

Jan '90

Pants & Barks



*Newsletter of the Hants and
Berks Rover Owners*

Officers of the Club

- | | | |
|--|---|--|
| * CHAIRMAN | Malcolm Whitbread,
"Mallows",
Beechfield Lane,
Frilsham,
Newbury,
BERKSHIRE RG16 9XD | 0635-201448 |
| * SECRETARY | Gary Hodgson,
5, Beckham Lane,
Petersfield,
HAMPSHIRE GU32 3BU | 0730-67146 |
| * COMPETITION
SECRETARY | Chris Noel
14, Clarke Court,
Wyberton,
Boston,
LINCS PE21 7EE | Home number
0205-69277
Works number
0205-352683 |
| * TREASURER,
MEMBERSHIP
SECRETARY,
NEWSLETTER
DISTRIBUTION | Roger Pattie,
Firhill Cottage East,
Whitchurch,
OXFORDSHIRE,
RG8 7HQ | 0734-842884 |
| * RIGHTS OF WAY
OFFICER | Steve Kirby,
244 Staines Road,
Twickenham,
MIDDLESEX TW2 5AR | 01-894-3961
(081 code
after May 6th) |
| * SCRUTINEERS | Gary Hodgson, Steve Kirby | |
| ROVER RESCUE
CO-ORDINATOR | John Dowdeswell,
18, Lechlade Gardens,
Fareham,
HAMPSHIRE PO15 6HF | 0329-220859 |
| NEWSLETTER
EDITOR | Steve Kirby,
244 Staines Road,
Twickenham,
MIDDLESEX TW2 5AR | 01-894-3961
(081 code
after May 6th) |

Note:- * denotes committee member.

"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

In case you are wondering where the results for the Major's Trial were last month; they never arrived. (Despite specifically requesting them.) What's more, we never received any results from the Nationals either. Pretty poor show, that.

I have been contacted by some other clubs requesting permission to reproduce articles published in P&B. Despite the copyright disclaimer, other clubs still "do the decent thing" and ask anyway. One of the articles in question is Dave Cuthbert's dissertation on maps in the December issue.

I do hope more of you can send some articles in. If you're typing or printing them yourself, please make the block of text the same as in the rest of the newsletter. For those of you with access to PC compatible or Atari ST computers, I can accept articles on 3½" and 5¼" discs with ASCII files on PC and Atari ST discs. Better still, send document files from "Smart", "Tasword", "First Word Plus" (GEM) and "First Choice" wordprocessors on PC discs only, either size. If you don't have a choice, send it in anyway and I'll see if I can load it. Unless otherwise requested, I'll return the disc, and any photos sent, with your newsletter.

NATIONALS 1990

Enclosed with this newsletter is an entry form for the 1990 ARC Nationals at Trentham Gardens. Due to the rather restricted entry, please send the forms off NOW directly to the address quoted and not to Roger as in past years. Please note "NO DOUBLE ENTRIES PERMITTED". Protests were made by many when this unnecessary restriction was suddenly announced on Dec 9th; but it stands.

Green Lane Stop Press:-

Ref:- Hazelwood Lane. Binfield. Between Bottle Lane and Pendry's Lane. We have been asked by Bracknell Council to refrain from using this RUPP in wet weather. It is important that we comply with this reasonable request. Thankyou.

Steve Kirby, Rights of Way Officer HBRO.

TOTAL HANNIBAL '89

Part Two. The action starts.....

CROSSWORD

Across

- 1 It draws us all together. (4,5)
- 6 Goes wherever you want. (3)
- 7 Bumps the bill up. (3)
- 8 Everyone's predecessor to cellular phones. (2)
- 9 The best craft for British summers - some say Land Rovers are just as old. (3)
- 11 They don't issue competition licenses, but they know a man who does! (2)
- 12 Just over a yard. (5)
- 15 Looked the part, but only 2WD. (5)
- 16 -- Brunel (Engineer) (2)
- 18 But could he walk first? (3)
- 20 Green light, --! (2)
- 21 The Range Rover's rightful place. (3)
- 23 The club for Solihull's best. (3)
- 24 The latest addition to the fold is quite a find. (9)

Down

- 1 Nearly replaced the 101. (5)
- 2 From the pantry steppes. (4)
- 3 No specials in this trial. (3)
- 4 Newcomer rolled out to redeem little brother's name. (6)
- 5 Publisher of *4x4 Driver*. (4)
- 10 Sapper. (2)
- 12 A shoal of Opels? (6)
- 13 Phone home. (2)
- 14 50s/60s Sports car. (2)
- 15 Jack of all ~~but~~ painting. (2)
- 17 Drives both Green Lanes and a typewriter. (5)
- 18 Land Rovers don't really need them. (4)
- 19 Land Rover make the best off road vehicles. (4)
- 22 The Land-Rover was, "to have --- everywhere." (3)



Monday 14/8/89

Awoken to the shout of "Good Mooooorning Vietnaaaaaam!" from someone who wouldn't admit to it! A 6 o'clock wakey-wakey for a 7 o'clock departure today! The trip this day had been described as an easy tourist drive. We didn't even know what kind of directions we would be given although I assumed we would get maps of some kind. The directions all came in a Road Book which is French for a Road Book. This turned out to be a variation on the stick-map theme: pages and pages of "clues" leading to 190km or so of mountain track driving. Each section/highlight had cumulative and individual distances but as these were all in kilometres, I had to recalculate them into miles to call to Colin to read off on the odometer. By a fluke, I had a calculator watch on; we'd have been flummoxed otherwise! The turns were found quite easily in the main and the terrain was easy to drive. It's impossible to describe the sensational scenery though. If you have been to the Alps then you'll know. I wonder if the people who live there ever get bored with it. Around midday, we were subject to one of the most tremendous storms I have seen for a while. The lightning was blinding and the thunder deafening. We were right IN the storm. We could see the lightning snaking down into the valley and striking the ground. One flash hit an electricity pylon only a short distance away. An orange fireball erupted from the tip of the pylon bathing the whole area in an orange light. Our attempts to proceed were temporarily blocked by a parked timber lorry so we just drove around it. What else are 4x4s for? (Sounds like a new slogan!) Our route then continued on upwards eventually to bring us above the stormclouds. Only Hieneken can do this. Oops, wrong country. Apart from one trivial wrong slot (out of 130 way points) we didn't get lost. All the while, Richard was brandishing a video camera at everything in sight. The camera was borrowed by Geoff from a friend but put into Richard's hands as he's good at that kind of thing. Our return to the campsite revealed that it had been well flooded but no damage done; my sewn in groundsheet having done it's job. Le Grill again? You bet!

Tuesday 15/8/89

Even earlier start this morning. "Good Morning Vietnam!" made the alarm clocks redundant again. It was

definitely someone from our group! We were up at 04:00h in order to start the day's drive at 05:00h! There were many changes to the published route which were displayed on a technical paper tablecloth taped to a wall. There wasn't much of an explanation as to the reasons for this but we altered the Road Books prior to departure. Detours were to be marked by special arrows which would subsequently bring us back onto the scheduled route. This worked out satisfactorily and we found ourselves back on the Road Book route. A little later on, I was looking for a turning when we encountered a track with a diversion sign. We decided that this must be a very late route change and followed the arrow. We continued along this track looking for continuation arrows but failed to find any. Following vehicles pointed out that this was in fact the route marked in the road book, the sign really being superfluous; the diversion sign having fooled me completely! Part of this day's route was UP a ski piste (no jokes please, we've heard them all!) Fortunately there was no snow. As with the previous day's journey, the scenery was just wonderful. We stopped for lunch in a beautiful sweep of the mountains. Here, the organisers had set out some trials sections. These were marked out with striped bunting and were quite long. We weren't sure of the rules (if there were any at all) or even if they were obligatory. Naturally, Colin had a go. Richard leapt on board with him while I was entrusted with the video camera. Almost immediately after the start, Colin's Rangy came down on a rock with a clang that echoed round the mountains accompanied by tremendous shouting from the organisers. Colin simply backed off and continued with the section. No damage really; well, nothing that a big hammer and a dent in the bank balance couldn't cure. At the end of three sections, we discovered that they were optional, but I'm sure Colin would have had a go anyway. We had been informed that some parts of that day's route were quite hard; we found them after lunch!

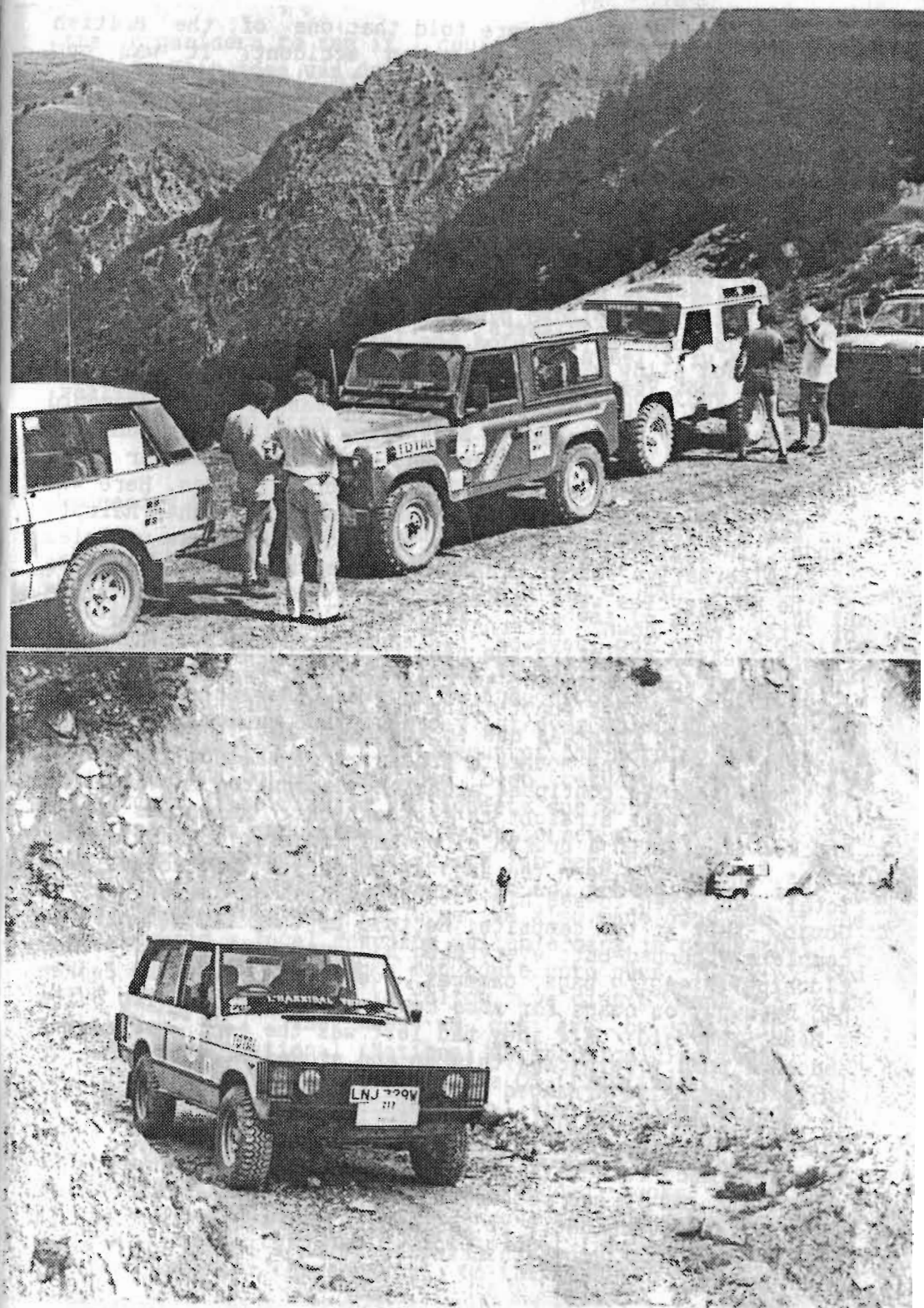
Photos opposite:-

L'HANNIBAL TOTAL 1989.

Top:- A stop for food and a look at the Alpine views.

Bottom:- We stop for a while to see if the VW needed any help on the newly rebuilt mountain road.

Photos: Steve Kirby



Around midday, we were told that one of the British entrants had been involved in an accident. It was our Yorkshire neighbours. They had failed to climb the ski piste, just mentioned, due to a fuel evaporation problem. Clyde, the co-driver got out to direct a reversing manoeuvre but the Land Rover swung round on a gravelly patch and fell gently onto its right side. It instantly burst into flames and Keith, the driver, was injured and burned. He was rescued from the flames by Clyde. We were told that they had been flown to hospital in the helicopter. Apparently, no-one around had a fire extinguisher except two bikers who tried their pocket extinguishers to little avail. Perhaps the organisers will learn from this and demand that each vehicle carry one next year. We had a 2.5 kilo BCF unit on board as per usual but we weren't there! There wasn't much we could do immediately; we couldn't back track due to other vehicles still coming up. The final descent of the day was near to an old mountain fortification called the Fort d'Olivres. Here was a very steep zigzag track with numerous very tight hairpin bends. The organisers were directing long wheelbase vehicles to an alternative route. The bends were so tight, even some of the motorcycles were taking a shunt! Colin had the idea of "tacking" down, alternating each part in forward and reverse gears; obviating the need to turn round at each bend. This caused some amusement to the French. "Zee mad Anglais!" were at it again. I don't think the organisers liked it much but I suspect this was due to the fact that, despite many years of negotiating mountain tracks, they had not thought of it themselves. We continued along the designated route to the end and then went straight to the hospital. Keith was a bit knocked about with a broken elbow and fingers, concussion and burns. He hadn't been fed and was surprised that no-one from Total had been to see him. We found his co-driver, Clyde Gough, back at the campsite. He told us that the vehicle was completely burned out; everything had gone; money, passports, clothing, sleeping bags, cameras, everything. Even the cooker had been put on board for some reason. It went off with quite a bang, he said. All they had left was the tent, saucepans and some food. We packed this up and stowed it with our gear while other Brits arranged an hotel and lent him some money. We took him to his hotel then carried on out of town to a barbecue arranged for all the participants. In fact, there was a grand fete going on in Briancon that day and the organisers of it had requested that the dirty Hannibal cars stay out of town until it was over. Charming! The barbie wasn't bad actually, but thinking of Keith's loss I approached

the organisers to see if I could make a collection on their behalf. This idea was dropped as it soon became apparent that the Total people didn't seem to know much about the accident anyway and hadn't done anything about the accident victims. Clyde had told us that the hospital, having fixed Keith up, weren't doing anything else, including not feeding him, until they knew who was going to pay the bills! We managed to coax a couple of lady Total reps to leave the barbecue and come with us to Clyde's Hotel (at 10:30 p.m.!) to see him and reassure him that all the problems would be dealt with. The senior rep promised that she would handle everything and that Total would pay hospital and hotel bills and arrange new passports and money. I think it took a while for them to realise how serious the accident was but once they got going, they did indeed arrange it all.

Wednesday 16/8/89

At the pre-departure gathering, there was talk about the accident coupled with rumours that the Total helicopter, used for filming, had hit a car and crashed killing the pilot. Fortunately, this was to prove to be far from the truth. The rumours had, however, put paid to Geoff's plans to fly Pat to Val d'Isere by helicopter on Thursday! Something else would have to be thought of. We were due to be the last group away this day but even this late departure was to be delayed. The first group of the morning had reached the Italian border and had been refused entry due to heightened fire risk in the forests due to the hot weather. This caused a monumental delay while new routes were sorted out. The organisers did a superb job here deciding a day's routing in a couple of hours or so and providing us with a free breakfast to pass the time. We also made good use of the time to raid a local shop for suitable maps in order that we could copy the organiser's map route onto ours. With no road book and only arrows to follow, we didn't want to risk getting lost. The maps we got are by the Institut Geographique National (National Geographical Institute) and are the direct equivalent of the OS Pathfinder Series at 1:25000 scale. At about £4 each, they're a tad pricey but well worth it. In fact we drive a lot of the roads we had done the previous day but with a few new bits thrown in. There being no time to prepare new road books, the whole route was marked out with the arrows mentioned before; quite a task. With little navigating to do, I was able to have a better look at the scenery! On the approach to the Fort

d'Olives area, we found the disabled Total Ecurieul helicopter. It appeared to have hit the ground with the tail and was decidedly bent at the back end. The lower fin was missing and the tail-boom was creased. No dead pilot though, thankfully. (Aren't rumours funny things?) At the end, the Fort d'Olives descent was run again. Near the bottom, we encountered the wreckage of an organiser's Toyota that had gone over the edge. It had come off at one of the hairpins and had rolled down to, and across, the road below. It then became entangled with the only substantial tree around. This incredible bit of luck had prevented the vehicle rolling another 1000m or so off the mountain and had probably saved the driver's life. The driver had suffered only cuts and bruises and had just been taken to hospital when we arrived. As mentioned before, long wheelbase vehicles had been directed along a safer route, but one of the organisers decided to try this one and had failed; thus proving the point! The organisers were understandably a bit jittery by this time and were alarmed by Colin's forward and reverse method of descent. After we had passed the wreck and parked by the Fort, the organisers stopped the "traffic" and set about recovering the Toyota. The recovery was a textbook operation using three winch vehicles, one each hooked to front and back, with the third hooked to the top of the cab. They rolled the inverted vehicle right side up and dragged it back onto the road. A rigid towbar was attached and the vehicle towed out of the way. Frankly, the driver was lucky to be alive. The "show" rollbar had simply become detached from the pick-up bed and lay undamaged and loose in the back. It had been attached by only four bolts through the sheet metalwork of the pick-up bed and all of these had pulled out. This type of rollbar is quite useless and gives the driver a false sense of security. Having said that, the structure of the cab and the light-bar behind it had held up well enough to stop the driver receiving more than cuts and bruises.

Photos opposite:-

L'HANNIBAL TOTAL 1989.

Top:- Colin executes a three (or even more) point turn on a hairpin bend.

Bottom:- The view from the navigator's position in the back seat.

Photos: Steve Kirby



I would like to refer readers to the ARC rollbar regulations at this point. The ARC regs insist on the rollbar being attached to the chassis; it will be of little use if it isn't! If in doubt, please contact any of the club scrutineers or the ARC scrutineering committee for advice and if you are buying one, do not accept any lesser specification. There are now several reputable accessory houses producing ARC spec bars at reasonable prices. With the previous accident still casting a gloom on the proceedings, it was noted that diesel fuel leaking from the wreck showed no sign of igniting. As usual, Pat had made up some food for us which was distributed by Geoff. The rest of the descent was without incident. Final Grand Repas at Le Grill. I expect by now that you've got the message that this is a good restaurant!

Steve Kirby.

Part Three still to come.....

Good Luck Chris!

Chris Noel has moved. We won't be losing him as comp. sec. yet, but we won't see so much of him. Chris has bought a Land Rover spares and repair business in Lincolnshire. He also has a couple of LWB V8s for hire. He stocks Land Rover and Range Rover spares which he sells over the counter and by mail order. A discount will be offered to HBRO members.

The address is:-

GLE,
Units 6, 7 & 8,
Redstone Industrial Estate,
Boston,
LINCS. Tel: 0205-352683

He is settling in now and business is hectic. Don't let that stop you from phoning him for spares or a new Discovery.

Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! Apart from the inconvenience, the mag is getting cluttered with old adverts. Ed.

Colin Gross and I went to the ARC meeting on the above date. Here is a precis of the 'event'. Reference to the proceedings of the previous may be helpful.

1. Meeting officially convened.
2. Apologies for absence read out.
3. Minutes of last EGM voted on to be accepted.
4. (a) Suspension of Newcastle & Nantwich for holding an event without permits and RACMSA membership. (They joined the ARC on the basis of being a non-competitive club.) N&N reps denied the allegations made at the last meeting. The description of what they had actually done sounded like a trial to me! However, N&N have now joined the RACMSA and have also declared their intention to be a competitive club after all! On being reminded of the allegation that a non-Rover vehicle had participated, the N&N rep said that the vehicle belonged to the land owner and was just driving around. Tony Holder agreed that this was OK by stating that "If he's not in the trial and was not scored as part of the event, then he's OK."

The discussion digressed a bit onto insurance matters. On the subject of Gymkhanas, an RAC "Waiver of permit" is required. This isn't really a waiver at all, but gives insurance cover to an event that doesn't come under any of the usual categories and in which the driving skill of the driver is NOT the sole factor governing the outcome of the competition. (RAC Blue Book.)

4. (b) A special meeting of all club scrutineers to discuss CLARIFICATION of rules in the yearbook will take place on 20th Jan 1990 at 10:30 a.m. in the Presentation Suite at the Land Rover factory.

4. (c) (i) There was a long discussion as to the eligibility of the Warwick Banks Handling Kit, mainly on the grounds that it constituted a suspension modification using non-Rover parts. The proposal to ban it was made and seconded. I considered this to be a rule change and protested because the usual rule-change procedure was being blatantly disregarded. Needless to say I was shouted down because the usual cliché wanted it passed; so I abstained. The voting went in favour of a ban. Dickie Day expressed concern that a specific named brand was being banned when there were similar items also available. He also pointed out that such a device could in fact easily be duplicated using Rover parts and therefore the Warwick Banks Kit has Rover equivalent part numbers and is thus acceptable! (That statement will, I'm sure, have serious

repercussions in the future. There are numerous items currently banned that have Rover equivalent part numbers on that basis.) The proposal and it's subsequent voting was considered null and void as a result of this comment.

4. (c) (ii) Dickie's approaches to LR Ltd to make Discos available for the scrutineering committee members to borrow to evaluate has resulted in one being supplied for a day for the committee to use. It was agreed that the testing should take place at Eastnor Park. As to the matter of where it fits in competition, it would appear that it should fit in class 5 for trials and 3 or 4 (depending on the engine) for Comp Safaris. It was pointed out that a Disco has already been entered in an RTV trial. Despite Dickie's previous assertion that it is not yet legal in ARC events, he seemed to accept the inevitability of the matter.

5. Correspondence received. DD went through the usual mass of correspondence, most of which was advertising material.

6. The Chairman's report was rather brief. "Just ticking over" he said.

7. Secretary's Report. DD stated there had been problems with postal deliveries and his time to keep pace with any replies. If anyone thinks he owes them a letter, please say.

8. The treasurer reported that the ARC has £3.5k in the building society. Sounds good to me.

9. The Overseas Liaison Officer was not present but DD made some comments on his behalf. Notable was a trip in Nova Scotia, Canada in 1992. (That year again!) The suggestion is for participants to buy a pre-1967 Land Rover, do it up, ship it out there, use it for the trip and then sell it! These vehicles are in great demand and a sale is guaranteed by the organisers. The "pre '67" requirement is so that the vehicle is older than 25 years and thus no import tax is payable. The implication is that the whole trip may be covered by the profits made on the sale of the vehicle. Tempting.

10. Right of Way Officer's report. This will be covered in another article soon.

11. Nationals 1990. Info elsewhere in this issue plus entry forms. There will be no gymkhana and double-driven vehicles will not be accepted. Shame.

12. An assortment of rule changes was proposed by Pennine LRC. DD immediately pointed out the numerous loopholes in what had been proposed and suggested the PLRC take them away to discuss and reframe into 'rule' format.

I pointed out that the matter of engine positions had not been brought forward to the agenda and so this was discussed. The proposal was basically that for SPECIALS, the

forward main structure of the engine must not be more than 31.5", 800mm, from the front of the front bumper. This proposal to be taken away by club reps and discussed in the clubs and an answer brought back to the next meeting. To be voted on at the 1990 AGM. At the moment, the engine in a Special can be anywhere you want it. Any comments?

I also had to point out, fairly forcibly, that three proposals I had put forward in a letter were not mentioned. When I started to describe the first proposal, I was stopped short and told to reframe it too. I was not allowed to bring the others up at all. Frankly this stinks. Just how are we to progress if the members aren't able to state their cases even when the proper procedures ARE being followed? A formal complaint is to be lodged.

13. (i) The Series II Register protested the application for membership of the Forward Control Register as they think the SIIR already covers the requirements of such vehicles. The FCR reps stated that the SIIR did not in fact meet the requirements of Forward Control owners. There were no SIIR reps present so the FCR was provisionally granted ARC membership pending a suitable constitution being presented. Tony Holder offered a skeleton document for them to use and this is likely to be suitable.

13 (ii) East Northants Land Rover Owner Club ENLROC was voted in as ARC members.

13 (iii) Applications for membership were received from Leics & Rutland Land Rover Club (area previously covered by the Leicester LRC that left the ARC some time ago) and Cheltenham & Cotswold Land Rover Club. Note that both these are already using the Land Rover name, not normally allowed for non ARC clubs.

13 New items. It was suggested that we should look again at the possibility of enabling ARC clubs to compete against other marques on a limited basis. Non-Rover clubs can invite Rover owners to compete with them, but an ARC club cannot reciprocate. Some objections to this were raised but if this is not allowed, then ARC members can never compete against other brands. A bit insular, isn't it?

14. Club's Reports. We have never had time for this before! The first club to speak was newcomer Chilton Vale. After only a few seconds speaking, their rep was rudely interrupted by a comment from the 'top table' and the speaker gave up and sat down. The Chilton Vale members then departed in disgust. I'm not surprised. I do hope the ARC council don't intend to treat all new clubs this way.

Steve Kirby.

DRAGON'S DRIVEL

News from the Hants & Berks Rover Owners' North Wales Correspondent

Around now it is traditional to look back over the last year, in other words I can't think of anything new to write about! What a year it has been, fortunately we haven't had the upheavals and drama here that you had in the Home Counties, but we have certainly had to examine our own activities to make sure we were not guilty of anything.

In fact our only real problem had solved itself, that of diesel Range Rovers, not I hasten to add of the VM variety. They are fairly popular up here and several owners had tried trialling them, but soon found that the extra weight presented gravitational problems, either causing the front to dig itself a hole, or if it moved heading straight for the bottom of the nearest hill, regardless of which way the front wheels pointed. This meant that they soon got disheartened, so banning them didn't upset anyone.

The events we have held have been full of contrasts. In February we put our skills to the ultimate test and held a trial in 2-3ft of snow. In July we returned to the same site to find it bone dry and rock hard, including the bog. Some members have been using this site for over 10 years, and the bog has always been very wet and the ditch through the middle of it impassable to all. Not this time though, in one section we crossed it, with no problems, four times.

Other events of note were the team trial in January. The idea of this is that if you got stuck your team mate could recover you without penalty. It did not go totally smoothly, partially due to the weather and clack of marshals, so a conventional trial would have suffered, but showed potential. The entries were as individuals, the organisers putting you into teams, the idea being to put together the experienced and newcomers, long & short wheelbase etc, so levelling things out a bit.

Another memorable event was our Easter weekend, a club camping/caravanning weekend combined with a trial. It was held at Arenig, one of our best trials sites high in the mountains above Bala, but unfortunately lacking a bit as a camp site. We are looking for a better site this year, and will be inviting HBRO members again. In fact put the date in your diary now, we

will be holding it somewhere whatever happens, and you will be invited, ask Colin about last year.

During the year we put on 8 trials at 5 different locations. Despite the vast areas of open land in North Wales trials sites are few and far between, but we have hopes of a couple of new ones next year.

We do do other things however, three of those events were combined with caravan weekends, and in addition we had a successful Birthday rally, with an enjoyable gymkhana on the Sunday.

Like most Rover clubs a number of members attended the ARC Nationals in Yorkshire, with several entrants in both the RTV Trial and then CCV Trial. This year saw our first entry into other inter club events with teams in both the War of the Roses, and the Major's Trial. Although we were far from winning either event, we did not disgrace ourselves either time, and have great hopes for next year.

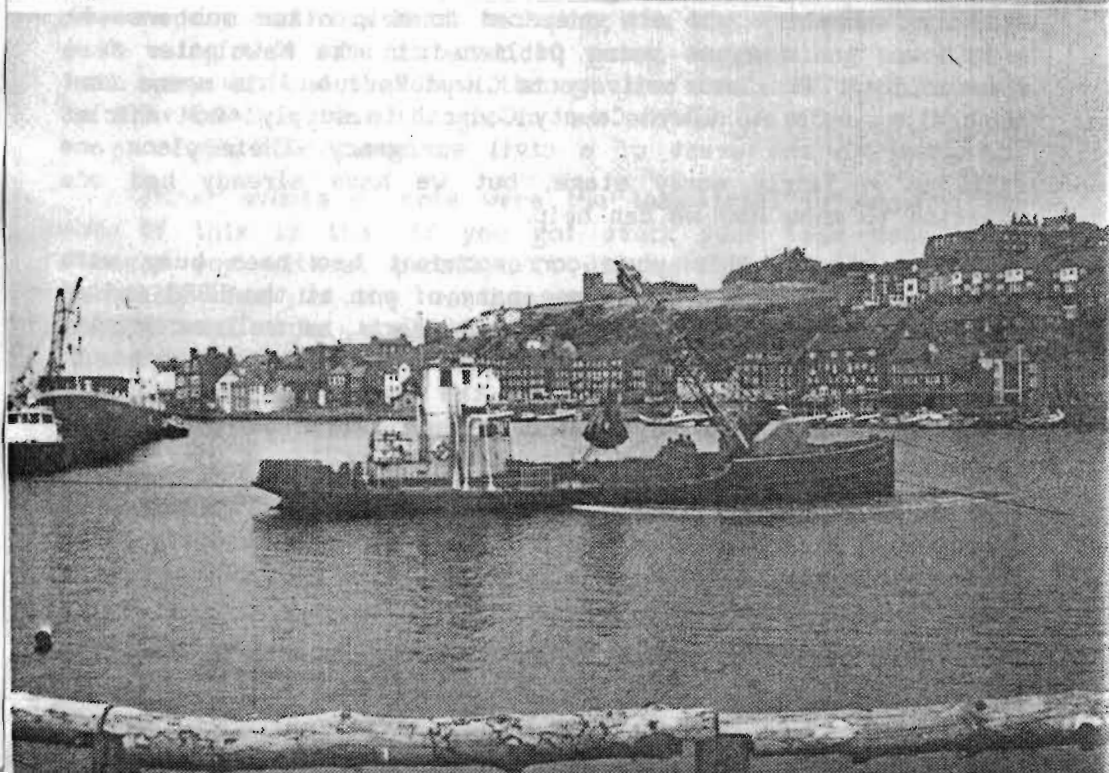
The North Wales Land Rover Club is involved two other activities, the first being the Breakdown Assistance scheme. These are members who are prepared to help other members who breakdown, their names being published in the Newsletter from time to time. The last activity is Clwyd Rescue. This means that we are available to Clwyd County Council to supply 4wd vehicles to assist in the event of a civil emergency. Their plans are still at a fairly early stage, but we have already had one exercise to show how we can help.

As well as this your correspondent has been busy with other events. I came back to see many of you at the HBRO Annual Rally, and am looking forward to next year's, as well as joining a number of members for a very enjoyable week in Yorkshire. It was nice to see that as well as the now traditional camping group a number of other members joined us. I hope you enjoyed it as much as I did, and will spread the word.

To fill a spare weekend I acted as assistant to the Rally Coordinator at the BFGoodrich Off Road & 4 Wheel Drive show, another enjoyable weekend combining many facets of offroading.

Lets hope 1990 proves as enjoyable as 1989, and I look forward to seeing many HBRO members at various events.

Red Leader



ANNUAL AWARDS.

Each year the committee has the interesting task of sorting out who has won the HBRO's annual awards. Traditionally there has been four trophies; two being awarded on a points basis resulting from trials competitions; and two decided upon by the committee itself. This year sees a few new ones. For those of you new to the club they are briefly described below.

RED LEADER SHIELD.

This trophy is awarded to the club member who achieves the lowest aggregate score throughout the years RTV events whilst driving a standard leaf sprung Land Rover. (as defined by the ARC vehicle regulations) Dave Cuthbert (Red Leader) who donated the trophy has specified that each year the following events are to count towards the points allocation:

- a) All the HBRO RTV trials.
- b) The RTV trial at the ARC Nationals.
- c) Any event that the committee feel suitable e.g. local events run by neighbouring clubs to which the HBRO have been officially invited.

The winner will be decided by taking the average of the total penalties accumulated from all the eligible events, the lowest score being the winner. If a driver misses an event, or drives an ineligible vehicle, then he, or she, will be credited with the maximum penalty obtainable at the event i.e. 8 sections of 10 maximum penalties giving 80 points. If a driver is officiating at an event then they will be allowed to ignore that event, and take their average from the remaining events. The results or maxima from at least half the eligible events must be counted.

Photos opposite:-

Scenes from Yorkshire '89.

Top:- Waiting for cows to cross.

Bottom:- The excitement of watching this dredger in Whitby is difficult to capture in a single photograph!

Photos: Steve Kirby.

This year's winner was Ted Marynicz.

The runners up were: Paul Benwell
Angie Marynicz

PILOT'S TROPHY.*

This trophy was donated by Roger Pattie and points are scored in the same way as for the Red Leader Shield. However this trophy is for drivers of standard Range Rovers. Roger has decreed that only minor modifications may be made to the vehicle, e.g. the fitting of uprated springs and shock absorbers. Any other modifications must be in line with modifications made to all production Range Rovers. Tyres must be as factory fitted with sizes of 205/215 x 16.

The competition for this trophy did not start until August 1988 and Roger decided that its first year would be a slightly extended competition. As a result it was presented at the annual dinner. The Pilot's Trophy went to:-

Alex Waugh.

MEMBER OF THE YEAR.*

This is the first of the non-competitive trophies, and it is awarded by the committee to the HBRO member who they feel has done most for the club over the preceding year. It is always a matter for lengthy deliberations since so many of you put a lot into the club.

Throughout the year the winner has assisted with setting out almost every competition held by the HBRO. He has acted as a marshal and clerk of the course at many of these events. He has also provided much valued assistance on green-lane trips. For this, and all his general help with club activities, the committee have awarded Member of the Year to:

Nick Jennings.

YOUNG WRITER OF THE YEAR.

Despite regular cajoling by the editor of Pants and Barks, the entries from young authors have been rather thin on the ground to date. However, the one entry received was of such high quality, that it certainly deserves recognition. So for his excellent article about the bicycle trial at the 1989 Nationals, the award went to:-

Simon Warn.

WRITER OF THE YEAR.

A consistent and reliable flow of interesting news, views and current affairs has been emanating from somewhere in north Wales. The editor of P&B unhesitatingly presents this award to a fellow editor, that of North Wales Land Rover Club's newsletter "Dragon's Drivel" :-

Dave Cuthbert.

YOUNG ARTIST(S) OF THE YEAR.

A special award for providing the superb Art Gallery centrespread in the October edition of P&B goes to:-

Hannah and Jake Marynicz.

WALLY OF THE YEAR.

Contenders for this prestigious award were thin on the ground in 1989. Nobody did anything really stupid until the last event of the year when a certain person said he could straddle a ditch in his Landy and promptly laid the thing on it's side! That certain person is:-

Dave Henry.

PRIZE GIVING.

The awards above marked with an asterisk were announced at the AGM where some of the awards were presented. The others were presented at the club's Christmas dinner, as has been the practice over the years. For those winners who were unable to be present, the awards will be on their way to you shortly.

Steve Kirby.



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CO-DRIVER WANTED

I organise and lead natural history holidays / expeditions to mountainous regions of Europe and North Africa and need a co-driver/mechanic (all expenses paid) to drive and help maintain two 110 County diesel Land Rovers during 1990.

Destinations and dates are as follows:-

Feb 16 - April 30 Morocco and Southern Spain

May 7 - July 11 Greece and Turkey

July 23 - Sept 2 Spain

Anyone interested in any or all of these three options should write to me for further information enclosing details of their driving and mechanical experience and personal cv.

Michael D. Jones
30B Springfield Road
Stoneygate
LEICESTER LE2 3BA

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Photos opposite:-

Top:- Ken Shreeve (among others) changing a front wheel on the remains of Malcolm Whitbread's racer after it's cartwheel into the trees during the Major's Safari.

Bottom:- Anoushka Marynicz meets a horse at Riveaulx Abbey during the very pleasant club holiday in Yorkshire.

Photos: Steve Kirby.

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! ***

* Range Rover Accessories surplus items from Kit's Sahara expedition:-

Range Rover rear fold down bull-bar, good condition, £50

Range Rover wheel (steel) and tyre, £20

Three inner tubes, new/unused, £5 each.

Super Halogen Searchlight, 12volts, boxed, amazing beam,
750,000 candlepower, £25.

Two Land Rover rear door wheel mounts, also suits RR
bonnet, roof or rear bull-bar, £18 each.

Ring Kit in Winchester on 0962-732142 or 0836-749015.

* 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'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)

FOR SALE

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

* Alex's January Sale

Alex isn't available on the phone but the following
items are for sale, so phone Niall Logan on 0836-380201 for
details or see Alex at meetings/events.

New electric winches, approx 3000lb load (max). Rear
mounting type, fits towbar. Ideal for caravan/boat owners.
Complete with fitting kit. See Alex for details - possible
part-ex for bigger winch to fit Range Rover. Winch cable,
5mm, 3600lb max load, good quality double wound stainless
steel. 10p/metre - or offers for 3000m?

185x14 tyres, suitable for Transit etc. £10 takes all
four! Range Rover front seat (ca 1978 vintage) scruffy, £10.

Tow ropes, lashing straps, ratchet straps, marquee pegs
(for ground anchors), large shackles. Ammunition boxes,
various £3.

* 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)

* 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.)

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

* Ramsey 8000 Electric Winch, little used, as new. £500.
Phone Malcolm Whitbread on 0635 (Newbury, Berks) 201448.

* Bench seats, as new. £20 ea or near offer. Dog-guard for
Volvo 245DL Estate, £15 or near offer. Phone Mick Clarke in
Hook on 0256-766409.

* Series II LWB parts:- Gearbox, £75. Front axle, complete
£50. Rear axle less diff, £10. Radiator, £10. Phone Roy
Michael on Easleigh 611491.

* Chassis Outriggers for Series II or III SWB. Set of five,
£20. Range Rover workshop manual and parts book, £12. Phone
Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

FOR SALE

* Range Rover bits.... Complete exhaust system (including down pipes and Y) for late single pipe model (carb version). No clamps but very good condition apart from one loose baffle. Any offers? Also 2 sets (total 8) used shock absorbers and 2 steering dampers, £10 the lot. Contact Roger Pattie in Whitchurch, OXON on 07357-2884.

* 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.

VEHICLES FOR SALE

* Land Rover Ninety. Truck cab. Turbo-diesel. "F" reg. 1000 miles(ish). Fitted with Safety Devices ARC spec comp safari roll cage and steering guard/skid-plate. Successful trials vehicle. £8000. Contact Geoff Thaine in St. Albans on 0727-74462.

* Land Rover Series IIa. SWB. Ex Army, 1965, petrol, new tilt, new door tops, comfy seats, uprated springs, bull-bar, loads spent, good runner. MOT 'til Jan 1991. £995. Phone Simon Cruttenden on 0794-68012. Near Winchester, HANTS.

WANTED

* 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

* Rover Motorcycle 1902-1925. Any model, any condition.

* Range Rover Engine post 1977, for rebuilding. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

* 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.

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 try to 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. If there is a lot of rain on the few preceeding days, anticipate postponement.

First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Usually 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.

Jan 3rd	Noggin & Natter at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m.
Jan 7th	Green lane trip. Phone Gary or Steve.
Feb 25th	Trial at Slab Common. Details later.
Mar 17th	ARC AGM, Land Rover Works, Solihull.
Apr 15th	Trial at Broxhead Common. Details later.
Dec 2nd	Trial at Broxhead Common. Details later.

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