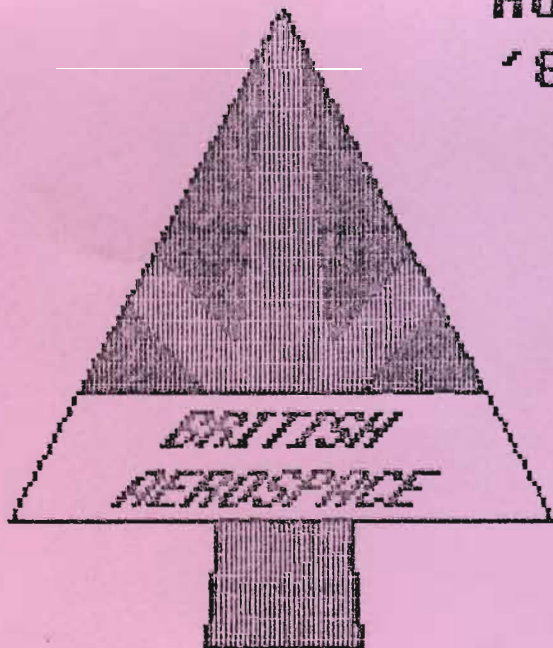
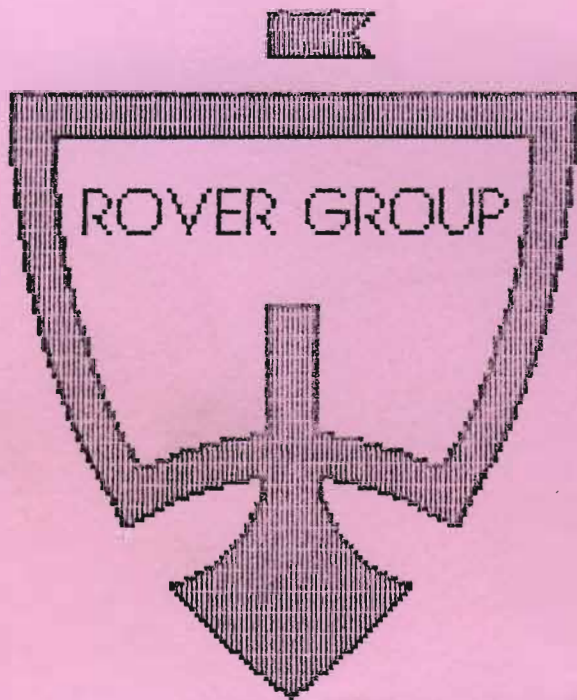


Aug
'88



PRINTS & BARKS

Newsletter of the Hants & Berks
Rover Owners

OFFICERS OF THE CLUB

*CHAIRMAN	Peter Nightingale	Tadley 5194
*SECRETARY	Gary Hodgson. 5 Beckham Lane, Petersfield HANTS	0730-67146
*TREASURER/ MEMBERSHIP SECRETARY/ NEWSLETTER DISTRIBUTION.	Roger Pattie Firhill Cottage East, Whitchurch, Oxfordshire. RG8 7HQ	07357-2884
*RIGHTS OF WAY OFFICER	Steve Kirby 244, Staines Road, Twickenham, Middx. TW2 5AR	01-894-3961
*COMPETITION SECRETARY	Colin Gross 16 Thurlston Road Ruislip Middx	0895-638957
NEWSLETTER EDITOR	Steve Kirby 244, Staines Road, Twickenham, Middx. TW2 5AR	01-894-3961
LIBRARIAN	Richard Stewart 5a Church Rd., Tadley HANTS RG26 6AU	
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 7 Pannall Road, Gosport, HANTS. PO12 4PP	0705-581970

Note:- * denotes committee post.

EDITORIAL.....

The club continues to change and to grow. Roger reports a trickle of new members keeping him busy. Welcome in particular to members of the armed forces, complete with their vehicles in one notable case!

I would like also to welcome back Colin Gross as our competition secretary. Colin had been working hard on the Broxhead project when he left the post; he now returns in time to see the RTV trial at that location come to fruition. Three other regional clubs and the Range Rover Register are all invited to take part. Our close liaison with the Anglian club continues; they are helping us to run it. I contacted Robert Grigg, director of FWD Motors to arrange sponsorship and he has arranged further support from Castrol. See article elsewhere in this issue. It should be a good event.

Welcome also to Gary Hodgson as our new Secretary. I must remind you all of the dedicated work carried out over the years by Andy Smith and to extend a warm vote of thanks to him.

The foregoing two posts are, of course, subject to your voting at the imminent AGM.

Elsewhere in this issue is an article by John Dowdeswell about Rover Rescue. Many clubs participate in this; why not HBRO? John also asks about pub meets at the Hampshire Bowman. (Down Portsmouth way.) These meetings died out by default when the original instigators moved out of the area. If you would like the meetings to restart, then you should get together there on the fourth Friday of the month. The club pays for a room at the Hind's Head in Aldermaston but is not prepared at present to pay for a similar facility at other meetings.

F.W.D. MOTORS/CASTROL
ROAD TRIM VEHICLE TRIAL

Hants and Berks Rover Owners will be running an RTV trial at Broxhead Common on Sunday August 14th, 1988. F.W.D. Motors are to present a trophy to the Best Driver and Castrol will present prizes of their products.

The event is open to all paid-up members of Hants & Berks Rover Owners, Anglian Rover Owners Club, Southern Rover Owners Club, the Somerset & Wilts Land Rover Owners Club, and the Range Rover Register. All of these clubs have been sent invitations to participate.

All entries should be made on the official entry form and be accompanied by the entry fee.

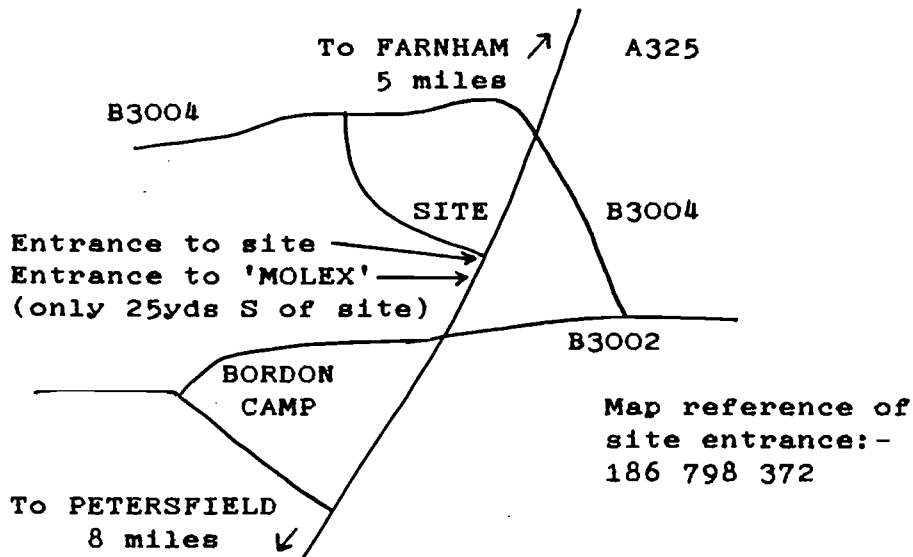
Entry fee:- if prepaid, £8.50
if paid on the day £10.00

Scrutineering starts at 9.00 a.m.

Competition starts at 10.00 a.m.

Secretary of the meeting:- Roger Pattie,
Firhill Cottage East,
Whitchurch,
Oxfordshire,
RG8 7HQ

Tel: 07357-2884



There are FIVE Classes:-

- 1 : Standard Land Rover with a wheelbase of less than 93" and with a factory fitted engine of 2 1/2 litres or less.
- 2 : Standard Land Rover with a wheelbase of less than 93" but with any other engine size.
- 3 : Standard Land Rover with a wheelbase of more than 93" and with a factory fitted engine of 2 1/2 litres or less.
- 4 : Standard Land Rover with a wheelbase of more than 93" but with any other engine size. (This includes Phase II V8 Land Rovers and Range Rovers)
- 5 : Specials Class; For home-built specials or non-Rover vehicles.

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

FOR SALE

Bearmach Bull Bar. As new, will fit any LR Ser3 on. (Colin and Steve have actually seen this!)

* * *

WANTED

Front Hoop for short tilt (Ser 2/3), i.e. the one for the pickup bed behind a truck cab. Could swap for similar for a full tilt.

Also wanted, any photos of my LR's in action, these are: Ser2 WOW 293 (ACC 445A) and Ser3 OEY 366S. And also, of course, Toby KOM 682.

For all of the above contact **Dave Cuthbert**, telephone **Colwyn Bay (0492) 534417**. Could arrange delivery or collection at events or meetings (if you're patient!)

GREENROADING NEWS

Steve Kirby. Rights of Way Officer

The Byways and Bridleways Trust

The B&BT is a charity whose main objectives are to keep open, preserve, improve and develop byways and bridleways primarily by taking appropriate action to ensure that the definitive maps compiled by the county councils and other records of public rights of way, are kept accurate and up to date. Because it concentrates on the routes themselves, rather than the interests of any particular group of users, it is able to contribute to the resolution of the conflicts that sometimes arise between different types of user, and also between users and owners of the land involved.

The Trust has been actively consulted by government departments on a number of issues, particularly the Wildlife and Countryside legislation. The Trust has also been able to help individuals and user groups to prepare claims under the review procedure. A number of cases have been supported with success.

The B&BT was also a prime mover in persuading the the Countryside Commission to give a fair trial to the Voluntary Code of Conduct on the use of the Ridgeway. There is a printed copy of the Ridgeway code now available from the Land Access and Rights Association (LARA) at:- Miller House, Corporation Street, Rugby, Warwickshire, CV21 2DN. The code was drawn up in association with the Sports Council and it gives advice on how best to avoid annoying other users. The advice is based on the perception that the evidence of successive inquiries and reports has made it clear that responsible use by vehicles does not cause damage or present any significant problem.

RUPP to BOAT Reclassifications.....

The Wildlife & Countryside Act 1981 requires that all Roads Used as a Public Path (RUPP) will be reclassified as Byways Open to All Traffic (BOAT), Bridleways or as Footpaths.

A Road Used as a Public Path is defined as a highway other than a public path which is used by the public mainly as a Bridleway or a Footpath. This has been described in the High Court as a definition of "Outstanding obscurity"! The right of the public to use vehicles on RUPPs is implied but not stated. Whether public vehicular rights actually exist, then, is vague; but the definition does give the impression that such rights do exist. The purpose of the review is to settle uncertainties of this kind.

Section 54 of this Act places a duty on all county councils in England and Wales to reclassify all RUPPs. Section 54(3) states that if a right of way for vehicular traffic has been shown to exist, the a RUPP must be reclassified as a BOAT. If such rights are not shown to exist then the RUPP must be reclassified as a Bridleway; unless it can be shown that Bridleway rights do not exist in which case the RUPP will be reclassified as a footpath. No other consideration can legally be taken into account! The suitability of the track, it's width, position, surface texture etc. are irrelevant in respect of the above described reclassification procedure. So the only real test for reclassification is whether vehicular rights exist. Those rights do not need to have been exercised for many years, and in extreme cases the track may be almost indiscernable but the council is bound by the legal maxim "Once a highway, always a highway". So all one has to do is to prove that the route in question was "once a highway" for it to be reclassified as a BOAT.

Councils are not allowed by law to use the reclassification procedure to 'drive off' motor-cycles and 4WD vehicles from a RUPP. Even when a

RUPP is reclassified as a BOAT the council is under no obligation whatever to improve or maintain the surface of the road.

Experience shows that when notices are published making a reclassification order, some parish councils and individuals make objections on amenity grounds (conflict between users, the local effect of motorcycles and vehicles, noise and destruction of the surface etc.) For example, they often try to restrict the use of a RUPP to that of a Bridleway or a Footpath because that may have been it's main use for many years. Any objection to reclassification can be made solely on the issue of whether vehicular rights exist. An objection on amenity grounds may only serve to confuse the issue in a case where vehicular rights are proven not to exist anyway! Justice will not be done if objections relate to subjects that the council cannot take into consideration.

The above information on reclassification is general but has been extracted mainly from a policy statement issued by Hampshire County Council and published in the B&BT Journal.

I have taken out a personal membership to the B&BT as has at least one other club member. If you feel that the CLUB should be a member and give it's support, financial or otherwise, please let me know. The issue of rights of way is far too important to disregard this organisation.

For information and subscription forms, write to:-
The Membership Secretary,
Byways & Bridleways Trust,
9 Queen Anne's Gate,
London SW1H 9BY

Annual subscription is £7.50.

Rover Rescue

An Idea and Report from John Dowdeswell.

I'm sure that many of you have by now at least heard of the term "Rover Rescue", and probably have at least some idea of what it is- and before anyone asks; no, it is not an attempt to recover the dog from another unaccountable predicament!

Breckland Land Rover Club I believe are credited with the original organisation, and you may remember them being featured on national television during the very bad weather of 1986. It is now something which is hopefully to become a nationwide system, throughout the Rover clubs, and to that end I propose the formation of a HBRO Rover Rescue Group.

For those not familiar with the idea of these groups, I shall briefly explain... The whole basis of a Rover Rescue group is a party of enthusiastic four-wheel-drive owners contactable at any time of day or night by the police or other emergency service to respond to a requirement for a four-wheel-drive vehicle. This would usually mean in times of flood, snow or other disasters. By making our presence known to other organisations, other exciting opportunities can arise such as coverage of stage and road rallies, and deliveries to isolated areas during conditions of thick snow.

Now I'd be the first to admit that the requirements for our area are somewhat different from that of, say, North Wales (Hello Red Leader!- say Hello to Chester for me)- we generally don't get quite as much snow down here, and it usually does not last as long even if it does strike us, but who knows when disaster will strike? It costs nothing except time to organise and maintain the group, which would be ready to swing into action at a moment's notice.

So what would I like to see? Well, since

GREEN ROADING AT NIGHT

HBRO covers a large area, I would recommend setting up several sub-groups, each with a co-ordinator, to cover a manageable area. The co-ordinators would then be the contact for the requiring organisation, and would be responsible for calling out whoever is needed, from their list of volunteers, who should be skillful and responsible drivers with well equipped vehicles.

There is no reason why every 4X4 driver in the club should not be involved, (the bigger the better!), so if you are interested, drop me a line, and hopefully we can get the group established, and finalise the way it should operate with a few meetings. If you have any good ideas, let me know so we can incorporate them. Maybe the committee could set up a sub-committee to run the group.

My address is:-
7 Pannall Road
Gosport Tel. Gosport (0705)-581970
HANTS
PO12 4PP

=====**=====*****=====*****=====*****=====*****

Now on a less serious note; whatever happened to the club meets at the Hampshire Bowman at Dundridge? It's a long way from Portsmouth to Aldermaston, especially in a LWB with SATs - anybody interested in reviving this quaffing session?

=====**=====*****=====*****=====*****=====*****

For some years now there has been a group in Basingstoke who go green roading virtually every Tuesday night, summer and winter. As you can just imagine in winter the whole trip takes place in the dark, which makes it very interesting. I have wanted to join them for some time, but have been prevented from doing so for various reasons. The main one is that they are in a different class, both with the capabilities of their vehicles and the amount that they are prepared to spend on repairs (one year Mike Scott estimated that it averaged out at £100 per trip!) I certainly cannot match that.

However, I recently found myself back in Basingstoke on business and as I didn't have a Land Rover with me I had an excuse to be a passenger, so 7 30 on Tuesday evening found me down at the Fox, suitably dressed for a cold night.

There was an interesting selection of vehicles including a Chrysler/Jenson engined Land Rover, a Range Rover Pick-up and, of course, Scotty's Landie/Rangie special. I chose to travel with Steve in his Series 2 88", luckily he had fitted door tops (the first time that I had seen them fitted) as it was a cold and windy night.

By coincidence it was virtually a year to the day since I had last driven many of the lanes we used that night, the changes were interesting. We started around Beech Farm which that night was muddy and in places it had become very washed out. We quickly came across the first of the fallen trees.

We went by way of Barton Copse to Upper Wield with conditions getting very muddy. However these were the conditions that the vehicles had been prepared for so the mud caused no real problems. The biggest difficulties were encountered by Scotty, who was having starter motor problems. Mind you as Mike's number one priority on the electrics side appears to be the row of KC's above the windscreen, it is not too surprising! Unfortunately due to battery problems he was only able to flick the KC's on for a few seconds at a time, but when he did the light was phenomenal.

Running up the North-South leg of Wield we came across the first major fallen tree. Fortunately the drivers had been there before and knew the way around, but this is where night green roading gets interesting, when you have to deviate off the track and pick your way through the trees.

From here we moved into the Wet Forest. This is so named because it has never been known to dry out, even in the hottest summer, so you can imagine what it was like in the middle of a very wet winter. Again we came across more fallen trees. I should point out that these were not the result of the October hurricanes, as various off-road groups and others had been out and cleared these, but were the result of a generally wet and windy winter. We stopped right in the middle of the biggest puddle (lake?) but fortunately the engine kept running and after a bit of shunting, Steve was able to drive out without assistance. Simon, running as tail-end-Charlie in his lightweight, was not so lucky. At this point Mike spun round to floodlight the scene. Why is it that a NATO hitch always jams when under a foot of water?

By now it was getting late so Steve and I were despatched to the Fox to order the beers. Even now our troubles were not over, for as we pulled away at a crossroads, miles from anywhere, we stalled. No problem except that the starter refused to engage. Needless to say it was on one of the few totally flat places, so push starting was doomed to failure. Fortunately with Steve hitting the starter motor whilst I pushed the button, it eventually started and we rushed on to arrive in time for last orders. Mike eventually scraped in for drinking up time, just as Mine Host was washing out the jug for us to take home. It seems that they got Simon out with no problems but Mike had done a U turn back through the water and stopped!

So ended a great night out. Had I been right not to go earlier? Yes, although I'm confident that WOW would have managed that trip with few problems, it could easily become addictive and so expensive. Would I go again? Yes please!!

Dave Cuthbert.

The Editor,
Pants and Barks.

Firhill Cottage East,
Whitchurch,
Oxfordshire.
6th June 1988

Dear Steve,

In the June edition of Pants and Barks, a letter from Red Leader raised interesting points about the differences between military and civilian Land Rovers and their servicing

One of the many reasons that people buy Land Rovers for everyday on-road and occasional recreational off-road use is that they are solidly built vehicle. It could well be argued that the Land Rover is a good example of British over-engineering, good being the appropriate word, as there are many Land Rovers over twenty years old being used daily. How many vehicles over twenty are used daily and serviced (more of this later) only occasionally? The fact that there are military and civilian versions of the same vehicle (lightweight excepted) doesn't alter the fact that the Land Rover is a fairly long lived vehicle. In fact the military versions have reason to last that bit longer as they will have been undersealed and that does much to protect the chassis from corrosion, as well as being fitted with heavy duty suspension.

The cosmetic differences apart, the military and civilian versions have most of the same consumable parts ie half-shafts, ball-joints etc. even engine parts are very similar, so that every-day running expenses are comparable. I agree that the 24 volt FFR Land Rover is a specialised vehicle, but most owners will have converted it to 12 volt, as it is fairly easy to obtain the necessary bits and pieces at a reasonably low price from a breaker, or should it be a dismantler, it doesn't sound so much like a heavy footed trials driver. The 24 volt bits can be sold off to the masochists who prefer the 24 volt system which is incidently a well sealed system.

The matter of servicing is something of a red herring, after all how many "civilian" Land Rover owners do routine servicing of their vehicles? very few once the warranty has run out. Do Land Rovers sold to the third

world really get the servicing they would get in this country? yet they keep on going. Could it be that Land Rovers are "over-serviced" in Britain? With all of the solidness built in does it really matter whether there have been two, twenty or two hundred different drivers?

As regards lightweight Land Rovers perhaps an owner of one of these could explain why they are so popular as they appear to have been built without any consideration for the comfort of the driver or passenger. All right for the military, but for civilians? I think I'll stick with my Ex-ministry SWB even though it has two fuel tanks that keep asking to be filled up.

Rog Pattie

p.s. the electronic spelling checker I used on this letter didn't like the descriptive word "undersealed" and suggested that a more suitable word was "undersexed". Is this true of all Land Rovers?

DATA PROTECTION ACT 1984

HBRO members and those who have received this newsletter through the post will have realised that the label on the envelope has been produced with the assistance of microchip technology, i.e. computer. This has been done to make distribution of the newsletter as easy as possible. For your information, the names and addresses of those who receive **Pants and Barks** and HBRO members' details, as given on the Club application form, are kept on disc which is used in my personal computer. This "personal" information is used to produce membership renewal notices and the labels for newsletter distribution. If anybody objects to me doing this, and wants the information removed, then write to me and let me know and the information will then be removed from the computer records. It must be mentioned however, that this could result in delays to getting that person's newsletter out. If your membership expires, the information is deleted. If you want any more details, then contact me.

Roger Pattie

The following is a verbatim copy of the new Ridgeway 'Code of Conduct' recently issued by LARA, in association with the Sports Council.

MOTOR VEHICLES ON THE RIDGEWAY VOLUNTARY CODE OF CONDUCT

If you use a motor vehicle on the Ridgeway, you are respectfully asked to note the various legal requirements you are obliged to fulfil and other guidelines that are suggested as a way of keeping the Ridgeway open to all types of user.

The Ridgeway is a public carriageway. Any vehicle using the Ridgeway (and any other RUPP or BYWAY must be fully road-legal in respect of Road Tax, insurance, MOT test, tyres, silencers, lights, etc. The driver must hold a driving licence and on motorcycles, wear a safety helmet.

There is a strong opposition from certain groups to recreational vehicles on the Ridgeway. They claim these are noisy, frightening and damage the surface. We believe that these criticisms can only be applied to a very few riders and ask you to follow this CODE OF CONDUCT to ensure that everyone can use this green road without spoiling each other's enjoyment.

CODE OF CONDUCT

1. Ensure you and your vehicle fulfil all the legal requirements.
2. Do not travel in large groups. We suggest a maximum of 4 vehicles. Remember that competition numbers and clothing can make you look aggressive to other users.
3. Take care not to damage the road surface, especially in wet weather.
4. Remember that the Ridgeway is very popular with horse riders. Give horses a wide berth and when passing from behind, call out a warning if the rider does not appear to have noticed you. Stop and switch off engines where

necessary.

5. Respect other users. Keep noise to a minimum and drive at a leisurely and unobtrusive pace (suggested maximum 25 mph) and honour the country code.
6. Avoid the Ridgeway on Summer Sundays (May - October) and bank holidays when there are many casual trippers around.
7. Remember that you are an ambassador for your pastime and others will judge us all on your behaviour. If you see motor vehicles using the Ridgeway illegally, tell the Ridgeway Wardens or the Police. Why not join a motor or motor cycle club and get maximum enjoyment from your recreation?

Issued by LARA - supported by the Sports Council.

Apologies for the terrible grammar, but that's how it's printed. On the reverse is a list of 'Useful contact addresses'. These include ACU, ARC, AWDC, BMF, RACMSA and TRF. How on earth are members of the public, issued with this document, to know who or what these are?

No address/phone number for the Ridgeway Wardens is given, but presumably they are contactable through the Ridgeway Officer:-

Mr. David Venner,
Dept. of Leisure & Arts,
Oxfordshire County Council,
Central Library, Westgate,
Oxford, OXON.

Tel: 0865-815735

RTV UPDATE

It is nice to know that some people actually do read what is put in the newsletter! In the article I wrote about the trophy I will be offering to the most successful driver of a standard Range Rover competing in RTV's, tyres were considered. Just to clear up any doubts, the emphasis is on "Standard" Range Rovers, and the tyres will be those fitted as standard with the maximum size of 205/215 x 16. If you can get 33 inches diameter from that you are welcome. Remember Rule 5!

Those who were at the Ham Lane RTV on 5th June will have seen the notice about the carriage of passengers in competing vehicles. The passenger must be a member of HBRO for any event which is organised by and restricted to HBRO drivers. For events such as Broxhead and Weavers (in December), the requirement is that the passenger be a member of an ARC Club, as the rules under which they are held are slightly different. However in all cases the passenger MUST be signed on before the event and only one passenger is allowed per vehicle. Insurance is normally one of those things that you don't give any thought about until something happens, nothing has happened, we are just making sure that everybody appreciates the situation.

Also just to clarify one other point, for events that are organised by Hants and Berks Rover Owners, fire extinguishers are NOT required. This slight confusion appears to have arisen because of the note at the bottom of the Forthcoming Events page. This refers to events organised solely by the Anglian Rover Owners Club, to which HBRO members are welcome to attend and participate, as long as they take a 2½ kg fire extinguisher as specified.

See you at Broxhead Common on 14th August. Rog Pattie.

The Dentist's Cavities

Do you know the Dentist's? If you do, you'll know the small bridge over the canal at one end of the lane. This is a listed building, believe it or not, and it's in rather poor condition. Hampshire county council have requested that this route not be driven for a while until the bridge has been restored. They have no intention of restricting the use of this lane, but please lay off it for the meantime, thanks.

FOR SALE

Please note:- small-ads are free but please let me know when a transaction is complete so I don't keep printing an out of date ad each month. Ta. Ed. Rates for COMMERCIAL ads are very cheap; just ask!

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

* Good Rover 2000TC engine with all ancillaries. 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.

* Firestone Super All Traction (SAT) tyres, 7:50x16. 6 or 8 ply. £45+VAT. Delivery (extra) is possible. Phone Mark Jones on Gerrards Cross (0753) 887871 for more information.

* Unused copy of "Torque Technical Tips" in as-received condition from Overlander Bookshop. Produced by the Rover Club of Australia, this is a very useful book for the Range Rover owner and has masses of information for the enthusiast. For sale at the cost price of £21.99. For more details phone Roger Pattie on 07357-2884

* CAR FOR SALE Rover 2.2. 1975. Red, Webasto sunroof, electric windows, radio/cassette, tax, MOT. £350 o.n.o. Phone Robert Smith on Epping 72922.

WANTED

Early type steering wheel (Metal spoke pattern) for series II Land Rover restoration project. Contact Mike Cunningham on 0252-626693.

EVENTS for your DIARY

- AUG 7th Green-lane outing. Phone Steve on 01-894-3961 for details.
- AUG 10th Pub meet at the Hind's Head in Aldermaston. 7:30 p.m.
- AUG 14th HBRO RTV Trial at Broxhead Common. Co-promotion with AROC. FWD Motors Trophy, sponsored by Castrol. See article in this issue.
- 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.
- SEP 2/3/4 "Bridgestone Tyres Off-Road Wales." at The Welsh Motor Sports Centre, Pembry, Llanelli, Dyfed, S. Wales.
- SEP 25th Anglian (AROC) Novice Trial at Isle of Wight Farm, near Gerrards Cross, West London. Details later.
- OCT 12th Hants & Berks A.G.M. Hind's Head, Aldermaston. Start at 8:00 p.m.
- OCT 16th Anglian (AROC) RTV & Experts Trial at Sundon, near Luton.
- NOV 5/6th AROC Nan King Novice Trial/ Ladies Class and Firework Party.
- DEC 11th RTV and Experts Trial at Weavers Down. Co-promotion with the Anglian Club (AROC) Details later.

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

NOTE:- For all AROC events, vehicles must carry a total of 2.5kg of BCF or HALON fire extinguishant.