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JOHN BLOXHAM MEMORIAL RALLY

22nd November 2025



CLUBMANS

ROAD RALLYING CHAMPIONSHIP



Challenging route sympathetically designed with classic and historic cars in mind

Slightly different format for 2025 - No further competition after evening meal

Raising funds for charity

FINAL ROUND : 2025 HRCR CLUBMANS ROAD RALLY CHAMPIONSHIP

Our supporting partners



Navigation by...
The Basic Roamer Company
Navigation & Mapping



John Bloxham Memorial Historic Road Rally

Saturday 22nd November 2025

Additional Supplementary Regulations

Foreword

Welcome to the third running of the John Bloxham Memorial Rally. The idea behind the event is two-fold: firstly to remember the life of my father, John Bloxham, and secondly to raise money for two charities that are very close to my family's heart, namely Prostate Cancer UK, a national cancer charity, and Compton Care, a cancer support charity based in Wolverhampton. To date, from the running of the first two events, we are proud to have raised £10,000, which has been split between our two charities.

John Bloxham was a well-known rally driver who came to prominence in the late 1960s. In 1969, at a time when Road Rallying was very much the pinnacle of Motorsport in the UK, he won the much coveted triple-crown of:

RAC British Rally Championship
Motoring News Rally Championship
BTRDA Gold Star Rally Championship

John's rallying exploits took him to all corners of the globe, in varying styles of events. He competed in a 3-man team in the 1970 London to Mexico Rally, which took in the capital cities of all the countries that were taking part in that year's football World Cup. Unfortunately, the team retired somewhere outside of Rio De Janeiro with transmission issues on their JCB-backed Hillman Hunter.

John competed in numerous stage events, both as a privateer and as a works driver, including the RAC Rally, Britain's World Rally Championship round.

Road rallying at the time was very thriving in the UK and it was in this branch of the sport that John achieved most of his success. Paired with long-time navigator, Richard Harper, the duo was a force to be reckoned with on the National Scene, achieving many Motoring News Championship victories in a career spanning almost 2 decades.

John campaigned a variety of cars. His 1969 championships were won using a Twin-Cam Escort, one of the first to be used in competition in the UK. He will, however, perhaps be best remembered for the Fiats that he used in the late 1970s/early 1980s, to promote the family's FIAT Dealership based in Wolverhampton. His last FIAT 131 was certainly used to good effect and proved to be an Escort beater in his and Richard's hands, at a time when the MK2 Escort was the car to have.

Although he retired from top-level road rallying competition in the early 1980s, his passion and enthusiasm for the sport never left him. He and my mother could be found marshalling for myself and my brother, Jonty, when we were competing week in, week out on road events all over the country. I was fortunate to be able to compete with him on several HRCR rounds, and Hero's Rally of the Tests.

As the saying goes, lanes certainly were in his veins.

We hope that the event will capture some of the spirit of those Golden Years of Road Rallying. We have put on a route that we think will be challenging, but enjoyable, for all 3 crew members: Driver, Navigator and Car.

We look forward to receiving your entry and wish you an enjoyable day's sport.

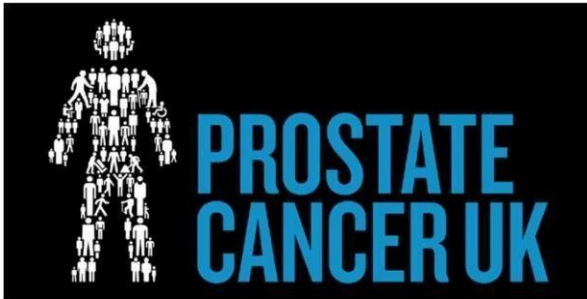
Nick Bloxham – September 2025.



Acknowledgements:

Mr Graeme Manton – The Apley Estate
Mr Richard Solari – Solari Farms
Lord Boyne – Ditton Priors Estate
Messrs Roy + Julian Millington
Mr John King – Fogmaker UK + Ireland Ltd
Mr Duncan Williams – Peter Posh Ltd
Sutton Maddock Vehicle Rental Ltd
Mr Phil Matthews - The Basic Roamer Company
Classic Motor Cars Ltd
Chelmarsh Sports and Social Club
All Marshals
All Householders en route
All Landowners
RLO – Mr Maurice
Leach Spacemobiles Ltd

Our Charities



is to be cured.

Prostate Cancer UK is a prostate cancer research, awareness and support organisation which is a registered charity in England, Wales and Scotland. It's the most common cancer in men, but most men with early prostate cancer don't have symptoms. Prostate cancer is not always life-threatening but when it is, the earlier you catch it the more likely it



Compton Care provides high quality, accessible care and support for the people in local communities living with life limiting conditions. For over 40 years, they have been providing specialist palliative and end of life care to patients, and support for their families, helping them to navigate every aspect of life with a life limiting condition. Their specialist care, whether delivered at their purpose-built facilities or at home, is tailored to individual needs, helping patients and their loved ones to feel safe and supported. Ensuring that local people living with or caring for someone with a palliative diagnosis have access to the care and support they need remains their priority.

Tribute to John Bloxham

From HERO/ERA - 17th March 2021



All of us at HERO-ERA were shocked and saddened to hear of the untimely passing of John Bloxham, who had an almost lifelong association with road rallying, and more than a little success along the way, as well as being a friend of HERO throughout the years.

John's driving career began just after turning seventeen, in a treasure hunt driving a Renault Dauphine, and from humble beginnings would go on to have a successful career, competing in everything from Saabs, Minis, Fiats and of course a Twin Cam Escort, often with co-driver Richard Harper in the seat beside him.

Meticulously preparing cars at the family garage business in Wolverhampton, and a member of the Owen Motor Club, John would compete at all echelons of the sport, including top level international events. It was the domestic road rally scene where most success would come, including winning the 1969 Motoring News Rally Championship, a title also held by such luminaries as Bill Gwynne and Gwyndaf Evans and in the same year won the notorious Cilwendeg rally. In fact 1969 was a real bumper year, with John winning the 'Triple Crown', adding the BTRDA Gold Star and RAC British Rally Championships to the Motoring News triumph. That year would also see John win on the national stages, with victory in the Vales Rally and Bolton Rally, he would compete nationally and internationally in stage rally events throughout the rest of the 60's and the 70's, as far afield as Portugal and Italy.

In more recent years, HERO-ERA were always delighted to have John with them in various capacities, driving the Arrive and Drive cars with the public at shows like Race Retro and marshalling on many events, particularly if his son Nick was competing. These days out rallying had become a real family affair, with wife Sue and the grandkids often in tow and most recently John marshalled on the PAAI event held just before Christmas.



Winners of the 2023 inaugural John
Bloxxham Memorial Rally

Bev Blacker and Sam Spencer



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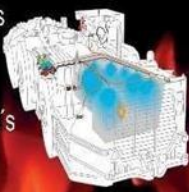
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1. Announcement

Ludlow Castle Motor Club Ltd (LCMC) will organise and promote the John Bloxham Memorial Historic Road Rally; an Interclub Status Historic Road Rally held on 22nd November 2025. The event will be a round of the 2025 HRCR Clubman's Road Rally Championship.

2. Jurisdiction

The rally will be held under the General Regulations of Motorsport UK (Incorporating the provisions of the International Sporting Code of the F.I.A) and these Supplementary Regulations and any other instructions that the Organisers may issue.

3. Authorisation

Motorsport UK Permit Numbers

Interclub:

D.O.E Authorisation TBA

2025 HRCR Clubman's Road Rally Championship:

4. Eligibility - competitors

The event is open to: All members of the organising club, all fully elected members of a motor club which is a member of WAMC and AWMMC and all registered contenders in the 2025 HRCR Clubman's Road Rally Championship. All crew members must produce a valid Motorsport UK Competition Licence (minimum RS Interclub) and club membership card at signing on or have provided details electronically before the event.

5. Eligibility - cars

All cars must comply with Motorsport UK Technical Regulations (Historic Road Rally). NCR Ch13. Appendix 3

NCR Ch.13 App.1 Vehicle noise must not exceed 98dB(A) @ 2/3rd of max rpm at 0.5 metres. There will be noise tests before and during the event. Competitors will be required to present a current MOT certificate (unless exempt), the Vehicle Registration Document (V5) as proof of period authenticity and must have valid road tax. Those requiring waivers in accordance with NCR Ch.13 App 15.11 must complete the relevant section of the entry form.

Competitors are also reminded of the need to carry a small spill kit.

6. Entries

Entries open on Sunday 26th October 2025 at 7pm and close for seeding on Wednesday 12th November at 8 pm and finally on Thursday 27th November. The entry fee is £210. Entry can be either electronic or printed; electronic entry is recommended.

The organisers reserve the right to allocate 10 entries at their discretion.

1. Electronic entry via: <https://mtc1.uk/Entry/JohnBloxham25/EntryForm.php>

and pay via bank transfer.

John Bloxham Memorial Rally

HSBC Sort Code: 40-47-11

Account Number: 84080203

Reference: Please use driver's surname

2. Printed entry forms to be accompanied by a cheque payable to 'The John Bloxham Memorial Rally' should be posted to:

The Entries Secretary,
Mrs Karen Matthews,
Cherry Orchard,
Chorley,
Bridgnorth,
Shropshire,
WV16 6PP

Payment by bank transfer is recommended as cheques take longer to arrive through the post.

Cheques will be banked on receipt.

Entries will be accepted in order of receipt, providing payment of the entry fee has been received in full within 72 hours of receipt of entry.

Entries withdrawn in writing before the initial closing date for entries will be entitled to a complete refund less £20 to cover administration costs.

Entries withdrawn after the initial closing date may be refunded at a rate at the organiser's discretion depending on a reserve taking the place.



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1ST CHOICE FOR VAN RENTAL

An accepted entry is linked to the driver. Once an entry is accepted the driver cannot be changed without withdrawing and resubmitting the entry. The navigator and/or car can be changed. The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of cancellation or postponement for more than 24 hours the organisers reserve the right to retain a sum not exceeding £20 per entry to cover administration costs. In the event of the rally being cancelled through lack of entries or through COVID restrictions all money will be refunded. General regulation D29 refers.

The maximum entry is 60 cars and the minimum is 40. The minimum entries per class are 5. The organisers reserve the right to amalgamate the classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if less than 40 cars are entered. Any entries received after the event is full will be held as reserves. The organisers reserve the right to refuse an entry without giving a reason.

Breakfast will be available to purchase at the start venue.

Tickets for lunch and evening meal are included in the entry fee.

Please inform the organisers at least a week beforehand of any dietary needs. Petrol will be available enroute, where E5 fuel is available.

Data Protection Act 2018. LCMC will hold personal information about all entries and must comply with the Data Protection Act 2018.



1974 RAC Rally. Photo courtesy of the Mike Hayward Collection.

7. Classes

M1: Masters in Pre-68 Category 1 cars
M2: Masters in 1968-74 Category 2 cars
M3: Masters in 1975-81 Category 3 cars
M4: Masters in 1982-85 Category 4 cars
M5: Masters in 1986-90 Category 4B cars
E1: Experts in Pre-68 Category 1 cars
E2: Experts in 1968-74 Category 2 cars
E3: Experts in 1975-81 Category 3 cars
E4: Experts in 1982-85 Category 4 cars
E5: Experts in 1986-90 Category 4B cars
N1: Novices in Pre-68 Category 1 cars
N2: Novices in 1968-74 Category 2 cars
N3: Novices in 1975-81 Category 3 cars
N4: Novices in 1982-85 Category 4 cars
N5: Novices in 1986-90 Category 4B cars

The organisers reserve the right to amalgamate or split classes as appropriate based on the entries received

Master: A crew where any member has had four or more finishes in the top 10 places overall of a National B, Interclub or higher status rally in the role in which they have entered, in the last 4 years.

Expert: A crew which does not qualify as a master, or novice in the role of which they have entered.

Novice: A crew in which no member has had four or more finishes in the top 25 places overall of a National B, Interclub or higher status rally in the role in which they have entered, in the last 4 years

8. Programme

Noise and Scrutineering will take place from 16:00 to 20:00 on Friday 21st November 2025, followed by Documentation and Roadbook collection. Times and location will be confirmed in the final instructions.

There will be a trailer park at the start venue. Please note that all trailers are left at their owner's risk.

Any crew which has not completed their documentation by 30 minutes before their due start time may be excluded.

Car 0 will start from Classic Motor Cars Ltd, Stanmore Business Park, Bridgnorth on Saturday 22nd November 2025.

Start time will be advised in the Final Instructions.

Cars will start at one-minute intervals.

Tests may be started at 30 second intervals, or as instructed by the start marshal.

9. Start Order

Competitors will be seeded in order of anticipated performance based on the information provided on the entry form. There will be no discussion regarding seeding.

10. Route

The route will be approximately 160 miles in total, including approximately 130 miles of regularity sections and 11 planned special tests on private land.

The finish will be at Chelmarsh Sports and Social Club, Bridgnorth, WV16 6BA. No trailers are to be taken to the finish venue.

The event uses O.S. Landranger Series 1:50,000 scale maps 127 and 138 latest editions.

Map set (including free roamer) available from the Basic Roamer Company:

<https://www.thebasicroamer.co.uk/john-bloxham-memorial-rally-2025/>

The correct route shall be the shortest route by any road or unrestricted byway marked on the map between controls, avoiding all blackspots, and complying with the route instructions.

The organisers' times and mileage will be deemed to be correct.

A sump guard is recommended.

E5 petrol will be available in Bridgnorth prior to the start of the event. E5 petrol will be available at various points along the route.

11. Navigation

Navigation will be based on the recommended HRCR styles of navigation. A roadbook will be provided giving details of the link sections and rest halts. The location and diagrams for the special tests will be provided in a separate booklet.

Navigation for the regularity sections will be given out at appropriate times / controls. It is a competitor's responsibility to provide speed tables.

12. Car Identification

The organisers will provide two self-adhesive numbered rally plates which must be attached to the front and rear of the competing car.

In addition, two self-adhesive high-visibility numbers will be provided for display on both rear side windows (or wherever suitable).

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event. Please also try to keep number plates and lights clean whenever using the public road.

13. Awards

1st Overall: An award to driver and navigator 1st in

class: An award to driver and navigator

2nd in class (subject to 6 starters): An award to driver and navigator

The Overall winners are not eligible for class awards. If an awards presentation is not possible, awards will be sent on to competitors or delivered on a subsequent event.

14. Officials

Clerk of the course	Nick Bloxham	07890 401412	johnbloxhammemorialrally@gmail.com
Deputy Clerk of the course	Phil Matthews	07976 945928	
Event Secretary	Nick Bloxham	07890 401412	johnbloxhammemorialrally@gmail.com
Entries Secretary	Karen Matthews	07966 004074	jbmrentries@gmail.com
Chief Marshal	Ben Innes	07773 365365	jbmrmarsals@gmail.com
Competitors Liaison Officer	Emily Anderson	07594 409493	
Chief Timekeeper	Daniel Pidgeon		
Chief Scrutineer	Geoff Doe		
Noise Test Official	Bryn Pound		
Results	Ian and Sian Mills	Rallyroots	

15. Judges of Fact

All officials named in section 14 (except stewards) plus any others named in the final instructions, or any that are named on the notice board at documentation.

The judges of fact will adjudicate on competitor's observance of, black spots, give way junctions, driving standards, noise, secret checks and illegal servicing. Secret checks will only be positioned at points that have been given as part of the route instructions.

All marshals who have signed on are deemed to be judges of fact for any regulation relevant to the control point and manoeuvres on the special tests at which they are officiating.

16. Timing and controls

Scheduled timing will be used. The event will be divided into road transport sections, regularity sections, time control section and special tests.

The scheduled time for Car 0 at each main control and time control is given in the roadbook. By adding their competition number in minutes, each crew can determine their own scheduled time and if late, can calculate their due time at the next control by adding to their scheduled time, the number of minutes late at the previous control. Do not run ahead of your scheduled time.

Liege timing clocks will be used throughout the event.

It is the competitor's responsibility to ensure that times are correctly recorded on the timecards and that timecards are handed in when and where instructed. Once a time has been accepted by a competitor, no further claim of error etc. will be entertained. Any corrections by a marshal must be made at that control and initialled by the marshal. Should any recorded time not be legible or not appear to be authentic, the organisers may use any means at their disposal to establish a time.

Main Controls (MC) are sited at the start and finish of the event and along the route. At Main Controls, competitors must absorb as much lateness as possible to regain their original scheduled time.

- a) Regularity section start controls (RSx). Times are recorded in hours and minutes. There is no penalty for late arrival, except towards total lateness. Some regularities will be “self-start” and competitors should write their start time on their time card in ink. Competitors should start on the next available whole minute, and two cars should not start on the same minute.
- b) Timing on tests: at special test start (TS) each crew is given a start time in hours, minutes and seconds - normally the next whole minute or round 30 seconds. Once it is written on the timecard, the marshal assumes the crew is ready to start the test and counts the competitors down to the written start time. At special test finish (TF) the competitor's time will be recorded in hours, minutes and seconds. All special tests have a bogey time set at 30 mph and a maximum time set at 15mph. Penalties are as follows: under bogey time - bogey time.
Over minimum time and under maximum time – actual time taken
Over maximum time - maximum time
- c) Timing on regularity sections: intermediate time controls (ITC) are located within regularity sections to establish the time taken to complete each part of the regularity section, the location of these controls will be secret. At ITCs the times will be recorded in hours, minutes and seconds as the car stops at the control marshal (who will be close to the control board). The start time for the first portion of the regularity is the time at the RSx at the start of the regularity section. The start time for each subsequent portion of the regularity section is the finish time for the preceding portion.
- d) Time controls: At these controls, the time recorded will be the time that the competitor presents their timecard to the marshal. Competitors are permitted to enter the control area and wait for a later time, if necessary. Early arrival will be penalised as per Section 17.
- e) Passage Controls (PC) or Route Checks (RC) may be used along the route. These may be manned or consist of code boards, respectively, which must be recorded in the appropriate part of the timecard in ink. No times will be recorded. Route checks must be signed for at the next manned control. Examples will be displayed at the drivers briefing.



1969 RAC Rally. Photo courtesy of Motorsport Images – www.motorsportimages.com

17. Penalties

Penalties will be as printed in the Motorsport UK NCR Ch 13 Appendix 7B “Time”, except as amended below.

a) Not reporting or reporting within OTL at a main time control	Retired
b) Not reporting or reporting OTL at any other time control	30 Minutes
c) Not complying with the route card including visiting a time control (TC) more than once and including wrong approach or departure from a time control	5 Minutes
d) Not reporting at a passage check (or code board) or providing proof of visiting a passage check (or code board)	On a regularity section - 1 minute All other sections – 5 minutes
e) to g)	As per NCR
h) Arriving before due time at an Intermediate Time Control	1 Second per second up to a maximum of 60 seconds
i) Arriving after due time at an Intermediate Time Control	1 Second per second up to a maximum of 60 seconds
k) to t)	As per NCR
u) Not starting or finishing a special test	Special Test Maximum + 5 Minutes
v) Not completing a special test correctly including taking the wrong route	Special Test Maximum
w) False start on a special test or failure to stop astride	20 Seconds
x) Every second taken to complete a special test (Between Bogey time and Maximum time)	1 Second per second
y) Minimum penalty on special test	Minimum time
z) Maximum penalty on special test	Maximum time
aa) Striking a cone or failure to stop astride a line (other than the finish line)	10 Seconds per offence
bb) Wrong side of cone or a series of cones	20 Seconds per offence

cc) Making no attempt to perform a designated manoeuvre during a special test or short cutting by passing through a gap caused by a tape or barrier having been previously damaged or removed. Reversing at a special test finish. Not stopping in a stop box.	2 Minutes
dd) Breach of the technical regulations	Clerk of Course's discretion
ee) Early arrival at a TC	60 seconds per minute
ff) Late arrival at a TC	60 seconds per minute
gg) Stopping in sight of an intermediate control	60 seconds per offence

18.Results and Queries

Interim results will be posted at various intervals during the event. The interim results are for information only. Any query resulting from the interim results should be made by completing a query form issued at documentation and handed to the Competitor Liaison Officer.

Queries should be handed into the CLO or results office as soon as possible by competitors.

Provisional results will be posted as soon as possible after the finish of the last car, after this time no query forms will be accepted. Protests will be accepted as per the Motorsport UK Blue Book.

19. In the event of an accident

In the event of an accident either on or off the prescribed route, where the vehicle cannot regain the road or has broken down a warning triangle must be placed before the stricken car. Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code. Competitors are reminded that any injury incidents must be reported to the police authority.

20. Force majeure or baulking

The organisers will not accept any claim from competitors concerning either force majeure or baulking. However, in certain situations, the clerk of the course reserves the right to issue a notional time to competitors.

These reasons may include, but are not limited to, accidents, safety concerns, adverse weather conditions etc.

These notional times will be based on the average times awarded to competitors unaffected by the incident.

No competitor may benefit from receiving a notional time should they be responsible for, or involved in, causing any incident resulting in the requirement for notional times to be awarded. If a section is restarted, then competitors completing the affected section unhindered will be awarded their actual time penalty. Only those crews affected by any stoppage will be awarded a notional time. No competitor will be permitted to restart any section.

21. Official notice board

The Official notice board will be located at the scrutineering venue on Friday afternoon and at the start venue on Saturday morning or will be hosted electronically.

22.Insurance

Note due to the recent changes to insurance for Motorsport events on the public road the event insurance premiums have risen. Each event carries an insurance premium of £65.00 Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability

cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy.

If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional Road Section cover via the organisers, then they can do so prior to the event providing they comply with the following:

- is aged 19 years or older
- has held a full UK driving licence for a minimum of 6 months OK
- has no more than 6 conviction points on their licence and no bans of any kind OK
- has had no more than 1 fault claim in the last 3 years
- do not have the Third-Party Extension cover on their existing motor policy
- hold a valid motor insurance policy for the vehicle they are driving
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Competitors not meeting the eligibility criteria must obtain a Letter of Acceptance prior to the event and present evidence of such at the signing on process by sending an email requesting approval via your broker and provide the following information;

Driver's full name & date of birth

Date the driver passed their driving test

Details of any motoring convictions and/or claims

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s).

Cover will cease immediately if you are precluded, excluded or retire from the event. The Event Road Section scheme is underwritten by First Underwriting Limited who are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP. Brokers for the policy are Kingfisher Insurance Services Limited. Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

23.Final Instructions

Final instructions including details of the noise test, scrutineering and start times will be sent to competitors during the week prior to the event by email unless otherwise requested on the entry form

24.Official Photographer

The Official Photographer will be Andy Manston – M+H Photography

Rally Navigation by...

The Basic Roamer Company®

Lost the Plot? Then you need the...

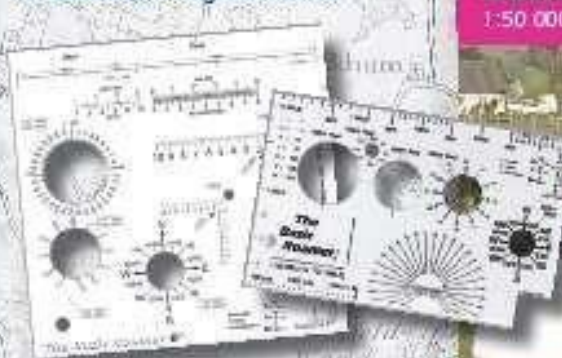
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