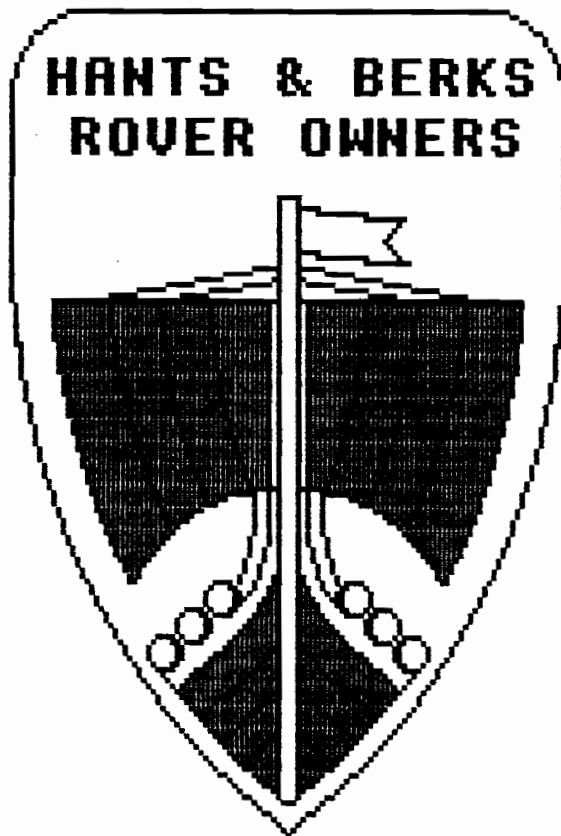


MAY '88

PANTS & BARKS



Newsletter of the Hants & Berks
Rover Owners

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EDITORIAL.....

Following March's newsletter, I received a letter commenting on the nice tidy appearance of that issue. Unfortunately April's newsletter cannot be considered to have been a great success for at least two reasons. The register of the cover was a bit out and quality of the pictures was rather disappointing to say the least! Several articles were sent in ready typed into A5 format so I used them as they were; hence the mixture of typefaces. I hope these shortcomings were tempered by the improved appearance resulting from the coloured cover and the increased content. This issue should have a stiffer

cover, hopefully to give a more robust feel.

This month we have an article referring to the takeover of the Rover Group by British Aerospace; the news is a bit cold by now, I suppose, but it brings a question to mind:- How many companies can you think of that build cars and aeroplanes under the same trade name? I've come up with four current ones and several oldies. Ford, Hawker and Bristol come to mind as past companies involved in this.

I've had no report back at all on last month's green-lane trip run by Gary Hodgson. Most people agreed it was excellent; will nobody send me an article on it?

As you will see from the report in this issue, HBRO fared quite well in the co-promotion RTV trial. Many AROC members camped at the site for the three day do. There was a treasure hunt on the Saturday afternoon, run by Colin Gross. What I didn't realise was that not only can HBRO members take part in AROC events, but we are welcome to camp with them too. I have included a list of AROC events (RTVs) on the events page along with an address to contact for camping facilities. Also included somewhere is a map showing the two sites mentioned in the events list. If you are very keen on RTVs, you might consider joining the Anglian Club as well. I'm a member of them both. The Anglian Club is very much larger than ours and they run Competitive Safaris and Cross-Country Vehicle Trials (CCVT, often known as Expert Trial) as well as RTVs and Novice trials. These other events are well worth going to see, particularly the Safaris as these are timed speed events that can be quite spectacular. Please note that their RTV rules are not the same as ours, being nearer to ARC rules than the set we use. The Novice Class is really a cross between RTV and CCVT with different rules again. It was this latter type of event that formed the co-promotion competition mentioned at the beginning. HBRO swept the board in the Modified Class as well as gaining a place in the Standard Class, so talk to them if you want to know what it was like. More on that later.

Careless Torque

Strange that it should take me thirty-five years to find true love. And that, having found it, I should have given it up so lightly and heartlessly for a moment of delusory bliss and a series of bitter betrayals. For one short, Arcadian interlude, reader, I knew truth and fidelity: yet I spurned it to embrace an upholstered wastrel, a rotter, a cad. I behaved like Lady Isabel in East Lynne and fully deserve to eke out my last days, health and reputation ruined, as a disguised governess in black serge and pebble glasses. Where is my abandoned darling now? In what strange lay-by? Dead, dead, perhaps and never called me mother...

In short, I wish we had never sold the Land Rover. Like so many arranged marriages, my relationship with that dear khaki creature was a smooth and well-tempered one, which matured undramatically into love. It is, after all, glamour and passion which makes lives founder on unsuitable cars and partners: the Landy and I were brought together by the safe route of expediency, cheapness, and someone else's conviction that we would suit. In this case, my husband's conviction. During my driving lessons, he had had the opportunity of observing my gear changing technique. I am not a woman to take any nonsense from a column of alloy in a rubber concertina skirt; I favour a firm, positive approach to getting the thing through its nasty little gates. He concluded that my style would suit an ancient Land Rover rather than it did the gearbox of his flash Strada. Also he wanted something to pull his smelly old horsebox. So I got home one day, like any Asian bride-to-be, to find a fait accompli sitting in the drive: thirteen years old, scratched and battered, and the colour of its native mud. "You'll soon get used to it," he said, as I stepped pallidly out of the driving-school Metro. "It'll look after you."

And it did. For a brief, happy summer I battered my way down the country lanes, foot down on its vibrating tin floor, knocking branches off low-flying trees with my son crowing in his safety seat and the nanny shrieking blue murder in the back. Let manufacturers puzzle and scheme to produce the ultimate "woman's car", turning out sappy shopping-baskets on

wheels with integral handbag-hook and wipeable lilac suedette trim; what a harassed multiple mother really needs is none of that. She needs a Land Rover. People of all sizes can kick it, scratch it, be sick in it, wee in it, and it doesn't give a damn; besides after a morning's maternal cooing and coaxing and patient nose-wiping, a woman needs a machine which will let her stamp and vroom and wrench with impunity until her frustrations melt away in an atmosphere of healthy violence.

Babies love it too: at two years old, Nicholas could do a perfect imitation of the Land Rover starting its day: "Aheu-ahou-ahou-ahoo. Aheu-ahou-ahou-ahou-ahou. Oh, soddy soddy. Soddy bogger. Aheu-ahou VROOOOOM." For indeed, it always started in the end. You just had to humour its morning choke, and which of us has ever had a partner of any sort who did not need some cajoling at dawn?

I even had a brief fantasy (derived, I think, from Jilly Cooper novels) that a pretty woman driving a disreputable old Land Rover was a piquantly sexy sight. Alas, my Landy could not lie, and brief glimpses of my red set face in its peeling wing-mirrors showed that on the contrary, at eight months pregnant I looked in my maternity dungarees like exactly the sort of woman who ought to be driving a truck. Probably in Russia. But I didn't care. That winter, we sneaked out at nights and went pulling stuck motorists out of snowdrifts, for the pure joy of it.

Madness then struck. Just for a handful of diff-lock we left it, just for upholstered seats at the back. A smooth, plausible, white Range Rover was dangled in front of us; a couple of years older than our khaki friend, a thousand quid costlier, but seductively pouting its cushions and flashing its effete suspension at us as shamelessly as a monkey flaunts its orange bum. We fell for it, we fell from grace. I never even saw the Landy go, God help me.

Libby Purves. (Part 2 next month)

Reproduced by permission of Punch.

CHALLENGE II
CO-PROMOTION TRIAL
HBRO Vs AROC

This is the second year we have had a round of trials between the Hants & Berks Rover Owners and the Anglian Rover Owners Club.

The trial was laid out and run by Colin Gross of HBRO and Steve Barnwell of AROC. The location was at the Isle of Wight Farm which is near Gerrards Cross, in Buckinghamshire.

Most of the sections were laid out in the woods as the fields are used by the farmer! The floors of the wooded areas are hills and dales or have streams running through them; ideal for running a trial. The trial was of 'NOVICE' standard which is a bit harder than the usual RTV and the classes are different too. The Standard Class is for any Land Rover product to factory specification (with particular reference to engine and tyres) Modified cars can have non-standard engines or tyres. (The Range Rovers in the Modified Class were there because they had 7.50 or equivalent size tyres fitted.) Specials are cars built from anything or non-Rover cars. The Ladies Class is currently for any of the above three classes driven by a lady. In any class, a car with a wheelbase of 100" or more can take one shunt per section.

The first section was by a small clump of trees near the top of a hill. Perversely, this was to be the muddiest section and many people got caught out here! I think Steve Tweedale was the only one (or certainly one of only very very few) to clear this one. The next ones were at the bottom of the valley where the streams are and the ground is firm. I think this is the most popular location as we drove in and out of the water and between the trees without getting bogged down. One section included a drive over a 10" log. This was lashed to the trees for safety's sake. The ease with which the majority of vehicles managed this was a surprise to many although the ones that did get stuck took some recovering. The log was

taken at nearly a right angle but a few managed to get one wheel over then slew round to sit the diff on the log. Chris Perfect had to Hi-Lift his huge LWB camper out of trouble! The other section in the streams had a drop into the water with the exit only fifteen feet or so further along. This tight turn defeated everybody as the exit from the stream had a slippery root across it which deflected everyone towards a tree. The LWBs with their free shunts made it OK. This is where Steve Tweedale picked up his three penalties so realistically his day was penalty free. Well done Steve.

After lunch we took to the woods where very good driving was necessary to protect the paintwork. Few came away unscathed! There were some pretty steep banks combined with tight turns, the long wheelbase cars with their shunts often scored better than the others. The last section in the woods required very precise slow driving with the steering swinging from lock to lock. The trees that survived gained coloured stripes and the ground became decorated with broken mirrors and petrol caps, most odd! Steve Barnwell's was one of two truck-cab Landies to have a curved corner window plucked right out by the same branch; the glass being unbroken in both cases.

The last section of the day was the one with the log again, but driven the other way. The first car freed the log from it's lashings and had some difficulty getting over it as it rolled around. The clerks of the course immediately decided that the loose log was dangerous so it was discarded. This took the 'sting' out of the section but it was nice to end a very happy and friendly day's trialling with an easy section.

Many thanks go to the Clerk of the Course, Steve Barnwell and the Scrutineer, Colin Gross who laid out the sections together. Thanks also to those who gave up their chance to compete and marshalled instead.

The individual results speak for themselves but any attempt to arrive at some sort of comparison between the clubs is unrealistic with 21 AROC and 8 HBRO entrants. Indeed, at least one

competitor is a member of both clubs but drove for HBRO to balance the numbers a bit. Let's just say we all had an excellent day's sport in a wonderful air of friendly rivalry. Long may it continue.

RESULTS

<u>Standard Class.</u>	<u>Vehicle</u>	<u>points</u>	<u>Club</u>
1st	Steve Tweedale	Ninety D	3 AROC
2nd	Dick Corking	LR IIa	16 AROC
3rd	Malcolm Whitbread	Ninety V8	19 HBRO
4th	Brian Warburton	LtWt	24 AROC
5th=	Graham Payne	Ninety D	27 AROC
5th=	Tim Northend	R/R	27 AROC
7th	Chris Perfect	LWB LR	32 AROC
8th	Andrew Perkins	LR IIa	36 AROC

Modified Class

1st	Steve Kirby	R/R	4 HBRO
2nd	Tony Readman	LR I V8	10 HBRO
3rd	Alex Waugh	R/R	14 HBRO
4th	Ian Ashcroft	LR IIa V8	22 AROC
5th	Chris Homewood	R/R	27 HBRO
6th=	Allan Tew	R/R	28 HBRO
6th=	Dave Hawksworth	LR	28 AROC
8th	Steve Hazel	LtWt V8	32 HBRO

Ladies Class

1st	Liz Corking	LR IIa	28 AROC
2nd	Sandra Greer	LR Spec.	29 AROC
3rd	Margie Barnwell	LR IIa V8	35 AROC
4th	Rita Garrett	LR IIa	35 AROC
5th	Sandra Murry	Retired unwell.	HBRO

Specials

1st	Terry Fryer	LR Spec.	23 AROC
2nd	Paul Lloyd	Hilux	43 AROC

PS Steve Kirby would like copies of any photos or video of NHF 300L, the blue Rangy without the bull-bar. Please call him on 01-894-3961. Thanks.

ROAD TRIM VEHICLE TRIAL

The Hants and Berks Rover Owners will be holding a Road Trim Vehicle Trial on **Sunday 5th June 1988** at Ham Lane Leisure Centre, Langrish near Petersfield.

The event is open to all fully paid-up members of the HBRO, and membership cards will be inspected when entrants sign on for the event.

Entry will be limited to **20 drivers.**

All entries must be made on Official Entry Forms and be accompanied by the entry fee.

Entry Fee : £7.50

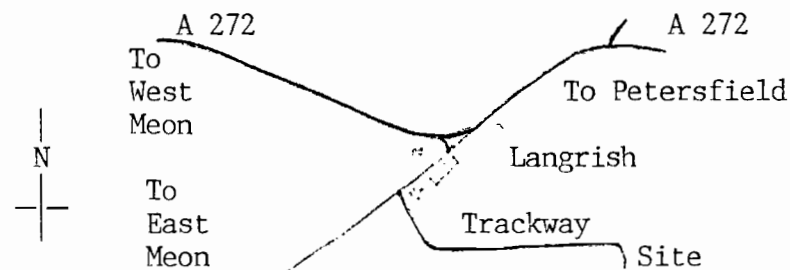
Scrutineering commences at : 9.00 am

Competition starts at : 10.00 am.

Secretary of the Meeting : Roger Pattie,
Firhill Cottage East,
Whitchurch,
Oxfordshire.
RG8 7HQ.

Clerk of the Course : TBA .

Scrutineer : TBA .



Map reference of entrance; OS sheet 197: 704 235

WANTED

Good radiator and front bumper for Series II L/R.
Phone Tim Moore on 0628-29073 for a hagggle!

THE NATIONAL GRID

by Steve Kirby.

I don't suppose there's much I can tell you that most of you don't already know but here goes. The main grid consists of twenty-five 500km squares laid out as shown in fig.1. Note that the letter I is not used. As you can see, Great Britain occupies only three squares in the main, see fig.2. Each of these 500km squares is divided into twenty-five 100km squares similarly lettered. A combination of the letters of both squares is used to delineate an area and the codes appear on every OS map in outline blue letters, usually in the corners.

A	B	C	D	E
F	G	H	J	K
L	M	N	O	P
Q	R	S	T	U
V	W	X	Y	Z

Fig.1.

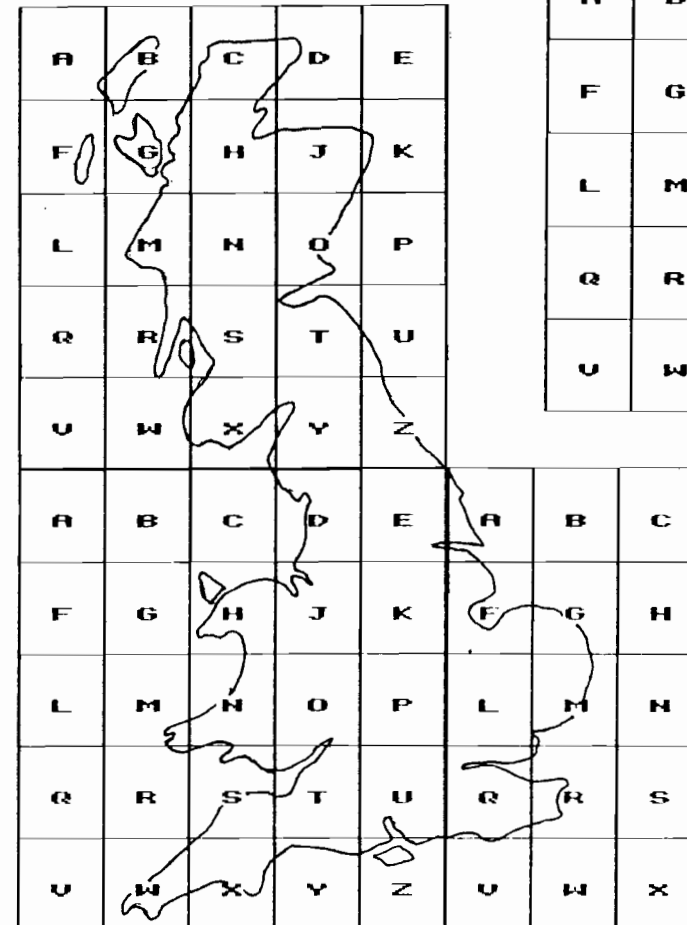


Fig.2.

There will be 5 classes.

- Class 1** : Standard Rover with a wheelbase of less than 93" and factory fitted engine, 2½ lt and under
- Class 2** : As class 1, but using any other engine.
- Class 3** : As class 1, but wheelbase more than 93".
- Class 4** : As class 2, but wheelbase more than 93".
- Class 5** : Special class, for non-Rover vehicles or for home built "specials".

Classes may be amalgamated or divided at the discretion of the organisers.

Marshals will be required to assist with the running of the event, so, if you want to assist, or haven't taken part in a vehicle trial yet (and marshalling is a good opportunity to see what goes on) and want to help the club, then contact the Secretary of the Meeting.

THE RED LEADER SHIELD

Those members of the Hants and Berks Rover Owners who have joined since last November may not have heard of the **Red Leader Shield**. This is an annually awarded shield donated by Dave Cuthbert (Red Leader), who had been Secretary and lately Rights of Way Officer of the Hants and Berks Rover Owners, before a change of job took him to North Wales. It is awarded annually, in December, to the most successful member of the HBRO driving a **standard leaf-sprung Land Rover** at eligible RTV's. These are RTV's organised by the HBRO, the RTV at the ARC Nationals and any event that the committee feel suitable (i.e. local events that could easily be attended, for example the Anglian Rover Owners Club's RTV Challenge).

There are arrangements for those members who assist at Trials and who would otherwise have taken part.

The aim of this is to encourage the use of standard Series I, II and III Land Rovers for which Dave has a soft spot, and those of you who ever travelled in Toby, his 80 inch Land Rover, will know where that soft spot ISN'T !!

Have you noticed that if there is a line of slow moving traffic, there is either a learner driver or a Series 2 Land Rover at its head?

London falls mainly into area TQ; that is 500km square T and 100km sub-square Q. Basingstoke is in area SU; that is 100km square U of 500km square S. The means of obtaining the Map Reference is detailed on every OS map, but a quick reminder won't go amiss.

Pick your point on the map. Move to the LEFT to the nearest VERTICAL line. Note the number of this line. Let's call it 12. Estimate number of TENTHS (e.g. 3) to the RIGHT of this line and write it after the first two digits. This is called the EASTING, and will be 123 in this case. Now move DOWN from your point to the nearest HORIZONTAL line and note it's number. We'll call this one 45. Now estimate tenths ABOVE this line (6?) and append as before. This is the NORTHING, and will be 456 here. Put them together to give a six digit number 123456. Now look on the map for the large outline blue 100km square ident letters, usually in the corners. Prefix your number with this to get the map reference, e.g. AB123456. If large scale maps have been used to define the reference, the tenths described may have been divided further into hundredths resulting in a longer number looking something like this:- AB12354565! Sometimes the OS map sheet number is used instead of the 100km square code, so your final reference could look like this:- 123123456.

To find a point from a reference, split the reference like this:- AB 123 456 or 123 123 456 or AB 1235 4565. The first block will give you the region either by sheet number or by 100km square code. The next two digits (the Easting) should be read from the HORIZONTAL edges of the map. Next read the first two digits (the Northing) of the third block from the VERTICAL edges of the map and where the two lines cross will be the bottom left-hand (South-West) corner of the relevant 1km square. Having located the square, use the tenths figures to spot the point.

When filling in a Green Lane survey form,

please enter the Code Letters as well because I use this code in my new computerised survey-form tracking system. More on that later.

If you use the 1:25000 Pathfinder Series maps, how do you work out the Sheet number. Answer? Well, in the First Series, (identified by the plain blue cover), the sheets were 10km square. The sheet number was derived from the 100km square code letters followed by a two figure number comprising the first digit of the Easting and the first digit of the Northing. e.g. SU64, Lasham.

For the Second Series, (identified on the cover by the position chart on a red background, and later by an extract of the map in all its colours, again overlaid by the chart), pairs of sheets were combined East to West so the area covered was 10km by 20km. e.g. TQ 07/17. For the Second series, the sheet numbers can be calculated in the following way using the format AB CD/EF.

A&B 100km square letters. e.g. TQ
C 1st digit of the two digit Easting ending in 0
This will always be an even number, e.g. 0.
D 1st digit of the two digit Northing ending in 0, e.g. 7
Up to here we have defined one 10km square.
E&F Now to define the next 10km square to the East as in C and D. The easiest way is to add 10 to the two digit number obtained from C & D.

The foregoing gives TQ 07/17 "Staines, (Heathrow Airport) and Richmond." The SW corner of that sheet being 000700.

NOTE:- 1:25,000 maps are always in units of whole tens North and whole twenties East, so each one is 20km wide by 10km high as previously mentioned. They cost nearly as much as a large 1:50,000 map so you will need to be very selective in your purchasing!

Having said all that, the very recently released variant (now graced by a bland buff

front panel with the chart) uses a totally different numbering sequence which can't be calculated; you will have to use the chart. The sheet number appears to be derived from the ISBN code (or vice versa) but they can still be ordered using the numbering system above, (as I have done recently) but for how long I don't know. I have also included a conversion table of Hampshire and Berkshire in case your local bookshop needs the new codes. A list of all OS maps in this and the 10,000 scale series should be available from all good bookshops. It's called the "Index to Pathfinder and 1:10,000 Map Series" and is free of charge.

The chart below shows the Pathfinder map codes with those covering Hampshire and Berkshire outlined. The new order number is beneath the old code. You may need either or both numbers to order.

ST89/99	SU09/19	SU29/39	SU49/59	SU69/79	SU89/99	TQ09/19
1133	1134	1135	1136	1137	1138	1139
ST88/98	SU08/18	SU28/38	SU48/58	SU68/78	SU88/98	TQ08/18
1152	1153	1154	1155	1156	1157	1158
ST87/97	SU07/17	SU27/37	SU47/57	SU67/77	SU87/97	TQ07/17
1168	1169	1170	1171	1172	1173	1174
ST86/96	SU06/16	SU26/36	SU46/56	SU66/76	SU86/96	TQ06/16
1184	1185	1186	1187	1188	1189	1190
ST85/95	SU05/15	SU25/35	SU45/55	SU65/75	SU85/95	TQ05/15
1200	1201	1202	1203	1204	1205	1206
ST84/94	SU04/14	SU24/34	SU44/54	SU64/74	SU84/94	TQ04/14
1220	1221	1222	1223	1224	1225	1226
ST83/93	SU03/13	SU23/33	SU43/53	SU63/73	SU83/93	TQ03/13
1240	1241	1242	1243	1244	1245	1246
ST82/92	SU02/12	SU22/32	SU42/52	SU62/72	SU82/92	TQ02/12
1261	1262	1263	1264	1265	1266	1267
ST81/91	SU01/11	SU21/31	SU41/51	SU61/71	SU81/91	TQ01/11
1281	1282	1283	1284	1285	1286	1287
ST80/90	SU00/10	SU20/30	SU40/50	SU60/70	SU80/90	TQ00/01
1300	1301	1302	1303	1304	1305	1306
SY89/99	SZ09/19	SZ29/39	SZ49/59		SZ89	
1319	1320	1321	1322		1323	
SY88/98	SZ08	SZ28/38	SZ58/68			
1333	1334	1335	1336			
		(+ part of)	(+ part of)			
		(SZ48)	(SZ48)			

CLUB TRIP TO ERWOOD, WALES

Steve Kirby. Rights of Way Officer.

On Thursday afternoon, March 17th, I drove down the M4 in my old Rangy to the Severn Bridge, paid 50p to enter Wales and turned North to the village of Erwood, nestling in the valley beside the river Wye just south east of Bulth Wells. Not the shortest route but a fairly easy one to follow after a days work! On the way I met Colin Gross also in a Range Rover, as arranged, and we drove to our destination in convoy in the dark with the usual nutcases in XR3s roaring past us down unlit winding country lanes. We stayed in the Wheelwrights Arms in Erwood; shame we're both teetotal! Sandra Sutton, the landlady, made us welcome as usual and after a good meal we went to bed. Perhaps I should rephrase that!

The other member mentioned, Colin Gross, is also the rights of way officer of the Anglian Rover Owner's Club. On Friday morning, we went to meet the rights of way officeress(!) for Powys, Mrs Gladys Richards, to see the definitive maps. She was delighted to see that SOME people bothered to visit her as there had been many complaints from landowners regarding trespassing by 4WD vehicles. The only other visitor that she had seen from a motoring organisation was one Tony Kempster, rights of way officer of the ARC. Keep up the good work, Tony! What we found on the maps for Radnor rather shook us as over three-quarters of the RUPPs had gone under the definitive map review! Basically, they had picked each right of way in turn regardless of type and, if no-one claimed regular usage, it was downgraded or extinguished. Only the occasional Byway remains and most of those were shown as yellow roads on our OS maps anyway. One of the best looking new byways had in fact been upgraded from a bridleway but that was little consolation for the decimation

of the vehicular rights of way in this area. We marked our maps in a stunned silence.

Mrs Richards said she was surprised that no-one from any motoring organisation, or indeed any individual, had come forward to defend the RUPPs and so they had all gone bar just a few. However she pointed out that county roads weren't included in the review and so they all stood, and believe me there are some good ones. Many don't even appear on OS maps so we marked them in. So if you visit her, ask to see the map of 'F' class roads. You could argue that UCRs (Unclassified County Roads) are green-lanes too but that doesn't really compensate for the loss of access to literally hundreds of miles of superb unsurfaced roads and all the fine views that go with them.

On Friday evening, Dave Cuthbert arrived from North Wales in his newly aquired Series III Landy. He had loaded up his old Series II and driven to the garage to collect his 'new' car. He transferred all his clobber to the new one and drove south to the event. How about that for confidence. Later still that evening, Malcolm Whitbread and family turned up with a caravan using a V8 Ninety as a tow car and camped opposite the Pub. (A site now not available)

The lambing season was in full swing with sheep and little bounding lambs around every corner. If you go at this time of year, please do make a special effort to shut the gates and don't take a dog with you. On Saturday we all set off to drive one of the remaining byways around the shore of the Claerwen Reservoir in POWYS. In the past, we have had to drive all the way back because the RUPP (as it was) stopped by a gate which coincided with the county boundary with DYFED. Our researches had revealed that the continuation track was an F class county road that we could use. It always had been so but we didn't know before! The byway part is an easy gravel surfaced track with simply beautiful views across the water to the mountains; highly recommended.

The county road at the end is not so easy though, particularly with the heavy rain going on at the time! You'll have to visit the rights of way people in the Ceredigion district of Dyfed to find the exact route of this lane if you want to use it although the OS map shows it's approximate course.

The next lane was near Strata Florida Abbey and is a long and very challenging drive through the Tywi Forest. This is actually a fairly well known lane but I don't think it has ever been driven under the conditions we were to encounter. It crosses and recrosses a new forestry commission road and the river which was rather deep and fast as a result of the previously mentioned heavy rain. The first few crossings of the stream were quite tame really; no trouble at all. At one crossing the stream split and half took the proper course while the rest followed the road rejoining the stream further along. Colin commented over the CB that by the time we crossed it again, it would have been fed by three tributaries. Yes, it was getting increasingly wider and faster as we progressed. Driving along the left bank, we came to a point where we had to cross a fast flowing tributary entering from our left. Instead of mounting the bank directly opposite, we turned slightly right and drove across the main river (not a stream anymore) at a fine angle and come ashore about 100' further down on the right bank. A lot of water and not hanging around either!. It was far too deep and fast flowing to wade but we couldn't turn back as we would be driving upstream on the ones we'd done, much more difficult than driving with the flow. I was first to go; it was much deeper than it looked; water washed over the bonnet before the front of the car rose again. The back of the car floated momentarily swinging it round but I managed to climb into shallow water near the bank of the tributary before setting off on the long diagonal just described. Half way across, I noted that my door seals weren't too good as the water level inside was up to the foot pedals and my shoes in the passenger footwell were floating.

That run had a deep washed out bit right by the bank but the good old Rangy didn't miss a beat all the way and pulled up onto the bank in clouds of steam. All very exciting and perhaps a bit dodgy at times. The others had seen where the deep bits were and missed most of them. Colin's drenched carpets bear testimony to the depth of water which exceeded 32" in places as it was above the wheelarches on the Range Rovers. The final crossing was the fastest flowing of them all and it was a right angle straight across job; we had no choice but to give it a go. Even Malcolm's Ninety floated a bit here. The flow swung Colin's Rangy smartly round and he took a 'shunt' in the river to get out! I was at the back and aimed fairly well upstream at the opposite bank and crabbed across to the exit point without trouble. See previous comments for the route! Detailed maps are required to trace it exactly. These two lanes took us all day; not because we got stuck but because they were so long and because we stopped from time to time to admire the magnificent views.

Sunday saw us out again driving two very long byways/county roads. Malcolm left us for home after the first one, just after midday, as he had a long drive home and his caravan has to go into storage. But he and his family clearly enjoyed their time on the roads across the beautiful countryside of Wales. They hadn't been there before but they vowed they would return ere long. The next one we looked at was hard to find. It was a byway but fir trees had been planted over some of it and quite some time ago by the size of them. The course of the lane was just discernable on the fields where the lane emerged from the trees but there had been much construction of private roads and farm buildings in the area so we thought more research was necessary before trying again. We found the next one alright and it turned out to be the most difficult. It was a county road that was clearly used only by farmers for some of the way and by nobody for the rest. The ruts were so deep at one point that I got stuck with my Rangy sitting on it's axles with the wheels in the air!.

Colin pulled me back and I tried again until I'd planed off enough earth to continue. This is an easy way to bend your track-rod as I found out later! Having got going I continued to a point where I could get out of the ruts and straddle them. Colin and Dave managed to follow eventually by straddling the ruts from back where they started. Where were you when we needed you Malcolm? Half way home I expect. His V8 Ninety with SATs on is definitely the ideal vehicle for this sort of thing. We got back to the pub just in time for our meal and later played pool with the local farmers into the early hours of Monday.

If you go to this area, do your research, it's easy. The council staff are only too glad to help you and point you the right way as they are fed up with complaints about 4X4's driving all over the scenery. Mrs Richards told us of an off-road training school who simply turned up out of the blue with their pupils and drive all over private property. She'd managed to track them down eventually and lodge a complaint. It's amazing how ignorant some people can be and after all the publicity too.

Wales is good value at 50p.

FOR SALE

* DIXON-BATE BULL-BAR FOR RANGE ROVER. WRAP ROUND TYPE WITH LIGHT GUARDS, PLUS TOW-BAR £50.

Call NICK JENNINGS on:-
0734-471258 after 6:00 p.m., 0734-471528 daytime.
or write to:- 1, Gayhurst Close, Caversham Park,
Reading, BERKS.

* FOUR HEADLIGHT CONVERSION KIT FOR RANGE ROVER, ALL THE BITS. PHONE COLIN GROSS ON 01-0895-638957.

* GOOD ROVER 2000TC ENGINE WITH ALL ANCILLIARIES. NO CHARGE ALTHOUGH DONATION WOULD BE APPRECIATED. YOU'LL HAVE TO COLLECT IT FROM NEWPORT-PAGNELL. PHONE STEVE ON 0908-616878 eves. 0908-611413 days.

Lamp Guards

Most vehicles already have lamp guards on them. These take the form of headlamp and sidelamp glasses. These protect the bulbs (all right so you have sealed beam units) from damage and also spread the light by acting as a lens.

Lamp guards are really only intended to prevent lamp glasses from being damaged by large stones, and not for protection against damage by trees, bushes, or other greenery. To use them for this sort of protection will probably result in more damage to the vehicle than if no guard was fitted.

Those members who go "off road" often put metal lamp guards on the front or rear of their Landie or Rangie to save damage to the lamps. Unfortunately in saving the lamps there is often damage done to the more expensive bits of the vehicle. This is because of the way the lamp guards are fixed to the vehicle. The most common way of attachment is to fix the lamp guards to the wings or body panels by nuts and bolts

Consider what happens if a "large" object strikes the lamp guard. A branch or other object hitting the lamp guard will do one of two things, either the lamp guard will deform (temporarily or permanently) and in deforming can bend into the adjacent body panel, causing damage to that panel. or, if the lamp guard doesn't deform because of the solid nature of its construction, the loading onto the mounting points can then be sufficient to cause the panel to deform at these points. Remember that the external wings on Landies and Rangies are of "soft" aluminium and deform relatively easily, probably more easily than if the wing was hit by the object directly. If the wing is "hit" directly, the load will probably be spread over a larger area than that provided by the mounting points of the guard, and less damage will probably result.

Metal lamp guards, by their very design, are of an open nature, they have to be to let light through. This, unfortunately, also means that undergrowth, twigs, branches etc. can get caught in and get dragged along,

also whilst this is happening, the greenery will tend to pull at the light guard and if the greenery is fixed to a large object more firmly than you think there is a possibility of wrenching off the lamp guard or deforming the bodywork.

The same applies to rear lamp guards. On the Rangie they are often put there to prevent the front lip of the rear "glass" from getting snagged in undergrowth. There is the same problem as the front lamp guards, the lamp guard can get caught and pull at the body to which it is rather firmly fixed. It might be cheaper to let the plastic "glass" get pulled and break off. Another solution might be to put a filler strip along the vertical edge to prevent stray branches from catching.

Remember that whilst a lamp guard might appear to present no edges when travelling forward, it might well provide lips or edges to get caught when reversing, or are you one of those drivers that never retreats?

Perhaps the design should be changed (again), after all, the early Landies had the headlamp set in from the wings, and in fact they were originally set behind the radiator grill !

On ex-military Landies, rear lamp guards are often put on to stop the lamp glasses from being unscrewed so easily!

Roger Pattie.

CAMPING IN WALES

After the success of the weekend of 19th and 20th March camping at Erwood in Wales, the Hants and Berks Rover Owners will be returning for another long weekend later in the year. The campsite we have been using is, for the time being, unavailable and it will be necessary to move onto another one. More details when we have them.

WHEELS WEEKEND AT WEETING

The Breckland Land Rover Club is participating in the 18th Weeting Steam Engine Rally, and invites all Land Rover Owners and Enthusiasts to attend this weekend at Weeting in Norfolk on 15th, 16th and 17th of July. Land Rover owners who join the Breckland "Wheels Weekend" at Weeting will enjoy, amongst many other things, FREE entry for vehicle, two adults and any number of children and FREE camping/caravanning, with the camp site open on Thursday 14th July. For information/registration forms contact the Breckland LRC secretary, enclosing sae :

Mike Stapleton
Breckland LRC Wheels Weekend,
Chalk Cottage,
St. Leonards Street,
Mundford,
Norfolk. IP26 5DW.

GREENROADING NEWS

Steve Kirby. Rights of Way Officer.

Roy Wordingham of Whitchurch, near Andover, is moving to Norfolk soon. He arranged a two day green-laning weekend as a parting shot. This was not, unfortunately, very well attended but we had a good time anyway.

On Saturday, we had Fabio Bezoari with his wife and two children in their LHD Turbo-Diesel Pajero, John McGee, out for his very first green-lane trip, in his Rangy, Mick Maskelyne in his Land Rover bodied Rangy and his son Richard in a SWB Landy. I was there of course in my Rangy with Roy in his Ford V6 powered Landy. He couldn't come out for the whole of the day due to pressure of work, but led us round some of the local lanes before leaving us to our own devices for the afternoon. We were disappointed to find locked gates denying us access to the top of Watership Down but I have since found out that this part of the Byway has a Traffic Restriction Order on it. So the gates stay locked. Shame. The morning was fine but drizzle came on with a vengeance around

midday. Unable to see the views. Fabio took his family home as they still had much work to do in their new house. So I take this opportunity to say again "Welcome to England" and we hope to see you all out with us again soon.

Sunday was altogether a better day, being sunny and, well, not exactly warm, but a sight warmer than previously. Hugh Glossop and Julian Eggleton turned up with their wives and their racers (Road legal, of course). Fabio was still at home unpacking, which was a shame as it was a beautiful day. Otherwise, the previous day's team were there again. We split into two groups of three and four and headed for the hills and forests. My group had just me with my nephew Paul, Roy and John McGee. The effects of last October's storm were still all too apparent and my chain-saw was pressed into service on numerous occasions. So there are now more lanes open to walkers and riders as well, now. There were several places where vehicles had driven well off the track to get around fallen trees; none of this Club's members I hope. We cleared the trees and kept to the track.

John fell foul of the water on Herriard Common; I don't know anyone who has got through there on their first attempt let alone on their first weekend of green-laning. The next lane brought a nasty surprise for me and young Paul. Many trees had fallen across this lane and had had their 'middles' cut out leaving just enough room to drive through, nearly. My left front wheel caught part of a tree and swung it round so it came in through a side window. Unfortunately it was shut at the time, but not for long! We had a draughty ride home! I'm still finding little bits of glass in odd corners, including the glove box.

GREEN ROADING & TREASURE- HUNT NEWS!

Steve Kirby.

On Sunday, April 10th was a day on which the treasure hunt, arranged by Gary Hodgson, clashed with the postponed green-laning day. I arranged the green-lane outing so it would end up at the start of the treasure hunt. This probably increased the attendance of both events!

We met just south of M3 junction 5, the Hook/Odiham exit. We had quite a good attendance for what was to be a fine day out. Mike and Margaret Maskelyne, Malcolm Whitbread and family, Mike Cunningham, (on his very first outing with the club), Andy Muchmore, Tony Readman and myself. We didn't get terribly adventurous but we had an interesting and picturesque drive through the magnificent Hampshire countryside in beautiful weather. The bees were humming and the sunlight dappled through the trees.....sorry, got a bit carried away there! We drove four of the five lanes that form Five Lanes End before investigating some lanes around Weston Corbett and Weston Common. At lunchtime the landlord of the Golden Pot threw us out of the car park there. We will take our custom elsewhere in future. This was followed by linking the lanes around Shalden Bentworth, Holt End and Chawton Park Wood. We finished up around Four Marks and Upper Farringdon before going to Alton Station to take part in the treasure hunt.

Malcolm Whitbread had to take his children home as the day was getting long for them and Mike Maskelyne had other business to attend to. Andy Muchmore popped home to collect Debbie and returned to take part. Mike Cunningham, Alex Waugh and Tony Readman were on their own in their cars but Tony was happy to go it alone whereas Mike and Alex joined forces to great effect.

Gary and Penny set out the hunt and the instruction/clue sheet was of a most unusual format, using what Gary called a stick map. I won't try to explain it here but despite it's odd appearance, it worked very well. The stick map

showed which side of the road the answers were to be found and between which junctions. Even so, some were hard to find. There were also clues for eight items to be found and brought 'home'.

I haven't traced our route on a map, but I recognised many locations from previous hunts. One in particular was a small village in which, a year ago, five or six vehicles ended up as a result of a sign post being turned round! Gary and Penny must have spent ages not just driving around but thinking up the devious and convoluted clues.

Alex and Mike's win was well deserved. These two are new members and were clearly thoroughly delighted by their success. Gary and Penny awarded trophies for first and second places and a prize of an OS book map to the winners as they also win(?) the right to do the next treasure hunt and the maps should help! Again, many thanks to Gary and Penny for a superb event and for allowing me to use the sunshine they laid on for a good day's green-laning too.

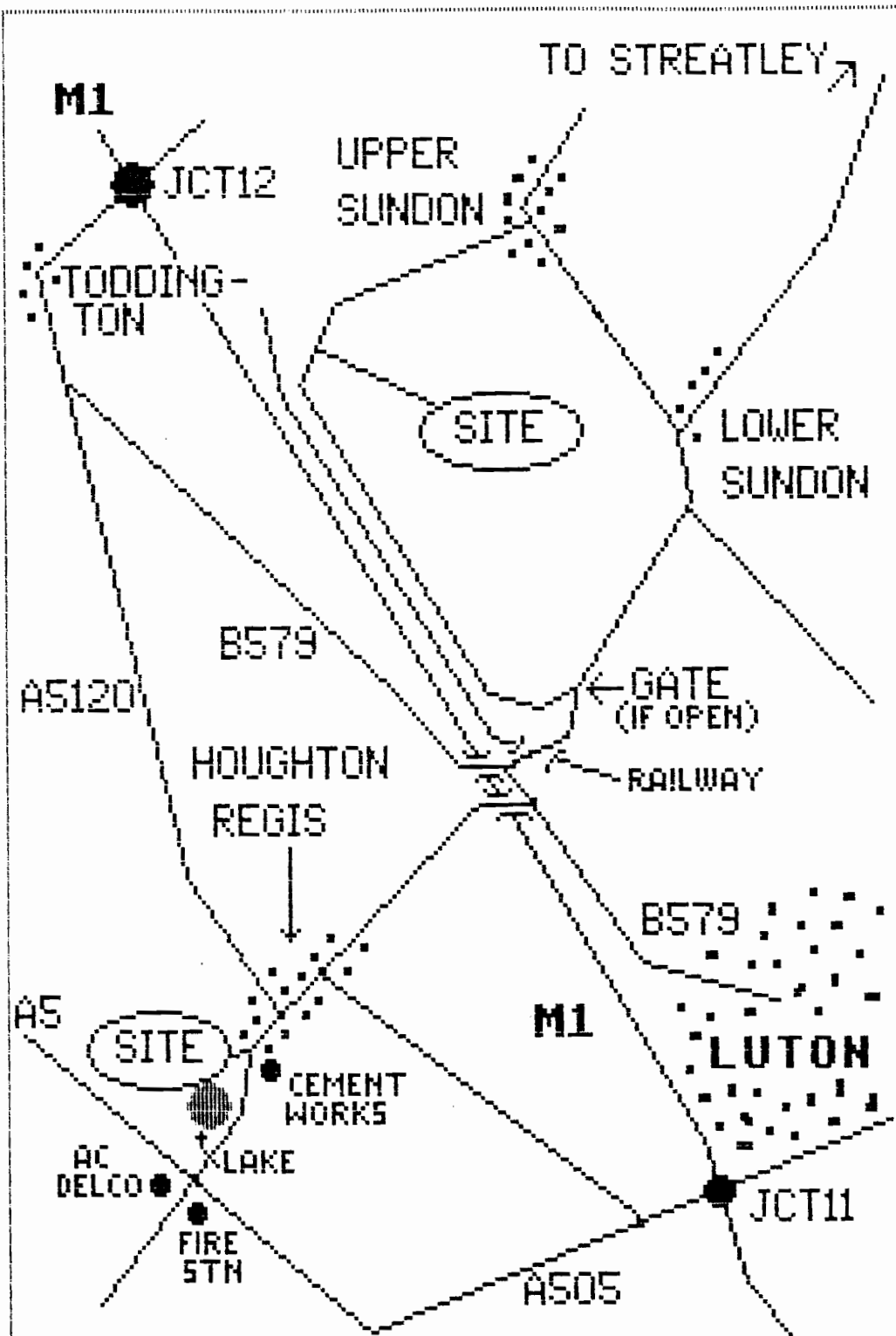
TREASURE HUNT RESULTS

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MEMBER'S NAMES AND ADDRESSES

It will not have escaped the notice of members that the name and address label on your newsletter envelope has been produced by "microchip technology". It has been produced this way for convenience (and also because the postman can't read my handwriting!). For those members who are unhappy about "data held by computer", please be advised that: what you see is what is held , (perhaps it's WYSIWIH for those who like sort of thing!), it's there only for the labels.

FORTHCOMING EVENTS



- MAY 1-2 Essex Motor Show. See Jan's mag for details.
- MAY 1st Green lane outing. Phone Steve on 01-894-3961.
- MAY 8th RTV Trial at Ham Lane, Langrish. HANTS. See map in this issue. Red Leader Shield qualifying round.
- MAY 11th Hind's Head, Aldermaston, 7:30p.m. Pub Meet. In the BAR this month!
- MAY 27th/31st ARC NATIONALS, TRENTAM, NORTH STAFFS. Contact Roger Pattie if you want to book. See last month's issue. (Note:- This is a Red Leader Shield Qualifying round for HBRO members.)
- JUNE 5th RTV Trial at Ham Lane, Langrish. HANTS. See map in this issue. Red Leader Shield qualifying round.

AROC, Anglian Club Events:

- MAY 1/2 Sunday: RTV & Experts Trial. Monday: Novice & Ladies Class. At Sundon (near Luton.) Camping available. See map this issue.
- JULY 3rd RTV & Experts trial at Houghton Regis (Near Luton)
- AUG 27/29th Dave Wise Trophy. Two day RTV and experts trial at Sundon (near Luton.) Camping available. Details later.
- NOV 5/6th Nan King Novice Trial/ Ladies Class Firework Party. Camping avail. At Isle of Wight Farm. See March's Pants & Barks for map.

For AROC camping, contact:- Shaun Collins, 83 Wood Lane, Kingsbury, London NW9 7NA. Tel:01-205-4429