

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.

Oct 3 - 4	Green laning in Wales. Builth Wells area. Camping. Contact Kiran Raval.
Oct 9 - 11	Welsh Hill Rally.
Oct 10 - 11	Scenic drive and training Day at Broxhead Common. Special visit by Dunsfold Land Rover Trust. See details elsewhere.
Oct 31 - Nov 1	Nelly's Dell. HBRO AGM, firework party, BBQ and RTV. WS. See details elsewhere.
Oct 31st	Old Sodbury Sort-Out. Phone 01454-321010 or fax -273054.
Nov 14	Social evening at Lawns Hotel. Skittles, eats, etc. Details next month.
Nov ??	Salisbury Plain trip. Date to be set.
Dec 5th	XMAS DINNER. Grange Hotel, Alton. See menus and prices elsewhere. Contact Maxine to book.
Dec 5th	ARC Meeting, LR Factory, Solihull, Birmingham.
Dec 27	Trials at Brick Kiln Farm. WS

Pants & Barks



1998



Newsletter
of the
Hants and Berks
Rover Owners

Officers of the Club

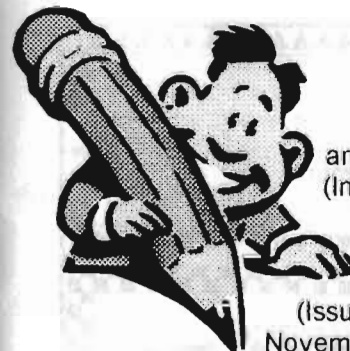
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*RIGHTS OF WAY OFFICER	Maureen & Dave Ridden, 9, Woodlands Gardens, Romsey, HANTS, SO51 7TE	☎ 01794-514834 ☎ 0378-705479
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*ARC LIAISON and NEWSLETTER EDITOR	Steve Kirby 244 Staines Road, Twickenham, 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 dust settles on the 1998 ARC Rally and we are stoking the boilers for the run-up to the 2000 (Inter)National ARC Rally.

The addresses have now been sent off to the ARC so you will all be getting your ARC News through the post real soon now. I have my September edition (Issue 22) already, (editor's perks) and will be printing it in November's P&B as you won't get back-numbers. If you missed out on any of the promotional items that were on sale at the 98 Rally, they're still available plus some extras. Order form will be included with ARC News 22. If you have an old order form, do not use it as the address is out of date.

This month...

- CCCC from NJ.
- Sam Parker fills in some missing event results.
- Steve Kirby is still going to ARC meetings. Someone stop him!
- Two views on the War of the Roses. Steve Kendall and Jeremy Matthews tell their tales.
- Brenda Taylor describes August at Nelly's.
- Caption Competition returns.
- Lots of event reports and comments.
- That's about it...

Did anyone officiate at the 1995, 96 or 97 Rickshaw Rambles and DIDN'T receive their commemorative plaques? Contact Sam Parker on 01705-787008 for one as the long lost ones have just turned up. Thanks also go to Sam for some old P&Bs from the 1980's. I'm still building a full set.

Steve Kirby

AGM. Now 4 o'clock on Saturday, an hour earlier than previously published.

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 your own full e-mail address and the file format if used.)
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KEEPING LAND ROVER THE WAY IT WAS BUILT

CHRISTMAS DINNER & KNEES UP

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

The list is getting longer so if you would like to come along please contact me soon - places will not be held without a deposit of at least £5 per person - more if you would like. •

Just to remind you - 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! I confirm that the menus can be mixed up like before - choose from any menu and pay the price of the highest you choose from. (Prices include the service charge.)

MENU A

Tomato & Orange Soup
Roast Turkey
Christmas Pud with Brandy Sauce

MENU B

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

Prawns & Salmon in a Marie rose sauce
Breast of Chicken with a creamy mushroom sauce
Fresh Fruit Roulade with a raspberry coulis

The price of a double room is £55 (this is the same as last year after a little negotiating!) and I stress again that these went quickly last year - so don't wait to book. Also if you would like tea and coffee in your room, please request it.

Deposits (cheques made payable to Hants & Berks Rover Owners) & queries - Maxine (address & no. on back of front cover) or see me at Broxhead.

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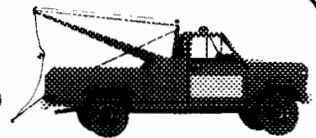
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War of the Roses 1998

The War of the Roses is an annual competition organised by Red Rose Landrover Club, which tests driving, winching, recovery and map reading skills. It takes place the same weekend as the British Grand Prix, in the Lake District and is open to 9 teams each consisting of three vehicles and 6 people. Cartmel race course is used as the campsite and base for the weekend, and the competition takes place on the fells a few miles to the north.

This was to be my third attempt at the War of the Roses, but the first driving my Land Rover! I had intended to fit a winch before the competition, but I ran out of time. However, during the week leading up to competition, I did manage to fit an oil cooler (more about that later!), a skid plate under the gearbox, additional towing points on the front bumper, but failed to fit a new front propshaft. (In the end I drove to the Cumbria without a front propshaft, re-fitted it for the competition, then removed it for the drive home.)

The Hants and Berks team of Adrian, Dave, Peter, Jeremy, Danny and myself, together with our supporters Sue, Angie, Yvonne, and Maureen assembled on Saturday at the race course. The vehicles and equipment were prepared and passed scrutineering ready for the competition the next day. Bribing scrutineers with jelly babies sorted out any difficulties!!

After a night's heavy rain, we awoke to the competition day and more rain, and it continued to rain all day. A convoy of approximately 40 Land Rovers drove through the rain to the competition site ready for the start of the "War".

There are nine different tasks set out on the fell, at the start each team is given a map and the grid reference of their first task, they then have ten minutes to get to the task, at the end of that task the grid reference of the next task is given, and so on until all nine tasks are attempted.

We attempted the tasks in the following order:-

- Aerial Ropeway with Bosun's Chair
- Two Logs winched around a course
- Cable Drum up a ramp made with two Telegraph Poles lowered down a cliff
- Barrel on a sledge round a course then up a cliff
- Collect the pieces of a Jigsaw Puzzle then assemble it!
- Dead motor round a course (in woods)
- Dead motor round a course (up hill)
- Follow compass bearings and move Fire Extinguishers across a chasm.
- Winch a trailer through a Bog.

I have not described each one in much detail because you really needed to be there to realise what was involved. Each task is scored in the same general way. From an initial score of 300, points are deducted for completing the task in less than the target time, but for each element not completed, points are added, points are also added for dangerous or unsafe practices, and for not having all

the vehicles, people and equipment off the course at the end of the allotted time.

We completed the 1st and 2nd task within the time, however during the second task I managed to dislodge one of the oil cooler pipes on my Land Rover and lose all the oil! Luckily Dave had some spare oil, so after refitting the pipe I refilled the oil. We arrived at the third task late because of the time taken to mend my Land Rover and also due to a little navigational problem, as a result we did not complete the task. We found out at the end of the day only one team was successful. Tasks 4 and 5 were again completed within the time. Due to deteriorating ground conditions, and poor planning we made a mess of task 6, again only one team was successful. Somewhere between task 6 and 7, I again managed to dislodge the oil pipe, losing all the oil again!! We attempted task 7 with my Land Rover as the "dead" motor, but we ran out of time. We sent our supporters off to buy some more oil.

One of the rules is that all vehicles must be at the task before it can be started, so my Land Rover had to be towed to the next task at the other end of the site. Due to the continuous rain it was hard enough to drive across the site without trying to tow anything. We arrived at the 8th task very late and so failed to complete it. We were nearly at the 9th task when the oil arrived and I was able to drive again. As with task 8, we arrived late and were unable to finish in the remaining time.

All the teams assembled at the finish to wait for the final scores and places. How had we done? After a good start things had got worse, what would our position be? For the last 2 years we have been 9th (last) and this year we were determined not to be last again. When the scores were announced we were amazed to find we had come 4th!!

Despite the awful weather, the mud and breakdowns we all had good time, and were very proud of our achievement in coming 4th. By next year I should have got the oil pipes fixed and the winch installed, ready to defend or even improve on our 4th place.

Steve Kendall

Correspondence

Received during August/September available to see at pub meets and
Broxhead 11th October

- Letter - Asking for members who wish to participate in the Millennium World Tour
- Advert - Real wood dashboards for 4 x 4's
- Advert - Limited edition countryside/farm prints including L/R Series 1
- Advert - Top Part (UK) Ltd. Special offers on filters and all types of belts (cam, fan etc)
- Application forms for sellers who wish to go to the Old Sodbury Sort Out in October
- Advert - 12 x L/R Series 3 costing £2,100 each

War of the Roses 1998

Well it has come and gone again for another year, but for a change we didn't come last, we came fourth out of nine teams!! Things were going right for us from the start as we even had a full team complement. This year the team consisted of Adrian Bolge, Dave Ridden, Steve Kendall, and Jeremy Matthews, (the Veterans), with two new additions, Peter Swales and Daniel Vidler, who both acquitted themselves well. We also had the usual band of dedicated followers, or groupies as they have become known, these were Sue Lea, Maureen Ridden, Angela Cady, and Yvonne Swales. They all deserve a big thank you for their terrific support over the event considering how wet we and they were to get during the day.

First to arrive at the campsite were Peter and Yvonne, who got there during the day on Friday, the remainder of the group, with the exception of Dave and Maureen Ridden, arrived in the late evening. The tents were quickly set up and we settled down for the night. Dave and Maureen arrived at about 8.45am Saturday, having left home at some ungodly hour in the morning, their arrival meant that we now had a full team.

Saturday was spent getting things ready for the event and getting everything that we thought we might need scrutineered. Everything passed with flying colours, this year we were using Dave's, Steve's, and Peter's vehicles for the event which meant for the first time in a long while Adrian wasn't going to use his motor for the competition. After all this hard work we decided to retire to the nearest pub for the rest of the evening, it was at this point that Sue and Angela made their appearance. After an enjoyable evening we returned to the campsite, (or in some cases the hotel) to get some well needed shut eye before the big day.

Sunday dawned wet and windy, and so it continued until lunch time when the rain finally stopped. At 8.30am we were ready for the off, all the competitors lined up behind the clerk of the course ready to head for the venue which was a few miles from the campsite. By the time we were all lined up at the start the weather had decided that it was going to get really foul and it was raining cats and dogs, also due to the height of the fells low cloud made it difficult to find our way around the site without getting lost.

At 9.00am we were given our maps and the first map reference, from this we determined that our first task was at least in the shelter of the woods. When we arrived we found that this involved retrieving six items from two buckets which had been suspended between some of the trees, three team members each had to collect two items from the buckets using the equipment that had been provided, which was a hook and a bosuns chair.

The cable was quickly run out from Dave's winch to the other side of the dip, the chair was then attached and the first nominated team member, Daniel, was sent across. He quickly collected two old brake shoes that were in the buckets. The next person across was me and I retrieved one old brake shoe and a football and got to the other side. Surprisingly Adrian elected to be the next

man across and he collected the two remaining items from the buckets. With all the items collected they were placed in the equipment box, while the chair was detached from the wire. With everything back where it was supposed to belong we had actually finished our first task with about seven minutes to spare. This was amazing we hadn't scored any penalty points either!!

We headed off for the next task, having located the area on the somewhat sketchy map, which was to winch two logs around a pre-determined course. The idea behind this was to move one log through one part of the course and then to move the other log through another part of the course so that both logs arrived at the same point. They could both then be winched around the remainder of the course together to the finish.

With everything in position and the first log attached to the cable we started the task, it was moved through the lower part of the course to the point where it could be dropped off and the cable run out again, so that the other log could be pulled along the upper part of the course. Both logs were now in a position where they could be tied together to be pulled around the remainder of the course. This was quickly done and everything was returned to its original position, we had finished yet another task inside the time limit, wonders would never cease!!

At the set time we were given the next map reference, which turned out to be back towards the far end of the site, and was the dreaded telegraph poles and cable drum. The idea of the task was to lower the poles over the cliff to a point where a bridge was to be made, the drum then had to be moved across the bridge and then the bridge and drum both had to be winched back up the cliff to the top. They then had to be winched back through the box that the poles had started in, then lowered down the other side of the cliff to another point where the bridge had to be constructed again, the drum then had to be moved back across the poles and taken back to its box, as had the poles.

We didn't do too well at this but at least we made a concerted attempt at it. The first thing that we did was to winch the poles out of their box and get them to the edge of the cliff. With this done the cable from Peter's motor was attached and with Dave lowering and Pete pulling the logs were lowered down the cliff. By doing this we were able to lower the poles straight down into the position to form the bridge.

By the time that we had got them to this position we were fast running out of time, so we started to pull the poles back up the cliff, just as they got to the top the ends of them got jammed firmly against the rock. Deciding that trying to pull them any further was just a waste of time we asked the marshals if we could leave them where they had come to rest, though we did leave a rope on the top end from the safety point of view, they agreed and we disconnected the cables threw everything into the Land Rovers and headed for the finish. We had finally collected some penalty points!

The next grid reference led us towards the road end of the site, where our next task was awaiting us. This consisted of a barrel and a sled which had to be moved around a specified course. Both the barrel and the sled were in different

boxes to start off, they then had to be taken from these boxes to the loading box where they were tied together.

From this box they were towed to the top edge of a small cliff, from here we lowered the loaded sled down the cliff using Peter's winch, once the sled was at the bottom of the cliff it was released from Peter's cable so that he could reposition his vehicle to pull it back up. The sled was then connected to the cable from Dave's winch and using a complicated system of snatch blocks the sled was pulled through the system of right angled gates to a point where the cable from Peter's winch could be reattached for the pull the top of the cliff.

With the sled now back at the top it was quickly released from the cable and was towed back to the loading box, here the sled and barrel were separated and were taken back to their original positions. With everything back where it had started we returned to the start/finish. We had now successfully completed three out of four tasks, a highly unusual state of affairs, we even had time to spare at the end of the task.

The next grid reference led us back to the woods in the middle of the site, close to the site of our first task. This activity involved pulling a dead vehicle around a course and through a muddy dip which had already got pretty churned up by previous teams that had gone through.

Steve's motor was selected to be the dead vehicle as he wasn't equipped with a winch. Dave hitched his motor to the front of Steve's and started off around the course. At the point where the course entered the dip we stopped so that Pete could attach his cable to the back of Steve's motor so that the dead motor was deemed to be under control. But due to there being too many chiefs and not enough Indians Dave started down the slope before Pete could get his motor into position so that his cable ran out straight and under tension. This therefore led to Steve taking the slope down rather faster than anticipated, and despite the brakes being locked up ending up with the front bumper firmly wedged up against a tree to one side of the course. As we now had Peter in position we were able to pull Steve away from the tree and once this was done the cable was released.

Dave continued to pull the dead motor around the course to a point where the course went around and between two trees which were at right angles to the line of attack up the opposite slope. Trying to get both vehicles up this slope together proved impossible so we unhitched Steve's motor, and Dave eventually struggled up the slope. We then ran the cable out of the back of Dave's vehicle and proceeded to try and pull Steve up the slope. All we succeeded in doing, however, was to pull him closer to one of the offending trees.

By now we were again running out of that precious commodity, time, and decided that we were better off abandoning the effort before we scored too many of those dreaded penalty points. At this point Steve got stuck and instead of just leaving the motor there and returning to the start/finish box, we decided that we would try to get him out. In doing all this we completely and utterly ran out of time and so scored mega penalty points!!

As it took quite a while to get Steve out of the mire we were late receiving our grid ref for the next task, therefore arriving late at the next location, which

was at the coastal end of the site.

The idea of this task was for each vehicle to go to the equipment box, pick up the pole and hook then to proceed out into the search area and locate two shapes of wood the same colour. We then had to return the pole and hook to its box, go to the assembly box and wait for the rest of the pieces to arrive. When all the pieces had been recovered we had to assemble them to form a rectangle, easier said than done!

It transpired that the key to the puzzle was the long shape with two right angles at one end but cut at an angle at the other. We discovered this with the aid of a tape measure when we worked out that it was actually longer than the length of the puzzle, this led us to the conclusion that it didn't go down the side of the puzzle but fitted diagonally across it. Once this discovery had been made the rest of the pieces fell into place and we had managed to finish yet another task. This was getting too good to be true!

On the way to the next task which was up at the road end of the site the pipe that went to the oil cooler on Steve's vehicle came off for the second time that day. The first time had been between the third and fourth tasks. The only problem was that the second time we couldn't fix it as easily as we had done the first time. This was because Dave had brought along a gallon of oil for just such an eventuality. But as we had already used the said gallon of oil we had to think again. We managed to struggle to the task where Steve proceeded to refit the offending pipe. The idea behind this task was to pull yet another dead vehicle around a specified course, and as Steve's motor was not in a fit condition to be driven, it was nominated to be the dead vehicle. The said motor had to be pulled from the start/finish box up a slope then along the top of the slope and back down the hill to the end of the course. As we arrived at this task a little late we only managed to get the motor about a third of the way around the course before we had to abandon due to lack of time. So we collected some more of those infamous penalty points!!

Now the fun really started as the grid ref for the next task told us it was right at the bottom of the site, and as Steve's motor didn't have any oil in it whatsoever we had to pull it to the next task. So we attached it to the back of Dave's V8 and we started off. On the way we came across the loyal but bedraggled groupies and they were instructed to go out and get us another gallon of oil, so off they squelched while we continued to struggle to get to the next task. About half way across the site it became too much for the V8 on its own so we attached Peter's motor to the front of Dave's and continued in this manner until we eventually got to the section that we were supposed to be on.

Because of the extra time it had taken us to get to this task we were now extremely late and so didn't have a lot of time to complete it. The instructions told us to take two compass bearings and then follow these bearings until we found a board carrying instructions and a password. We then had to return to the start and put both sets of instructions together to give us the full picture of the task ahead of us, which was to set up an aerial ropeway and then to transport two fire extinguishers across an imaginary gorge.

We quickly collected the instructions from the boards and then started to construct the aerial ropeway by erecting the poles at either side of the fictitious gorge, but by the time that we had got this far we were only left with a few minutes in which to get the rope up and the fire extinguishers across. We decided that this was too much to do in the time available and so we decided to take everything down and ahead back to the start/finish box. At least by attempting to do the task we didn't collect as many of the dreaded penalty points.

And so to the last task which we now knew to be the bog as we hadn't done it as yet. The grid ref that was given to us showed that it was right up towards the road end of the site which meant that we were in for yet another long haul to get all three vehicles to the same place. After struggling across the site for what seemed like forever we eventually arrived at the specified co-ordinates. En route the girls had caught up with us, after successfully acquiring another gallon of oil from a distant garage, for Steve's motor. This meant that we could now forget about pulling him across the site as he could continue under his own steam, which made us considerably quicker.

The purpose of the last task was to winch or pull the trailer through the bog and around the specified course. We started by towing the trailer to the edge of the bog and then lowering it in. With the trailer now in the bog it was quickly attached to the cable from Peter's winch and we started to pull it through the course. It was at this point that it got well and truly stuck, and no amount of pushing and shoving was going to move it. With the trailer now about half way around the course and stuck fast, we looked at our watches and decided that we didn't have enough time to recover the trailer so we had to leave it where it was and return to the start. Yet more penalty points earned!!

With the competition now finished we all returned to the main starting area, on the way completing the special task that had to be done during the day. By now the rain had stopped and we were semi dried out by the howling gale that hadn't abated all day. With the results all in, we discovered that for once we were not only not last but amazingly we were fourth out of the nine competing teams.

This is our best result in the last few years and I would like to thank everyone who took part and all our wonderful supporters. Everybody had an enjoyable weekend and the local beer is great, so we hope to see even more of you next year.

Jeremy Matthews

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Chairman's Chit Chat Corner.

Nelly's Dell Summer Rally.

Saturday was ladies day. Clerk of the Course for the day was Zoe Raval and I believe this was her first time. I wandered down to see if I could help and was rewarded with the position of Steward. Seven gallant triallers saw off eight good sections and three o'clock saw the results posted. I will leave the results to somebody else. Well done Zoe and thanks to all the officials.

We had advertised a green lane extravaganza for Saturday afternoon, requesting advance booking so as to know what we would be dealing with. The six pre-entries arrived along with virtually all of those who were camping!

Nick & Sue V.D.B. were running the show. Nick took one group of vehicles and Sue passengered Tricia to lead the other group after a delay of half an hour. Thank you to those who stepped aside so that the groups were of reasonable size and many thanks the Nick & Sue for running the show.

Saturday evening was bar-b-q time. Pam Duffet did the honours and as usual did a splendid job. Thanks again Pam. After the food it was into the tent for the music & quiz. Kiran & Zoe were in charge. After 40 tricky questions two teams tied on 24 points. After the 5 question tie break round the teams were still all square. After the sudden death round Nick & Sue V.D.B. & Steve & Carol Skinner were victorious. Thank you Kiran & Zoe.

Sunday morning saw 24 entries for the trial, C.O.C'd by Hugh Duffet. John & I were entered for this in the 90 and the day started quite well. Up to the penultimate section I had been clocking up clears or one's, but a ten really spoiled the day. Sunday evening, back to the tent for music and chit chat.

Monday. This was to be the day when I get my own back on those of you who voted for me at the last A.G.M. The Gymkana was supported by 14 suckers (butchers slang for willing volunteers). Most of the games had been seen in some form before but they still seemed to raise a chuckle or two. I usually like to bring water into one of the games and this year was no different, except that some of the competitors decided that I should get some of the water back. After prize giving several pans of water landed on target and a change of clothes was needed.

So I don't know about you but I had a great time. Good weather, good trialing, good company and good bye till next time.

Nick Jennings

p.s. see you all at the A.G.M.

(Technical problems led to some of Nick's report getting lost in electronic transit. I hope what's here makes sense! Ed.)

August at Nelly's

Friday 28th August 1998 saw us packing up caravan and series 11A Rover to wend our way to Nelly's Dell again. We arrived about 5.00pm to see about 16 caravans already set up and the giant green canvas monstrosity being erected. We set about parking the caravan which was not easy as we had chosen a small dip in which to park it! So later after much swearing and rolling off blocks we were level and dipping into the weekend's first alcohol. The club barbecues were lit; it was a case of every man for himself at the cooking, but we all got fed in the end. A fairly quite night was had as people began to unwind from the week's work and mellow out, man!

Mathew and Zoe set up the course for the ladies trial held on Saturday. There were 7 competitors (willing or otherwise) who signed on and began the day. Zoe, last year's winner of the ladies trial, was 'Clerk of the Course' and did a sterling job. The course was quite difficult without being too scary (just what was needed). Sam Parker was doing really well until lunchtime, when her score went from 3 or 4 to very much larger! The overall winner was Pam Duffet.

The ladies trial ended mid afternoon, so a green lane expedition had been organised by Nick Van Den Braak. It was supposed to be pre-booked but last minute entries were taken, unfortunately some of these turned up after the first group had left. This left Sue Van Den Braak to take a convoy of 9 vehicles (not very friendly to the locals). The CBs were out of range so we could not ask Nick to return and add a couple of vehicles to his convoy, so some were asked if they would mind doing the laning on Sunday instead (we agreed to this), those that had turned up especially were taken out. I believe they had a good trip with lots of beautiful scenery and no incidents.

To kill time until dinnertime we decided to go for a walk. 6 set out for a stroll round the route Zoe devised at Easter. It was very pleasant and built up an appetite for the evening meal.

The barbecues were lit again, this time the club supplied rolls, burgers and sausages superbly cooked by Pam Duffet and Mathew. We all adjourned to the great tent and participated in a quiz organised by our social committee member Kiran Raval. There were some very odd questions and some even more odd answers. After marking there were two teams on the same score (the Van Den Braaks and Skinners on one team and the Jennings and Bob and Jenny on the other team), so they had to do a tiebreak, first on the buzzer, but no one had a buzzer! There were some very odd noises coming from the buzzer makers! I forget who won, but they shared the wine.

Close to midnight we decided to crawl to our beds, Jim thought he'd be helpful and turn the generator off as everyone was leaving the tent. So he flicked it off and Nick Woodage who was still in the tent smacked into one of the tent poles! As Jim returned to the tent to pick up some empties he heard a little voice saying "Don't worry, I've got some paracetamol in the caravan!"

The main trial was held on the Sunday, 23 competitors all in the dell, it

was cosy. Hugh Duffet performed his first CoC admirably. They used the same course set out by Zoe with some alterations! The biggest change being making use of the up and over in the dell! It was scary, especially when we got to the top very rapidly and had to stop suddenly while Jim selected 1st gear only he missed and got reverse, so we went down the slope totally out of control! Jim and I had a relatively good start and blew it with a 9 on the 3rd section as the back end slipped out and caught a cane. Lunch was taken after 3 sections, then we all trooped into the wood, down to the embankment, a few more changes to Zoe's course here which made life more scary, I wished I could have dressed Jim in a skirt and done the ladies trial with him the day before!

Things moved along a little more quickly in the afternoon as we started on the next section as competitors were finishing the 1st one. We all ended up in the bomb hole (the place we have done most damage to our vehicle!). On the last section our starter motor gave up, so we had to be pushed to start the engine, we then drove straight back to the campsite so that we did not need to start it again. I am sure the results will be announced else where, so I'll leave those for now. The trial finished too late to do the laning so we adjourned to the caravan for more alcohol. The club barbecues were lit again, with another free-for-all, Mark Haliday brought his new addition to the family along who stayed in the car with Vivienne as Natasha howled most of the time she was there. But we have at last seen her, and it was nice to see Viv again. The evening went quietly with an early withdrawal by most.

Monday saw a bright dawn with a strong wind, which foretold of a front coming in, so we packed up the giant green canvas and then got ready for one of Nick Jennings gymkhanas. The first game consisted of a 12-metre long piece of rope with a large adjustable spanner tied to it about half way along. One end to be held by the driver and the other by his teammate who was stood in a 2 foot square box. Between the two team members they must lift the spanner and keep it off the ground whilst driving a 360 degree circle around the one stood in the box in forward and reverse gears. Sounds easy! It was not; a distinct advantage was had by those with longer legs and arms. Some of the circles were distinctly odd shaped, the whole event was timed with time added for dropping the spanner on the ground or if the driver pulled a piece of tape that was also attached to the rope inside the window.

The next game involved driving 1.5 times around the square box used in the previous game and then parking the near-side rear tyre on an arrow, again timed. Difficult you might think, so it was for most, except Steve Skinner who drove straight on to the arrow with no shunting backwards and forwards, jammy S****.

The third game involved the rope again this time with a magnet attached in the middle. Both team members stood at opposite ends of the rope and had to lift it and move the magnet into 3 boxes that contained wheel nuts. They must pick up one nut from each box and drop it into a large white container next to the boxes. Very difficult, and a lot of luck involved, but good fun.

The fourth game involved the vehicles again, this time the driver had to

drive between 3 sets of canes in reverse gear, in the direction indicated by arrows on the ground, there were large logs in-between each set of canes to add some interest and it was timed again. Then Nick informs us that the passenger has to carry a pan full of water around the course (remember the logs) and what ever is returned to him after completing it will be measured and points allocated in some manner, ooh and by the way the driver is blind folded! There were vehicles heading off all over the place, with passengers saying 'over that way' and pointing to a blind folded driver! It was most amusing. It took anything from 1.35 minutes to nearly 6 minutes to complete it, with some very soggy passengers jumping out at the end of the course (they got their own back later).

The last game involved the canes again, this time you had to put 6 cane tops on top of 6 canes and then remove them in any order you wish. The planning and discussions that went on was quite astonishing, people in little huddles pointing at canes, all terribly serious stuff. The majority of the competitors had been before Jim and Neville decided to take their turn, they took a completely different line to everyone else and had a much faster time. Kiran and Zoe's father were next, they took the same line, realising it was quicker, however, Kiran dropped a cane top outside the vehicle, he leaped out to pick it up, only he hadn't stopped the vehicle! So when he got back in he was out of control and rapidly heading towards the referee (Nick Jennings) who was sat by the finishing line, Nick hasn't moved so fast in a long time.

Nick went off to count up the scores and left us to play with buckets of sand and hurdles. The winner of the award for making the Chairman move the fastest went to Kiran Ravel, the winner of the award for keeping the most water in the pan was given to a lady whose name I forget (apologies), the overall winners were Trish Jacobs and Zoe Raval. Everyone then gave Nick a raucous cheer whilst the passengers threw pans full of water over Nick in retaliation for their drenching. Thank you Nick for a most amusing day, I haven't laughed so much in a long time.

We set about packing up, as we definitely did not wish to be the last to leave in case the Rover would not start. Amazingly enough it did, so we kept it running whilst we packed up and drove home. At the stables where we store the caravan we could not get the tow hitch off the ball. Jim pulled and yanked and stuffed anything he could in the mechanism to try to release it, but no joy. He went purple in the head with physical exertion. In the end I suggested we undo the bolts to the tow ball and then at least we can go home (all during this the Rover is still running 'cos we don't want to turn it off). I went down to see 'Barry' (my horse), upon returning, Jim had managed to get the hitch off, the hitch lock we have on it was locked on in the wrong place and was preventing it from releasing. We then had a busted hitch which need not have busted had we realised the lock was locked!

Anyway, when writing this we now have a new starter motor and a new hitch on the caravan and even less money in the bank, still a great weekend, thanks to all those organising events, fun was had by all, I believe.

Brenda Taylor.

ARC EGM September 98

This report is produced from notes taken at the time and the numbers are from the agenda. Sometimes they are combined or not dealt with at the time so some numbers are missing. Personal interest in the proceedings may result in some inadvertent bias.

Steve Kirby

3) Matters arising from previous minutes

- Geof Miller and Chris Savidge have offered to run the Heritage Run or its equivalent next year.
- Land Rover are organising a celebratory run and wish to involve the ARC. (May 1st / 2nd 99)

5) Chairman's Report - Peter Oakden not present, Dennis Bourne (DB) read the report.

- Scene has been reasonably quiet since the Rally.
- Use of Land Rover logo. All previous and currently held usage approvals are withdrawn as of now. So if you have had written or verbal permission to use the Logos or the name in a club title, etc. that right is now at an end. The company is under new management and all previous agreements are now void. Clubs should seek the guidance of the ARC secretary, John Bradbury. The Land Rover oval on its own will be exclusive to "factory" products, whether they be vehicles, clothing or anything else. They will also be tightening up on the use of the name for clubs as well. As a result of the superb 1998 ARC Rally which several very senior Land Rover managers and directors attended, Land Rover Ltd is smiling favourably on the ARC and will allow ARC organisations to use the name and logos under controlled conditions. Don't spoil it. Please co-operate.

6) Secretary's Report. John Bradbury. (JB) not present, Dennis Bourne (DB) read the report.

- Letter going or has gone to all club secretaries asking if they would like the handbook to go directly to all individuals. Please respond by end September.
- ARC News distribution - ensure address changes are submitted. It is important that club listings are updated regularly. 10000 copies of ARC News are going out. Wye & Welsh delegate said they like to send their own copies of the Handbook out to their members but wouldn't say NO to financial assistance to do this! Other clubs simply refused to stand the cost of doing this and so many members never get their handbooks and boxes of then lie around gathering dust. Andrew Neaves said that clubs could send a set of pre-printed address labels to the distributors instead. The Rover company are paying postage for these items.

7) Treasurer. Andrew Stavordale. (AJS)

- RAC membership scheme details have changed. New forms are now available.
- All Rover Weekend was a great success. Thanks go to Range Rover Register, Chris and Bonnie Savidge, June and Jack Green and many others who made it go so well.
- Radiator badges - Still to get a quote for enamel on stainless steel radiator / badge-bar ARC Badges. Samples look good. Hope to get done in time for 1999 Rally.
- Money - Fighting Fund banked £845 from club pledges - total is now £1300.
- ARC Raffle has taken £10k so far.
- Some subscription invoices still outstanding mostly from overseas clubs. Flower of Scotland has still not paid for this year and we agreed that if they do not pay very promptly, their ARC affiliation will be at an end.
- Membership fees sub-committee (Norman Whiteley, Dennis Bourne, AJS). Meeting to take place on November 14th. This is to define the future charging policy for ARC member clubs. Two officers from each club invited to attend; priority to Chairman, Secretary, Treasurer although other nominee(s) will be acceptable so long as they have permission to make decisions on behalf of the home club. There will be a fully documented report followed by a vote at the 1999 AGM (or committee report and findings and result of vote).
- Public liability insurance - ACCEO have set up a scheme at reasonable rates. Clubs can benefit from this scheme. Info has been sent to all clubs. Cost will be about £58 p.a. It runs from 1st August on a fixed period basis. Member-to-member cover is included. This is rare. Covers everything other than actual competition activities which will be covered by the RACMSA sourced insurance in most cases.
- Credit Cards - AJS is looking into this as it is a practical proposition. It will probably cost the ARC about £200 p.a. but in theory any club can use the system, paying into the ARC's nominated bank, and then recovering the money later. The amount of cash floating around at the Rally and other large events is very vulnerable to loss and theft and causes worry to those handling it.

8) Voting results.

- Rule change:- 14 For, 1 Against, 1 Abstention. 16 replies is pretty pathetic. Despite the letter to all clubs requesting that the proposal be published in the club newsletters, no members present had seen it in their own newsletters. (AJS pointed out that his club didn't do it because they proposed the rule change in the first place).

9) Rule change proposals:-

- Southern ROC - Allow Petrol Injection in Special Class vehicles.

- Lincs ROC - Allow Petrol Injection in Special Class vehicles.
- Scrutineering Committee presented their proposals for a set of Production Standard Class regulations.

10) Applications for ARC membership.

- West Coast Land Rover Club USA.

11) All Rover Weekend.

- Chris Savidge - Annual non-competitive event usually held at Gaydon. Most people have now seen the Museum several times and there's not much for families to do there. There is not much support, though, for running an All Rover Weekend somewhere else. This year it moved to the Stoneleigh Town and Country Agricultural Festival on the August Bank Holiday weekend as a Special Feature. "WOW! What a wonderful Show!" seemed to be the general view.
- There was a good selection of vehicles there. Many thanks received from the organisers for the ARC's attendance.
- The RRR carried out their courtesy ride scheme for the hearing Dogs for the Deaf charity. They used Land Rover's off-road course and Stoneleigh's off-road course for this and raised £950 for the charity.
- The ARC's new presentation unit was there and was used to welcome the public and members alike dispensing refreshments.
- By overwhelming demand, we will be back again next year.

!2 Section Reports.

12a) Caravans - Jim Campbell.

- Jim has found a volunteer to take over his job next year. He is Chris Hodson of the RRR (He is their caravan secretary, so he knows what he's doing.)
- There were 45 clubs at the 98 Rally. 10 sent names of those who were going to look after their areas. There was a problem with generators, some running all day and all night causing a lot of hassle with their noise. Jim found one running solely for running a computer game late into the night!
- You must have full membership to be allowed to camp.
- Jim still gets applications without the requisite SAE.
- YROC have booked a rally for the millennium in Helmsley.

12b) International Liaison. Derek Spooner. Not present.

12c) Non-Competitive Clubs. Chris Savidge.

- Land Rover Concours d'Elegance. Complaints about the way it was run. Divide Land Rovers into separate classes. Possibly defined into classes per marque clubs plus one award for best working vehicle.
- ARC to hold a register of "show class" vehicles in case any vehicles are

required elsewhere. We may have to be careful with even a manual listings as the Data Protection Act will soon apply to paper records too. Not many people know that.

12d) Car Clubs. Paul Williams. Not present. Report by Chris Savidge.

- Car section put on an excellent show at Stoneleigh.
- The P3 'provided' many parts used on the original Land Rover.
- RSR (Rover Sports Register) will bring their premier event to the National rally 1999.
- Leaflet outlining benefits of being in the ARC to go to non-ARC car clubs to promote and recruit car clubs into the ARC.

12e) Countryside Access. Tony Kempster.

- Countryside Consensus Management. A meeting to be held in Nottingham on 2nd October in the National Watersports Centre.
- Sets of "Best Practice Guides for Motorsports" are available. These promote positive participation and describe the requirements for planning. Special price of £10 to LARA registered organisations but additional notes will be sent to registered holders.
- Live demonstration of motorcycles and cars at the 1999 Stoneleigh Show to highlight good use of motorbikes and 4x4s in the countryside for leisure use.
- The Inland Revenue are chasing Landowners for income for letting sites for motorsport use.
- DETR (Department of Environment, Transport and Regions, formerly the DoE) to decide future plans for low-profile changes to RoW legislation. Combine this with the Open Access debate?
- Countryside Commission to seek views of all user groups and remove disliked aspects of the current law. (Sounds too good to be true!).
- Norton Malreward case. Decided not to challenge the decision. Implications of this uncertain.
- Landowner in Hertfordshire is suing a 4x4 driver and several motorcyclists for driving on a RUPP. Should set an interesting precedent as this is basically what the Norton Malreward case was all about!
- Reminder:- CLA (Country Landowners Association) / LARA Rapid Response Team phone is 0171-235-0511. Report any urgent rights of way matters.
- A report in the CLA magazine seeks a change in the law to restrict the use of 4x4s as they cause damage to the land. Where is the evidence? Who wrote the article? ARC is a member of the CLA and we have a right to know whether this is really CLA policy. If not, why was the article published? (even though the usual disclaimer is present.)

12f) National Rally Sub Committee. Harold Lowe.

Rally 99, Yorkshire.

- On and ready to go. It will be expensive as the land is expensive but please

don't be put off by the prices.

- No gymkhana unless someone wants to run it. (An offer was made at this meeting to run it).

Rally 00 HBRO

- Three sites being looked at and liaison with ARC council already taking place. Details in December.

Rally 01 Cornwall & Devon

- Newnham Park. All week event. Usual dates.

12g) Press & Publicity. Geoff Miller.

- Most clubs doing their bit and providing data to Andy Neaves but it is often out of date. Some clubs haven't updated their address lists for over a year and newsletters are being sent to deceased and divorced former members and causing distress. Updates will need to come in three times a year starting on 1st November and every four months after that. If you miss 2 consecutive updates, you will be taken off the system.
- Order forms for 50th promo items is being sent with next ARC News. Use the new address. Do not use the old forms. The new forms are different anyway as there is more on it.
- ARC News Editor needed and new Press & Publicity Officer needed by next year's AGM.

12g) 1999 Handbook. Steve Kirby.

- Contributions officially closed at the end of August. Only promised items now being accepted. Compile book during September. Print at end October and distribute November.
- Very disappointed at the number of contributions despite every single ARC member having been asked either directly or via ARC News.
- Ask the clubs how many handbooks are needed.

12i) RACMSA - Harold Carman.

- RACMSA has sold the recovery service division and there will be many changes. The RACMSA will stay as it is but the logo will change as the current one has been sold.
- The FIA is bringing out a new code for crash helmets. New ones will need to be fire-retardant. Identity numbers will appear in the RACMSA Yearbook
- Scrutineering seminars will be held in October in the Knutsford area and at the MFU HQ in Stratford.
- AFFF firex's. RACMSA Technical Committee will be carrying out new tests. Checks at the 98 ARC Rally showed up many to be faulty. We're going to need to work at this one!
- It may become an ARC requirement to tag fire extinguishers and keep an inspection log for each one.
- The RACMSA is looking for permanent sites. Send any details to them.

Steve Kirby pointed out that Bagshot will be up for sale soon - reported asking price £10m. Get saving!

- Section H has been re-written.
- Clubs are letting the competitors down depending upon number of spare members in the club to act as officials. (Surely some will just have to forgo their entry so others can play?!))
- Persistent corner-cutters may have their licences marked to this effect. There are penalties for knocking down markers.
- Course marking. Hazard signs, height of canes etc. to be discussed.
- TYRO - this is an entry-level event for beginners and the rules limit the severity of the sections although the type of vehicle is free.
- Promo events. Seat-belts must be as per the Blue Book. (The Blue Book doesn't actually mention seat-belts at all so we may have to make up our own rules on this.) Harold reminded us that the RACMSA does not require seat-belts at all for off-road trials - their use is an ARC requirement.
- Timed Trials and Winch Recovery. Lincs. LRC ran the Timed Trial at the 98 Rally. Average speed worked out at 10mph. The RACMSA rules are being re-written with this in mind. This will bring the insurance cost down to that of a Comp Safari. The final decision was to accept a 20 mph maximum but organisers should aim for the 10 mph figure to give plenty of leeway.
- Driving Licence and Insurance documents. These are NOT necessary to be viewed at an event signing-on. The signed declaration on the membership card will suffice. This is because it is NOT the responsibility of event officials to interpret the validity of a driver's licence. Insurance documents are irrelevant anyway as they will be invalid for competition use. Event insurance is your cover. If a member does not compete or have an RTA licence, then they must NOT sign against the declaration but sign elsewhere on the card. Clubs may need to issue a different card for family members with a space for a signature on the front for membership ID and sign on the back alongside the declaration to state that they have an RTA licence and that they understand the rules.
- Helmets - White sticker missing? The labels (2) inside the helmet should suffice.

12k) Scrutineering. Dave Marsh not present. Steve Kirby made the report.

- As requested at previous meeting, certain word were defined.
 - "Factory" is intended to identify Land Rover Ltd. or any company contracted by Land Rover to build or assemble their vehicles or components.
 - Body Cappings. There should be a capping of some sort to present a "safe edge". Many vehicles with non-original panels terminate in a cut edge on the periphery of the load-area. So we need either a turned over top edge to the load area or an actual capping strip, not necessarily a Rover original. If the tailgate is removed, then any

capping that is normally part of the tail-gate will be removed too.

- John Dominy asked for the word "Manufacturer" to be defined. SK pointed out that it would probably be similar to the "factory" definition but said he would raise it at the next Group meeting.
- Next Scrutineering Group meeting to be on 24th October.

13) AOB

- Ian Davis has been invited to the next EGM. Any questions for him should be addressed to John Bradbury.

14 Date of next meeting.

- Next EGM - 5th December 98.

Bowhill Farm RTV Results 14th June, 1998

NAME	CLS	1	2	3	4	5	6	7	8	9	TOT	POS
Matthew Hewitt	3	2	0	1	4	8	6	6	8	9	44	
Hugh Duffett	4	4	4	0	6	8	6	6	9	8	51	
Bob Davis	4	2	0	1	3	7	0	1	9	8	31	1
Dave Allen	4	2	1	1	4	8	7	1	9	9	42	2
Mark Underdown	5	4	0	1	8	8	6	6	1	9	43	1
Andy Jones	5	4	5	7	8	8	6	1	8	8	55	2
Keith Jones	5	4	0	8	8	7	6	7	9	8	57	
Neville Dewdney	8	5	0	7	3	7	1	6	3	2	34	2
Steve Skinner	8	1	4	1	3	3	4	6	9	9	40	
Andy Bridger	10	2	0	1	2	7	0	1	3	9	25	1

I figured seeing as these results have not yet appeared in the mag, it was down to me to get them in at some point! I have no other paperwork for this event, it may well have disintegrated along with the score sheet (hence the now laminated sheets) seeing as it was such a wet weekend. So thanks to all who officiated and marshalled, no names available apart from Nick Van Den Braak who did a superb job as CoC.

Classes 3 and 4 were amalgamated, as were 8 and 10.

Sam Parker.

Nelly's Dell Ladies RTV Trial 29th August, 1998

NAME	CLS	1	2	3	4	5	6	7	8	TOT	POS
Jenny Davis	4	1	8	10	5	8	6	12	10	60	
Carol Skinner	8	12	0	1	7	8	7	5	8	48	1
Maxine Leverett	4	2	12	1	1	7	10	12	10	55	2
Sue Van Den Braak	4	2	5	1	5	8	9	R	R	R	
Karen Duffett	3	1	10	10	1	3	0	1	10	36	1
Sam Parker	3	2	0	1	1	0	10	12	11	37	2
Pam Duffett	4	2	5	1	4	1	1	1	9	24	

We had a very good ladies trial this year. Very well set out and challenging. Many thanks to the officials and marshals who are as follows; Ashley Pocock (SOM), Zoe Raval (COC), Brian Franklin (Scrutineer), Nick Jennings (Steward), Tricia Jacobs (Chief Marshal), Andy Jones (Marshal), Brenda and Jim Taylor (Marshals). I am sure Zoe would also like to thank all those who helped set out; Hugh Duffett, Kiran (and Devika) Raval, Matthew Hewitt and Tricia Jacobs. Pam with her resounding 24 won overall - well done Pam!

I'm sure we will all look forward to seeing another Ladies trial of this standard again in the future.

Sam Parker.

Nelly's Dell RTV Trial Results 30th August, 1998

We had 24 starters for this years summer rally RTV Trial at Nelly's. The sections certainly had a varied feel to them as the scores show, a wide range of high and low scoring on each one. There were a lot of areas that really tested the drivers skill, rather than the vehicles ability to clear the terrain. Well done to Hugh on this his first trial as CoC. Lets hope he volunteers again, along with other new faces taking on some of the other officials roles from time to time.

Scores are opposite.

Mike Hobbs won overall with a very low score of just 3 points. Classes 8 and 10, 5A and 5, 2 and 3 were amalgamated. Many thanks to the officials who

were as follows (this is from memory as I have no officials paperwork so I apologise for any discrepancies); Hugh Duffett (CoC), Jenny Davis (SoM), Matthew Hewitt (Steward), Ian Parker (Chief Marshal), Brian Franklin (Scrutineer), Maxine Leverett (Marshal), Maureen Ridden (marshal), Sam Parker (Marshal), Zoe Raval (Marshal) and Alan Comber (Marshal).

Sam Parker

NAME	CLS	1	2	3	4	5	6	7	8	TOT	POS
Mike Hobbs	5	0	0	0	1	1	0	1	0	3	
Gareth Chambers	5	1	5	0	4	1	1	8	0	20	2
Andy Jones	5	8	2	10	1	1	1	2	2	27	
Keith Jones	5	2	11	9	5	1	1	4	1	34	
Paul Webb	5	0	0	4	1	0	0	2	2	9	1
Richard Butterfield	5A	4	11	11	6	7	7	10	9	65	
Dave Ridden	4	1	5	10	1	6	1	2	0	26	
Kiran Raval	4	8	0	0	1	1	0	11	0	21	
Mark Halliday	4	8	0	1	1	10	1	10	5	36	
Nick Jennings	4	1	0	1	1	1	1	10	1	16	2
Bob Davis	4	7	2	0	2	10	0	10	0	31	
Nik Watts	4	1	1	10	1	10	1	8	5	37	
Dave Allen	4	4	0	0	1	0	3	4	11	23	
Nick Van Den Braak	4	1	2	0	1	1	0	1	0	6	1
Jim Taylor	3	1	2	9	2	10	3	8	5	40	
Trevor Jones	3	1	6	0	4	1	1	0	0	13	1
Roy Micheals	3	2	1	4	1	10	1	1	0	20	2
Andy Simpson	2	2	1	1	0	10	1	8	0	23	
Peter Swales	3	4	1	10	3	10	1	10	5	44	
Eddie Gordon	3	1	0	10	1	10	1	1	1	35	
Simon Newington	2	9	R	R	R	R	R	R	R	R	
Neville Dewdney	8	1	0	0	0	5	2	1	0	9	2
Steve Skinner	8	1	0	0	0	0	3	0	0	4	1
Ian Coplestone	10	1	10	10	5	10	10	4	1	51	

'Gunpowder, Treason and Plot' HBRO Rally, AGM, Trials, BBQ and Social Weekend at Nelly's Dell, October 31 - Nov 2nd

This year's AGM will be held in conjunction with a trials and social weekend at Nelly's Dell which is about 6 miles south of Alton, Hants on the A32. We'll have the tent(s), barbecue and all the toys. It's a lovely site well away from the road.

PROVISIONAL PROGRAMME:-

- Fri 30th Site opens.
 Sat 31st Setting out for the RTV trial. More events may be arranged for this day. Any offers?
 4 o'clock AGM in the marquee. (This is the treason bit!)
 7:30 (ish) Depending on AGM, BBQ will be lit and music etc in the marquee. Bring your own food.
 8:00 Bonfire and fireworks. Please bring stuff to burn and please bring some fireworks. Just a few or a small box each should make a good display. (...this is the gunpowder bit...)
 Sun 1st Nov. RTV trial. Safari Engineering Challenge.(...and this is the plot bit!)

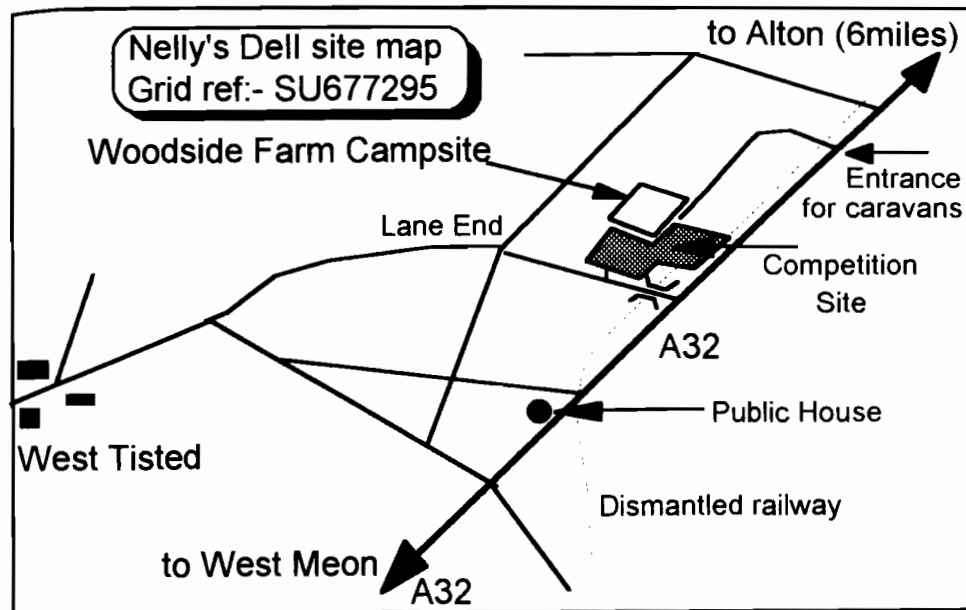
Camping is £3 a night. Water available. Bring your own toilets. Toilet disposal available.

The events will be open to all qualifying members of HBRO. Trials entries should be on an official entry form. Entry fee £10 pre-booked (7 days in advance) or £12 on the day.

Scrutineering starts at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are possible. The 1998 ARC Yearbooks contain the vehicle regulations. It is up to you to ensure your vehicle complies. Don't forget your MOT certificate. Driving licences don't need to be shown any more as long as you have signed the declaration on your membership card. This is a very recent change from the RACMSA.

RTV will be a qualifying round for the "Red Leader Shield", the "Pilot Trophy" and the Winter Series.

Please help out with the erecting of the tents and the setting out of the sections, it's always the same few who get lumbered with this. Most of you will be there anyway camping. Please enrol as a marshal for the event; we'll show you how to score if you've not done it before!



Scrutineering

Have you ever wondered what the scrutineers really do when they get their heads under your bonnet? Would you like to help them? It's always the same few who seem to do it but it would be very helpful to be able to bring in some extra hands from time to time. Have a look at the scrutineering section in the ARC Handbook and if it makes any sense to you, you should be able to do it.

We'll take you in hand (either metaphorically or literally depending on how pretty / handsome you are) and show you how it's done. We are going to need a reasonable size crew for the ARC Rally in 2000 anyway, so please step forward and offer your services to the club.



Skittles Night

Lawns Hotel, West Meon. Nov 14th.

We're having a skittles and social evening - come and give it a try. Details next month. Contact

Maxine.

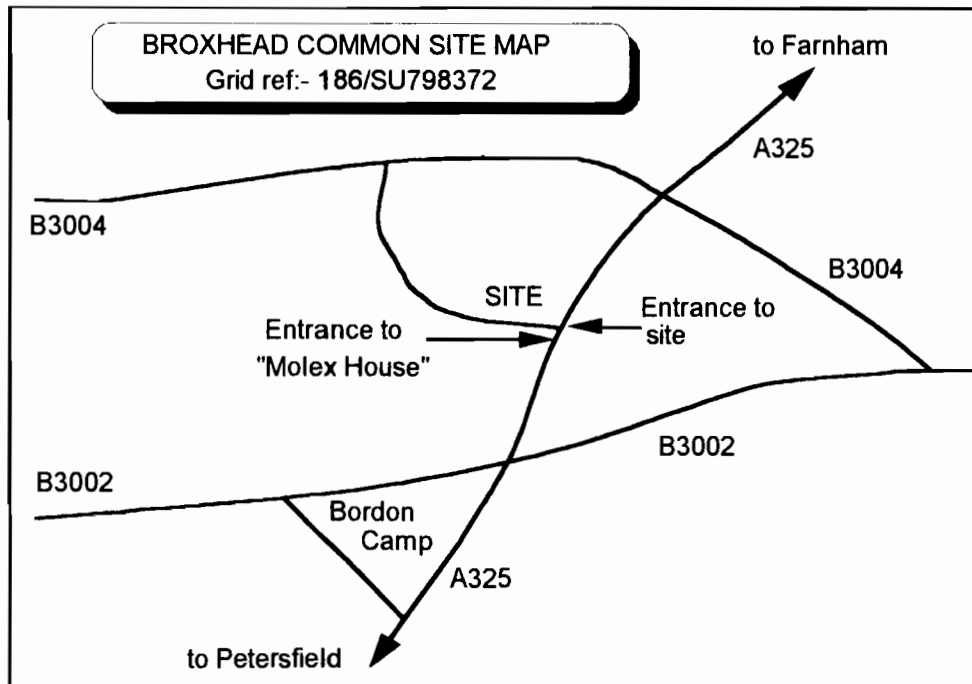


Scenic Drive at Broxhead Common. October 10 - 11

We are running another scenic drive and associated events day. This time, there will be camping in the locality.

Peter Leverett is managing the marshals etc so call him on 01252-332372 for details of where and when to meet.

Kiran is dealing with the camping so call him on 01705-350975 for details.



Cartoon Caption Competition



Nick Jennings' original caption was:-
"Judging by the loose objects in the back, he must have slipped past JJ in the scrutineering queue!"

Can you improve on it? There is a prize.
 Have you got a cartoon or a photo that would be suitable for the Caption Competition? Send it to Steve Kirby. Good Luck.

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

- * Breaking 2 Range Rovers, most parts available, at very reasonable prices. Call Ashley Pocock in Andover on 01264-336223. (OCT98)
- * Garage Clearout 2.25L Petrol Engine - From SWB. Needs new valve guides as it is a little smoky after tickover. Generally engine runs very well and starts first time. Unknown mileage. Complete with Weber 34H Carb, spare Zenith Carb - £75. Complete Gearbox / Transfer Box assembly. Gearbox is reconditioned and is in reasonable condition. (Very quiet). Transfer box is worn and noisy but operationally sound. - £100. Complete exhaust system including downpipe (3 bolt) intermediate tubes and o/s exiting silencer. Reasonable condition. Some mountings included - £10. Standard single skinned bonnet. Reasonably good condition. Currently in LR Blue (faded) - £5. Complete truckcab roof. Top section quite battered. Rear section needs new window runners, but windows intact. Complete with panel for bulkhead. Currently in LR Green. (Many scratches / chips) - £20. 3x Series 2 Gearboxes. Complete. Unknown internal condition. - £30. each, £75 for 3. SWB Axles - 2 front, 2 rear. Complete with Diffs. £40 each, £120 the lot. 2x Series 2 Engines. 1 runs, 1 for spares only. £60 for both. Other Series 2 and 3 parts available, please tell me what you're after. Spares can be collected from Abingdon, Oxon or from North Dorset. Delivery in mainland UK can be arranged for the price of some Diesel. Contact Tim Burt on 01235-535503, or e-mail tim@stagesupplies.demon.co.uk (OCT98)
- * 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)

- * 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)

Vehicles for Sale

- * Series 3 LWB Safari Station Wagon. 6-cylinder engine. Good runner, very reliable. Complete with Fairey overdrive and Free Wheeling hubs. Brush painted in Limestone. Stainless Exhaust. New springs all round. Chassis waxoyl'd and in good condition. Taxed until April 99, MOT until June 99 - £1500 ono including heavy duty aluminium roof platform. with access ladder. £1300 ono without. Vehicle can be viewed in Abingdon, Oxon or North Dorset. A picture of the vehicle can be found at <http://www.stagesupplies.demon.co.uk> in the vehicles section of the Parts Exchange. Contact Tim Burt on 01235-535503, or e-mail tim@stagesupplies.demon.co.uk (OCT98)
- * Series IIa, 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 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)
- * Land Rover 101 Forward Control G.S. 12V RHD 1977 (R Plate). Ex RAF Rapier Tractor Low Km's. Good Condition. Luminition Electronic ignition. 5 new Michelin XZL Tyres. Halogen Lights. New genuine front prop. Original 101 Winch fitted. New Clutch and many other new parts. Maintained by Dunsfold LRs. Fitted with removable towbar for ordinary trailers. Excellent off road performance. With large trailer on new 9.00x20 tyres, tows very well. New House forces sale. £5000 complete. Call / Fax John Kaye in Reading on 0118-944-1292. or Mobile 0385-243206 e-mail john@john-kaye.demon.co.uk (OCT98)



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.

Jan 15-17 1999	Rickshaw Ramble. Details later.

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