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National Rally Special

Newsletter of the
HANTS & BERKS ROVER OWNERS

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

EDITORIAL.....

Another bumper issue coming up folks! Lots of articles on the Nationals in this issue. I was afraid that my own little contribution (on the main CCVT trial) might be the only one but Dave Cuthbert has written about his experiences in the RTV event and Colin Gross gives a passenger's mud-in-your-eye view of the Comp Safari. I was mad enough to have a go in the main trial; it didn't do my bodywork any good but it was great fun.

I seem to make a lot of apologies in this column. Here's another. Sod's law reared it's ugly head again last month. Just when we needed to get an issue out early to tell you all about the pub meet changes, the printer went on the blink. Tom Andrews and I nursed it through the production of the newsletter but the blobs and smears show it is not a well machine! I hope not too many people were inconvenienced by the double-header of meetings that took place. The old snooker room is now a rather posh "Tea Room" and is no longer available for evening meetings. The day after the meeting on the 5th, the Hind's Head was up to it's waist in 3 feet of flood water. That lot didn't do the new Tea Room much good, but it's all dried out now.

As I expect you've noticed from the cover, Stephen's got a new toy to play with! I'll probably be 'hitting' you with an array of dazzling effects for a while.

Wait a minute though.... some time back I suggested that you persuaded your children to draw something for the cover; I haven't had a single reply from that yet. Come on parents, give your kids a kick in the pencil box! Size immaterial as I can scale it to fit; but black and white preferably, please. Do your children see P&B? Is there a place for a youngster's page? Puzzles, jokes etc. Get them to send something to me.

Misprints revisited yet again.

No matter how many times I read and re-read my text, I spot my mistakes only when hundreds of copies are passing my eyes as I staple the newsletters together! The announcement slip had a minor one and the "Adopt a Road" article had a combination of Hampshire and it's abbreviation HANTS to produce Hanpshire. 150 copies of this glared at me as I assembled the mags: too late to do anything about it!

Does anyone know why it's HANTS and not HAMPS?

SECRETARY'S SCRAM

Bad news only this month from me, I'm afraid. We could be losing our site at Ham Lane, Langrish, so please could someone come up with other venues. If you see a sign for a motorcycle scramble, pop in and find the name of the land owner then pass it on to me or Steve Kirby. I should say the Competition Secretary, but as yet the position is vacant - anyone interested? Don't be shy, it's quite an easy job.

What happened to all you Southerners last month? With only four members and one prospective member, the landlord didn't take enough money for the electricity for the video, so don't forget the White Swan at Bishop's Waltham - last Wednesday of the month.

Now for my smack on the wrist from all you "Treasure hunters", there will be another one towards the end of September (only five months late), more details in next month's mag.

POST BAG:-

Land Rover Parts have sent me their latest L/R and R/R accessory brochure. Everything from winches to telephones, too many to mention so you will have to see them at the pub meets.

Midlands Rover Owners have invited us to their Major's Trial - 6 to 8 October. We are allowed three teams of three drivers for the "Major's Rose Bowl Trophy" on the Saturday with a comp safari on the Sunday. Early entries are recommended, so if anyone is interested, see me.

Gary Hodgson
Hon. Sec. HBRO

Dragon's Drivel

Due to lack of space, Dave Cuthbert's "Dragons Drivel" has had to be held over until next month. In his article, Dave tries to sneak in a plug for his new employer (North Wales Land Rover Centre, Rhyl. Excellent mail-order service; equally excellent on-site sales/service if you are visiting the area. Phone 0745-337623 for details.) If he thinks I'm going to fall for an old trick like that, he's got another think coming..... (Ed)

NATIONALS '89

The main body of members going to Rudding park, travelled in two convoys on the 27th of May, one departing from Pangbourne and the other from Ruislip. Roger Pattie led the Pangbourne lot with Jon McGhee, Brian and Simon Warn all in Range Rovers and Dave Butler with Dave Wells in a Ninety; whilst I joined Colin Gross to make up the other group, again, in Range Rovers. We were a little late leaving Ruislip as Colin's car had become trapped for fifteen minutes in a last minute car-wash! The plan was to meet at Leicester Forest East at about midday, about 100 miles north of London. We made the rendezvous about five minutes apart! My Rangy was pulling badly and I was having trouble keeping up with the convoy and they were towing caravans. (Hugh thinks my cam has worn, subject for a technical article?)

We continued to Yorkshire in a grand convoy which eventually got split up later due to a slight mix-up at a services area; but we all arrived safely eventually.

We found that Malcolm Whitbread had already arrived so we pitched camp and went off to the scrutineering. The queue was a mile long but we stuck with it in order to get it over with. The Yorkshire club guys and gals were doing a thorough job on the scrutineering; vastly better than I had seen before. They were using a crowbar to check suspension shackles and bushes, a torque wrench on the wheel nuts, a set of rollers for checking the differentials and were measuring bumper widths with a steel tape. They were even tougher than the dummy-run that Hugh and I did at our own rally, but they still missed some very blatant rule breaking, more of which later. Malcolm's newly ARC-legal racer/trialler had passed OK as well as his RR with the massive ARB bumpers at each end. Concerned about the legality of these, he pointed them out to the scrutineers. "Bloody Hell (or words to that effect), they're wide enough aren't they! They'll do." was the response. Some bystanders peered at my Rangy and passed comments about the crossply tyres not getting through the scrutineering. They were not aware that I was entered in the main trial where they are legal!

The Marynicz family arrived in two vehicles with their massive frame tent and equally massive family and later that Friday night Alex Waugh turned up with a caravan and a work mate, (No, not the B & D type!). The following day, Robb and Sue Unsworth and family also arrived so we had a good contingent from H&B. Dave Cuthbert was also there but was camping with the North Wales club.



The facilities provided by the Yorkshire Rover Owner's Club were excellent, including water bowzers to supplement the taps due to local water shortages. The main marquee was impressive and the food was good as was the drink (I'm told!) The weather was also excellent throughout the weekend but the roads in the site got a bit dusty. The camping lots were clearly marked with little signs and the event programme had a very good map to show where all the water taps, toilets, etc., were.

The entry for the RTV on the Saturday was massive, interest continues to increase in this cheap (? read on....) but entertaining form of motor sport. Colin, Malcolm and Alex entered in RRs (with me as passenger in Colin's) and Angie and Ted double drove their 'new' 88" station wagon. Dave Cuthbert was also there in "OEY" (That doesn't quite have the same ring to it as the much missed "WOW", does it Dave?). Some of the sections were adjacent to the camp site but others were a short drive away. This area was most interesting, centring on a disused and trackless railway cutting complete with a half mile tunnel. We drove through the tunnel to further areas of land with sections in. You would think that the removal of a railway line would leave a flat smooth surface; not a bit of it! The area inside the tunnel being particularly rough and well flooded in places. This was to be significant later. The first sections of the RTV were rather tame, although reversing one long section through the trees called for considerable skill. Later sections became very hard and caused damage to numerous vehicles. An entry from the Range Rover Register was withdrawn after sustaining unacceptable amounts of damage. Colin demolished his rear bumper on a quite unavoidable hump, which twisted the bumpers of all RRs that traversed it. Even Malcolm's Forth Bridge offcut (from ARB) was slightly bent! One tree ripped off Colin's rear light guard and light and he was given 7 penalty points when the debris hit the cane. I know the rules specify any part of the car counts, but surely that part has still to be attached! Another of the sections ended in a mud bog and huge delays built up as car after car had to be winched out, some sustaining damage in the process.

Photos opposite:-

Top:-Angie and Ted Marynicz prepare for the RTV.

Bottom:- Alex Waugh has a go at the gymkhana.

Malcolm recovered himself from this using his new winch but the whole idea of an RTV is that people can use their tow-cars or normal "Road motors" in a straightforward competition, but this was madness. The programme said it was "...strictly non-damaging..." It's bound to put people off trying this usually enjoyable low-key event. I would like to reassure HBRO members that our RTVs would not be this tough and that you would have to go silly to cause more than a scratch. That said, it was a very well run event if a tad heavy on the wallet. One of Alex's dents was done in the car park by someone else but I'm not going to name her here, am I Liz? Dave Cuthbert was astonished to find that he had come third in class. He might even win his own "Red Leader" trophy this year: Angie and Ted being the only other entrants from HBRO on leaf springs. Alex also scored a third in class. Well done chaps.

That night the noise of the "disco" in the marquee was such that Colin and I just turned round and walked straight out again, as did a lot of other people. (We don't even like Kylie Meringue or Jason Dormobile, anyway.) Surely at an event such as this, people want to sit and talk "Land Rovers" over a pint in peace. It was impossible to talk over it, and no-one we spoke to afterwards liked it either: perhaps the organisers will get the message eventually that this is inappropriate for such an event. When asked to turn it down, the DJ said "It's what people want" Well, he would say that wouldn't he. NO, I don't believe it is what people want.

The main trial was on the Sunday and this time Colin was a passenger with me. Malcolm was also entered but in his newly rebuilt trialler, now fitted with the much smaller Series One bodywork in place of the Ninety derived panels of the original. This was to prove to be a huge advantage as he could see where he was going much better. Of the 14 sections that were eventually to count, he cleared 13 of them! Unfortunately, his one mistake was to give him 7 penalties which put him right out of the running.

The first few sections that I did seemed reasonably easy but they soon got harder. I was soon grounding at the ends and popping the occasional panel on trees that were set for Series Ones to pass. A RR is 10" wider and much longer, so something had to give! I had fitted a 'new' rear bumper in case the scrutineers didn't like my usual bent one. It didn't stay straight for long! There was only one other RR in the event but when I spotted that it didn't have a rear bumper at all, I was furious. How on earth had that gotten through the scrutineering after all the publicity about bumpers? I then started to notice other vehicles around that didn't meet the

regs either; lots of them. The scrutineering had clearly been excellent on matters concerning safety, and well done too, but other rules were being openly flouted. There were uncovered petrol tanks, bodywork not in silhouette, incorrectly constructed roll bars, round tube bumpers, etc. etc. With several clubs having to take a vote on whether to stick to the rules or leave the ARC, I was disappointed to see the Nationals, the flagship event of the ARC, not being run to the rule book. Anyway, back to the event. One section had a tight turn in a sort of bowl with overhanging trees that I was absolutely convinced was impossible but Colin and Alex (who was marshalling), persuaded me that it could be done. I missed everything by miles, maybe that's why they beat me so often, they've got better judgement than I have! I did get a few clear rounds, sometimes where much smaller vehicles didn't. Funnily enough I didn't use my shunt very often but caught the marshals out a couple of times when I did shout "shunt" because they hadn't heard that particular call for some time in an expert's trial! One of my triumphs was in a section where there was a steep descent into a rocky stream which I managed OK then along the stream and up the bank to finish. I was amazed when the car just pulled the front up on the bank, spun round so it was at 90' and just climbed out! I scored a 1. A few cars later, one hit a rock and punctured its sump and had to be recovered by winch. Each car stirred up more and more rocks until the stream bed became impassable and the section was eventually scrubbed; rotten luck! Much later on as I approached the gate that had given Malcolm his 7, I could see that I wouldn't make it in one. I shouted "shunt" and let the car roll back into a gully with the car facing uphill at the gate. I gave the throttle a quick squirt in the faint hope that something would happen and the car shot through the gate. I was so amazed that I got the next gate wrong. By the end of the event, the number of dented panels on the car was the same as at the start but the depth of damage was much enhanced! The other RR mentioned did not finish so I was the only class 5 car running at the end. It doesn't really prove much in terms of points (My score looked like a telephone number, Colin said) but I reckon I've learnt a lot (Mainly, don't drive a RR in the experts trial!) It was a bit of a hollow victory really but the trophy will be a prized memento of an unforgettable experience. It was Colin who suggested that I have a go, initially. You see, I am not in a position to build and store a dedicated trialler, and I may not again have a RR in such a tatty condition that I am prepared to take risks with, so this was probably the first and last time

I will ever enter the National Trial in my own car. It was an experience I will never forget..... and thank you Colin for the advice and directions that kept the score as low as it was; it was very much a team effort. I'll send you the bill for the bodywork later!

The music was much quieter on the Sunday night (initially, at least) The beer flowed faster though when Alex celebrated his 3rd in class in the RTV, and the cola flowed faster as Simon Warn had achieved a second place in the bicycle trial for the youngsters. (13 to 15 year olds class.) I shall be expecting an article from you about that, Simon. Despite requests to the DJ to keep it low, the volume inexorably rose and we started to shout our conversations for a while before being driven out by the blast. If I want to go to a disco or a rock concert, I'll go to one. Black mark there YROC.

On Monday morning, we all rallied round Malcolm to help with his entry in the Competitive Safari, the first such in a National event, I believe. Colin was to be copilot but was worried about his helmet not being RAC approved. The RACMSA inspector arrived rather late but gave Colin's "hat" a clean bill of health and a little sticker to prove it. Colin looked much happier after that. We loaded a spare tyre and a few tools and set off for the track with Ted and me in the back. We crossed the public road with kind permission from the Yorkshire police and went initially to a field to unload the gear then drove towards the start. Ted and I dismounted at a suitable point while Malcolm and Colin continued to the start point. The route was a most unusual one, and will probably be talked about for years to come. Shortly after the start, the cars entered the half mile railway tunnel and drove at race speeds in the wet and the dark. All competitors had been warned to fit lights to their cars in advance. Just after the exit they turned and drove up the cutting bank, over the tunnel mouth then down into the floor of the cutting again. Many racers burst into the sunlight with engines and occupants spluttering from the effects of the water in the tunnel and some suffered a few yards later in a particularly

Photos opposite:-

Top:- Colin Gross uncharacteristically stuck in the mud.

Bottom:- Steve Kirby comes up for air in the CCVT!

Photos: Steve Kirby



deep puddle just before the sharp left hairpin up the cutting side. The water, and hence the mud, in the cutting being particularly black as a result of many years use of the route by steam trains depositing soot, coal-dust and ash. This latter puddle caught Malcolm's car out unfortunately, and he came to rest at the hairpin with a chugging powerless engine. He kept it going with a few choice backfires then it picked up and they roared off. They weren't the only ones to have this trouble by a long way! The route continued in this manner; along the track bed, up the side, through the trees and down again for six and a half miles including one half mile drag along the track bed and ending at the field previously mentioned. Malcolm was doing about 70 m.p.h. along this bit which was all the more alarming as there were spectators and Portaloos lining the track only a few feet away. Spectators seemed to think that a red and white plastic tape is going to protect them from a ton-and-a-half racing car! Hardly any of the drivers had been along the course before so were driving 'without notes'. A couple of drivers did get up early to walk along it; that took two and a half hours I'm told. It's against the rules to drive along the safari course for reconnaissance purposes. When all the cars had done one run, they drove in convoy back to the start and did it all again. I watched one run from the marshal's point near the tunnel exit. This was manned by former HBRO member Tony Readman who now lives in Yorkshire and is a YROC member now. We chatted about old times, between cars.

As I had to be at work on Tuesday morning early, I had to leave that afternoon, so I walked back to the camp site. I watched Alex taking part in the Gymkhana for a while. His passenger had some rotten luck on one section. Alex had to drive past a bucket while the passenger attempted to lob ten tennis balls, five at each of two passes, into the said bucket. Of the nine that went in, *all nine* bounced straight out again! I left them debating how to drive round a figure eight course with another tennis ball in a spoon on the end of a six foot pole! I didn't see the rest of this event which was a pity as they came second in class.

On my way back to my car, I stopped to talk to the Range Rover Register guys and to have a chinwag with David Bowyer before ogling a couple of FC101s. I then left for home.

I took a completely different route home mainly down the A1(M) and A5 in order to miss the traffic and the road works. It was one mile less than the trip North. See you all again next year?

Steve (Crumpled but unbowed) Kirby.

THE ARC NATIONAL SAFARI.

by Colin Gross.

Several weeks ago, Malcolm Whitbread had asked me to ride as navigator/mechanic with him in the ARC National Safari. After completely rebodding his vehicle to make it ARC legal, and having taken part in the main National Trial on the Saturday, we found ourselves in the queue for the Safari scrutineering. Over two hours later we reached the head of the line and the vehicle passed with flying colours. Unfortunately my crash helmet did not have the relevant RAC MSA sticker, so I had to return to scrutineering the next morning to obtain one. As a result of all this queuing neither of us had a chance to walk the reportedly six mile course, but at least we were on the start line.

The coil sprung vehicles were to run first, and Malcolm decided to start near the end of this group. Having tightened up the seat belts, problem one came to light. Malcolm could no longer reach the High/Low lever! Despite my assurances that High range would suffice, Malcolm appeared somewhat apprehensive as we sat on the start line, but when the Green Light came on he was committed to try. After only a few hundred yards the course plunged down a very steep drop (which had caused an injury to a driver in the RTV two days previously) but Malcolm negotiated it successfully. Shortly after we arrived at the most unusual feature of this course. The route ran through a disused railway tunnel for over half a mile. This tunnel was about thirty feet wide, quite bumpy in places, contained many deep puddles, and had a thick coating of soot/coal slurry as a floor. It was also extremely dark. As we roared into the tunnel, headlamps blazing, the second problem came to light; or more correctly came to dark. Within seconds the headlamps were covered with a thick layer of black slime and we were left with a route illuminated by the equivalent of two glowworms. A couple of seconds later (and at about 30 m.p.h., or more, that is quite a distance) amid shouts of "I can't see a *!?!*@! thing" there came an almighty thump and crash as the vehicle took off for the roof. We had drifted off line and hit a three foot high pile of hard sand sticking out from the tunnel wall. Luck was obviously on our side as we landed the right way up, but the rest of the passage through the tunnel was at a snail's pace. Once out the other end Malcolm accelerated too rapidly into a deep puddle and we came to a halt with wet electrics. When the engine had dried out we carried on to the finish, clocking a time of just over 15 minutes. The rest of the



course consisted of short fast stretches of the railway track bed, interspersed with lengthy sections of very tight 'trials sections' through the woods. The final finish straight was over half a mile long, but following another vehicle through the dust gave us a zero visibility factor until Malcolm closed up to within a vehicles length of it. Anyway we had completed lap one, and the vehicle was still in one piece. Several hours later, after about 140 vehicles had had their turn, we were escorted back to the start for lap two. (The start and finish were about 2.5 miles apart 'as the train steamed' along the old track bed.)

Our problems recurred as we drove back to the start when we noticed a knocking noise from under the vehicle. Having heard the noise before, we quickly realised that the 'A' frame was loose, but this was easily tightened up ready for the race. This time we entered the tunnel at a more circumspect rate, and keeping the headlamps clean by slowing for the puddles, we achieved a fast passage. As we left the tunnel we passed one of the C & A Landrovers entries, which are known to be very fast. Why they had stopped we don't know, but they were quickly on our tail and their horn told us that they wanted to pass. With the route twisting through the trees it wasn't easy to pull over, and in trying to do so we ran headlong into a tree. Unfortunately so did they, removing their front wing in the process. Once both vehicles were underway, Malcolm was able to stay with them for about half a mile and then suddenly we began to slow, eventually coming to a stop. Once pushed off the course we found that the throttle cable had broken. It seemed like a rapid repair to us but our lap time for this second lap was over thirty minutes! Once underway Malcolm drove very rapidly, and the antics of the vehicle being pushed so hard gave the crowds some entertainment. At one point the front of the vehicle hit something (possibly a hole or tree stump) and instantly stopped moving whilst the rear carried on. This resulted in a very rapid 'bumper stand' and what seemed like an eternity to wait for the rear wheels to drop back to earth. I even had time to think "here goes a half shaft" since the engine was still screaming as the rear wheels returned to the ground.

Photos opposite:-

Top:- Malcolm Whitbread and Colin Gross "belt up" prior to their assault on the Competitive Safari.

Bottom:- Malcolm finds out just how tight the first bend is after a rather unnerving drive through the tunnel!

Photos: Steve Kirby.

Luckily nothing broke and we raced on to finish the lap. The speedometer indicated over 75 m.p.h. on the finish straight, and to say that this seemed 'hairy' with the narrow course running through a cutting and lined with spectators was an understatement. On our reckoning the course was 4.1 miles in length, and this second pit stop was used to examine the vehicle. The steering drag link was found to be badly bent, and the track rod was also out of true; but we still returned for the final lap.

On this last run there were no mechanical problems, and Malcolm drove more smoothly, but also as a result faster; clocking a fastest lap of just over twelve minutes. (The fastest 'lap' of the competition was 9 minutes 56 seconds; so we have some more speed to find!) The tunnel was still impressive, especially the noise of a V8 in full flight, and according to watching club members the sight of the racer in 'full flight' over some of the jumps was equally spectacular. On this run nothing got in our way, and we were really getting into our stride, but all too soon it was over.

To try to describe to the whole of the 4 mile course would be impossible, you would have to have seen it to understand what it really was like. To me the most memorable sections were the tunnel and that very fast finish straight; but some of the very steep drops deserve a mention. The second major drop on the course had two nasty steps across it, and was probably over forty feet in length. Not a pleasant drive even in low range, but something to be experienced at racing speeds. Quite why the organisers had placed a 'Portacabin' sized toilet half way along the finishing straight remained a mystery to me, especially as it severely narrowed the course and had a nasty habit of appearing very rapidly out of the dust if you were following another vehicle. However despite this criticism the organisers must be praised for organising such a good event. Our thanks also go to all the marshals for the unstinting efforts to give us a great days racing. As for those spectators who lined the finish straight, perhaps the sight of the totally destroyed Land Rover which had crashed at speed on the route will convince them just how dangerous a Safari can be; and cause them to stand further back in future.

P.S. We believe that the crew of that vehicle were not seriously hurt (testimony to the strength of the roll cage) and wish them well for the future.

THE MARSHAL'S TALE

It seemed, so all good tales go, to be a good idea at the time. As I left the marquee on the Saturday evening to give my ears a rest from the "music" which was getting louder and louder as the evening progressed, I thought "why not?", I'll "do my bit" for the Nationals by signing on as a marshal for the National Trial.

On the Sunday morning after the marshals' briefing we were told to go and "find a group", it was purely coincidental you understand, that I did "find a group" and Steve Kirby was in it. As this group was a fair distance away from the marshals briefing area, marshals were a bit thin on the ground, in fact I was the only marshal in the group! Shortly afterwards a Yorkshire Rover Owners Official, one Norman Whiteley, came down the groups with clipboards, maps and score sheets for the group leader. I was promoted to group leader! I wasn't sure though, how I was going to do everything on my own. It was at about this time the public address system was broadcasting requests for "more marshals" otherwise the trial might have to be cancelled. Hants and Berks member, Alex Waugh, who had said that he might marshal, made the mistake of passing by the group; we now had a second marshal!

The National Trial is an excellent opportunity for making a video recording as those members who saw the official video of the 1988 Nationals will know, as there are many aspects of the proceedings which can make a fascinating record. As the trials site was a fair distance away from the rally field, Dave (Red Leader) Cuthbert who had his video camera and recorder with him, had come by our group hoping to beg a lift from Steve in his Rangie which by now had my coat etc in, together with Alex's. About now we realised that we didn't have an official vehicle for the marshals, so enquiring of Norman Whiteley if we could take one of our own vehicles, he produced an "official vehicle" sticker which we (or rather, Dave) thought should be fixed to his Landie which he quickly brought up to the front of the group (he's not called Red Leader for nothing). There was still a request for more marshals and Dave realised he had been conned into marshalling, as he signed on, the definitive video production of the 1989 Nationals was abandoned. Amazingly another marshal was found and the 4 of us were told that we were obviously very capable of doing the job! Although the 9 o'clock official start for the National Trial had passed and

the start was obviously going to be delayed even more, I couldn't help thinking that the Yorkshire Rover Owners Club deserved praise for their organisation. When you consider the problems that we have in organising an RTV involving 20 or so vehicles, the problems involved in organising over a dozen groups of 14 or 15 vehicles are obviously very much greater. There are proportionally more people attending the Nationals, yet for some reason there seem to be proportionally fewer people who are willing to help out.

Eventually, however, marshals were found, everything was sorted out and we set out for the trials site which was across a road, the police supervised the crossing. Everything was well signposted and we quickly found our way to our first section, section 13, where a "static" marshal was waiting for us. The idea was that there would be a marshal assigned to each section and he or she would stay at that section. Also we were to progress from section to section in number order and even if we had to wait, we would do so. This was so that groups would not be driving around looking for a clear section. Roving officials with radios kept an eye on things and it all seemed to work very well. Alex organised the start with the drivers going in numerical order, those double driven vehicles being suitably positioned, one vehicle broke down "on the start line" with, we subsequently discovered, a broken coil which had to be replaced. The "old codgers" as they called themselves, drove exceptionally well when they rejoined us and if they hadn't broken down at the start of the first section, the final results might well have been somewhat different.

We moved on to section 14 and it was here that the problems started. A sharp left hand bend at the bottom of a steep slope led into a rock strewn gully which became quite muddy before rocky again. When vehicles became stuck it was naturally to the marshals that people turned. The static marshal had a Rangie with an electric winch which was to prove very useful. The gully was unfortunately not very accessible and to free a vehicle which had bottomed out in the mud required brute force to push out, we got rather dirty! One vehicle which had got stuck in the mud and was pushed free came to a rather abrupt halt at the end of the gully when it hit a rock, the driver was somewhat surprised when Dave shouted to him to turn off his engine, he had seen oil coming from underneath the Landie and inspection revealed that the sump was broken. By stopping the engine quickly, Dave was able to prevent further, probably expensive, damage occurring to the engine. The Landie was well and truly stuck.

It couldn't be driven, it couldn't go forward because of rocks, it couldn't go backwards because of rocks, it could only go sideways out of the gully up the slope. The Rangie was only able to pull it a short distance before tree stumps wedged the Landie in. The only thing to be done then was to lift the Landie bodily over the stumps, fortunately there were a number of spectators who helped (well, were press-ganged into helping!) and the Landie was then pulled all the way up the slope by the Rangie. The recovery took well over half an hour and the group who had done section 13 after us were waiting for us to clear the section, it didn't help when some of them told us to get a move on and hurry up as we were holding them up! The section subsequently became impassable after a number of vehicles dislodged rocks in the gully and the section was abandoned, much to the chagrin of one of our drivers who had got a clear there, as well, of course, the driver who broke his sump!

Most of the "static" marshals were very helpful, advising us where the difficult places in each section were as well as advising where the drivers should position themselves at the end of the section to facilitate moving on to the next section. Unfortunately some of these marshals did not give particularly clear directions and I must admit that on a couple of occasions I gave incorrect information to some of the drivers which produced some good natured moaning! We had organised things so that Alex started the drivers and covered the first couple of gates where possible, I covered the finish and the last couple of gates and filled in the score sheet, whilst Dave and the other 2 marshals positioned themselves at suitable places.

Whether or not it was because we three HBRO marshals in the group knew each other, had marshalled before and appreciated any difficulties, we were able to keep things running smoothly. There were no arguments or problems and much to our surprise we finished before 6 o'clock, something we hadn't thought possible whilst we were recovering the Landie at the second section, section 14. We were provided with a sandwiches and drinks at lunchtime, these were very welcome because, most surprisingly for the Nationals, there was no rain! It actually got to be fairly hot.

At the end of the day, yes, it was a good idea. I was able to put something into the Nationals as well as get a lot out of it. Perhaps next year we will be able to have an all HBRO marshal group!

FOR SALE

Note that small ads are free but please let me know when a sale is complete so I don't keep printing an out of date ad each month. Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £1 per 1/4 page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

*** Free advertising if you sponsor a competition event! ***

* Firestone Super All-Traction (SAT) Tyres.
7:50 x 16, 6 or 8 ply. £45+ VAT. Delivery can be arranged at extra cost. Phone Mark Jones at Gerrards Cross on 0753-887871 for more information.

* Land Rover Bits.... Hard top (c/w safari rear door) for LWB, £175. 4 LWB rims with tyres, £15ea. Bonnet, £10. Roof rack with ladder for LWB, £60. Phone Mark Jones at Gerrards Cross on 0753-887871

* Used Tyres:- Two Firestone Town & Country M+S Radials, slightly worn. One Avon Ranger II crossply, half worn. Phone Jeff on 01-898-2120.

* Land Rover bits'n'Pieces:-
Long & short half shafts with drive flanges, £25.
Fairey Overdrive, badly worn gears causing unacceptable noise, £60.
3 new sets of piston rings for 2 1/4, £5 each set.
What offers for:- new handbrake shoes, replacement door pillar, rocker arm for 2 1/4, gear lever, fan for Smith's heater, pair of drive flanges and bits.
Phone Mike Cunningham on 0252 (Fleet) 626693.

* Land Rover IIa bits. LWB axles with good chrome, steering box, two 7:50x16 tyres, two 6:00x16 tyres on wheels, front wings. Plus Srs.III bonnet and loads of odds and ends. Phone John on 0895-33568

* Mobelec Magnum contactless electronic ignition unit for Rover V8, £25 Phone Steve on 01-894-3961. (W. London)

THE NATIONALS—ONE MAN'S VIEW

For me the ARC Nationals started on Friday lunchtime when I set off from Colwyn Bay, followed by a Diesel Range Rover, to head for Harrogate. We had a good trip, the first stop being made after 2 hrs and 110 miles, not bad for a 24, including crossing the Pennines. Eventually it took us 3 hours to cover the 130 miles to Rudding Park, including another stop, for petrol, and a quick tour of Leeds (well would you expect to take a slip road to the right off a dual carriageway?)

The first job, after pitching the tent, was to get the motor scrutineered, so into the queue, where I met Colin & Steve. Two hours later and I'd reached the front. No serious problems (i.e. nothing that couldn't be put right on the spot) although their pressure gauge appeared to under read by 2 lb/in² (this is not just sourer grapes, a lot of people were failing by 2lbs, rumour has it they eventually agreed. Still the scrutineer is always right, so it was out with the pump).

Saturday morning saw the RTV with a large Hants & Berks entry, Colin, Malcolm and Alex in Range Rovers, and Ted & Angie in their 88. Unfortunately none of them were in my group, so I have no idea how they got on.

The first section I did involved a meander through the trees, followed by a steep drop. Fortunately even at this early stage there were deep ruts and the steering wheel was redundant, in fact I even had to put the power on a couple of time to keep me going down.

The second section was not as good, involving at the finish either a run through the mud, or a climb up the bank to pass the other side of a tree. Unfortunately the *North Wales Land Rover Club* contingent chose this moment to emerge from their caravans and come and watch this section, and so watch me drive straight into the tree!

You will be pleased to know I do not intend to describe each section, but a couple must be mentioned. One involved one of the steepest, and longest, drops I have ever driven, whilst another had to be driven in reverse. This caused me a few problems, as at one point I had to put the front deep into the greenery to get the tail through the gate. Our final section contained a man made ramp, with a broad plank one side, but a round log on the driver's side, do you take it slowly and accurately, or boot it so that if you do slip off you have enough momentum to overcome the obstacle?

Also worthy of mention was the tunnel. This was not a section but was being used to give access to part of the area, and was to be part of the Comp Safari course. It was about 1/4 mile long and, surprise surprise, very dark, even at 5-10mph it was very difficult to see where the floor ended and the walls began. To add to the fun it was very wet, with a long series of puddles, some fairly deep. Although all Safari drivers knew they had to have lights, several were seen fitting additional lights high on the roll cage out of the way after seeing it.

This brought to the end a good days trialling. It was felt by many however that it was a bit viscous for an RTV, especially at a National. I hit 3 trees (I had hit one between sections, one North Wales member actually tipped it over between sections!) but fortunately all on top of previous dents (both ends of the bumper and the left hand wing) but had I been in a Vogue EFI, I may not have been so happy, certainly there were a lot of bent motors around on Saturday night.

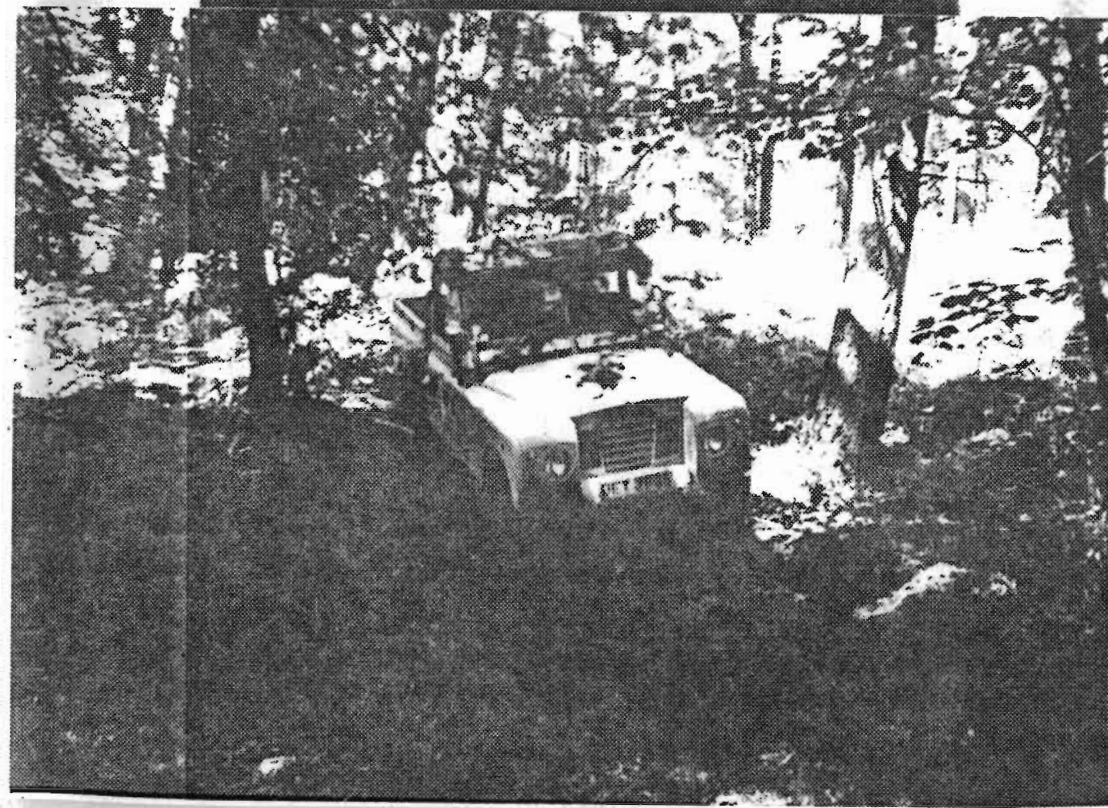
Sunday was National Trial Day. I intended to spectate and shoot some video, so set off heavily laden to look at them all lined up ready to go. I was immediately collared by Roger, who having volunteered to marshal, found himself group leader, at this stage on his own, without a vehicle (not essential, but it does make life easier), so was soon signed on and fetching the motor. We were joined by Alex, and finally by Chris from another club.

Our group included Steve with his Range Rover, whilst in another group was Malcolm in his special. Some where were four NWLRC members. In fact in the end we were very well off for marshals with Alex efficiently organising the start, Roger booking the scores at the end, and Chris & I, aided by a static Marshal at each section, running the bit in the middle.

Photos opposite:-

Dave Cuthbert avoids the trees on his way to a trophy in the RTV.

Photos: Jon McGhee.



Disaster struck early, on the second section. This involved a run along a stream, then a turn up the bank. The only way out was to back into, or remain in, depending how far you got, the stream and follow it out, which resulted in most people becoming stuck on the way out. Worse was to come when one competitor, leaving the section, holed his sump. Hopefully he stopped the engine before any permanent damage was done, but it still left us with the problem of recovering a dead motor, which took a long time. Soon the next group arrived, and to add to the problems we had another dead motor to recover (fortunately not terminal, he got it running in time for the next section, and

ran all day). This section was soon to catch another victim in the next group when Kelly (the Hero) a NWLRC member, leaving the section, snapped a halfshaft. To rub salt in the wound this section, probably the best of the day, had to be cancelled later.

One advantage of this delay is that the rest of the day we were faced with empty sections and no waits. This event, like the RTV, finished without the large number of clears, and so large scale run offs that have dogged recent Nationals. It was generally felt that the sections were easier than the previous day's, but comparing Steve's Range Rover with those of both Alex & Colin, who both suffered considerable damage on the RTV, suggests that that is an exaggeration, at least it must have been tighter!

The final major event was the Comp Safari on the Monday. This made a change as the start and finish were miles apart (literarily) the paddock being at the finish, competitors being split into two groups, "Specials" & "Standard", and driven in convoy to the start. The course looked very interesting being in places very fast (much of it followed the course of an old railway) and in others very tight through the trees. Unfortunately neither are brilliant for spectating, so I spent most of the day by a mud bath above the tunnel. Unfortunately I failed to see Malcolm, the one HBRO entry, on any of his three runs.

One minor problem of past Nationals has been the gap between the end of the Safari and the start of the prize giving, whilst the results are worked out. This year *Land Rover Parts*, the main sponsor for the event, had organised the Land Rover Master Challenge to fill this gap. In each arrival pack was a short, but not so easy, quiz about LRs to be completed and handed in. From these results two clubs were selected to compete for this event. They were the *Land Rover Series One Club*, and the *Midland Rover Owners Club*.

The quiz was based on BBC's "Question of Sport". First came the picture board, where it became apparent the LRP had underestimated the level of knowledge of Land Rover enthusiasts, especially as they soon twigged that all the photos came from the LRP calenders! To give an example of what they were up against however, after a Midland member had successfully identified an obscure corner of a Ser I, a member of the Ser I Club team pointed out that it was his vehicle! More questions followed, which were not as easy, including mystery objects from the parts bin to be identified, and a "What Happened Next" round, with clips mainly from TV ads and Camel Trophy films, but finishing with the ad used when the Range Rover was announced in the USA, definitely guessing allround!

Following the prize giving all that was left was to have a few more beers, the HBRO had several awards to celebrate, whilst the NWLRC had collected their first ever Nationals award. Whilst many had to leave on Monday to be back at work on Tuesday, a lot did not and there were still a lot of people left.

So that was it, go home, and it still hadn't rained, in fact it was definitely cooler for the week following, the first time I've know that.

Red Leader

1989 ANNUAL GENERAL MEETING

This is not the official notice of the 1989 AGM, it's worth reminding members that the AGM will soon be upon us as October is not that far away.

It's an opportunity for all members to come along and throw brickbats or bouquets. If there's anything that you feel strongly about, if there's anything you want changed or even left alone, you can do something about it, come along and have a say. We had a good turn out at the EGM, let's have a good turn out at the AGM.

The Bike Trial at the Nationals

I set off from Oxford on Friday morning complete with my Dad, Range Rover, caravan and mountain bike, to spend the weekend at the Nationals. Friday evening was spent setting up the caravan and looking at the different Land Rovers.

I was up early on Saturday morning to go and see all the vehicles assemble for the RTV trial. I left before all the other Rovers, to go over to the other side of the site to see where the trials sections were marked out. I found four or five of them but two others were at the end of a disused railway tunnel.

I rode my bike to the beginning of the tunnel and could see a small ray of light at the other end. The start of the tunnel seemed to be a little muddy but suitable to cycle through. I set off into the tunnel and after about twenty yards there seemed to be some large puddles but I kept to the edge of them and got through. About halfway through the tunnel I stopped still looking at the ray of light in the distance, the water from the roof of the tunnel dripped down my neck and the puddles seemed to be getting longer and deeper, but I was determined to get to the other end. I pedalled on a short distance and then saw headlights behind me, a vehicle was slowly coming through the tunnel. I waited and as the vehicle approached, the driver shouted to me to ride in front of him and he would stay behind me so I could see my way with his lights. I was really glad to see the end of the tunnel and although wet and covered in mud, I could now find the other trial sites and watch the RTV trials.

In the afternoon, I rode back to the camp site on the road as one journey through the tunnel was enough! The bike trial was held on a site just near the team recovery event so when this was over I was able to practise, but the marshals had still not arrived with the canes to mark the bike trial site.

Continued.....

Photos opposite:-

Simon Warn was so busy concentrating on the bike trial that he forgot to ask his father to take some photos of him in action. So here are a couple of shots taken afterwards of Simon on his mountain bike proudly showing his trophy.

Photos: Brian Warn.



By now, some 30 - 40 people had arrived on a large selection of different bikes. I have a mountain bike with a very low gear ratio and large wheels to clear big holes and ruts. The marshals arrived and I had to sign on to get my points card. There were six sections for the bike trial and I went in fourth position for the first section. I was the first one to get to the top of the hill on the first section and managed to clear all the canes without falling off! The second and third sections were also clears but on the fourth section, some very large ruts had to be crossed from various angles. I got through the first six canes but was unable to cycle and keep my balance at gate three. I then went on and cleared the last sections both with clear rounds.

I went back to the caravan that evening for a barbecue and later went to the marquee to see if the bike trial results were put up but I was told I would have to wait until Sunday morning.

Sunday was another sunny day and when the results appeared in the tent I was really thrilled to see that I had come in second place for the 13-18 year olds bike trial. I spent the rest of the day watching the National Trial. I had to leave with my Dad on Monday afternoon before the prize giving but Roger collected my trophy and brought it home for me. This was my first bike trial and I am really proud of my trophy and had a great weekend at the National Trial.

Simon Warn, age 13.

ARC Meeting, June 24th.

Report by Steve Kirby.

For various reasons, I was the only HBRO rep at this meeting; Roger couldn't get out of flying duties and Gary has problems with a subsiding porch (no, not a Porsche!). Of various other members who showed interest recently, no-one contacted me or Gary.

At Land Rover Ltd's Lode Lane factory, security is tight and visits are off while the new vehicle is being built behind closed doors. I travelled with Steve Barnwell and Andy Flanders of the Anglian club and as we nonchalantly sailed into the works, we told the man at the gate that we knew

where the conference room was. When we got there, the location had changed so we went cap in hand back to the gate guard to ask where the meeting was!

I won't go into everything in detail; so here are some highlights:-

About the first hour was taken up with the matter of saloon cars. The criticism was that the Nationals is an ARC event and should embrace the Rover cars as well as Land/Range Rovers. Sue Whitely pointed out that she had written to all the ARC clubs, including the dedicated saloon car ones, regarding events at the Nationals. It was pointed out that the ARC doesn't actually organise anything at all. All the 4x4 events are arranged by the member 4x4 clubs and if there were no events for the saloon cars, it was because the saloon car clubs hadn't organised anything. Simple as that. It's the same in the HBRO, I suppose. It's up to our saloon owners to come forward and state what they want to do and to contribute to the running of whatever it is.

One member club had been suspended from the ARC due to lack of payment of this year's subs. In fact absolutely nothing at all had been heard from this club until they attended this meeting. Dickie gets a lot of mail but he does like to hear from clubs from time to time. If he gets nothing from a club in six months, including not getting a subscription, then he is lead to believe that they aren't interested in being members any more. The club reps said they hadn't had a subscription reminder and so hadn't paid it. That happened to the HBRO once, but as we always attend the meetings, we found out about our error at the first meeting of the year and rectified the problem.

The Anglian Rover Owners Club reported that the result of their vote on ARC rulings was that they would continue to run as before. The AROC was therefore, regrettably, expelled from the ARC. They were informed that they could no longer use the word Rover in their title. The club's name is registered at Companies House; and the AROC intends to fight for their rights to retain this name. Watch this space.

Whilst reading the list of correspondence received, Dickie Day read a letter from another club referring to an article in Pants & Barks. Colin had made some comments about the club continuing to use it's own rules. This statement has long since been overtaken by events. I pointed out that the HBRO had taken a vote on the use of the ARC rules and that we

had agreed to abide by them. I stated that Tony Holder had been present for this vote and that the matter was now closed. This was accepted.

During the Overseas Liaison Officer's report, it was stated that overseas clubs are allowed to have non-Rover vehicles participate in events. Such clubs are not full members of the ARC and don't have voting rights. So why cannot a UK club run under these terms?

During the Rights of Way Officers report, Tony Kempster publicly congratulated Colin Gross and myself on the excellence of the Ridgeway article in 4x4 magazine. He said he was surprised that such a well balanced and low-key article had been published at all as it wasn't sufficiently damning of our activities!

The vehicle regulations discussions were a revelation; Rule 4(i) was discussed and very quickly resolved to read:-

Rule 4

(i) "The engine shall be positioned at the location of the original engine."

A good common sense revision of this rule, the clarification of which I proposed some time ago.

Rule 15, the dreaded bumper rule, was also discussed. I have submitted proposals for the clarification of this rule over many months but a certain occurrence at the Nationals made it clear that an urgent review was necessary. I am glad to announce that we resolved the problem by accepting my proposed change almost word for word.

Continued.....

Photos opposite:-

Top:- Steve Kirby aims for a senior marshal in the CCVT event. (He missed!)

Photo: Jon McGhee

Bottom:- Malcolm's "fleet" prior to a hectic weekend!



15 Bumpers and rear members must be straight, have similar or greater strength to the original fitments, must not be bent to give any advantage and must be mounted in the original position(s).

On Land Rovers, the front face must present a vertical plane. Minimum widths shall be :- Series I and Lightweight bumpers 5' 0" wide, Series II and III and Forward Control bumpers 5' 4" wide, 101" Forward Control bumpers 5' 11" wide, Ninety and One Ten bumpers 5' 6" wide.

Range Rovers must be fitted with front and rear bumpers. The minimum width of the front bumper is 5' 4" and the minimum width of the rear bumper is 5' 7".

Revised rules 4(i) and 15 apply as from June 24th.

So you see, it *IS* possible to get things done!

Connected with the discussion on rule 4(i) was the fact that this rule applies to Standard vehicles only. Specials can have the engine wherever the builder wishes. This was objected to in some quarters and supported in others. You could spot the owners of vehicles with displaced engines quite easily! The objectors did not want rear engined vehicles, but once you accept that the engine can be moved in a special, then you can put it *anywhere*. I foresee some heated arguments coming up!

A separate query from the scrutineers, regarding locking diffs, was raised. Rule 19 is quite clear; locking diffs are not permitted to be fitted to a competition vehicle *even if the actuator is disabled*.

Any Other Business:-

The 101 Owner's Club applied for membership of the ARC some time ago. Those present voted unanimously to accept their application. 101 owners unite!

The East Northants Land Rover Club have also applied to join. They don't/won't run with an elected committee; despite their constitution stating that they should. This is contrary to the democratic way the ARC likes it's member clubs to be run anyway, so I can't see their application being accepted. Interesting point here; if they are not ARC members, how come they have the words Land Rover in their name? END

VEHICLES FOR SALE

* 1983 'A' reg Range Rover. 5 speed gearbox, Russet Brown colour, 78,000 miles, Waxoyled, very little off-road use, stainless steel exhaust, Towbar & Electrics fitted, Full service history, Very good condition, 2 owners from new. Start haggling at £8250. Contact Roger Pattie on 07357-2884.

* Rare 1955 Series One Station Wagon. Good chassis, body a bit tatty. Yellow. Series II running gear throughout (2 1/4 petrol engine, gearbox, axles etc.) Good solid workhorse or restoration project. Contact Gary Hodgson in Petersfield, HANTS on 0730-67146.

* Hybrid Land Rover bodied Range Rover 100" Pickup. SATs on Range Rover wheels. Trialled only once. Road legal. Taxed. MOT till November. See article in this issue. Phone Richard Stewart on Tadley 07356-77834, HANTS for details.

WANTED

* Square Rubber Thingy with hooks round the edge from Range Rover front seat squab that gives the seat it's 'spring'. Wanted by Alex Waugh, but if you have one please phone Steve Kirby on 01-894-3961 for the time being.

* Truck Cab & Windscreen frame & Tailgate for 88".
Phone John on 0895-33568.

* Canvas top for 88" Or exchange for an 80" one. Phone Gerard Morris in Lymington, (Near Southampton) Hants on 0590-72614

* PHOTO'S of my Land Rovers in action:- WOW 293 (later ACC 445A), OEY 366S and KOM 682, "TOBY". Phone Dave Cuthbert on Colwyn Bay 0482-534417.

"ALTERNATOR CONVERSION MADE EASY"

A step by step guide to convert from dynamo to alternator. £2.95 post paid. (Parts required are available) Please send cheque/postal order to:-

K. Wiggins, 9 Cae Garw, Dinas Powys, South Glamorgan, CF6 4UG, WALES.

FOR SALE

* Canvas top for 82" for sale or exchange for an 88" one. Phone Gerard Morris in Lyminster, (Near Southampton) Hants on 0590-72614

* Range Rover Bits:- Pair front springs £5. Dog guard VGC £30, several 50mm ball hitches, £2 each, Set rear light protectors 90% complete, £20. Contact Nick Jennings on 0734-471258 (home) or 0734-471528 (business). Caversham, near Reading, Berkshire.

* Alex's august August Sale.....

.....has been postponed until further notice.

Alex is moving soon. By the time you see this, it will be too late to phone him on the old number. If anyone wants anything from previous adverts, Alex will be attending club meetings. Otherwise, please leave a message with Steve Kirby on 01-894-3961 who can forward requirements/enquiries.

* Four used Tyres on White SWB rims. Two Avon Traction Mileage 600x16. Two Firestone Town & Country 600x16. All with loads a tread. Offers to Dave Catlin on 0329-46235 (Fareham)

* Set of Five Tyres on LWB Rims. Michelin 205x16 M+S Radials seen about 7500 miles. Rims VGC. £120. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham, Berks.)

* TOW ROPES 12-ton, standard length, made of Nylon, £25. 7.6-ton standard length, made of Polypropylene, £18. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham, Berks.)

* Rover 90 Car Parts:- Engine, good chassis, good rear springs, excellent fuel tank, prop-shafts, full front suspension unit, steering box, full dashboard, Smith's heater, radiator and good front grille. Plus full aluminium body kit comprising boot, bonnet, doors and other odd items. No reasonable offer refused. Contact Dylan Smith on 0732-822236. Sevenoaks, Kent.

* Truck Cab, very good condition for SrsII/III Land Rover. Phone Mark Jones at Gerrards Cross on 0753-887871

EVENTS FOR YOUR DIARY

* Green-lane trips will be as shown below. (Usually the second Sunday of the month). The rights of way officer will be present if available to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire.

First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Upstairs. Plus Land Rover related videos if possible)

* Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 pm). See OS sheet 185, SU555175 approx.

Aug 2nd "Noggin & Natter" at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m.

Aug 13th Green lane trip. Phone Steve or Gary.

Aug 12/13th BFGoodrich/Off Road & 4 Wheel Drive Magazine Show at Trentham Gardens, Staffordshire. Two minutes drive from M6 junction 15. Admission is £4 a day (£1:50 for children). Open 09:30-18:00 on the 12th, 09:30-17:00 on the 13th. More details soon or read Off Road & 4 Wheel Drive!

Oct 6th/8th Major's Trial, Eastnor Castle site. Inter-club cross country vehicle trial. (Definitely not RTV!) HBRO members are participating. Trial on Saturday, Comp Safari on Sunday. Contact Gary Hodgson for details.

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