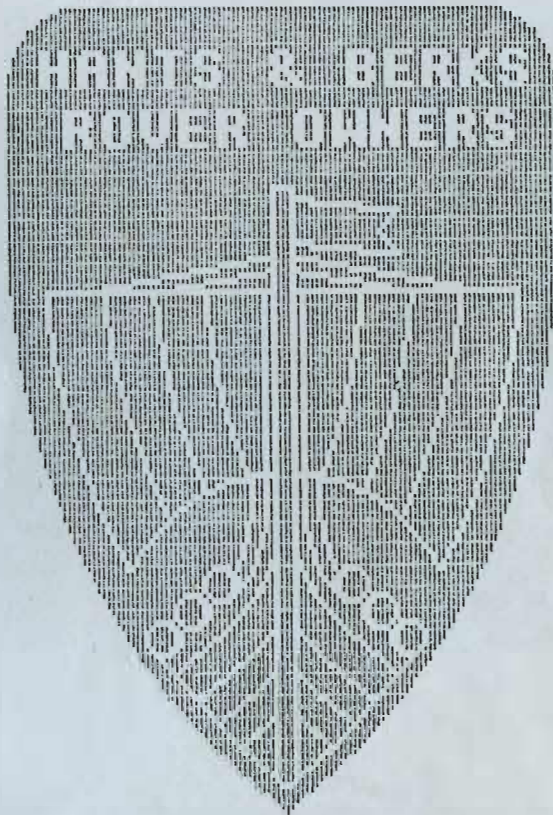


NOV '88

PANTS & BERKS



Newsletter of the Hants & Berks
Rover Owners

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Note:- * denotes committee post.

EDITORIAL.....

Well, the Major's Trial and the Wapsey's Wood Trial are behind us now. See articles elsewhere in this issue. By the time you read this the AGM and the Harroway Farm trial will have taken place; full details in the next issue. It is not usual to report the minutes of the AGM in full but there will be a report next month.

I hope that by now you will all have filled in your Camel Trophy entry forms and are raring to go!

Sorry about the hand made alterations to the events page last month. I got the two events mixed up. This month's list is correct but a little thin.

As you know, HBRO members are invited to any Anglian events and they are invited to ours, but disaster has struck in their camp; they have lost their two prime competition sites at Sundon and Houghton Regis. This does bring up the matter of trial sites generally: does anyone know of a suitable area of land we can use? I know some members who own land and I have already started to ask those. Is there a small abandoned quarry in the fields behind your house? If you know who the landowner is then please let Colin Gross or me know. If you don't, tell us about the site anyway and we'll follow it up.

The things people say.....

The conversation somehow got round to discussing vehicle weights. (The club member with a LWB had access to a weigh-bridge.)

He: "My Landy weighs about 1900 kilos"

Me: "That's more than my Rangy!"

He: "Well, it wasn't very clean at the time!"

The things computers say.....

The article Twenty Years On (elsewhere in this issue) was run through the electronic spell-checker which suggested HAREEMS in place of EURO-MP ! Their secret's safe with us.

A Smack on the Wrist from the ARC

We have recently received a letter from the ARC (the organisation that looks after our interests) ticking us off for intending to allow non Rover vehicles to participate in the Wapsey's Wood co-promotion RTV with Anglian. The letter also informed us that because of this intent, the ARC had cancelled the RAC insurance for that event. A phone call proved that to be untrue, however.

There is a curious anomaly in the rules of which is not at all obvious. The yearbook, our only source of ARC regulations, contains much detail on vehicle specifications but very little on the actual running of an event. Regarding non Rover vehicles, the yearbook merely states that some clubs "will allow other than Rover vehicles to enter, but they are not allowed in ARC events." This appears to give the club the choice as to which set of rules pertain, but this is not the case. What the Yearbook does not state is that if an event is solely for members of one club, then any set of rules can be used, but if members of another club are invited to compete, then ARC rules must apply in full. It's only when you apply to the RAC for a permit to run the event that you find this out. The letter continues in an unnecessarily threatening tone to state that if we had allowed non Rover vehicles in the event at Wapsey's Wood, then we would have to attend an ARC hearing to give a good reason why we should not be expelled from the ARC!

The first casualty resulting from this letter will be the co-promotion event at Weavers Down in December, which will now be a closed (HBRO only) event. This is because the enforcement of ARC rules will preclude so many of the invited vehicles that we have decided to run it under our own rules. The invitation to the Range Rover Register is having to be withdrawn as all Range Rovers except Vogue models do not comply with current ARC rules. They all got through scrutineering at the Nationals! (Only Vogue models have the full 5'10" bumper width required.)

It would be a great shame if the long-standing friendly reciprocal arrangement between HBRO and AROC mentioned earlier is compelled to end as a result of this letter.

Furthermore, the ARC regulations do contain some glaring anomalies such as currently prohibiting any turbo-diesel or petrol injected engines now commonly found in Rover vehicles (although this is to be changed for next year); and as I said, they also require Range Rover bumpers to be 2" wider at the back and 5" wider at the front than those fitted to the vehicle as standard. Some time ago, the ARC indicated that they would tighten up on the application of their rules. This, presumably, is the start. So long as we all stick to the rules, then there shouldn't be any complaint, but there are many vehicles in the country that would be ineligible without major alterations.

A phone call to the ARC, by our scrutineer, elicited comments to the effect that they are aware of most of these anomalies and that some no longer apply, despite still being in the rule-book. But that still doesn't get round the problem of co-promotions.

FOR SALE

Please note that small ads are free but please let me know when a sale is complete so I don't keep printing an out of date ad each month. Thanx.

* Firestone Super All-Traction (SAT) Tyres. 7:50 x 16, 6 or 8 ply. £45+ VAT. Delivery can be arranged at extra cost. Phone Mark Jones at Gerrards Cross on 0753-887871 for more information.

* Land Rover Srs.II, SWB. 'H' reg, with ally replica of canvas top. £750. Contact Gary on 0730-67146; he is handling the sale for a neighbour.

* Rover 2.2 litre Saloon Red. Webasto sun-roof, Electric windows, Radio/Cassette, Tax, MOT, £350. Phone Robert Smith on Epping 72922.

WAPSEY'S WOOD TRIAL

September 25th

The 'return match' for Broxhead Common took place at Wapsey's Wood near Gerrard's Cross, just West of London. The sections were laid out by Hugh Glossop and Colin Gross. The trial was a Novice Class one; that's a 'heavy-duty' RTV, basically. It certainly lived up to that description being very difficult in the main. The sandy soil of Wapsey's Wood was suffering from several days' heavy rain although this held off for the day of the trial. The sections Hugh and Colin devised needed careful planning to get through as bad positioning at one gate made the following ones more and more difficult. The terrain is also very deceptive, being very difficult to assess whether the grip is going to be good, using a slow approach, or bad needing a run up. This caught out many experienced competitors. The scores show just how hard it was.

We had twenty-four entries and we got through seven of the sections that were laid out. Hugh did the scrutineering, Colin was the Clerk of the Course and Steve Kirby acted as secretary of the meeting.

In this class of event, the expert triallers compete alongside the 'RTV' vehicles on exactly the same sections. The results show just how well the RTV's scored against the trials cars! The Ladies ended up with the same score but with no clears to decide the winner. So out we went to set up a section for a runoff. This is the first time a runoff has been necessary for a long time.

Dave Jenden turned up with the One-Ten in which he and Jonathan Rogers recently toured Canada and the USA. The vehicle is quite an eye-catcher as it is still bedecked with sponsor decals and sign writing applied for the trip.

Sorely missed was Steve Barnwell who has injured his back and is receiving hospital treatment. We all wish you well, Steve.

RESULTS

CLASS 1, Standard Vehicles.

Brian Warburton	29	Dave Osborne	30
Dick Corking	34	Paul Lloyd	35
G. Payne	36	Vic Garrett	37
Steve Tweedale	41	Phil Matthews	42
Steve Kirby	43	Alan Gale	43
Jonathan Rogers	46	Liz Corking	47
Nick Jennings	48	Rick Andrews	48
G. Thaine	49	Dave Jenden	50

Class 2, Modified Vehicles.

Dave Henry 51

Class 3, Specials (triallyers)

Martin Lewis	7	Colin Cowley	8
Simon Watts	24	Tim Northend	27
Tim Pearce	28	B. Frankland	36
Sandra Greer	47		

Ladies Prize

Liz Corking 47

A sincere vote of thanks to all those who worked so hard to make the day the success it was. The jinx of laying out the sections struck yet again! Colin's new gearbox dropped something in it's works during the day and wouldn't go back into high ratios.

F.W.D. MOTORS

34 ST. JOHN'S ROAD, HAMPTON WICK,
KINGSTON-UPON-THAMES KT1 4AN
Telephone: 01-977 8118



The Major's Trial.

Eastnor Castle, Ledbury, 1st October 1988.

The Major's Trial is held every year by the Midland Rover Owners Club at the Eastnor Castle site. The land is owned by Major B. Hervy-Bathurst, hence the name. Clubs can enter up to three teams each with three drivers using two or three cars. There are no classes, but the vehicles must conform one way or another to ARC regulations. For the first time, HBRO entered a team. This consisted of Vic Garrett and Phil Matthews in their lightweight, double driving; and Malcolm Whitbread in his newly completed 86" coil sprung special. The AROC, our friends from just up the road, entered two teams as usual. The "A" Team being Dave Osbourne in his 88", Colin Gross (with his AROC hat on) and Dick Corking double driving Dick's 88. The "B" team were Andrew and Maurice Flanders driving "Tiger Tot" and Kim Stroud in an 88". Malcolm very generously let me be his 'navigator' for the event; the first time I've been in a real trials machine.

The organisers had laid out twelve sections and the sixteen teams were divided into four groups of twelve drivers in order to get all the runs in during the one day. This is a superb bit of organisation achieving a total of 576 individual runs. The boggy condition of the ground in parts of the site resulted in a lot of towing and winching on some sections. All sections had twelve gates and some were familiar from last year and from the Nationals two years ago but all altered enough to make them very interesting. Some of them were quite long requiring a good memory to find your way to the next gate! As usual, I won't try to describe any of the sections but they included some remarkably steep hills and surprisingly boggy patches to trap the unwary. Trees were also on the menu as several competitors found to their cost!

Colin and Dick had persistent stalling problems which rather made nonsense of their driving ability and pushed the team down the ratings. Malcolm had a wayward coil spring that kept popping out of it's mount but didn't actually cause any real problem. My appeal to club members to come along to watch/cheer yielded only John McGhee who thoroughly enjoyed himself, I understand. In fairness though, it's quite a long way to go just

to watch an event

The trial finally finished in near darkness at about 7:30 p.m. and the awards made by the light of numerous headlamps! I cannot praise the organisers highly enough; the event is a remarkable achievement. A Sincere thanks must also go to the marshalls who made themselves available in the large numbers required to run such an event so well.

RESULTS

Cornwall & Devon	B	32	Anglian Rover OC	B	39
Cornwall & Devon	A	46	Cornwall & Devon	C	61
Somerset & Wilts	B	63	Midland Rover OC	A	67
Staffs & Shrops	A	76	Somerset & Wilts	A	77
Midland Rover OC	C	83	Southern ROC	A	86
Peak & Dukeries	A	109	Wye & Welsh	A	114
Somerset & Wilts	C	117	Midland Rover OC	B	120
Hants & Berks RO	A	142	Anglian Rover OC	A	149

The first three teams scored as follows:-

Cornwall & Devon Team B			
P. Thompson	6	A Retallack	11
Dave Marsh	15		

Anglian Rover Owners Club team B			
Andy Flanders	7	Maurice Flanders	13
Kim Stroud	19		

Cornwall & Devon team A			
B. Retallack	11	D. Rodgers	17
Paul Tucker	18		

Other scores of special interest are:-

HBRO Team A	Malcolm Whitbread	30
	Phil Matthews	49
	Vic Garrett	63
AROC team A	Dick Corking	48
	Dave Osbourne	50
	Colin Gross	51

Vic Garrett and Phil Matthews stayed until Sunday to try the Comp Safari. Vic was only a few seconds behind the class leader when a contretemps with a hole resulted in a bent wheel and subsequent retirement. A good effort, Vic.

Steve Kirby.

GREEN-ROADING NEWS

The following article is quoted verbatim from the "Berks, Bucks and Oxon Farmer":-

RIGHTS OF WAY Responsibilities of Farmers.

With the pressure more and more upon access to the countryside, it is important that farmers know the law and their rights and responsibilities under the Rights of Way Legislation.

To assist members, the NFU produced and circulated a leaflet delineating those responsibilities. Further copies are available for Group and County offices but for ease of reference I reproduce the farmer's check list below.

The main areas for complaint are:
FAILURE TO REINSTATE CROSSFIELD PATHS;
OBSTRUCTION OF PATHS BY CROP;
OVERHANGING VEGETATION.

Those who ignore this advice are in increasing danger of prosecution.

DO

- Maintain gates, stiles and bridges over man-made obstacles such as ditches. A 25% grant is available from the highway authority for maintenance of gates and stiles.
- Make sure farm operations do not damage the surface of any rights of way.
- Reinstate crossfield footpaths and bridleways within two weeks of ploughing.
- Obtain permission from the highway authority for new structures such as stiles and gates.
- Make sure electric and barbed fences have safe crossing points.
- Divert paths before putting up new buildings.
- Keep only beef bulls in fields with rights of way and they must be running with cows or heifers.

DON'T

- Intimidate lawful users.
- Allow crops and overhanging vegetation to obstruct paths.
- Put up misleading notices (e.g. signpost unofficial diversions.
- Lock gates.
- Cause a nuisance with electric or barbed fences close to or across a right of way.
- Plough up byways, roads used as public paths or any headland paths.

Aren't you interested in green laning any more? We had only three takers on Sunday. Fabio has returned from his jaunts round the world and still finds England beautiful; he turned up in his usual Pajero. Nick Jennings came in his Rangy along with number one son and thirdly, there was me.

Despite much rain earlier in the week, the weather was superb. We visited some lanes to the North and North West of Bucklebury. We found some that I've not driven before. Some that we had found obstructed or impassable last year were visited to see the current status. One obstruction I wanted to check out was not found and it became clear that we were not on the right route last time! Other tracks had had their obstructions removed only to be blocked elsewhere. At least a couple were ploughed out. Indeed, we witnessed the ploughing of a RUPP taking place before our very eyes! It's one that's been ploughed out of existence since last year if not before, but to see the field being ploughed again without reinstatement ever having taken place is disheartening. One narrow Byway ran along at the end of some peoples' back gardens. The house holders just stood there in mid-mow and mid-prune with their mouths gaping as this tatty Range Rover crashed through the undergrowth just behind their back hedges! I radio'd the others not to follow as I felt one vehicle would suffice. Honour was satisfied as right of passage had been exercised, hopefully without causing too much disturbance.

If you are interested in coming on a green lane trip, please phone me for the location of the start point. If you can't get through to me, try Gary Hodgson. I will try to inform him of the meeting place as soon as I know it myself.

Steve Kirby.
Rights of Way Officer.

Thanks to Andy Smith for sending this article in.

.....and now to a letter from the Range Rover Register:-

Dear Steve,

I have read in recent articles of your newsletter that H&BRO extended an invitation to the RRR to take part in your RTV trial that was held on the 14th August.

Unfortunately it would seem that your invitation was not received by our club and by the time I noticed it in your newsletter it was too late to be published in ours. As it happened we were also holding a Gymkhana on the same date in Bucks.

May I take this opportunity of thanking you for your invitation and trust that we were not too conspicuous by our absence.

Yours sincerely,

Michael Self.

Oops! Slight breakdown in communications there. Sorry RRR

FOR SALE

* Used Tyres:- Two Firestone Town & Country M+S Radials, slightly worn. One Avon Ranger II crossply, half worn. Phone Jeff on 01-898-2120.

* Mobelec Magnum contactless electronic ignition unit for Rover V8, £25 Phone Steve on 01-894-3961.

* Bearmach Bull-Bar. As new, will fit any Land Rover, Srs.III onwards. Phone Dave Cuthbert on Colwyn Bay 0492-534417.

* Bolt on Roll Bar for Truck Cab Land Rover, complete with 4 Cibies and 2 Halogen spot lights. Two rotating orange beacons for cab roof, plus 1000lb electric winch. Contact Mr. Perry at home on Romsey 884237 or at work on Southampton 824802.

Personally, I blame the Olympics! Up to now I've been quite comfortably ensconced in front of the telly, then all of a sudden there's this fad for runnin' an' jumpin' an' liftin' 'eavy weights.

Well, got the bug didn't I? Have a go at the weight lifting I thought, so here's the result. Without any help whatsoever, I managed to bring the typewriter all the way down stairs and plonk it squarely on the dining room table. Seriously though, you should see the size of our antique typewriter. And who badgered me into this endless gibberish? Blame the editor. "Let's have a report from you" he said. "Tell us about the Nationals".

Well, it was so long ago that I don't remember too many of the smaller details. Arriving at Trentham Gardens, near Stoke on Trent, late on Friday evening (27th May) our only concern was to pitch the caravan and get some sleep. Saturday morning was a bit on the damp side as I left my wife, Helen, to make breakfast while I braved the elements to prepare the motor for scrutineering before the RTV trial. Not much to do here as the Rangy is virtually standard apart from an 'experimental' engine and 750x16 XCLs. A quick check of the tyre pressures, empty the tools, spare wheels and jerry cans out of the back and that was it. (I have too many jerry cans; see advert elsewhere in this issue.) [Alex will be on the Wogan Show next week to plug his advert. Ed.] I was still eating breakfast as I went through scrutineering, thankfully without any major problems although the XCLs raised a few eyebrows.

The RTV trial itself was very well set out. Some of the sections looked fairly easy but could catch you unawares if you weren't careful; a few people got a surprise. I picked up a couple of ones where I shouldn't have early on and thought I was well out of it. Somehow I managed to stay clear for the rest of the day until about the second to last section. Thought I had that one sewn up until I gurgled to a muddy end in the corner of a lake which bore a strong resemblance to cold Oxtail soup. A pair of wellies and a long rope came in very handy to get me going again. Total score for

the day was three. After the RTV, I was disappointed to find that the trailer reversing course was closed as I wanted to see if I could do as well as last year.

Oh well, nothing else for it I suppose, just to wash, eat and adjourn to the beer tent to exchange stories about what would have been, if only..... The social side is as much part of the ARC National Rally as the competition itself. In fact the competitive spirit can sometimes go a bit far, "Race to the top of the tent poles" for instance, but it is all in good humour and we are there to have a good time.

Our Rangy is, (in my opinion anyway) a bit too good to be entering in the main off road trial, so Sunday was declared a day of rest. With about 15 or so groups of vehicles running at the same time it is impossible to see all the sections or all the competitors so a compromise had to be made. Helen and I managed to take a few photo's and chat to some of our old friends from the Lincolnshire LRC in between showers of rain. The trial did seem to be well thought out from a spectators point of view, but one incident did upset more than a few people. With so many competitors it is important to keep things moving, so I was quite taken aback when a group I was following seemed to encounter an unexpected hold-up. The section ahead was clear, the drivers had all walked the course and were ready to begin, the following group had caught up, the marshals sat down in a long line at the side of the track and had lunch. WHAT?? (I know I am not in a position to criticise as I didn't get off my proverbial and sign on as a marshal!)

My spot of good news on the Sunday came from Peak & Dukeries LRC member Dave Read. He had won class 5 of the RTV and I was second. There wasn't much in it, we were both on three points but Dave got the benefit of the doubt by having more 'clears'. We were both in the same situation last year but the positions were reversed after a runoff that lasted until about 9 o'clock at night. If it had gone on any longer, we would have needed lights!" Best of three? See you in Yorkshire next year Dave.

Sunday evening was spent celebrating, of course and observing the tent pole competition.

Some bright spark started a "who can stack the most pint glasses (they should be called plastics really) alternate way up in a single column" competition. If I remember rightly, the HBRO entered into the spirit of the occasion. Hello Rog, Malcolm and anyone else who was there. As I said earlier, it was a long time ago, apologies to anyone I've missed out. Dickie Day was disqualified for sticking the glasses together and the eventual winner was Darren Holditch of the Lincs LRC.

The evening was spoilt by a couple of local yobbos (nothing to do with any of the ARC clubs I am pleased to say) one of whom decided to knock back a few bottles by throwing furniture at the bar. Luckily no-one was hurt, but the bloke in question tripped over some guy ropes and had a nasty fall before being arrested along with his argumentative friend and carted off the local nick.

The fuzzy head cleared to reveal a wet Monday, which was to prove a bit of a problem. Some of the hills on the comp safari course became so muddy they were virtually impossible for all but the 'big' motors and the course had to be closed on a couple of occasions for alterations. For the spectators however, especially the ones with wet suits, the conditions provided very interesting viewing and at least we didn't have the dust problem that plagues so many comp Safaris. Helen and I made our way to the beer tent [Again? Ed.] just in time for the prize giving on the Monday evening.

As Steve said in the September editorial, I entered as a representative of the Lincolnshire LRC, but I was pleased to hear that HBRO collected a trophy when Malcolm Whitbread won his class in the off road trial. Well done Malcolm! Hopefully Hants & Berks will have a larger number of entries next year, so we can walk off with a bit more of the silver.

So, are YOU going to Yorkshire in '89? ask anyone who has been to a 'National', it is well worth the effort. Even if you don't compete, there is plenty to do and see during the weekend. We stayed until the Tuesday this year and then made our way to the Lake District for a nice relaxing holiday, if you can call a wet week on Windermere relaxing. Had to try out the local green roads of course, but that's another story.....

Alex's Garage clear-out.....

1 Goodyear Xtra Grip	650x16	(4mm)	£5
3 Goodyear Xtra Grip	750x16	(3-4mm)	£5ea
1 Goodyear Super Hi-Miler	750x16	(6mm)	£10
1 Michelin X	185R14	(3mm)	£3
2 Uniroyal Rallye 280 'R'	185SR14	(3mm)	£3ea
2 Continental	560x13	(6-7mm)	£15pr
1 'Remould'	520x13	(7mm)	£4
1 Michelin MX	155R13	(4mm)	£4
1 Dunlop SP4	155R13	(5mm)	£4
1 Michelin TRX	220/55VR390	(3mm)	Offers?

Jerry cans - to clear.....£4 each.
 Weber 32 DFM manual choke Carb.....£10
 Escort Mk. I parts:-
 GT front hubs with new bearings.....£10 pair.
 Towbars, saloon and estate£5 each
 'Mexico' vented discs (new) complete
 with H16 calipers & DS11 pads.....£75
 'Mexico' standard disc pads.....£5 set
 Bootlids, 1 good, 1 very good.....Offers
 (I've heard of a car boot sale,
 but this is ridiculous! Ed.)
 Cavalier/Manta 1.9 head gasket, soiled..£2

Phone Alex on ODIHAM 4872.

Events for your Diary

* First Sunday in each month, green-lane trip. Call Steve on 01-894-3961 or Gary on 0730-67146 unless specified below.

* Second Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m.)

Nov 6th Green lane trip. Although I usually plan the area to be covered well in advance, if you have any preferences, please let me know at least a week before.

Nov 9th Noggin & Natter and possibly videos at the Hind's Head, Aldermaston, Hants. Opens at 7:30 p.m.

Nov 13th Treasure Hunt. Suitable for all types of vehicles. Location is in the Fleet, Hants, area. Turn North from jct. 5 on the M3. Turn West onto the A287 towards Basingstoke. About 200 yds along, there is a side road sign-posted "Hants County Council Hook Works Unit". Meet there by 10:30. Map ref: 186/SU 721532

Dec 11th RTV Trial at Weavers Down. The usual five classes will apply. See August's issue for a list of these.

Further details soon.

WANTED

* Front Hoop for Short Tilt for Srs.II or III. i.e. the one for the pick-up bed behind a truck cab. Also PHOTO'S of my Land Rovers in action:- WOW 293 (later ACC 445A), OEY 366S and KOM 682, "TOBY". Phone Dave Cuthbert on Colwyn Bay 0482-534417.



P.J. COOKE



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