
Neville Dewdney	8	8	0	4	0	0	3	9	5	29	
Steve Skinner	8	8	10	0	0	0	2	0	8	28	2
Andrew Bridger	10	8	0	0	0	0	6	9	2	25	1
Martin Pike	8	8	10	2	4	R	R	R	R	R	
Peter Swales	3	8	0	R	R	R	R	R	R	R	
Simon Newington	2	8	7	9	R	R	R	R	R	R	

Classes 2 and 3, and 8 and 10 were amalgamated. Barry Simpson got a second place with most clear rounds. The results were not clear as to the running order of the sections as these were not marked up on the day, but the scores are consistent for everyone.

Sorry, I did not have the paperwork for the marshals/officials, so this is from memory. Any errors or omissions, I apologise! But thanks to the following;

Dave Ridden (CoC), Matthew Hewitt (Chief Marshall), Brian Franklin (Scrutineer), Sam Parker (SoM), Ashley Pocock (Steward) and the marshals Nick Woodage, Ian Parker, Maureen Ridden, Alan Comber and a few whose names I don't know (sorry!).

Sam Parker.

## Battlehurst Farm Gymkhana Results 1st August, 1998

All the results I have listed for the events held at Battlehurst are taken from paperwork sent to me from SROC as I did not think to make a note of them at the time!

This was kindly organised at the last moment by John Haythorne of Southern ROC. It was quite challenging and some of the sections were certainly novel. According to Tricia and Hugh, however, it was not completely non-damaging, especially on the balloon section. I think Tricia may be more reluctant in future to let Hugh drive her motor! The results were as follows....

CLUB	NAME	1	2	3	4	5	6	7	8	9	10	11	TOT
HBRO	Andrew Simpson	1	5	3	1	0	0	1	6	0	7	0	24
HBRO	Peter Leverett	2	6	8	3	0	0	1	4	0	4	0	28
HBRO	Carol Skinner	3	5	3	0	0	12	0	2	1	3	0	29
HBRO	Hugh Duffett	5	7	5	5	0	0	1	2	0	5	0	30
HBRO	Tricia Jacobs	10	5	4	0	0	0	4	2	0	5	0	30
HBRO	Steve Skinner	9	6	2	1	0	2	0	4	0	6	2	32
HBRO	Fred Twiby	9	5	8	2	0	0	1	4	1	7	0	37
HBRO	Roy Michael	7	7	6	4	0	0	12	6	0	6	2	50
HBRO	Sam Parker	8	7	6	4	10	0	2	4	0	10	0	51
HBRO	Tim Tempest	6	0	7	7	4	3	7	6	0	8	6	54
SROC	John Mayes	10	5	2	11	5	7	3	6	1	10	3	63

As you can see from the results, HBRO did rather well at this event. Andy Simpson won overall, with Peter Leverett second and Carol Skinner a very close third. Despite some foul play in the Skinner camp, it was good to see that Carol still managed to triumph over Steve.

Many thanks to the officials and marshals, who are listed as the following on Southern's paperwork; John Haythorne (CoC) and Mary and Trevor Garwood (Officials). Thanks also to Barry Simpson who I know also lent a hand.

We also heard that the farm safari, sorry, drive was a roaring success with Hugh almost unable to control himself with excitement. I think this is one part of the weekend the 'adults' enjoy as much as the kids.

Sam Parker.

## Battlehurst Farm RTV Results

2nd August, 1998

There were 18 entrants overall for this years Battlehurst Interclub Challenge. There were 13 representatives from Hants and Berks and 5 from Southern. There was no poo to contend with this year, just the sections that had been laid out on the previous day by the Southern members. The results were as follows;

CLUB	NAME	CLS	1	2	3	4	5	6	7	8	TOT	POS
SROC	Steve Greenwood	1	0	1	0	1	0	2	1	1	6	1
SROC	John Sansom	1	0	2	9	3	0	0	1	3	18	
HBRO	Barry Simpson	2	0	2	0	3	0	2	0	0	7	2
HBRO	Roy Mitchell	2	0	2	0	3	0	0	5	0	10	
HBRO	Tricia Jacobs	3	9	2	9	3	1	2	0	0	26	
HBRO	Eddie Gordon	3	9	5	9	3	0	5	2	10	43	
HBRO	Hugh Duffett	4	0	1	0	2	0	1	1	2	7	1
HBRO	Nick Jennings	4	0	2	0	3	1	2	2	2	12	2
SROC	Tony Kempster	4	0	2	5	2	1	3	2	0	15	3
HBRO	Peter Leverett	4	0	2	5	3	1	2	4	3	20	
SROC	Peter Pike	4	8	2	7	2	1	2	2	1	25	
HBRO	Nik Watts	4	6	2	7	1	9	2	2	1	30	
HBRO	Andy Jones	5	0	2	0	1	1	2	2	2	10	
HBRO	Gary Hodgson	5	0	2	0	1	1	2	2	4	12	
SROC	Mary Garwood	6	0	1	11	1	1	1	1	0	16	
HBRO	Neville Dewdney	8	0	1	0	0	1	1	2	0	5	1
HBRO	Steve Skinner	8	0	1	0	1	0	2	1	2	7	
HBRO	Andrew Bridger	10	11	0	0	3	1	2	2	3	22	

Classes 1 and 2, and 6 and 8 were amalgamated. Overall placings were as follows;

- 1st Neville Dewdney
- 2nd Steve Greenwood
- 3rd Barry Simpson

Despite this success overall, however, HBRO still lost the Team Challenge Shield. The result was worked out on the average score of all the results. SROC had an average of 16, with HBRO's being 16.2. So as you can see, it was very close indeed.

Thanks to SROC for hosting this years event, and thanks to all the officials and marshals, without whom we would not have an event.

Sam Parker.

## Battlehurst Comment

Ian and I arrived early Friday evening at the campsite to be greeted with the sight of one lonely Southern camper and a couple of empty caravans. A few other Hants and Berks people arrived throughout Friday night and Saturday morning, making up the 'bulk' of the revellers.

Thanks to John Haythorne, the gymkhana went ahead, although he had to dash out to buy supplies as he was unaware he was going to be left to organise this event. Unfortunately for Southern, there were very few people around to take part in what turned out to be quite a laugh. As far as I am aware, there was only one Southern member who set out, and must have worked his \*\*\*\* off to get it all done in time, helped by Tim of HBRO. (This may have been the plan, however.)

The farm safari / drive went ahead, although was not pre-planned to happen. Many thanks to whoever sorted this out (the farmer I believe) as I'm sure the kids (and Hugh and Peter) really enjoyed it. The hog-roast did not enjoy such fortune, although HBRO still enjoyed the traditional way of barbecuing - in the rain! Nearly three times as many RTVers on Sunday from HBRO, but still a good trial. The weekend was what we made of it, and I think all in HBRO enjoyed it, but that is why this is more of a comment rather than an account.

Sam Parker.

## Cut Price Trialling

As a not particularly active trialler, I may not be in any place to comment, but charging a reduced rate to an associate member who is double driving with the member would seem in principle to be at least worth a try. Certainly, the thought of having to pay £24-£30 so that both parties of a couple can trial is a tad expensive and I'm sure puts a lot of people off. If the idea of charging the reduced rate is to attract more people into taking part then the club should give it a go, even if only for a trial period. If the idea is to attract more women into trialling, it may well have some impact, but also would listening to suggestions such as Brenda's. If people feel Brenda has a valid suggestion or has similar ideas, please let it be known. The more support, the more likely it is to happen.

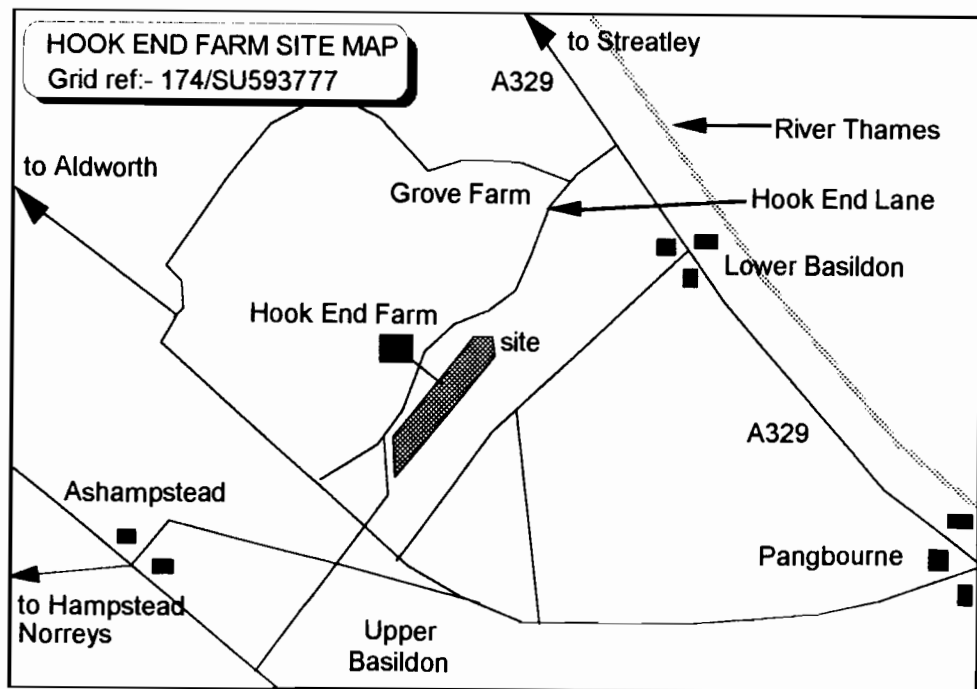
Sam Parker.

## Wessex Shield & Safari Engineering Challenge, Trials at Hook End Farm, Upper Basildon, Pangbourne September 12-13

Hook End Farm is on Hook End Lane, a turning off the Pangbourne to Streatley road, the A329 about 9 miles West of Reading. Or, from the Newbury area, take the B4009 to Hampstead Norreys and thence East to Ashampstead, or take the A4 towards Reading and at Theale, take the A340 North to Pangbourne. The events are open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be at 9:00. a.m. and the competition will start at 10:00. a.m. prompt, so please be on time. ARC rules will apply as usual. You should now all have a 1998 ARC Handbook. Contact the secretary if you haven't got one yet. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

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

Camping will be available. Contact Kiran for details.



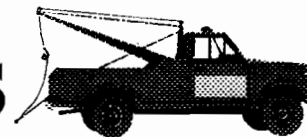
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## For Sale

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! Please don't just leave an old advert to "time-out",

## Bits & pieces

- \* Hardtop for SWB SIII. Large windows. Rear door. Very good condition. £125 o.n.o. or swap for a canopy and frame. Ring Bob Ayres in Aldershot on 01252-332024 (SEP98)
- \* Land Rover bits... Tyres:-Two Michelin XZY 750R16s , One Michelin XY 750 R16 and One Toyo Hyperadial ST 750 R16. All on LWB 109 rims and lots of tread. £20 each. One Goodyear Hi-Miler Xtra Grip 650 x16C 6 ply on SWB rim. Never used. £35 or swap for 600x16 SAT. Two 2286cc diesel engine blocks and one cylinder head, need some work. Offers. Phone Roger Hardwick on 01252-335708 (day) or 01252-376797 (evenings). (SEP98)
- \* Bits & Pieces 2.5TD engine dismantled. 2 heads are two weeks old and cost nearly £600. make me an offer. It will also fit late diesel N/A. All ancillaries include radiator, starter, alternator etc. Block needs re-bore / liners. I will sell as a job lot for £500 to a club member. Tirfor T800 winch and cable, chain and pulley block £150. Tatty RR bonnet, L/W bonnet, L/W driver door + top, RR heavy duty bull-bar with tow-point, RR rims, five 205x16 Traker tyres suitable for off-road only, AVM free-wheel hubs, gear wheels to take off overdrive. Offers on items not priced. Call Nick Woodage on 01730-894418 / 0850-408161. (AUG98)
- \* Bits & Pieces:- Good V8 engine coupled to Ian Ashcroft 5 speed gearbox. Small and lightweight. Ideal for any build project - £350 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 01491-671010. (AUG98)

- \* Book Sale Haynes Workshop Manual - LR Series Ila & 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, Fleet, HANTS. 01252-621068 (JUN98)
- \* Number Plate K17AYS (looks like KRAYS) Offers to Mike Creagh in Slough on 01753-550633 (JUN98)

## Vehicles for Sale

- \* Series Ila, 100,000 miles. Lots of service history. 5 new tyres, new battery. Very reliable. £1500. Call Mike Brett 01737 210799 or email on mbrett@compuserve.com (SEP98)
- \* Land Rover Series 3 Ex-MoD. 1980. LWB. LHD. Hardtop. 2¼ petrol. 56000 km. No MoT. Needs some welding. Comes with a box of various spares which include new rear cross-member, wheel rims, tail-gate, FWH, shocks. £500. Contact Mark Hammonds in Aldershot on 01252-324693 (AUG98)
- \* 1958 Series 1 – MOT'd, Tax exempt, 2 litre petrol, 88" hardtop with rollcage (needs extending to outriggers to meet current reg's). Very good runner, good chassis, bulkhead replaced. Sound vehicle for restoration, trialling, general use or fun. Contact Ashley on 01264 710546. (AUG98)
- \* 1974 SWB Truck cab. Diesel. Blue. White 8-spokes. Tow-bar. MOT to 23-12-98. Drives OK. Good starter but smokes (pump). Hence £995. Call Stephen Hunt in Great Bookham, Surrey on 01372-450051 or 0831-135572 (AUG98)
- \* Discovery V8j 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 rollcage. 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 01491-671010.

(AUG98)

\* 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)

### Wanted

\* Hi-Lift Jack. Please call Mike Lees-Smith in Windlesham on 01276-475742 (AUG98)

### WARNING

Any adverts dated up to and including JUNE will 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.

\* 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.

\* VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.

### Long Term Events Programme.

Nov ??	<b>Social event to be announced. Skittles? Date to be set.</b>
Nov ??	<b>Salisbury Plain trip. Date to be set.</b>
Dec 5th	XMAS DINNER. Grange Hotel, Alton. See menus and prices elsewhere. Contact Maxine.
Dec 12	ARC Meeting, LR Factory, Solihull, Birmingham.
Dec ??	<b>Trials</b>

### Towbar help needed...

I have a towbar fitted to my Disco. I also have a cycle rack that requires two spacers between the bracket and the tow ball that is secured using 2x 150mm bolts. Logically, my towing capacity and noseweight capability must be reduced, probably significantly. The question is by how much? Land Rover technical just said it is not recommended and (wouldn't) couldn't help. I want to tow a 1200kg 17ft caravan AND put three bikes on the cycle rack. Hmm. Any advice will be appreciated. Call me on 01252-409544.

Thanks in advance,

Andrew Hedges



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