



PANTS & BARKS

June 86

H.B.R.O. members by
Caban Coch Reservoir
Elan Valley, Wales.



Journal of the HANTS & BERKS ROVER OWNERS

EVENTS

- 11th June Film Night - Rivers Fletcher "HINDS HEAD"
- 15th June Wessex Motorcade, Braemore House, Fordingbridge. Club stand in attendance. Very friendly and varied event.
- 18th June Factory Visit - Morgan (SOLD OUT)
- 29th June We have an invitation to a Rally at the Bentley Wildfowl Trust and Motor Museum. This replaces the old Leeds Castle Rally. Site is 5 miles n.e. of Lewes on the A.22 near Uckfield.
- 6th July P5 Owners Club Annual Rally, Syon Park, Brentford.
- 6th July Auto Sunday, Easthampstead.
I have received more application forms for those who wish to attend.
- 19/
20th July H.B.R.O. Annual Rally at Petersfield.
Full details next month.
- 9/
10 Aug. Yeovil Festival of Transport.
The Club will be in attendance to sample the cider again, seeing as how we enjoyed ourselves so much last year. I have a couple of spare passes for those who wish to go. We could also do with some volunteers for the weekend to help on the Stand. Any offers?
- Clutch - Die Kuplink mit schlippen und schaken
- Puncture - Die phlatt mit bludyfucken
- Learner - Die Twatten mit Elplatz

CHAIRMAN'S COMMENTS

Why is it that when you think that you have something worthwhile to say and finally get it into print, someone goes and puts the proverbial spanner into the works and Yours Truly is about two weeks behind again?

For example, last month I wrote a paragraph about Land Rover, and a week later, just as the newsletters had been posted I find out that we had won. Damn Good Show, too!

But this time, I think we have finally cracked it. Remember a short line that said something like "proposed Rover Coupe". The Gods must have been on my side for once, because lo and behold the Austin Rover Design House has built a prototype, based on the forthcoming 800 series floor pan and running gear, and sits on the saloon wheelbase. And, of course, being Rover, features wood and leather. Other features include an all electronic instrument display of the LED style, but this car even carries a telephone built into the centre console along with a compact disc player, of all things.

Suspension ride height and rating can be selected by the driver electrically as well as moveable aerodynamic devices to cope with high speed work, and even a switch for economy or power modes of engine tune. The car has a coefficient of a predicted 0-27. -03 better than the saloon version, namely 800. To look at the car, it is very streamlined with even the exhaust taken into account with the streamlining of the car. To see the car is truly stunning, and the amount of attention to detail can surely mean that Austin Rover are serious about it. Once more development work is done, it can only serve as a tribute to the design team, and once more prove to the world that the Rover has a flagship once again.

Pete.

READ ABOUT THE FILM NIGHT

RIGHTS OF WAY

As some of you may know, I have recently attended a course on Rights of Ways run by the Trail Riders Federation. Until then I had thought that investigating Rights of Ways meant checking the definitive maps, but there is far more to it than that.

I will go back to basics first, which some of you will know already : until about 40 years ago, rights of way existed, but without local knowledge it was difficult to find them. Then the County Councils were required to draw up definitive maps, showing all ROW in their area. They had to be one of three classifications : footpath, bridleway and Road Used as Public Path (RUPP). The meaning of the first two is clear, but the meaning of RUPP is very vague. Most, but not all, carry vehicular rights, although as far as we know no one has ever been done for driving along one. Incidentally, it is illegal to drive along a footpath or bridleway (with a few limited exceptions) but if you venture off a ROW you are merely trespassing, a civil offence. However, if you are caught on either, don't run to the Club for help. We don't want to know!!

To end the confusion over RUPPs it was decided during the 70s that all RUPPs would be reclassified, and a new classification, Byway Open to All Traffic (BOAT) was introduced, the meaning of which is clear. There is no guarantee that a RUPP will become a BOAT.

The accuracy of the Definitive Maps varies however (In Dorset, for instance, there are no RUPPs at all!). Although evidentially, in both Hampshire and Berkshire we are fairly well off. The fact that a ROW does not appear on the Definitive Map does not mean that it doesn't exist!!

The aim of the course was to establish where ROW existed, which were missed off the Definitive Map, and to establish that where vehicular rights exist on a RUPP it is correctly reclassified BOAT.

In simple terms this means establishing that a ROW existed before 1835 (obviously far from simple). The key words are Public Highway. The word Highway is the only one that implies vehicular use. It is very difficult to close a ROW. Lack of use, omission from the Definitive Map, or incorrect classification do not affect the Rights.

What can we do? It would be nice to check on all RUPPs to ensure that they are all reclassified correctly, then check all other lanes to make sure they were classified correctly in the first place. Obviously, this is totally impractical. In fact, it all takes time, so there is very little I can do but to steer you in the right direction both to find the evidence, and what to do with it. One thing we can all do is to check the Public Notices in the local papers, and on boards on lanes, so that we know about closures and other changes in advance, and then let me know.

One thing that often carries a lot of weight is user evidence, so it is important to keep a record of what green lanes you drive. I am intending to keep a record for the Club, so if you send the information to me I will be able to centralise our records. To this end I hope to get some Survey forms printed eventually. Until then, if you just send me the info., going back as far as you can remember, I will sort it out. If you have any Survey forms issued by other Clubs, they will do, but if not the info. I need is :

Which lane. Preferably grid references, and any other details know, eg name, number on Definitive Map etc. Any signs?

Any obstructions?

Any notable features, both on and off the lane (if these changes eg trees felled, barn built etc, are recorded it is added proof that you have actually been there). Any challenges, or contacts, especially with farmers etc? The date. If you are unsure of the exact date, do not guess. If you pick on a day when a tree blocked it, it would throw all our evidence into doubt.

The conditions.

Names of drivers and details (& names) of vehicles. Any other comments, especially how overgrown it is. (I am trying to get a list of all lanes suitable for those concerned about their paintwork).

It is worth remembering that we are using Rights of Way as a right. This means that you should never ask permission first, even notifying the Landowner first could be construed as getting permission and then that trip, and probably any later trips, are invalid when it comes to user evidence.

Having said earlier that we cannot check all the lanes, which are worth investigating? Basically, it is any that you feel should be vehicular rights of way and is not at present. How do you know which may be ROW? Firstly, local knowledge. If old Fred Bloggs says waggons have always gone that way, it may be worth looking further. Any ancient road should be, although some have been downgraded legally. The physical appearance can help. If a path runs between two hedges or wall 10ft apart, it suggests that it is really a carriageway, so it will then be necessary to establish whether it is public or private.

Remember the time could come when it will be illegal to take a wheeled vehicle off a tarmac road. There are plenty of people around who would love to see that. It is largely up to us to ensure that this doesn't happen.

Whilst on the subject of Rights of Way, see the Secretary's report about a green road survey weekend in our area.

Red Leader.

Do NOT READ THIS:-

11th JUNE 7.30 PM. AT HINDS HEAD
FILM NIGHT BY RIVERS FLETCHER

LET US HAVE A GREAT TURN OUT
FOR THIS EVENT (COSTS YOU NUFFIN)

With so many Bank Holidays lately, things have been a bit quiet on the Club front recently, but this is soon to change as there are a number of events coming up which I'm sure will be detailed elsewhere in this newsletter.

In addition, many other Rover Clubs have events forthcoming, and as members of the ARC we are able to enter most of them. I will not list them in the newsletter as most of them are a long way, but if you are away on holiday and fancy a Rover event, give me a ring and I will let you know what is on. Better still, contact **Richard Stewart** our Librarian and read the appropriate newsletter yourself. We receive quite a few.

The All Wheel Driver Club (whoever they are) are holding a Green Road Survey Week-end in our area on the 5/6th July, and have invited the HBRO to join them. The idea is that we all meet together and are sent out in groups of 4 or 5 vehicles with a list of green lane to survey. Each group should include someone with a radio to keep in contact with the Club caravan. The lanes will be selected with regard to the group's experience and vehicles. Although it will be close to home for most of us, I recommend that you take advantage of the camping facilities provided as, in the best tradition of the AWDC (and the HBRO) the weekend is based round a pub! The location is the Fox, at North Waltham, about 5 miles south west of Basingstoke. The cost will be £5, including camping and bookings should be sent to **Steve Ballard, Maroubra, Cuckoo Close, North Waltham, Nr Basingstoke, Hants.** Any enquiries should be sent to either Steve or the AWDC's Rights of Way Officer, **Mike Scott, Basingstoke 780690.**

With reference to last month's request for a 110, that is no longer required but if anyone is interested in an M reg Range Rover for about £1,500 let me know. It is significant historically as it replaced "Toby" six years ago!

Dave

WALES

The recent H.B.R.O. trip to Wales started in the traditional manner, with everyone waiting for Red Leader. However, we were soon on our way, the party at this point being the Land Rovers of Red Leader and Richard Stewart, with Ian and Christine Stewart as passengers. We got to Gloucester to find Colin Gross waiting for RL. This time, however, we were on time and it was Colin who was, surprise, surprise, early. After a gentle run through Ross-on-Wye and Hay-on-Wye we met Roger Sutton in time for a drink in the Wheelwrights Arms at Erwood.

During the afternoon we erected the tent before going to explore the area, mainly on foot! We ended up on a nearby hilltop examining an old cannon, aimed carefully at the Wheelwrights Arms.

We had all decided to cut down on the cooking and eat in the pub, so we returned to Erwood for some food and liquid refreshment.

The following morning dawned bright and sunny when we discovered we were the only ones there. Where were you all? As this meant it was an All Land Rover Trip we decided to spend the day green roading, so after breakfast we set off towards Rhyader with RL's Ser2 88, Richard's Ser3 L/W and Colin's Ser3 Station Wagon 109. We bypassed Rhyader and headed for the Elan Valley. We went first up the western arm past Caben Coch Reservoir, looking at several possible lanes on the way, none being quite what we were looking for this time, until we reached the dam for the Claerwen Reservoir. This has a long winding lane alongside it. This proved to have a good surface but to be fairly narrow. It was made a bit interesting by much of the way being next to a rock face, with a sheer drop to the lake on the other side. A particular feature of this road is the many bridges. These are narrow and flat, although some had a low kerb, but no sides. What made them particularly interesting (?) was that most are approached by a right-angle turn, left, downhill, so that with the spare wheel on the bonnet, the bridge disappears from view at the critical moment!

Unfortunately, once the road reaches the end of the lake it crosses the County border and, as so often happens in Wales, its status changes. All you can do is turn round and go back. Morale at this point wasn't helped by the sight of a VW camper. Still, at least we could see the bridges this time.

After this we headed up the other arm of the valley, past the Garreg-ddu and Pen-y-Garreg Reservoirs before crossing the Craig Cogh dam. From here an ancient road leads over the top to the Devil's Bridge road.

This starts easily enough but gradually deteriorates until after fording a stream it turns sharply up a steep grassy bank. As at this time it was raining, this caused Colin some problems, but after a couple of false starts he made it. From here the route became very indistinct requiring a forward recce on foot several times, just to work out where it went. However, once we got over the top it got a lot clearer and ran down an ancient but little-used track to the road.

The next track we looked at was one of those annoying ones. We could see where it crossed a stream and climbed up the other side of the valley, about half a mile from the road, but could find no trace of its course for that half a mile.

However, a further hundred yards along the road there was another track, easily found, running along the next ridge. This was in current use, but by very few vehicles and again, took us miles from anywhere across the Welsh mountains.

At the end of this one we decided to call it a day, so pausing only to look at a waterfall, we headed for home. It was whilst looking at these falls that Red Leader, in order to keep up the tradition, found a bog below wellie depth. After pulling away, RL tried to outdo Roger Pattie and got himself overtaken by a cyclist!!

HAVE YOU READ ABOUT THE
11th JUNE AT THE "HINDS HEAD"

It was decided to avoid Rhyvader again (I hate these big cities) and go back along the back lanes. Imagine my disappointment on turning off the main road to be greeted immediately by a closed bridge, but turning to elation when I saw arrows pointing down the bank to a ford!

We wanted to be back fairly early as Roger had arranged some entertainment in the form of a Country and Western group. I'm told a good time was had by all, and there were a lot there, though I must admit that I can only remember the earlier part of the evening!!

We awoke on Sunday morning to the sound of pouring rain. Today was to be our big day and we had been promised a visit from - **our Chairman**. Entertainment was provided by RL putting his road tyres back on, in the rain. Partway through, he retired to the tent for breakfast, when the rain promptly stopped, only to restart when he went to finish the job off. However, later in the morning the rain held off long enough to pack up the tent in comfort.

In the absence of Peter's P6 the Show'n'Shine competition was declared a dead heat, as all three Land Rovers were equally muddy.

In the afternoon we set off for home, but not by the direct route. We started out across the mountains, through Brecon, before continuing through Merthyr Tydfil and on down the Valleys, showing the contrast of the two areas of South Wales. We ended up in Newport Docks, where we inspected the Transporter Bridge. Unfortunately corrosion in the cables had caused it to be closed last year, so we were unable to cross it.

From here it was a short drive to the M4 and Severn Bridge, where we split up to head for home.

On getting home we heard tales of the terrible weather in S.E.England, and it became obvious that yet again the HBRO had gone to Wales and had had better weather there than if they had stayed at home, so **why not join us next time?**

Red Leader.

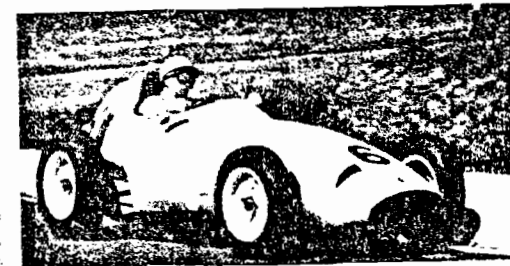
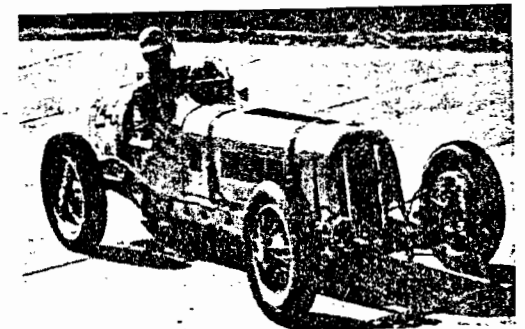
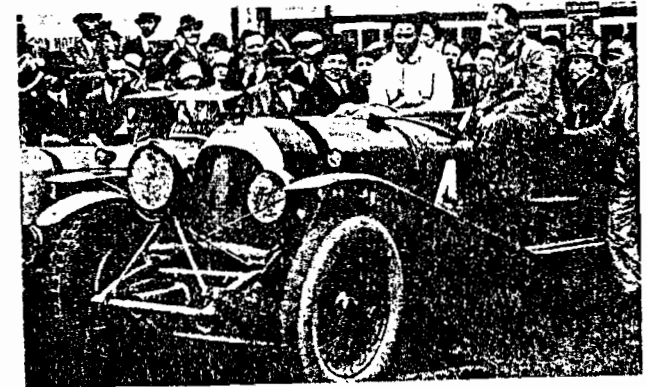
TALKS & FILM SHOWS

by

A. F. Rivers Fletcher

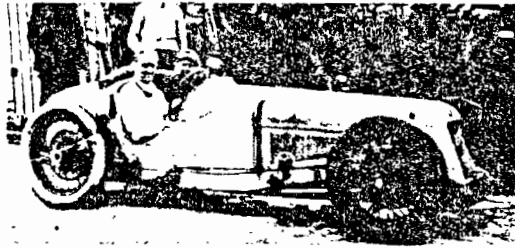
11th JUNE 7.30 PM HINDS HEAD

More than 50 years with the Masters -



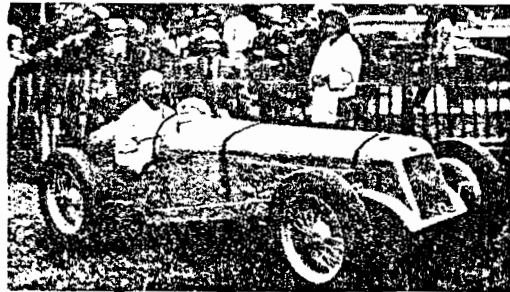
Profile on Rivers Fletcher

ALED FRANCIS RIVERS FLETCHER - known to motor racing enthusiasts all over the world as "Rivers". Born more than seventy years ago in 1912, he grew up in a golden age of motor racing. Even as a Prep School boy he was "car mad". Lucky that he met all the right people at the right time. As a little boy he was driven round Brooklands track sitting on the lap of the Hon. Brian Lewis, Lord Essendon's son, in a 3-litre Bentley driven by Sir Malcolm Campbell - that was a good enough start anyway! Campbell, the Land Speed Record holder, and Lewis became the top British road racing driver.

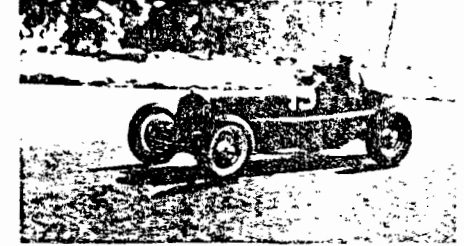
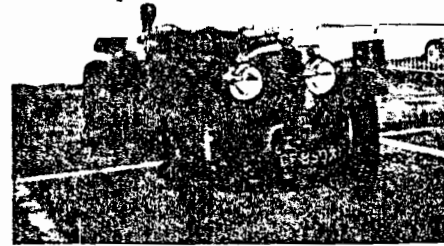
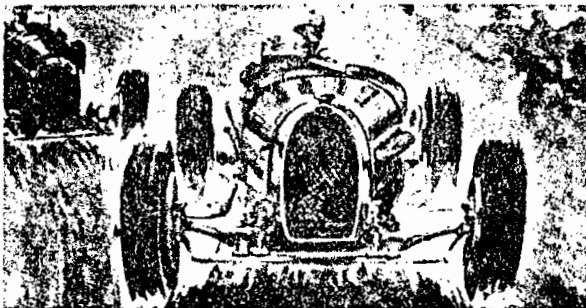


1928 Sir Malcolm Campbell with Rivers Fletcher his riding mechanic at Brooklands.

1974 Rivers Fletcher and Leo Villa (Sir Malcolm's famous mechanic) at Prescott. Rivers driving that same car, now modified.



There was more to come, even before he left school in 1928 Rivers acted as riding mechanic to Campbell in the J.C.C. Grand Prix when he won that race at Brooklands in a supercharged Delage. Malcolm Campbell needed a small passenger. Rivers fitted and Campbell knew of the boy's terrific enthusiasm. In fact, that infectious enthusiasm has always been Rivers' greatest attribute.

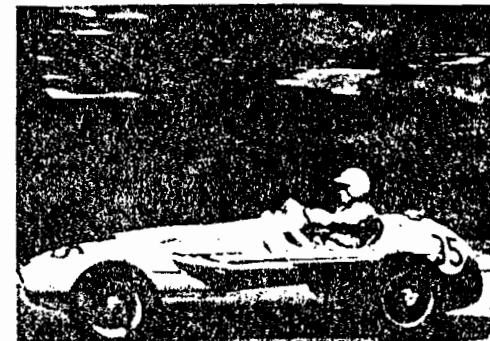


There were prior plans for him to make his career in the church, but he joined Bentleys instead as an apprentice. He soon got involved with the Racing Team and went to many events, getting to know S.C.H. Davis, Sir Henry Birkin, the Dunfees and the other "Bentley Boys". He drove most of Barnato's cars, some of them at Brooklands, to find to his disappointment that he was, in his own words, "not a very good driver - no chance of driving at Le Mans". It was as a sprint and speed hill climb driver that he later came to prominence. But that burning enthusiasm could not be denied and at that time he developed a special aptitude for testing and for all sorts of organizing jobs behind the scene of motor racing.

Earl Howe let Rivers have a drive in a Bugatti and Leslie Callingham of Shell gave him his first opportunity of driving another racing car at Brooklands - the famous MG "Tigress". At Shelsley Walsh he met Raymond Mays and Peter Berthon, commencing a lifelong friendship with them that led to Rivers joining them. He founded, and was the first Secretary of the E.R.A. Club and today he is the President. At that time he had already started taking photographs and films of motor racing. He joined the Brooklands Automobile Racing Club and tested many famous cars on the track, where he also marshalled. As Motor Racing Consultant to Gainsborough/M.G.M. he drove in many films.

During the second world war when he was working with the E.R.A. designer, Peter Berthon, he instigated what became known as "The Rembrandts", meetings that kept the sport alive when all the Clubs were dormant. When at last peace came about, it was Rivers who got motor racing going again, organizing the very first event.

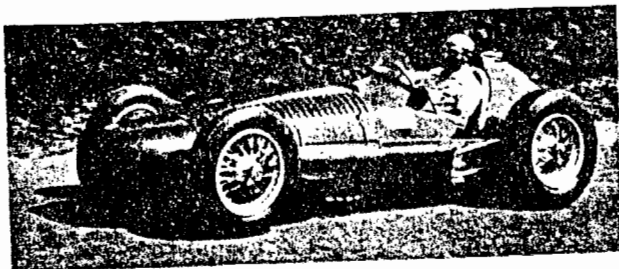
After that he himself found time to race in sprints and speed hill climbs. With his small private equippe he competed successfully in many makes including MG, Alvis, Bentley, Cooper, Jaguar, Bugatti and E.R.A., quite apart from driving for other teams. He joined Sir Alfred Owen and remained with the Owen Organization B.R.M. Team for twenty years, travelling the world with the Team. he is one of the very few people alive today who have driven the fabulous V.16 supercharged B.R.M. In 1962 B.R.M. won the World Championship with Graham Hill, and Rivers Fletcher gave talks and film shows all over the English speaking world.



Rivers Fletcher, HWM-Jaguar at Prescott



Rivers at the wheel of a works 2 1/2 litre BRM 1959

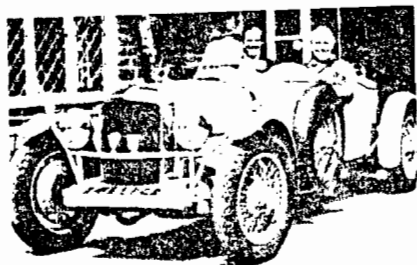


Rivers was one of the fastest sprint drivers in the 1950s, gaining successes at Silverstone, Snetterton, Prescott, Great Auclum and most of the British Hill Climbs in his own cars, immaculately prepared and painted in his well-known shade of blue. A bad accident at Prescott in 1960 when he was driving his H.W.M./Jaguar, turning end over end and partially landing on top of him, nearly put paid to his racing career. With severe head injuries his speech was affected for more than three years. He fought back and returned to racing and to his filming, and eventually to his Talks and Film Shows.

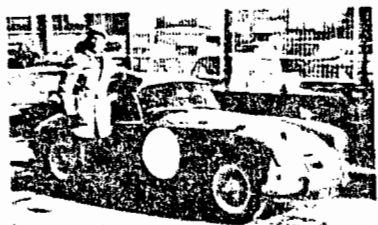
He joined his friend Bill Meredith-Owens, setting up the Stratford Motor Museum. Excerpts from his films often feature on television. His shows are a fascinating mixture of big time Grand Prix racing and amateur sprints and hill climbs. His great friend and neighbour, comedian Norman Wisdom, clowns through some hilarious scenes.

Rivers still drives some of the fastest historic cars in Speed Hill Climbs, and his show covers the scene from early days right through to the Walkinshaw Jaguars of the 1980s. Eion Young, writing in Autocar, says "Rivers is a Peter Pan sort of person in the motoring world who was on the scene in the days of the Bentley Boys - he always looks as though he has jumped down from the wing of his spitfire, and is a stalwart of all things to do with motoring when there was room to do it". It is all there in the show. Rivers now, well on his second fifty years of active motor racing.

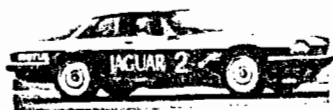
J.S.



Rivers Fletcher and Bill Meredith-Owens
in the 1938 Alvis.



John Thornley, ex General Manager of M.G.
with Rivers Fletcher's ex-works M.G.A.



RIVERS FLETCHER MOTOR RACING

A. F. Rivers Fletcher,

M.F.P.A., M.C.M., A.M.P.T., B.E.

THE CROFT,
LIGHTHORNS ROAD,
KINETON,
WARWICK, CV35 9JL TEL. KINETON (0926) 640337

THE SAGA OF LANDIE 0341FLD

by Colin Gross.

PART SEVEN

With the rolling chassis complete the next stage was to see if every thing worked. Needless to say there had to be a problem, namely the clutch would not disengage. Since the Landie's clutch system on the series three is completely enclosed it was not easy to find what was wrong. Eventually the only access proved to be through the small cover plate on top of the bellhousing. Working through this 'D' shaped hole (which is only about 2" across) and using rulers, calipers etc we proved that the clutch system was working properly and that the friction plate had to be stuck to flywheel. It was even possible to prove that the friction plate was fitted the correct way round, indeed it is remarkable what can be checked when the only other solution is to remove the engine. Since the clutch had been fitted between the engine and gearbox over three wintry months previously I suppose some trouble was only to be expected.

The problem was obviously " How to free a stuck friction plate ?". The most common solution offered was to warm up the clutch assembly, thus freeing the plate as every thing expanded. After an hour or two with the hair dryer, and finally a hot air paint stripper, this method was abandoned. The next technique was to allow the engine / gearbox assembly to run for a while until the vibration and warmth freed the plate. It was also suggested that the vehicle was supported on axle stands so that the driven wheels could revolve, thus putting a slight load on the system. The final refinement on this method was (so I was told) to press down the clutch pedal, and with the engine and wheels spinning to apply the brakes. The load applied to the system should then free the clutch.

So the rear axle was supported on axle

stands, the main gearbox was set in neutral (and for good measure so were the overdrive and transfer boxes) and to ensure that the front wheels could not pull the vehicle off the stands the free wheel hubs were unlocked. With the addition of two temporary switches for ignition and starter, plus a few bits of wire, it was time to try the new engine. First the spark plugs were removed and a small amount of engine oil was poured into each cylinder and given time to flow around the pistons. Then the engine was wound over using the starting handle and after about a minute of fast winding the oil pressure gauge moved off its end stop. So at least the oil pump was primed and working. The plugs were refitted and the fuel pump hand lever cranked until the system was primed, and various prayers offered just in case. Then the ignition was switched on and the starter button pressed. Within two seconds the engine was running !! After a few seconds of surprise had elapsed the oil pressure gauge was checked and found to be showing 40 psi so all was well. Once every thing had warmed up the engine was stopped and the clutch checked, but it was still stuck. The engine was restarted with the drive engaged but despite several attempts, and the continual light application of the brakes the clutch stayed stuck. Eventually it looked as if the only solution was to remove the engine. Thus as a final attempt the brakes were applied somewhat heavily with the engine running quite fast. Still the clutch stayed stuck and the engine was stalled. As often happens when things have not gone well, the final attempt was rather vicious, with generous amounts of welly applied. A very loud bang had the family rushing to the garage to see what had happened, but at last the clutch was free. From then on the engine and clutch were run every weekend to ensure that they did not stick again.

The only remaining problem with the chassis was the front fuel tank which I wanted to fit under the drivers seat to increase the range of the vehicle. On long wheel base Safari's the front seat unit is a different size to accomadate the

lower seat flock. As a result the tank had to be cut and welded after it had been steamed out to fit around the body and for good measure the seat base had to be extended forward by one inch. With these moves done one fuel tank was fitted to the chassis and I was ready to start on bodywork.

Next month..... Look it moves.



Christine Stewart proving that the easiest way to get stuck is to follow Red Leader's instructions.



Richard Stewart crossing one of the many bridges alongside Clearwen Reservoir.

TO BE OR NOT TO BE - (A WALLY).

Some people seem to be affected by this strange attribute and never shake it off. What follows is a true story and actually happened, although names have been changed to save embarrassment.

The story starts when I happened to find a 2200 P6 parked in my local pub carpark one evening. Having made enquiries I found the owner and explained about the Club to him. Let's call him **FRED**.

Fred was all for joining the Club and promised faithfully to join. We arranged to meet the following night when I would tell him if I could supply the parts he wanted and also hand over an application form.

Everything went well until one evening he phoned to say that he needed my advice and could I meet him at the Pig and Whistle? This I did and he took me out to Hook to see his car. "Strange", I thought, and looked at his car parked in a peculiar position on the edge of the roundabout. Walking round the front revealed a superb indentation where a concrete lamp-post had once been.

It turned out that somebody else was driving, everybody had had a bit to drink, and the car aquaplaned into a lamp-post that was crossing the road at the time, (probably trying to get out of the way).

So, after looking round the damage, the car didn't look that bad, until he pointed out the car had been driven some 15 miles until it stopped. Quite understandable as the fan had gone clean through the radiator.

This was Sunday, so I agreed to return Monday with him to pick up the cassette deck and other items. Monday night, panic phone calls to a fellow Club member that had a Range Rover, so off we set Tuesday night with Rangey and trailer to recover the bent Rover. We arranged to meet Fred at the end of Abbey Road, Basingstoke about 8.30 sharp. We found him at 9 o'clock standing at Popley Way which is about $\frac{1}{4}$ mile further on.

"I've always known this as Abbey Road" he said, until I pointed out the sign on the other side of the road that said Popley Way East.

At this point I think the Range Rover owner must have wondered what I had let him in for. Let's call him Hissing Sid for the time being.

Having recovered the car we got it back to Fred's, and off the trailer, but try as we might, we couldn't push the thing back into the parking bay. As Fred went off to find more help, Hissing Sid soon moved it by driving the Rangey complete with nudge bar into the front and pushed the P6 screaming into the parking bay.

Fred returned to find a much mangled P6 now parked. By now I took pity on Fred and told him of a cheap car for sale near Petersfield and would he be interested? So, Wednesday night the usual phone call and meeting at a Pub before taking Fred to see the car. The only condition I made was that he had to tax and insure it this time, otherwise - no more help!

Now, I ask you. Who buys a car without a test drive or inspection? Answer, **FRED**.

So, we set off on the return journey when we find Fred only has lights if he pulls the headlamp flasher arm back. In fact, he had headlights, sidelights, in fact everything including the back, but only when he pulled the flasher arm back. We got half way home when his car suddenly stops. So, out come the jump leads to start it. This carried on for every couple of miles until it finally died altogether about a mile from home. It should also be pointed out that the bonnet can only be opened with the aid of a big hammer and the ignition light stayed on all the time.

Thursday night saw Hissing Sid, myself, and Fred trying to start the new car. I think Sid summed it up by saying that it was the biggest disaster on wheels and that the guy must have seen him coming.

EPILOGUE

So, we get it started and Fred sets off only to get approximately 200 yards when the bonnet decides to let go, and comes flying up across the windscreen. Most people would normally pull in to the side of the road, but Fred quite happily carries on unable to see where he is going until he eventually parks in the middle of a dual carriage-way.

Sid and I get the car to one side, pull the bonnet down and get him to limp the car back, still with no lights. Having done this Fred decides to buy us all a beer for our help, and then says he has bought the front half of a car to repair the bent one. How he's going to do it I don't know, because he doesn't have a garage, welding equipment or any tools whatsoever, and Fred thinks the most important part of the car is the fag lighter.

Friday night saw no phone calls. "Great", I thought. "Peace at last". **WRONG.**

Saturday, Fred phones and says "I've bought another Rover". Would I like to see it?

So, with teeth firmly clenched and trying to keep cool I decide to meet him at my local. Having seen the car it could do with a lot of tidying. Meeting Fred inside the Pub he informs me that it was the sunroof that sold him on the car. But never mind, its not bad for a car that had its big ends gone!!

The brown one with the missing bonnet is now up for sale. Fred only had to replace the dynamo, cut out box and solenoid as well as put a new carburettor on it.

At this point I thought "discretion was the better part of valour" and politely told Fred that I had to go as I was expecting a phone call and said "Goodnight".

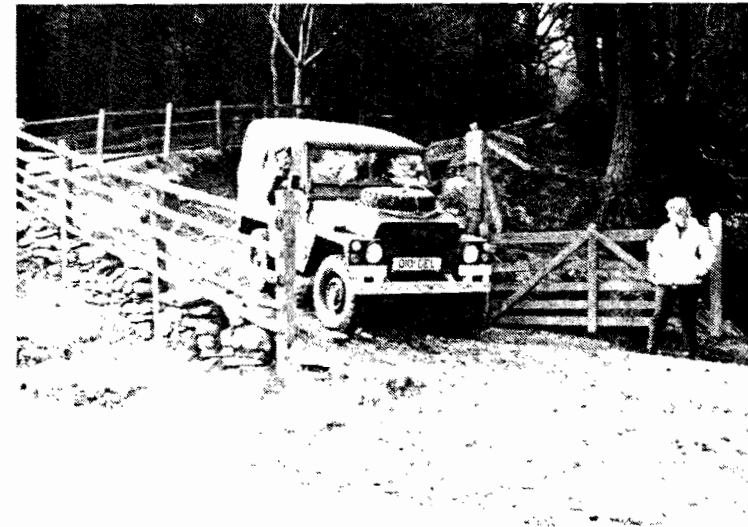
The result of this story is this. Do we allow Fred to join the Club? It should also be pointed out that he has not got a full licence, never taxes his cars and I very much doubt if they have insurance or M.O.T. Oh yes, and he is very rarely seen sober, if at all.

Hissing Sid has emigrated to the Australian outback to get away from Fred and I will shortly follow (Promise Ed), if Fred joins the Club. So, please Mister Editor, Sir publish this with a warning to fellow members.

Signed : Batty Bat.



COLIN GROSS stopping for a paddle with his LWB.



Richard Stewart emerging from a track by Cabon Coch Reservoir.

A NEW SET OF BOOTS.

by Steve Kirby.

May I start by making a correction to last month's article "Road Trim Vehicle Trial". In fact TWO members took part ; I was the other. In fact I was leading Colin by one point up to the last section where I got stuck and Colin didn't!. Furthermore I had a passenger on board. So if you're thinking of having a go at trialling , having an extra 'bod' in the cab seems to have no disadvantages.

Our new tyres got a mention in this article. Colin and I had been battling on for some time on the original 600's while we looked around for something more suitable. Colin produced a list of suitable tyres from a Land-Rover book but on investigation only the Avon Rangemasters were still available. One tyre agency made several suggestions as to what to use and finally came up with a set of Firestone Super All Traction (SAT) tyres. They looked like huge rubber gear-wheels compared to the ones we were using! A set of five came to around £345 with tubes and Colin's well earned award first time out on them certainly justified the expense.

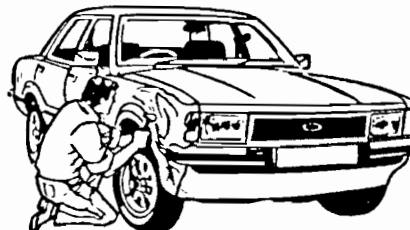
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GREEN-ROAD WEEK-END



4th 5th 6th July 1986

The AWDC is holding a Greenroading weekend in Hampshire on the above dates.

We intend to spend Saturday and Sunday exploring, surveying and mapping the Green Lanes in Hampshire.

The Club Caravan and all facilities (Video, Phone, etc) will be in attendance. The Campsite was chosen after much consideration, is in the back garden of 'The Fox Pub' North Waltham, nr Basingstoke (extension arranged for Saturday night).

The fee for the weekend, including camping is £5. Please use the entry form as soon as possible, as we anticipate a large number will wish to come and numbers will have to be limited.

Please Tear Off

Green-Road Entry Form

Entries to be sent to:- Steve Ballard
 Maroubra
 Quico Close
 North Waltham
 Nr Basingstoke
 Hants

Tel: 025675 460

Name..... Membership Number.....
 Address..... Telephone Number.....

I will be arriving Friday/Saturday/Sunday (please indicate).
 I enclose a cheque/PO to the value of £5 made payable to the AWDC to enter the above event. The £5 fee is per vehicle.

Signed.....

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