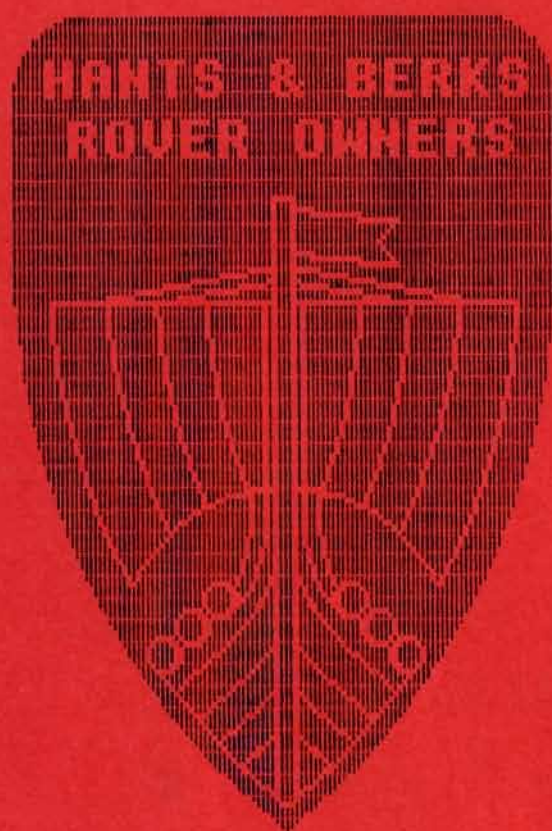


**PANTS
&
BARKS**



Newsletter of the
Hants and Berks
Rover Owners
June '88

OFFICERS OF THE CLUB

*CHAIRMAN Pete Nightingale Tadley 5194

*SECRETARY POSITION VACANT

*TREASURER Roger Pattie Pangbourne 2884
Firhill Cottage East,
Whitchurch,
Oxfordshire.

*RIGHTS OF WAY Steve Kirby 01-894-3961
OFFICER

COMPETITION Roger Pattie Pangbourne 2884
REPRESENTATIVE

*EDITOR Steve Kirby 01-894-3961
244, Staines Road,
Twickenham,
Middx. TW2 5AR

LIBRARIAN Richard Stewart
5a Church Rd.,
Tadley
HANTS RG26 6AU

Note:- * denotes committee post.

EDITORIAL.....

Firstly, a couple of apologies. You may have noticed that an article mentioned in the editorial did not appear. As the amount of content increased, I re-did the layout and it got missed somehow. So Dave Cuthbert's article about British Aerospace's takeover of Rover is definitely IN this month!. Secondly, Chairman Pete's comments got lost somewhere in our glorious postal system, so the newsletter had to go to print without it. It's vital to get the newsletter in the post by the 20th or so, particularly when things are happening on the first day of the cover Month. The excellent print

quality and hard cover were due to the work of Tom Andrews of T.B.Andrews Ltd. (See back cover)

It has recently been pointed out that our constitution states that every member should have a copy. That is rectified this month. The centre pages of copies sent to members contain the constitution in full but photographed down to fit a single piece of paper. You should be able to remove it if you wish and keep it separately.

The request for volunteers to take up committee positions has yeilded only one taker so far; most disappointing. We had hoped to find more members willing to take a more active role within the club.

FOR SALE

- * Set of 4 Ninety rear seats (folding) £50
Contact Richard at:- 5a Church Road
Tadley, HANTS RG26 6AU
- * 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 ancilliarities. 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.

WANTED

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

ROAD TRIM VEHICLE TRIAL

The Hants and Berks Rover Owners will be holding a Road Trim Vehicle Trial on **Sunday 14th August 1988** at **Broxhead Common**, near Bordon in Hampshire.

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. Invitations to this event have also been sent to the Anglian Rover Owners, the Southern Rover Owners and the Somerset and Wilts Land Rover Owners.

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

Entry Fee : if prepaid: £8.50
if paid on the day £10.00

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.

Tel. 07357 2884

BRITISH AEROROVER?

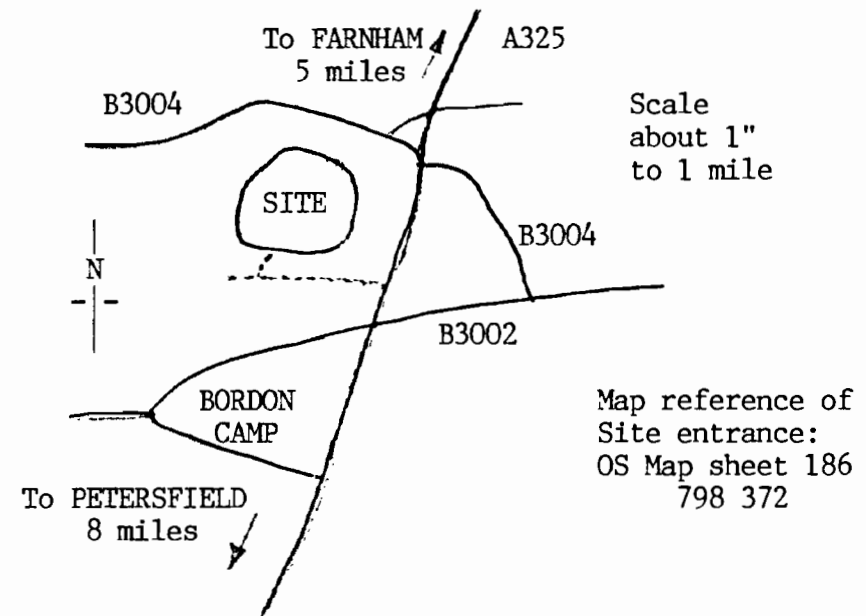
For the second time in as many years I find myself speculating on a future owner for Land Rover. Last time I had to write it on the night of the announcement to get in the Newsletter. At the time I thought no one other than few Land Rover enthusiasts would be interested, so I wrote an article giving what I saw as the positive side of a General Motors takeover! This time I hope my crystal ball may be more accurate. At least I have time to alter this as things develop before publication.

But what is going to happen this time? This is difficult to predict as so far British Aerospace have not announced their reasons. As they are not vehicle manufacturers, so presumably it is not just a ploy to get rid of a rival, it is impossible to foresee their aims. However Rover have some high tech plants that could be used for aircraft production, so there could be some reduction in vehicle production.

The big question is how will this effect Land Rover. It has been suggested that LR were B Ae's initial target, and it was only later that they decided to go for the whole group. This makes sense, as a major part of B Ae's business concerns defence equipment, which also accounts for a major amount of LR's trade, although it seems they have some problems to sort out on that score at present. As an aside it is worth recollecting that one of B Ae's successful products is the Rapier air defence missile. A popular tow vehicle for this, with the Army, RAF Regt. and U S Air Force, is the 1 tonne 101". Perhaps we will see a revival of its replacement yet.

Certainly the future looks promising, with money for future investment available, and this time its British.

■ Dave Cuthbert



There will be 5 classes.

- Class 1** : Standard Rover with a wheelbase of less than 93" and factory fitted engines, 2½ litres 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.

Please note that with the larger site and larger number of entries we are hoping for, 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 for you to see what goes on) and want to help the club, then contact the Secretary of the Meeting. It doesn't take very long to show you the basics of marshalling, and assistance for the few who normally do the work would be much appreciated.

CLUB CONSTITUTION

Members will have received with this newsletter a copy of the HBRO constitution. Hopefully you will be able to read it, if not you can borrow the HBRO magnifying glass! As you will read in rule 32, you are all to be provided with a copy of the club rules and regulations. Unfortunately because of various production difficulties we have not been able to give you your own copy until now. As you will see, some of the rules were added somewhat piecemeal and it is the intention of the HBRO committee to rationalise the rules, especially those referring to membership, at this year's Annual General Meeting, which will be held on Wednesday 12th October 1988, this is NOT the official notice of the AGM, but is mentioned now to give you time to think of any matters you might want to bring up at the AGM, or bring to the attention of the committee.

It is possible that spelling errors have occurred in the typing out of the constitution, so the committee will be grateful if any spelling or other mistakes are noticed and brought to its attention.

Editor, *Pants & Barks*.

Colwyn Bay
26 04 88

Dear Steve,

Another great Newsletter, will the badge include the county boundary by next month?

There are a couple of points I cannot ignore however. As regards the leader of slow traffic, it must be pointed out that during the recent trip to Wales, admittedly in a Series 3, you admitted that you were having to work hard to keep up in your Rangie. To be fair the type style suggested that that piece was written by someone else, himself a Ser 2 owner, well known within the Club for his "steady" driving, despite the fact that he normally "drives" far faster than any of us!

The second point regards Herriard Common. I can confirm that it has been driven at first attempt by, amongst others on that day, Red Leader. He did have the advantage of being in that ultimate of off road machines, "Toby". Later that afternoon he also cleared the big holes at the Pheasant Pens, although the shock of this achievement caused him to fail in the smaller holes further on!

We then come to the National Grid. I hate to criticise this article, as a lot of work has obviously gone into it. The practise of printing the identification numbers in blue in the corners of the sheet was begun around 1980. Many off roaders are using much older maps than this. On older maps the information appears in the legend, on the diagram showing the incidence of adjoining sheets. The other point that must be raised is that there is no guarantee that an entire map sheet falls in the same square, in the HBRO area sheet 196 Southampton and the Isle of Wight is a case in point. In these circumstances great care is needed to ensure the right letters are used.

Hope your wheels stay muddy,

Dave Cuthbert
Dave Cuthbert

HAM LANE RTV 8th MAY 1988

It seems that the vehicle belonging to the Clerk of the Course of the Ham Lane Trials site is jinxed. Last year Steve Kirby's Rangie suffered from differential problems, and for the May RTV, Alan Tew's Rangie decided to pack up on him whilst on the way down to set up the course on Saturday and it was only because of a colleague with a lightweight Landie who had said that he would help Alan, that he was able to get there at all. The trial site had been cleared somewhat from February when we last used it and this enabled Alan to utilise some of the site previously considered unsuitable. All the sections had been "tested" by 2 standard Landies and apart from a minor modification to one section (after the Lightweight disappeared into a seemingly bottomless hole) the sections were set out without much trouble.

After the problems of February when all the canes from all the sections were removed overnight and put in a big pile, notices were put up to advise any "persons" that the site was in use and that they had better stay out!!

The weather forecast for the Sunday was not very promising with showers threatened, and with thunderstorms and very heavy rain in the Thames Valley it looked as drivers were going to have conditions very similar to the very first trial held at Ham Lane in 1986, the "mud bowl". As it turned out, the sun shone all day and the skies were blue (all very poetic!) and some people actually got sunburnt!

After some nifty repair work to one of the Landies, 16 drivers eventually drove onto the course which was still dry and still had all the canes in the positions they were left in on the Saturday, (although some drivers thought that some of the canes should have been removed!)

It had been decided that it would be a day of manoeuvring skills and after the first fairly level steering exercise to get everyone warmed up, the second section was driven. On previous occasions the drivers had been split up into two groups but this time it was decided that with 16 drivers and with good conditions, one large group would be acceptable, with everyone getting a good chance to spectate. The first section seemed to favour the Landies as the tails of the Rangies wagged about, brushing canes fairly

frequently, although not the same ones each time however, the course had been test driven that morning by the Clerk of the Course in his "it seems alright now" Rangie.

The second section started on a sideways sloping grassy embankment, perfectly safe in the dry conditions, which unnerved some drivers enough to put them off the sharp turn required on the level. The third section had one of the few muddy stretches which lead to a variety of techniques and surprisingly it wasn't necessarily brute force that got the vehicle through. One driver "sailed" through without getting into the ruts by the simple ploy of avoiding the gate on the lead up to the mud!! Section four started in cross ruts and many vehicles scored a 9 on the section when the tail caught the 9 gate cane, having negotiated the ruts the section ended with a drive uphill which caused slight problems to one driver in a borrowed vehicle.

After the lunch break, during which some drivers decided to take the opportunity of driving around the whole of the trial site, amazingly only one cane was dislodged as the steep hills were "tried out", section five was driven. A drive through the woods added interest, with a hump requiring a good approach to negotiate the last two gates, the last gate intended to be a "hub through" finish, naturally there were some who managed to drive through! Section six bypassed the bottomless hole the lightweight disappeared into on the Saturday, and after an uphill slope with a ridge at the top (for interest) a wide sweep through woodland took the drivers back to the level.

Section seven gave few problems apart from a dip for the front nearside wheel to drop into just before an uphill slope with a couple of cross ruts to keep the drivers on their toes, before returning down a newly opened up slope to what was the start of the final section. This final section started with a manoeuvring section then across fairly hard deep ruts to swing round a mud hole, back over the ruts then off on some soft earth that stopped a number of drivers with its adverse camber before a final amble up the hill to the final gate at an angle.

Tony Readman was pipped at the post having a clear score card until the final section, being beaten by Steve Hazell by one point in class 2. Malcolm Adamson after initial

mechanical problems was first in class 1 being closely followed by Roy Michael. Class 4, this time, was only Rangies (where have all the LWB's gone ?)and Colin Gross driving his first HBRO RTV for some time took first place with Mike Fish second. Mike Maskelyne in his Landie/Rangie special was first in class 5.

We were fortunate to have three ladies driving,all in different classes and Sandra Murphy took the Ladies Prize for a fine drive.

Yet again we have to thank Alan Tew, the Clerk of the Course, for setting out a most interesting trial course which all seemed to enjoy and thanks go to Hugh Glossop for scrutineering, something he hadn't bargained for, at the last minute. Hopefully we will see many of the entrants at the next trial on June 5th at Ham Lane.

Name	Section								Total	Class
	1	2	3	4	5	6	7	8		
M.Adamson	5	0	0	0	0	0	4	5	14	1
D.Catlin	1	4	6	9	8	0	5	6	39	1
K.C-Maxwell	7	4	2	7	2	0	7	6	35	4
M.Doherty	0	2	0	0	2	8	0	6	18	2
T.Doherty	5	8	0	9	0	0	0	5	27	2
M.Fish	5	0	0	9	2	0	7	5	28	4
S.Glossop	6	10	7	9	7	4	7	6	56	4
C.Gross	7	0	0	1	0	4	7	0	19	4
S.Hazell	0	0	0	2	0	0	0	0	2	2
N.Hucker	7	2	2	9	0	4	5	5	34	4
M.Maskelyne	5	4	0	9	0	5	0	0	23	5
R.Michael	0	0	2	0	0	1	7	5	15	1
A.Mottram	5	0	2	9	6	0	0	6	28	2
S.Murphy	4	0	7	1	0	0	0	6	18	1
A.Readman	0	0	0	0	0	0	0	3	3	2
M.Whitbread	5	4	0	9	2	4	0	0	24	2

With reference to the merry quip in last months Pants and Barks about Series 2 Land Rovers, the answer is obvious as it is well known that Land Rovers lead the way !

CONSTITUTION OF THE HANTS AND BERKS ROVER OWNERS.

1. TITLE: The name of the Club shall be "the Hants and Berks Rover Owners" known as the HBRO and is hereafter referred to as "the club".
2. DEFINITION: In connection with the club, the term "Rover" shall refer to vehicles produced by The Rover Motor Company, The Austin Rover Group (and their successors) and any Company inbetween bearing the Rover name, differently badged overseas models and vehicles produced by the Land Rover Group (and their successors).
3. OBJECTS:
 - a) to further interest in motoring and motor sport,
 - b) to provide members with information, advice and assistance on matters connected with motoring and motor sport,
 - c) to watch the local administration of the laws and regulations affecting motoring and motor vehicles and to report any proposed local action or scheme to the RAC MSA Ltd.,
 - d) to promote motor competitions in accordance with the Rules of the RAC MSA Ltd.,
 - e) to arrange tours, lectures, discussions and social and other meetings,
 - f) to afford members such benefits and privileges as it may be possible to arrange,
 - g) to assist and encourage members in the restoration, maintenance and use of Rover vehicles.
4. CONSTITUTION: Ladies and gentlemen of not less than 17 years of age shall be eligible for membership. The membership shall consist of a) Life Members, b) Honorary Members, c) Ordinary Members, d) Associate Members.
5. MANAGEMENT: The authority and responsibility for the transaction of the business of the club for its management shall be vested in a committee, who in addition to the powers and authorities expressly conferred on them by these rules, may exercise all powers and do acts in furtherance of the objects for which the club is established, other than those hereby expressly directed or required to be exercised or done by the club in general meeting.
6. ELECTION OF OFFICERS: Chairman, Secretary, Treasurer and Committee shall be elected at the Annual General Meeting and, subject to termination of office by resignation, shall remain until the next Annual General Meeting following their appointment. The committee shall have power to co-opt other members as they deem necessary. The retiring officers and other members of the committee shall be eligible for re-election.
7. COMMITTEE: The committee shall consist of five members, the Chairman, Secretary, Treasurer, Rights of Way Officer and Newsletter Editor who shall be ex-officio members of the committee. Nominations for candidates for election to the committee may be taken at the Annual General Meeting. The Committee shall have the power to appoint a sub-committee of not less than three persons to meet on its behalf in respect of any matter which is specifically referred to such a sub-committee.
8. MEETINGS OF COMMITTEE: The Secretary, either of his own accord or by the direction of the Chairman shall, unless otherwise agreed by all the committee, give at least seven days written notice of a meeting.

9. ABSENCE FROM COMMITTEE: Any member of the committee who is absent from three consecutive committee meetings without sufficient reason, may be called upon to resign his position from the committee.

10. DUTIES OF THE SECRETARY: It shall be the duty of the Secretary to attend in person or by deputy, all meetings of the club and all meetings of the committee and to take minutes of the proceedings, such minutes shall be entered in a book and presented for confirmation at the following meeting.

11. BANKING: All monies of the club shall be banked by the Treasurer in the name of the club and no disbursements shall be made therefrom except in accordance with the form or forms authorised by the committee.

12. ELECTION OF MEMBERS. Application for membership of the club by candidates shall be submitted to the committee by the Secretary and the election of such candidates shall be at the discretion of the committee. The name and address and description of the candidate and the names and addresses of his proposer and seconder, being members of the club, shall be stated on each application submitted to the committee, provided that in the case of a candidate who knows no member of the club, the committee shall be empowered to carry out the election after proper enquiries. Membership of the club shall only continue for the period covered by the current subscription and members shall be subject to re-election annually by the committee. All applications must be made by an individual in his or her own correct name and be signed by the said applicant personally.

13. MEMBERSHIP OF ANY OTHER CLUB: If a candidate is a member of any other club or organisation, he shall not be entitled to affiliated membership, honorary, social or otherwise at a reduced or free rate.

14. PROVISIONAL MEMBERS: Any candidate for membership of the club whose subscription has been accepted by the Secretary shall become a provisional member of the club. Provisional membership of any candidate shall only hold good until the meeting of the committee after payment of the subscription of such candidate.

15. VOTING OF COMMITTEE MEMBERS: Each member present at a committee meeting shall be entitled to exercise one vote. The committee shall vote by ballot if any member present so demands. A vote of one third against any applicant for membership shall exclude him from membership. No collective voting shall be allowed nor shall any proxy voting be accepted either individually or collectively.

16. SUBSCRIPTIONS: To be decided at each Annual General Meeting.

17. MEMBERSHIP: Membership shall last for twelve months from paying of subscription.

18. NEW MEMBERS: Any member who has been notified of his election and who fails to pay his subscription within one month of such notification shall be again requested in writing by the Secretary or Treasurer to pay the same and if he fails to make payment within fourteen days thereafter, his election shall be ipso facto, null and void. No newly-elected member shall be entitled to any of the privileges of membership until after the payment of his first subscription.

19. NON-PAYMENT: Any member of the club who has not paid his subscription within two clear months of the date it becomes due shall be notified of the fact in writing by the Secretary or Treasurer and one month thereafter any

member who has still failed to pay his subscription may, unless sufficient reason be shown to the satisfaction of the committee, be taken off the register of members forthwith. No member whose subscription is in arrears shall be eligible to take part in any competitions organised by the club and the rules of the RAC MSA Ltd.

20. RESIGNATION: Any member wishing to resign his membership shall give notice in writing of such desire to the Secretary on or before the date on which his subscription would become due for renewal in any year, otherwise he shall be liable to pay his subscription for the ensuing year. Also any member ceasing, voluntarily or otherwise, to be a member of the club shall thereafter cease to have any claim upon the property of the club or to enjoy the privileges of membership, but he or she shall remain liable for any debts due to the club from him or her.

21. USE OF THE CLUB NAME AND ADDRESS: The name and address of the club shall not be given by any member as his address for trade, advertising or business purposes or in connection with any legal proceedings.

22. LIFE MEMBERS: Subscribers of not less than ten times the annual subscription for the time being may be elected Life Members by the Committee and shall be exempt from the payment of annual subscriptions. A member cannot become a Life Member until after re-election.

23. EXPULSION OF MEMBERS: It shall be the duty of the committee if at any time they shall be of the opinion that the interests of the club so require, by letter to invite any member to withdraw from the club within a time specified in such a letter and in default of such withdrawal to submit the question of his expulsion to a meeting of the committee to be held within six weeks after the date of such letter. Members of the committee shall be given at least seven days notice that a question of withdrawal or expulsion is to be discussed at a meeting of the committee. The member whose expulsion is under consideration shall be given at least seven days notice of such a meeting and shall be allowed to offer an explanation of his conduct verbally, or in writing and if two-thirds of the members present shall then vote for his expulsion, he shall thereupon cease to be a member of the club.

24. THE ANNUAL GENERAL MEETING: The Annual General Meeting of the club shall be held in the month of October in each year upon a date and at a time to be fixed by the committee. The Annual General Meeting shall:

a) receive from the committee a full statement of accounts duly audited showing the receipts and expenditure for the year ending....

b) receive from the committee a report of the activities of the club during the said year.

c) elect the Chairman, the Secretary and the Treasurer of the club and two auditors.

25. SPECIAL GENERAL MEETING: A Special General Meeting may be convened by direction of the committee, or on a requisition to the Secretary stating the business for which the special general meeting is required and signed by not less than twelve members. If the meeting so requisitioned is not convened within twenty-one days, the said twelve members may convene such meeting. Fifteen members shall form a quorum.

26. AGENDA: When members wish a matter to be discussed at a general meeting, the text of such matters signed by at least two members shall be

sent to the Secretary at least fourteen days from the date of such meetings so that it may be included in the agenda. A copy of the agenda shall be sent to each member at least five days prior to the meeting, but the fact that any member has not received a copy of the agenda shall not invalidate the proceedings. No business which is not included in the agenda shall be discussed at the meeting unless every member present is in favour thereof. Should the proposer of any motion fail to move such a resolution in respect of the relevant item on the agenda, then any other member shall be entitled to do so.

27. VOTING: Every person with a right to be present may exercise one vote. The Chairman shall not vote except in the exercise of a casting vote. At all general meetings, except as provided in Rule 30, a majority of votes decides a resolution. At any general meeting any twelve members may demand a poll and thereupon the meeting shall be adjourned to a time and place to be named by the Chairman and a postal vote shall be taken of all members of the club. The decision of the members, as shown by such postal vote, shall be reported to the adjourned meeting and shall be deemed to be the decision of such meeting. The rules relating to collective voting and proxies shall apply as clause 15 hereof.

28. RIGHT TO PARTICIPATE: No one can take part in general meetings unless he has been duly elected as a member of the club and has paid his subscription according to these rules.

29. OBSERVANCE AND INTERPRETATION OF RULES: Every member binds himself to abide by the rules of the club and also by any modifications thereof made in conformity with such rules and also to accept as final and binding the decision of the committee in all cases of dispute or disagreement as to the interpretation of these rules.

30. ALTERATION OF RULES: Any alterations may be made in these rules by a general meeting provided that a) details of the proposed alteration or alterations are included in the notice of the general meeting and b) the resolution proposing such alteration is carried by two-thirds of those present and voting at such general meeting or by two-thirds of those voting should a poll be demanded as provided for in clause 26.

31. EVENTS: All motor competitions organised by the club shall be held under the rules and requirements of the RAC MSA Ltd. Any member convicted of an offence arising out of being in charge of a motor vehicle in any club event or on any club business shall thereupon be liable to expulsion from the club under clause 23.

32. COPIES OF RULES: Every member shall be furnished with a copy of the club rules and regulations on election.

33. BADGES: Any badges issued to a member by or for the club shall remain the property of the club. On termination of his membership, members shall deliver up such badges to the Secretary.

34. DISSOLUTION: The club may be dissolved by a special general meeting convened by direction of the committee, or on the requisition of the majority of the members. If the resolution of dissolution be duly passed, the committee shall forthwith liquidate the affairs of the club and if there be any surplus assets on realisation, these shall be disposed of at the discretion of the committee.

WALES '88

In 1948 the Rover company launched the Land-Rover onto an unsuspecting world. At around the same time *The Motor* magazine decided on a jolly to Wales to explore the Ancient road to Twm Sion Catti's cave, and make an attempt at a non stop climb of the Dunlop's Dividend Hill Climb. It was obvious that the Land-Rover would be the ideal car for the job.

The Land-Rover Register 1947-1951 and The Land-Rover Series One Club realised that a re-enactment of this would be an ideal way to celebrate the 40th anniversary, and so Wales '88 was born.

One snag immediately came up, the roads in the area are very narrow and extreme congestion was likely. This resulted in two decisions, a maximum of 120 vehicles would be accepted, so limiting it to members only, and spectators would not be encouraged. Neither decision was too popular with the rest of the Land-Rover world, but in the circumstances they were probably the right ones.

The original trip was of two days. The first was to be spent driving the Ancient highway south from the top of the Elan Valley. This section will be known, at least by reputation, to most offroaders as Monks Trod. It is evident that it wasn't much better then than now they retreated to the road.

They went by road through Abergwesyn then up the Devil's Staircase before following a track down the Towy valley, with rather more success, although they failed to find Twm Sion Catti's cave.

The following day they made for the Dunlop's Dividend hill climb, calling on the way at Dolaucothi Gold Mines, at Pumpsaint. The first attempt at the climb went well, until a hairpin near the top proved too tight. A second attempt was made, swinging as high up the bank as possible, but to no avail. A third attempt was made, giving a lift to five of the local farmers who had come

to watch the events, in addition to *The Motor's* team of four. No attempt was made to get round in one this time, rather the opportunity was taken to demonstrate a loaded restart, with no problems.

For Wales '88 the activities were split into 4 stages, so that at any one time there were four groups of 30 vehicles on different activities. The vehicles were split so that each group included a wide range of vehicles, three of the groups included pre-production Land-Rovers, two in concourse condition, one awaiting rebuild.

The first section was a drive round the Elan Valley, always a pleasant trip. A stop was made at the start of the Monks Trod where a suitable vehicle was posed for photos. With most groups I believe a couple of vehicles made an attempt at the first couple of hundred yards.

The other road stage, tackled on the other day to keep things even, took in the Towy Valley and Devil's Staircase. All these will be well known to regular attenders of the HBRO Welsh weekends. There is now a good, and highly scenic, road along the Towy Valley, the original track being flooded by Llyn Brianne. In any case it would have been totally impractical, and highly antisocial, to go greenlaning with 120 vehicles, even in groups of 30! It was decided to do this stage backwards, starting at the Llyn Brianne dam carpark and ending at Llanwrtyd Wells, the centre point for the weekend. Again there were plenty of opportunities for photos, both of the nominated vehicle and of others. It was leaving this stage, along a long single track length, that one group met the Welsh Rally traffic, competitors and spectators, coming the other way. a good time was had by all!

A further stage was a visit to the Dolaucothi Gold Mines. These are very interesting as they predate the Romans, and the workings of various periods can be seen. This was a restful stage, for the Land-Rovers at least, but not so much the drivers as it takes a two hour walk to view them properly.

The remaining stage was the Dunlop's Dividend hill climb. We had permission from the land owner for one vehicle in each group to attempt the climb. We were not too confident as on both recces it had been very wet and virtually unclimbable. However our luck was in and it had dried out nicely, allowing two attempts on Saturday. Both got caught out by the same rock near the bottom, so were unable to repeat *The Motor's* effort, but once restarted climbed with no problem, although of course needing a shunt at the hairpin. Sunday saw attempts by two of the three pre-production vehicles present. Unfortunately rain overnight meant a full climb from the bottom could not be attempted, if both Saturdays vehicles had not got stuck at the same point, resulting in one badly churned up corner, things may have been different. We were able to drop down from the top and were able to tackle the majority of the climb, in particular the hairpin so important for photos. In fact the mornings vehicle came down a bit too low and required a certain amount of pushing, at one point the hand throttle was set and the driver dismounted to help, and yes, I did fall over in the soggiest bit.

One aspect of the weekend I have not mentioned is the social side. We had taken over a Motel as a centre, although people were staying at guest houses and campsites throughout the area, and we all met there in the evenings. One of the attractions was a video machine which allowed those who had been using cameras, and there were quite a few, to show their efforts. On Sunday evening all the vehicles were arranged on the grass to allow for more photos, and the judging to be finished. This was followed by the presentation, where a lot of trophies were on offer, mainly for the concourse. It worked out at one for every eight Land-Rovers.

It remains only to thank David Bowyer and Tony Hutchings who did most of the organising between them, and the main sponsors of the event, The Overlander Off Road Centre.

■Dave Cuthbert

Green-Laning Guide

by Steve Kirby.

Rights of Way Officer.

Editor, *Pants & Berks*.

25 Sunningdale Avenue,
Colwyn Bay,
Clwyd.
LL29 6DF
02 03 88

Dear Steve,

Attending the recent trial revealed yet again the high proportion of Exmilitary Land Rovers around. This is something I have never understood.

The Military Land Rover, especially the lightweight, is a fairly specialised machine with a number of special parts. Although their current popularity may have slightly improved availability, they can still cost considerably more than the equivalent civilian part. This is especially true of an FFR (Fitted For Radio) vehicle, which as well as being 24 volt, also has extensive radio screening, the parts for which can be frighteningly expensive.

Although the Army is increasingly using civilian pattern vehicles, to which the above does not apply, that is only part of the problem. Many people are under the impression that they will have been well looked after. Certainly they should have been regularly serviced but this does not tell the whole story. Whilst many members of Royal Electrical & Mechanical Engineers are experts, a lot are young and inexperienced, and certainly as regards the specialist knowledge of Land Rovers many club members could run rings round them. What many people may not realise is that much of the routine servicing is not done by the REME but is the drivers responsibility.

This brings me neatly to the biggest problem, the drivers. Many, again are young and inexperienced, even if older they may usually drive cars, but have been put behind the wheel of a LR for an exercise, and try to drive it like a car. Even those used to LRs will probably not treat them with a great deal of respect. I was amazed to read in a national magazine that they hoped the speed limit wasn't ignored. Army LRs have always had a speed limit, and it has always been ignored, at least I always have!

Finally it always amazes me that people who would not by an excompany or hire car, unless it was very cheap, will happily pay over the odds to buy a vehicle that had been driven as if it is a combination of the two!

See you at the Nationals.

■Red Leader

'Green-lane' is not an officially recognised term but is usually used to describe unsurfaced country roads. These are usually RUPPs BOATs or UCRs and can be found on OS maps. I will describe some terms, give some hopefully useful advice and share some experiences.

RUPP (Road Used as a Public Path). Note that this is a ROAD that is more often used as a footpath or as a bridleway. Usually they carry vehicular rights but are not marked as such. Indeed they are not usually marked at all! To establish that the RUPP you are considering does carry vehicular rights, you may have to visit the appropriate County Council to view the 'Definitive Map'. This is usually kept up to date and can be used to confirm rights of way.

BOAT (Byway Open to All Traffic). Under the terms of the Wildlife and Countryside Act 1981, all RUPPs are gradually being reclassified as BOATs and eventually these should be signposted as BYWAYS. These do carry vehicular rights unless marked with the 'Stunt Motorcycle' sign. That's the one with the red motorcycle over the red car. Please note that RUPPs and BOATs are public roads and all normal road laws apply. (Seat belts, road tax, MoT, insurance etc. etc.)

BRIDLEWAYS and FOOTPATHS. You may not drive on these in a motorised vehicle, but the landowner can. So if you see tyre tracks, it doesn't mean you can drive it too. There are many RUPPs that are signposted as Bridleways; do not be put off driving a RUPP because of a Bridleway sign, it CAN be both. You may use a pedal cycle on a bridleway.

UNCLASSIFIED COUNTY ROADS (UCR). Usually known as 'White Roads' because that is how they

appear on an OS map. Generally these have full vehicular rights.

NOTE: The above may have shared classifications resulting in a rather confused appearance on the OS map.

OBSTRUCTIONS. The bane of the green-laner's life. Most people don't know what to do with an obstruction; the law on the subject is awfully complex. An unlocked gate is NOT an obstruction but a locked one is. Such an occurrence should be reported to the relevant Council. Fallen trees may be moved but must be left at the side of the track. Most RUPPs and BOATS run over private land and anything growing or lying there is the property of the landowner and may not be taken away. Very large fallen trees and deliberate obstructions should also be reported to the Council. In some circumstances you may drive around an obstruction but in so doing you may need to leave the proper route. Be particularly careful not to do any damage if you try this. Generally I would recommend turning back if the road is impassable for any reason.

ORGANISING AN OUTING. Take at least two or three vehicles but not more than five maximum. You will need tow ropes, and possibly spades and hand winches. You will also need up to date OS maps in 1:50000 or 1:25000 scale. Current OS maps are remarkably good value for money considering the amount of detail on them. You will also need tow-points front and rear on your car. I expect you've seen Land Rovers with ball-hitches on the front bumper; these aren't for towing caravans backwards but are used as tow rope attachment points. When you have driven a lane, record the details on a 'Green-lane Survey Form'. These are available from the rights of way officer. These may be used as proof of use in case of any closure or vehicular restriction petitions. I'm afraid we are in a 'Use-it-or-lose-it' situation.

BEHAVIOUR. Slow down or even stop when encountering walkers and certainly stop for horses. Try to be pleasant to other users. Often they are surprised to see you and think they have sole use of the route. You may get cold looks or even abuse; I urge you to be restrained (I expect you would be anyway!) and behave in a responsible manner. 4X4 users are often accused of 'ploughing up the footpaths' etc. One is tempted to respond with a query to the effect of 'Why are you walking in the road?'.
Encounters with farmers and landowners can be awkward and even embarrassing. They will often state that the road you are on is a private one; indeed it may be marked as such. I usually turn back on these occasions in order not to make a scene. I then double check with the Council and often return to the road. The farmer is not usually there the second time anyway! If the lambing season is in full swing, for instance, then I'm sure a polite explanation of that fact will be accepted without argument by most 4X4 drivers who can then return later in the year.

Recommended Reading:- If you're interested in the law regarding Rights of Way then I suggest "RIGHTS OF WAY: A GUIDE TO LAW AND PRACTICE" available from:- OPEN SPACES SOCIETY, 25a Bell Street, Henley-on-Thames, Oxon, RG9 2BA (Price £4 +£1 P&P)

VIDEO RECORDERS

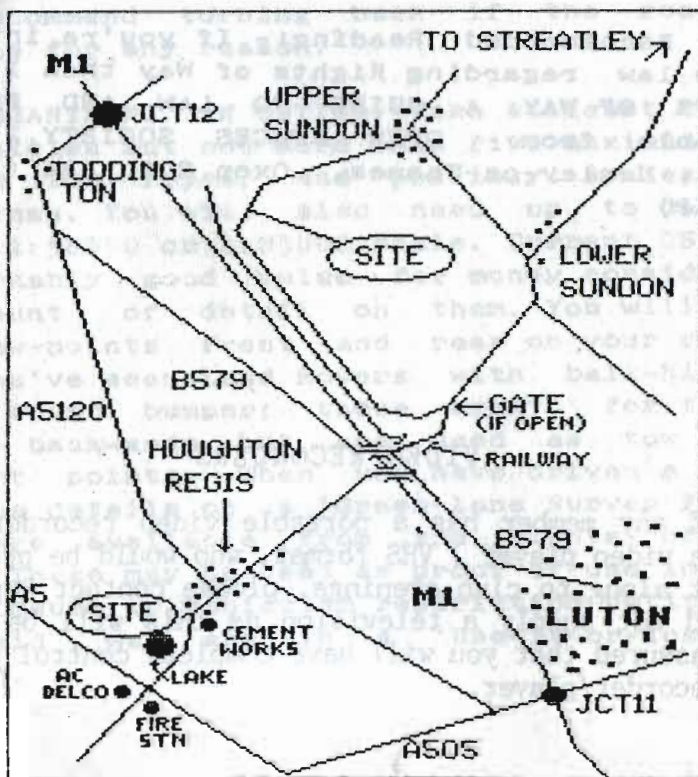
If any member has a portable video recorder (or a portable video player) VHS format, who would be prepared to bring it along to club evenings, please contact Rog Pattie, you need not supply a television as this will be provided and be assured that you will have complete control over your video recorder/player.

CHRISTMAS DINNER

Although it is still Summer (?), it is worth while mentioning the HBRO Christmas Dinner. In previous years this has proved to be popular and this year we are trying to ascertain how many members would be interested in attending a club Christmas Dinner, it will most probably be on a Friday evening, on a date to be arranged. On previous occasions the cost has been under £10 per head, drinks extra, and hopefully the cost will be similar this year. If interested at this early stage then let Rog Pattie know.

MARSHALLING AT CLUB EVENTS

Assistance with marshalling at HBRO club events is often required. Any members, their friends, wives or girlfriends who would like to help out with this important job, please contact Rog Pattie. It does not take long to show you the basics of marshalling and your assistance would be much appreciated by the few who usually do this job.



FORTHCOMING EVENTS

- MAY 27th/31st ARC NATIONALS, TRENTHAM, NORTH STAFFS. Too late to book an entry now but you can still spectate.
- MAY 29th Green-laning trip for those not going to the Nationals. Phone Steve on:- 01-894-3961
- JUNE 5th RTV Trial at Ham Lane, Langrish, HANTS. See map in May's issue. Red Leader Shield qualifying round.
- JUNE 8th Pub meet at The Hind's Head in Aldermaston. To be held in the upstairs room. 7:30 p.m.
- JUNE 10-12th Off-Road and 4 Wheel Drive Show. Trentham Gardens. North Staffs.
- JULY 3rd Green laning outing to be led by ???
- JULY 3rd Anglian Club RTV & Experts trial at Houghton Regis (Near Luton)
- JULY 15-17th Breckland Land Rover Club's "Wheels Weekend" at Weeting. See article in May's issue for details.
- AUG 14th HBRO RTV Trial at Broxhead Common, Hants. Co-promotion with AROC. F.W.D. Motors Trophy, sponsored by Castrol.
- AUG 28/29th Anglian Club. Dave Wise Trophy. Two day RTV and experts trial at Sundon (near Luton.) Camping. Secretary:- Steve Fuller, 3, Roseby Way, Goldington, Bedford.

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