

I'm afraid the Four Wheeldrive Notes have got behind recently, but hopefully it will all work out now.

Kingsclere has always been a quiet place especially since the bypass was built, so you can imagine their horr when the locals found themselves being invaded on 4th December by a motley collection of 4WD Rovers. However, by soon after 9.30 we had left them and pulled out in a convoy of nine vehicles, 7 Land Rovers of various types and 2 Range Rovers. In addition amongst the passengers was our Chairman, Secretary and Treasurer, along to see what us off-roaders get up to. I saw them in, and driving, several vehicles during the day. I hope they enjoyed it.

During the morning we followed a track that lead across the Hampshire Downs. There were no great problems until we found the way blocked by a fallen tree. Hughie found a way round in the best V8 tradition, bags of right foot, although he collected a branch through his bottom hose in the process. However with tools and advice, from all directions, he was soon mobile again, and we carried on, past Combe Gibbet, till we diverted off the track into Ham for lunch. During lunch Phil, Range Rover, had to leave us, but we were joined by John with his 107" station wagon, a fairly rare beast. The main complaint at this stage was the lack of mud but we hoped to rectify this during the afternoon.

After lunch we continued across the downs before heading back towards Andover along the Roman Road and at last found some mud, at which point a good time was had by all. We ended up going through Harewood Forest to Barton Stacey, where we split up and went home.

If the treasurer starts showing photos of "Toby" being towed up a hill I must point out that it was his driving of the vehicle in front of me that caused me to stop on the steepest and slipperiest bit.

Now the newsletter is montly, we need more contributions for the off-road notes, such things as How To Go Off Road Racing/Rebuild a Land Rover Geatbox/Fit a V8 etc.

Contrats. to Hughie and John we came 20th in the All Wheel Drive Club Safari champs, 2nd highest 2 $\frac{1}{4}$ litre. Good luck next year with your new Range Rover Special.

Future Events

2nd Jan. Berkshire Downs. Meet outside "Wheelgame" Tadley (I couldn't keep away for 2 months), at 9.00 a.m. or at the "Four Points" Aldworth (GR554788) at 9.30. No prizes for those who get from Tadley to Aldworth in 30 mins.

5th Feb. Somewhere south of Basingstoke. More details later but for those of you from the north "Wheelgame" at 9.00 is probably a safe bet. See the next newsletter or phone me nearer the time.

If anyone has any ideas of where to go, or better still would like to lead us, please get in touch.
Red Leader.

THE RIDGEWAY

With our forthcoming trip to the Berkshire Downs the time has come to consider the Ridgeway. Those of you who are members of other off-road clubs have probably heard all this before, but it is important so bear with me, please.

The Ridgeway is a prehistoric road leading from south of Swindon, 40 miles across the Downs, to the Thames. For those of us in the north of our area it is an interesting local road.

For some years now there has been a certain amount of controversy about its use. Most of its length has vehicle rights, it is a road after all (but not all, so check the map before you set off), but some bodies of users are trying to get vehicles banned.

To try and counter any claims of irresponsibility the Clubs concerned have drawn up a code covering its use, which members of the Hanst & Berks Rover Owners should observe.

CODE OF VOLUNTARY RESTRAINT

AVOID USING THE RIDGEWAY ON SUNDAYS AND BANK HOLIDAYS FROM 1st MAY to 31st October inclusive.

AT ALL OTHER TIMES

- keep vehicles well tuned and quiet
- keep at reasonable speeds (25mph max)
- ride or drive in small groups (no more than 4)
- slow right down for people on foot, horseback or on bicycles.

The following of this code is essential if we wish to retain our rights to use the Ridgeway. As you can see they should cause no hardship, and generally could be used as a code for all green roading.

RED LEADER.

MONEY GRABBERS REPORT

This month there is no Chairmans report (last seen swilling ESB in vast amounts). Real reason is that we wanted to get this N.L. out before 1984; The Club dinner at the Rowbarge was a good success. Pete made a GRAND ENTRANCE - LATE, only because between us we got the time wrong. I said 7.30 p.m. Pete said 8.00 p.m. and infact it was in the last News letter as 7.45. So, in breezes Pete in his black bowtie, frilly shirt and dinner jacket with his overcoat tossed over his shoulders, which was then topped off with his BIGGLES SCARF. Really looked a picture. I was dug in the ribs for not wearing my bowtie.

At present we have 20 members about $\frac{1}{2}$ of which are LANDROVERS etc. They really are a good bunch of blokes (slightly lunny!!) Thanks Hugh for the drive. I have never been so excited and had so much fun since my honeymoon. I arrived home at about 6.30 p.m. and promptly fell asleep, awoke with a raging headache, in fact never felt worse than on the second day of my honeymoon!!

By the time you read this (assuming you are!) Xmas will be over, so trusting you had a great time; at our last meeting it was very nice to meet my driving test opponent John Dentry again. John nearly sold his P4 but fortunately sanity returned and he has kept the car.

Events that we will be running in the future will be a TREASURE HUNT to be run on a Sunday most likely meet at the Hinds Head at about 10 a.m. then a quick rush off to do the hunt then back to the Pub for the usual.

If you know of mates etc. who have Rover Saloons please try to get ~~stxxxxix~~ these along, because now the "off road section" is really going well, thanks to Dave, we now want to get more saloons into the club.

HAPPY NEW YEAR FROM
YOUR TREASURER.