

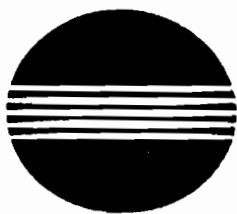


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PANTS & BARKS

Dec 86



HOWARD'S FIRST ROVER P4 75 1959

Journal of the HANTS & BERKS ROVER OWNERS

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R Micheal
A Inman
CLUB
LIBRARIAN : R Stewart

DATES OF NEXT MEETINGS

Tues. 2nd Dec. Ely - Camberly
Wed. 10th Dec. Hinds Head
Sun. 28th Dec. " "
Wed. 24th Dec. Hampshire Bowman

CHAIRMAN'S COMMENTS

It appears that I caused quite a stir from the last comments that were written.

Having spoken to the committee members, they have persuaded me to bury the differences for the time being. This I have agreed to do; basically to see if I or they are right.

So, having got that bit out of the way, I will now try to summarise what we hope to be doing this coming season.

Although we came close to the magic 100 members, I would like to think we could do it this year. To achieve this figure, we need to put the Club on a more professional basis. If anyone saw our Stand at Yeovil you will see what I mean. So, basically its all down to better presentation at such shows.

Following on from this, is the success of our visit to the Belgian Rover Club. Having had a considerable conversation with their Secretary Alain Van Brussell we hope to do some more trips to their events and I think its about March that Alain will be coming to visit us, with some of his members.

Hopefully, we shall be springing one or two surprises on you and also be doing something more competitive to follow on from last year, such as Treasure Hunts, Driving competitions etc, so between the shows, visits and various trips we hope to provide a packed calender for the coming year.

Finally, I would like to see our own National Event improved yet again, so with help and support from the members, 1987 ought to see the HBRO Going Places.

Last, but not least, congratulations to Lord Montague of Beaulieu on reaching his 60th birthday!!

ANNUAL SUBS

On the last Club night, the Committee met to discuss the £10.00 subs. We had a very lengthy discussion on all aspects of the subs. and which direction our Club is going.

As the increase was democratically voted on at the AGM then this can only be changed at a Special General Meeting, and as we had not received the required number of written requests for this, there will be no S.G.M. So the subs. are **£10.00**.

The good news is that our Chairman, Pete, has not resigned and the committee has now a closer working feeling and will be organising more events such as Treasure Hunts, factory visits, attending shows, speakers etc. But to gain momentum and get more members involved, what we need is support. So, to all our members "Please turn out and support your 'hard working' committee, because there is nothing so disheartening than to organise an event which members have asked for only to have a poor turn-out".

This is not meant as a MOAN but to give members some idea of how the committee are prepared to work very hard for the interest of the club, and hopefully the coming year will be the best ever, so it is up to you, the members, to come and support these events.

CHRISTMAS DINNER - 12th DEC. - THE DOVE

There are still a few places left, so if you want to come along please ring any of the Club officers (phone numbers on Page 1).

SECRETARY'S REPORT

First of all I would like to say Thank You to Dave for all his previous good work as Secretary. I hope I will be able to carry on as successfully.

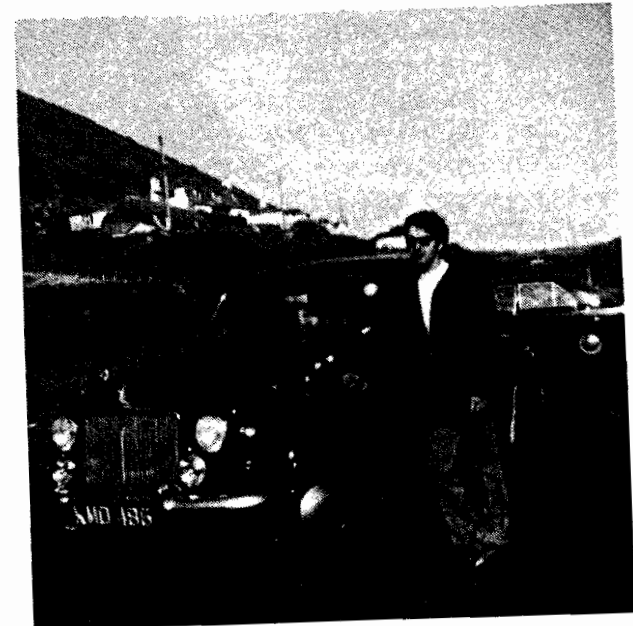
The Club has received a communication from a Travel and Shipping Company. To summarise, it says "In February and April 1987 there will be two Saharan Expeditions to enable 4x4 drivers to take their own vehicle on a great "desert adventure" to Algeria and Tunisia". For further information please contact me.

Now for all you armchair members! There will be a page or so set aside for "Letters to the Editor".

This new section will enable you to air your views, comments, criticisms, even tips etc. This page will be specifically set aside for you, so if there is no response, the page will be left blank, so come on. It's up to you. Don't leave everything to the Committee. We value your contributions.

I will start the ball rolling elsewhere in this issue.

Andy.



Note the driver (a dog)!

"LETTERS TO THE EDITOR"

Sir,

After reading the Chairman's comments in the September issue of the magazine : I would like to ask if any members have thought about what will happen to the Classic car scene when lead free petrol is introduced fully. Will this kill Classic car motoring to the extent that cars such as ours will be trailered everywhere? Or will the petrol companies still be allowed to sell leaded petrol, perhaps limited to just selected garages? If this is the case then we may soon find ourselves having to abandon our cars by the roadside (if only temporarily) until we are able to buy more leaded petrol. Maybe some technical boffin will invent an additive to mix with unleaded petrol to obviate this problem.

Certainly if nothing is done about it, in just a few years Classic cars on the road could be a thing of the past (pun intended).

Not knowing fully the intricacies of oil refining, is it practical for the oil companies to produce what would be a very small percentage of leaded petrol for a minority such as us.

Food for thought indeed,

Yours faithfully

A.J.Smith

WEDNESDAY MEETINGS AT HINDS HEAD

Following the successful November meeting, we will be hiring one of the rooms at the Hinds Head Aldermaston for our 2nd Wednesday of the month meetings on a regular basis. Nothing is necessarily planned but bring along books, magazines, photos for others to look at (also VHS videos). The Club Library of Rover Club magazines and newsletters will be there - see what others do!

No need to stand in the bar and be deafened by the killer parrot.

H.B.R.O. BRUSSELS ADVENTURE

When I read that Pete was organising a trip to Brussels in the September newsletter, I thought Diane and I would go along for two reasons. It would be a nice week-end break and also we would be able to compare it with a recent trip to Holland, with a view to a future holiday.

Our friend Karl and his girlfriend Sarah decided to come with us. After making all the arrangements, the day arrived and we set off to pick up Karl and Sarah at Caterham. The journey went well and we found ourselves at Dover in bright sunshine, booked in and ready to embark on the 11.30 a.m. ferry.

Julie and Bob were already ahead of us and Pete arrived with Kathy and Howard soon afterwards.

The weather forecast was to say the least, grim. Rain spreading from the west, with the sea rough to very rough and gale force winds but "Lady Luck" must have been smiling on us because the 4 hour trip over to Zeebrugge was quite smooth and enjoyable.

Belgian Customs was a mere formality and so our Convoy was let loose on the highway. It was very quiet at first but as we approached the motorway for Brussels the traffic started to get more hectic. The Belgians do really drive differently from us and seem to change lanes and dodge in and out without any signals : something we were to encounter again in Brussels.

The countryside around Brugge looked very quaint with the farmhouses painted in bright colours, but we passed it all too quickly and soon we were on the outskirts of Brussels. Well, our unscheduled tour of the city trying to find the Hotel gave us an insight into the many districts and how to cope with the traffic. I know our party was glad to arrive at the hotel around 7.15 pm. After checking in and unloading, we met Alain, our Belgian member in the bar who asked if I could take the car straight to the Exhibition Hall and put it on the Stand. At least, we would have someone to show us the way.

Alain had been busy building the Stand during the day and after moving the Land Rover exhibit to allow me more room to manoeuvre we were finally in position. It just remained for Diane and me to give the car a quick wash and polish, ready for the opening the next day.

By this time we were tired and hungry, and after saying cheerio to Alain, back at the hotel we freshened up and set off with Karl and Sarah again for a meal. We stumbled on a very quaint restaurant which turned out to be Turkish, with a very good reputation. Diane, Sarah and I had a steak but Karl tried "cous cous mouton", which looked very different. We all enjoyed the meal and with a bottle of wine to wash it down, we were satisfied. We finished off with a pot of tea which to our surprise turned out to be mint tea, discovering this when Diane lifted the lid and found a mint plant inside. Delicious!

The time was getting on for midnight and we were just about to leave when another Englishman, sitting a short way away, offered us a drink and asked if we were on holiday. After telling him we had come over for the Car Show, he informed us that he owned a six wheeled Range Rover and was doing the groundwork for a film on Land Rovers for Granada and Channel 4 T.V., hopefully to be shown next year. He had also owned a 3 litre Coupé, so we had lots in common and chatted away 'til the small hours. Christopher James Ian, is his name, if any of you have heard of him. We finally wound our way back to the hotel for some well earned rest.

After a good night's sleep and plenty of break-fast, we all set off for the Show and arrived around 11 a.m making our way to the Belgian Rover Owners Stand, to take some photographs before it got too crowded. I compared the Hall to that of the NEC Birmingham Classic Car Show and the stands were laid out in similar fashion, some of the big American cars taking twice as much room, as you can imagine.

I'm sure our Rover was the only English registered car there, but Stands which made us feel at home were M.G Car Club Belgium, Triumph Club Belgie, and the Jaguar Drivers Club. It made a change to see so many different foreign cars though, and how the Clubs went about presenting them. Something I think we British have the upper hand at.

One Stand which really caught my eye was the BSA Owners Belgium, who really had some magnificent bikes on show, some of the side-cars being made of wick frame and upholstered in lush Drayton, which I had never seen before.

Alain made a point of telling us that a great many of the cars on display had been trailered to the Exhibition and don't normally see the road at all, owing to the rarity of spare parts. Rather a shame, I thought.

Moving on to the Auto-Jumble Hall, we didn't spot much of interest although a rather tatty 3 litre workshop manual was on sale for around £25, but we enjoyed poking around. Then it was off for a coffee before meeting the others again for our trip into Brussels itself.

We decided to use the Metro and after a short walk and taking photos of the Atomium, we bought our tickets and boarded the train. Howard however, had different ideas, taking a last photo he was left standing on the platform with his face up against the closed doors and the train moving off.

We all found it rather hilarious, but Kathy and Pete got off at the next stop to wait for him to catch up, so everything turned out alright in the end. Anyway, at the Centraal Station the rest of us all split up and we started to explore the city of Brussels. Sarah had spent quite a time in the city a few years ago, so we had an advantage of a guide!!

I particularly liked the side streets and all the little shops that sell unusual things and, of course, the rows of restaurants with the fish and shellfish and assorted fresh meats to choose from on view outside. In fact, a couple of hours later when we passed again, everything was covered up, but still outside. Very trusting. Anything that caught my eye were the many street "hot chestnut stalls and they tasted just like they used to in London. It was soon time to make our way back to the hotel to freshen up and have a rest before our planned meal that evening which Alain had arranged. We caught a bus this time with the added bonus of a free ride; the driver not bothering to take our money and probably thinking we had pre-paid tickets. We all gathered in the hotel Foyer at 8.30 and soon Alain arrived to lead the way into Brussels to a lovely Italian restaurant. He had brought his wife Michele and son David along, so tables were arranged so we could all be together. The meal was very enjoyable and I think we all tried something different, and after much wine and chatting we set off for a night-cap in one of the many bars which stay open until 3.00a.m. At about 2.00 am we took a very tired, leisurely walk around the Grand Place to see the magnificent architecture and found the little Mannekin Pis and loads of shops full of beautiful lace. Alain told us of the story of how the statue came to be there. It seems one of the country's gentlemen's son ran away and because he had been naughty the Father vowed he would find him and turn him into stone, wherever he was and whatever he was doing!! The Father found him, doing what he was doing! and set up the statue!!

We said Goodnight to Alain and family and made plans for the next day, Sunday, which looked like being another full day....

Diane and I woke rather late but still in time for breakfast and we met everyone in the foyer including Alain who was dressed in a flying jacket, and one look outside told us why.

His very smart open top Series one Land Rover was parked outside and when we set off Karl and Sarah jumped in the back for a tour round the sights of Brussels. The English spirit of adventure lives on! We passed the Grand Palace and Parliament Buildings and made our way to the Motor Museum where we were to spend an hour or two admiring the exhibits. Among them were some very British cars, notably the Rover P2, Jaguar MK2 and of course, inevitably, a Rolls Royce, but again the American influence shone through with some glamorous Cadilacs and Buicks with the usual chrome fittings. We were also able to visit the Army and Air Force Museum complex across the cobbled square which was housed in vast hangers and is still being completed.

World War Two was very much in evidence with the 'planes that were on view along with all the equipment they carried and we spent another hour wandering around before all meeting up again and setting off for refreshments at Alain's house. While we were there we watched Nigel Mansell lose the World Motor Racing Championship on T.V, with a burst type. A great shame.

Michele was kept busy making coffee which I think always tastes better when you are abroad, but soon we were on our travels again and back to the Exhibition Hall to collect the car.

We decided to have one last meal together and found a Café just across the road from the Hall where we tucked into steaks again, as this was the easiest to order as the Owner couldn't quite understand what we all wanted!!

The Show finished at 7.00 pm and we were able to drive out $\frac{1}{2}$ hr later to be joined by Julie and Bob for our journey back to Zeebrugge for the 1.00 a.m. ferry for Dover.

It was rather sad having to say good-bye to the rest of our party because we'd had such a marvellous time but a special Thank-You must go to Alain and his family for giving up their entire week-end for us and showing such warm hospitality.

The roads were very quiet going back and the journey more pleasant and we arrived just after 9.00 p.m. We spent the waiting hours relaxing and talking over our week-end and boarded the ferry just after midnight.

We had booked a cabin for the crossing home and how well this came in handy as we were very tired. The sea was calm again and at Dover it just remained for us to pass through Customs, in fact it was the last time we saw Julie and Bob. The Customs were inspecting the inside of their car, but we were waved through without so much as a glance. An older car has its advantages, I like to think!!

It just remains for me to say thanks to everyone who helped to make our week-end so enjoyable, and especially to Pete, who made it all possible.

Diane and David Lee.

EDITOR'S BIT

Thanks, Dave and Diane for a smashing write-up of our exploits in Brussels.

If any member wishes to write an article on where they have been on holiday etc, please send it in. It doesn't have to be about motoring, just anything of interest.

Going on from Dave's article I have taken over 100 slides of the trip and I will be giving a slide show in January 87 so keep your eyes open for the date in the January newsletter. I have some amazing night shots (read into that what ever you like!).

Howard.

THOUGHT OF THE MONTH.

Did you hear about the Procrastination Society? They couldn't agree on a date for the AGM.!!

LITERATURE (literally)

Books and reference to the Rover Marque have only recently been expanding with recent interest in the saloons and especially the increase in later cars such as P6, P5 etc. So, below is a list of companies and titles, perhaps not as comprehensive as most other marques e.g. MG, Jaguar etc.

There is a fair amount to set you all thinking.

CONNOISSIUR CAR BOOKS
ALBION SCOTT LTD
51 YORK ROAD
BRENTFORD
MIDDLESEX TW8 OQP

ROVER 800		£19.95
LAND ROVER 48 - 84	COLLECTOR'S GUIDE	£ 8.95
CLASSIC ROVER SALOONS 34 - 77	" "	£ 8.95

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7 PENN PLACE
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RANGE ROVER	SUPER PROFILE	£ 5.95
ROVER STORY	3rd EDITION	£11.95
LAND ROVER	BY ROBSON	£ 6.95
ROVER P4 49 - 59	ROAD TESTS	£ 6.50
ROVER P4 55 - 64	ROAD TESTS	£ 6.50
ROVER 2000 &		
ROVER 2200 63 - 77	ROAD TESTS	£6.50
LAND ROVER 48 - 73	ROAD TESTS	£4.95
LAND ROVER 58 - 83	ROAD TESTS	£6.50
RANGE ROVER 70 - 81	ROAD TESTS	£ 6.50
ROVER 3500 68 - 70	ROAD TESTS	£ 6.50
P5 WORKSHOP SUPPLEMENT		£12.50

MOTOR BOOKS
33 (MS) ST MARTINS COURT
LONDON WC2N 4AL

ROVER 3500 68 - 77 £6.50

This company also provides videos. For example :-

WORLD ENDURANCE CHAMPIONSHIP
MONZA/SILVERSTONE/LE MANS each £24.95
LOMBARD RAC
BRANDS 1000 Km
HILLCLIMBING
SUPERCHARGED GP CARS 24 - 39

plus many more.

This is a fairly broad scope but obviously there are many more stockists of these books around, and so, take heart dear chaps, and happy reading.

SALOON IN OFF-ROAD HORROR

One of the returned "Events & Competitions" Survey Forms (you have returned yours, of course!) indicated that a member was very keen on off-road driving especially "mud", "water" and "deep mud and water". This member doesn't have a Landie or Rangie. Is he taking his saloon off-road? I think we should be told.

FOR SALE

An appreciative owner required for a 1972 (Aug.) Rover 2000 TC saloon. Tobacco leaf. 87,000 miles. MOT Test Cert. to 29.6.87. Taxed to end of July 87. Stereo radio/cassette player. Tow bar with electrics. Mechanically in good order. Apart from some rust in front wings in good order generally. Price: £450 ono. Phone Jenkins Liss (0730) 892250

FUTURE EVENTS

I will be writing to the Chairman, Mr R Bassett of the Torbay Rover Car Club to arrange a meeting in '87 down in Sunny Devon, maybe at a Local Rally. We met "Dick" at Yeovil in '85 and if you remember, we had a great time with them all. You must really see their caravan and Club car done in the Club colours!!

Now, this event will be for EVERYONE, not for either Saloons or Landies. This will be a Club event. When I have more details I will let you have them. The T.R.C.C. meet near Newton Abbott about 130 miles from Basingstoke. Hopefully we will be able to arrange Bed and Breakfast. For the hardy types, you could stay under canvas, if you wish.

Howard.

WALLY OF THE MONTH

This month, I must nominate MYSELF.

There I was, taking photos of the Atomium from the Metro Station while all the others were walking down the steps to the platform. I heard BEEP-BEEP. Took no notice. BEEP-BLOODY-BEEP. Still took no notice. (After all, I was taking photos). "Come on" shouts Kathy running with the others for the train. So I thinks "O.K" "Time I moved". As I got to the open doors of the train - BEEP-BEEP HISS, WHOOSH, SLAM, WHIR - the doors slammed shut and the train was gone. I couldn't believe it - I sort of flapped my arms and walked around on the spot (must have looked hilarious). So I sat down to think, only to see a train come in. Thinks "They've told the driver to reverse back for me". TWIT. The train was empty, but on I get to find Pete and Kathy waiting at the next station. Did I get a roasting from her. Pete couldn't stop laughing, as did everyone else on the train.

WHAT A WALLY.

Howard.

WESTMINSTER TOWER

I think everyone knows of **BIG BEN** and assume that is the name of the whole tower. In fact, Big Ben is the Bell.

On 23 October my brother John and I were privileged to be invited on a tour of the Westminster tower. As John is a graphic artist he is very good at pointing out unusual angles to take photos from. So we set off across the South Bank and headed towards Westminster Bridge, me armed with my camera. The weather was sunny and cold, but ideal for photography, giving a very interesting sky. We took many shots along the Embankment and I was able to use my camera (Canon A1) to the full, using a Tamron 28-80 zoom. The results are better than I had hoped for.

To get to the tower we had to go through the entrance to the Houses of Parliament, through security and bomb checks, and through a massive Hall which has the **LARGEST** self supporting wooden beamed roof in Europe. And so out into the Courtyard. I have photos that the general public cannot get. Really amazing!!

We met our Guide and other members of the tour, and proceeded to climb the stairs to the clock face (292 steps). This is 23ft diameter, the minute hand is made of copper and is 14ft long weighing 2cwt. The hour hand is 9ft long and weighs 6cwt. The pendulum is 13ft long and weighs 4 cwt. The clock weights together weigh $2\frac{1}{2}$ tons. We then entered the clock room and saw a magnificent machine. Made in 1858 by F Dent, now maintained by Thwaites & Reed, the clock is the largest, most powerful and most accurate public clock **IN THE WORLD**.

We then climbed up to the belfry (another 42 steps) and we saw **THE BELL**. What a sight. Up here it was so windy that it made us very cold. The Guide then warned us that the clock was about to chime **THREE**. What a fantastic sound.

The sound was so clear, and the **VOLUME**. We just stood there, open-mouthed and vibrated with the shock-waves. Our Guide then told us about the bells. Big Ben is $13\frac{1}{2}$ tons and the hammer weighs 4 cwt.

He spoke for 15 mins by which time we had forgotten about the chimes. Suddenly, **BING-BONG, BING-BONG**. Well! on the first **BING**, 12 people jumped about 2ft off the ground and the Guide didn't even blink.

After a very enjoyable and interesting afternoon, we descended the 334 steps and gathered at the bottom of the tower. Our organiser then said "Let's show our appreciation of our Guide". "How about a round of applause" says John. But amid gales of laughter we had a whip-round.

If my little article has caught your interest, I could show the slides of Big Ben on the same evening as the Brussels slides, if you wish.

My hobby is repairing watches and clocks and this trip was arranged by the British Watch & Clock Makers Guild.

After this trip I made my way back to Hampshire for an early start for Brussels the next day. If you have read Dave's report, then you can imagine what a great weekend I had.

Howard.

Land Rover, Range Rover and saloon **repairs**
at your home, if within reasonable distance.

Also **Parts for Sale**.

James Wallis
19 Tilmore Road
Petersfield
Hants GU32 2HJ Tel. 0730 62057

ODD SPOTS

Did you know that if you wish to "turn the clock back" so to speak, you can hire a Morris 8 or Austin Seven Ruby for a day, weekend or week. There are also extras such as windup gramophone, 78s, champagne picnic basket etc.

Contact **Automobilia** on **042284 4775**

I wonder if Avis or Hertz know about this?

Those of you who may be well-versed in the performance car circles may like to know of the prototype AC ACE. Brian Angliss recently acquired the AC Company and hopes to have the new aluminium targa - top in production next year. Revival of the COBRA perhaps?

Literature on Rover is more readily available now than it was say, a couple of years ago. But for those of us who do take time and trouble to read the occasional book may like to know that CONNOISSEUR CAR BOOKS, ALBION SCOTT LTD, 51 YORK ROAD, BRENTFORD, MIDDLESEX TW8 OQP do a modern car series of books, which are approx. 100 pages and with colour plates, technical drawings, half tones etc, as well as Italian English/French text. They also cover design, construction and performance. One of the books is on the new 800 series Rover (Ref. 021987) and priced £19.95.

COMING EVENTS

7th Dec. RTV trial. Langrish, Nr Petersfield.
There are still a few places left.
Tel. Steve 01 894 3961

12 Dec. Xmas dinner at the Dove in Micheldever.

4th Jan. Greenroading trip.
Tel. Dave 0256 476227

1st Feb. Greenroading trip.
Tel. Dave 0256 476227

15th Feb. RTV trial. HBRO v ANGLIAN nr. Slough
Tel. Colin 0895 638957

GREEN ROADING

Those of you who have been members for some time will know that we usually go green roading on the first Sunday of each month. In the past we found a few problems due to not being able to predict how many people would attend, so to avoid this we have not published details in advance and relied on people phoning up. This had not proved too popular so we will revert to giving details in "Pants & Berks", but it will make our planning easier if you let us know in advance by phoning either me, Roger Pattie or Colin Gross in the preceeding week.

For various reasons we have missed a couple of months, and will be missing December due to the trial. However, we will be going on our traditional New year jaunt around the Berkshire Downs. Meeting will be in Tadley, opposite "Wheel Game" at 09.30 on 4th Jan. 87.

Earlier this year the ARC agreed on a code of conduct for green roading. This may appear a bit long, but when you read it, it all makes sense.

GREEN ROADS - A CODE OF CONDUCT FOR VEHICULAR USE

Vehicular use of green roads can be a very sensitive issue and is often unpopular with other users, particularly with ramblers and with land owners. Whilst there is no legal barrier to such use where a vehicular right of way exists, it is desirable, if not essential, that all vehicles are driven in a responsible manner and that courtesy is always extended to other road users.

- (1) DO Ensure that you follow the road as shown on the appropriate definitive map. The route on the ground may be far from obvious. If you are not sure where the road goes, WALK it first. Remember that if you wander off the road in your vehicle you may be in breach of both civil and criminal law. Where practicable follow existing wheel tracks to minimise danger to the road surface, but beware of tracks that veer off the road.
- (2) DO Make sure that you and your vehicle are adequately prepared and road legal. Help may be further away than you think if you get into difficulty, though most roads can be driven without drama and without the back-up of a second or third vehicle provided sensible precautions are taken, but don't forget that the weather can make a dramatic difference to the negotiability of a road. Good, relevant advice is contained in a variety of publications (eg Land Rover's "A Guide to Land Rover Expeditions", reproduced in "Land Rover, the Unbeatable 4X4" by K & J Slavin & G Mackie).
- (3) DO Drive slowly. 2nd or 3rd gear, low range will usually be appropriate. If you are in high range you are probably going too fast.
- (4) DO Give way to pedestrians, horses and motorcyclists. You may need to stop and, in the case of horses, switch off the engine while they pass.
- (5) DO Stop if required to do so by any person and be prepared to explain your presence politely. Don't be tempted to drive off to avoid a confrontation but be firm if necessary. Where possible obtain the name and address of any such person and be prepared to give yours in return.
- (6) DO Report ALL incidents of confrontation to your own or the local Club's Green Roads or Rights of Way Officer and/or to the national Rights of Way Officer as soon as possible. If you are unable to contact any of these consider reporting to the Highway Authority.
- (7) DO Keep a record of each occasion you drive a road (a note in your diary will do). Such records may be needed as evidence to avoid road closures in the future.
- (8) DO Travel in small groups. Remember to keep well back from any vehicle in front and allow it to negotiate each particular hazard (eg steep descent, deep mud) before attempting it yourself.
- (9) DON'T Drive along any road unless you are absolutely sure there is a vehicular right of way. If you are then confronted by a physical obstruction you have a right to clear it, established in Common Law, but you should not do more 'damage' than is absolutely necessary to clear the obstruction as you may be required to justify your actions in court. If in doubt, go back the way you came.
- (10) DON'T Rush. If you are in any doubt of the direction or of the terrain, WALK it before attempting to drive it. If you are in a hurry, you are in the wrong place.
- Adherence to this code should allow continued enjoyment of green roads by all who wish so to do.

HANTS & BERKS v ANGLIAN v HANTS & BERKS v ANGLIAN
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**MUDDY
CHALLENGE**



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BB The Anglian Rover Owners club have
EE invited the Hants & Berks members to a Road
RR Trim Vehicle Trial to be held on 15 Feb. 1987
KK at Gerrards Cross (near Slough). There will
SS be 3 classes each with 3 prizes.
CLASS 1. Series Is & Lightweights.
CLASS 2. Series IIs & IIIs & 90s.
CLASS 3. Any LWB & Range Rovers.

BB
EE
RR
KK
SS

AA If you go greenroading you can cope with this
NN style of event, so why not represent your club.
GG I would like your provisional entries as soon
LL as possible to get an idea of our teams size.
II Please phone Colin on 0895 638957

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II

AA NOTE.
NN The following differences in rules to the
normal HBRO rules will apply for this event.
RR 1. All vehicles must carry a spare wheel.
TT 2. All vehicles must have seat belts fitted.
VV 3. Tyres must be of a size fitted by the
factory. (Phone Colin for details)
TT 4. Door tops must be fitted.

AA
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RR
TT
VV

II There will also be an 'experts' trial for those
AA who wish to watch (or enter) a tougher event.

TT
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RENEWAL OF CLUB MEMBERSHIP

Membership No.....
Name :
Address :
.....
.....
.....Post Code

Telephone No :

Vehicle :

Subscription

Yearly Sub. £10.00
Associate Membership 1.00
(Husband & Wife)

Cheque to be made payable to the "Hants & Berks Rover Owners" and sent to the Treasurer, address below :

Mr R Pattie
Firhill Cottage East
Whitchurch
Oxfordshire
RGB 7HQ

SUBS. Your subs are now due. This will be your last Newsletter if you do not rejoin.