

PANTS & BARKS

April '89



Journal of the HANTS & BERKS ROVER OWNERS

* CHAIRMAN & COMPETITION SECRETARY	Colin Gross, 16, Thurlstone Road, Ruislip, MIDDLESEX HA4 OBS	0895-638957
* SECRETARY	Gary Hodgson, 5, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	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, MIDDLESEX TW2 5AR	01-894-3961
* CO-OPTED MEMBER	Malcolm Whitbread, "Mallows", Beechfield Lane, Frilsham, Newbury, BERKSHIRE RG16 9XD	0635-201448
SCRUTINEER	Hugh Glossop, 80, Windmill Road, Mortimer, BERKSHIRE RG7 3RJ	0734-333409
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 7, Pannall Road, Gosport, HAMPSHIRE PO12 4PP	0705-581970
NEWSLETTER EDITOR	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	01-894-3961

Note:- * denotes committee member.

"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the Association of Central Southern Motor Clubs.

CHAIRMAN'S PAGE.

For many of you last month's Pants & Barks must have been somewhat different. For almost the first time in eighteen months there were photos included, and whilst the long standing members probably recall the days of Red Leader's (Dave Cuthbert) superb reproductions, our newer members may be forgiven for thinking that the P&B was lacking in illustrations. Technically it is much harder than it first appears to get even reasonable pictures into the newsletter, and the club's thanks should go to Steve Kirby and Tom Andrews for their persistent efforts to solve the problems. If you have any good photographs of your exploits then why not send them to Steve, and if they can be reproduced perhaps you to can become immortalised in the pages of P&B.

Last month also saw several articles written by club members. By my reckoning if each club member submitted only two pages of text every other year we would still have more than enough material to fill the P&B without the committee having to write the entire newsletter. Seriously, most issues of P&B are entirely written by just the same four people and it can be a real problem to think of something to write each month. As club members you must be doing something, even if it is only getting fed up with reading our missives. So why not put pen to paper? The committee can do the typing, all we need is your input.

Finally in case you are worried about the possible effects of the ARCs Genuine Land Rover policy on the HBRO I should like to assure you that the committee have no intention of altering the format of the Club or it's competitions at this time. The HBRO intends to remain within the ARC but will still allow the occasional non Rover vehicle to enter in events run under HBRO permits.

CAREER OPPORTUNITY

F.W.D.MOTORS have vacancies for mechanics for repair and maintenance of Land Rovers and Range Rovers. Salary negotiable. Contact Bob Grigg at F.W.D. Motors, Kingston-upon-Thames. Phone 01-977-8118. A job worth travelling for!

EDITORIAL.....

Following regular pleas for pictures to appear in P & B, I did a little bit of experimenting with the photocopier and produced acceptable results (I think) for James' photos last month. I might even try a photo on the cover soon (Shock! Horror!) Photos will be returned in the sender's newsletter. What a bumper edition that was too! Thanks to all those who contributed. Thanks also to the hard work put in by Tom Andrews whose copier is still not over enthusiastic in it's production of double sided sheets.

Technology moves along.... Last month's two articles by Nick Jennings (and this month's one) were sent in on a computer disc. He uses a word processor called Tasword, but this saves the files in such a way that I can use them straight away with different software. So if you have an IBM PC compatible, you can send your contributions on a 5¼" disc, saved as TEXT or ASCII files. Your disc will be returned promptly. This month's Chairman's Page and Competition News from Colin Gross were sent in by phone using a Modem. If you didn't understand any of that, then it won't apply to you anyway!

Mindless ramblings (1). Apart from my activities in this club, I am also the Sec. and newsletter editor of a scale model boat club. The newsletter is called "Mail-Boat". It's a pity the area of operation is not the same as the car club or I could rename it "Punts and Barques"! Forget I said that.....

Mindless ramblings (2). Electronic spell-checkers, mentioned in this newsletter before, can sometimes let you down. The odd slip of the finger can result in id, tew or thrid, all of which are in fact valid words but not the ones wanted. Sometimes the results are amusing. I see from Dave Cuthbert's letter this month that his spell-checker has accepted "corespondent" instead of the intended "correspondent"; quite a different meaning! Not a Freudian slip, I hope.

Robb Unsworth would like to know if any members would like to join him and his family for a caravanning holiday in August to take in a visit to see the "4X4 Tout Terrain" show at Val d'Isere and maybe co-drive in the "L'Hannibal Total" run (over the Alps). Sounds exciting. Any offers? Phone Robb on 0703-260501

COMPETITION NEWS.

At this time I am still awaiting a reply from the ACSMC about their failure to provide the HBRO with any military land for trials in 1989. However all is not lost. Careful reading of the RAC 'Blue Book' revealed to me that it was now possible to run Co-Promoted events with other clubs without using an ARC permit. This was subsequently confirmed by the RAC who explained that using a HBRO permit we could in theory invite up to eight other clubs to one of our events. In practice of course this applies to any club, and so the apparent hold of the ARC over our events has been lessened. It also means that I am currently negotiating with two other clubs with a view to getting the HBRO invited to one of their events. If negotiations are successful we should have invites to at least two events on Hampshire based military land during 1989.

On a different note it is not too soon to be thinking about the Majors Trial which is normally held in early October. This is a team event and last year the HBRO entered for the first time, and didn't come last! Unfortunately Vic and Phil won't be around this year so we are looking for some new team members. The trial is held on a Saturday in October at Eastnor Deer Park near Ledbury. When conditions are dry you just have to accept that some sections are laid out down and around slopes as steep and as long as the worst at Ham Lane. When it rains the sections still run on the same slopes, but you tend to arrive at the bottom much quicker. Whilst it may not be a competition for the family motor, and Rangies tend to be a little on the large side since Series Ones predominate, it is still within the abilities of many of the HBROs competitors. If you have an ARC legal motor, and fancy your chances then get in touch with me.

The next club trial is to be held on the 9th of April at Ham Lane, and I look forward to seeing you there. If you fancy setting out a trial then please get in touch as Clerks of the Course are in short supply. Don't worry if you have not done it before as the present group will offer to assist in any way you require.

GREEN-ROADING NEWS

Steve Kirby, Rights of Way Officer
(Member of The Byways & Bridleways Trust)

A long time off work with a slipped disc has enabled me to examine, check and cross-reference many rights of way matters. Several mistakes were noted in last month's list so I am reprinting it in a different style with some additions. If you are transferring this info to your maps, forget last month's list and use this (and forthcoming updates) as your master lists. Downgradings, deletions and diversions are the most important because they indicate roads you can't use any more, so they are in the list below. Adoptions don't matter so much so I keep them in a separate list. I am keeping a complete cumulative list up to date. Copies can be sent to anyone wanting one. It is normally against club policy to publish map references but the ones below really matter and they are in force now. Please check them off against your maps ASAP.

BERKSHIRE: -

(I have included the road designations and modification order serial number in case of queries. See notes at end of the Berkshire section.)

Downgradings

(to bridleways unless otherwise specified. You can no longer drive on these roads.)

Arborfield 15, Wokingham Lane, (110). Sections SU748658-SU751656 and SU762658-SU764660.

Ashampstead (4) 6, SU57717486-SU58707505 & 8, SU57727515-SU58107520.

Barkham 2 (160), SU781671-SU778678.

Brightwalton 9, (30). SU41558100-SU41828125.

Bucklebury area. (23/24) All these are now bridleways:-

8a, SU512708-SU525709	10a, SU52157085-SU52127112
10b & 10c, SU52157085-SU52757015	22, SU52706955-SU52656965
24, SU52826950-SU52756970	28a, SU528695-SU534692
28b, SU53756905-SU53856901	30, SU52856945-SU53156960
32a, SU54206925-SU54356918	43a, SU53606915-SU53726915

54a, SU519696-SU522703

62, SU55876905-SU56106928

65, SU579699-SU582702

82, SU561695-SU562702

113, SU55876905-SU55656908

58, SU55556953-SU55786940-SU55656935

63, SU54556860-SU54706895

67a, SU54556860-SU54806860

85a, SU56216978-SU56306970

114, SU53207000-5315701258

Note:- Number immediately prior to map reference is lane number.

Chaddleworth 10, (30). SU40458070-SU41558100.

Farnborough 5. (99). SU41458210-SU42378207.

Lambourn 51, (74). SU31807550-SU32107460. No rights of way.

Ruscombe 9, (118). SU80407653-SU80457725.

St. Nicholas Hurst 3, (133). SU78877450-78807460.

St. Nicholas Hurst 15, (132) "Poplar Lane" section
SU78707130-SU78957140 South of A329(M).

Sandhurst 6 (159). SU83126207-SU83106215.

Tilehurst 17, (126). SU65547432-SU66007450.

Ufton Nervet 13, (43). Section SU60707014-SU60987075 was diverted to SU60606996-SU61287070-SU61007085 then downgraded!

Warfield 24, (179) SU86767009-86807015 is now a footpath.

Wargrave 56 (173) SU80167899-80007955.

Deletions (These roads have physically GONE!)

Barkham 24, (154) "Tintagel Road" has been realigned. Sections SU80356567-SU80326565 & SU80206558-SU80256560 have gone.

Easthampstead 22, (177) SU861688-SU863684.

Enborne 17, (39). SU45106425-SU45206424.

Diversions

Beedon 19, (8). Route is now SU49057783-SU49257795 under main road.

Chieveley 13, (32). Route now SU50507417-SU50407433 over M4.

Ilsley (59):- East Ilsley 11 and West Ilsley 25 from SU49028310 to 49068340 now loops Westward and joins the Ridgeway at the underpass.

Lambourn 69, (74). Route now SU34057420-SU34087432 over M4.

Swallowfield 31, (135) Route is now SU71456375-SU71426380-SU71506385.

White Waltham 26, (193) "Paley Street" crosses the M4 at SU86657720. This has been diverted slightly to cross the motorway at right angles.

Note (1):- Some entries were extinguished/diverted long ago under the "M4 Motorway Sideroads Order, 1969", and similar orders. Most current maps show them as modified. They are included here for completeness.

Note (2):- Number in parentheses indicate Modification Order serial number.

HAMPSHIRE.

Downgradings....

(You may no longer drive on these roads.)

Fareham 8, SU49400584-SU49470583 (Footpath)

Fareham 35, SU53550402-SU53300400 (Footpath)

Havant 132, SU719048-SU722041 (Bridleway.)

Deletions....

Martin area. There are two routes between SU081193 & SU085201 that are very close together. The Northern road is RUPP 36/U116 and is retained. The Southern route, RUPP 37/U116, has been deleted.

Diversions....

Dummer 3. From SU583446 going South; RUPP 3 now loops to the East around three edges of one end of the long tree-lined field and not straight across. One of the corners passes very close to the Axford/North Waltham road. Do not enter or exit at this point. I'm told the farmer is quite tolerant, let's keep it that way!

Martin/Rockbourne area. RUPPs 38/32 (U126), between SU087199 & SU093200, now diverted to the South past Knap Barrow and Grans Barrow via SU090198. Further along, at SU107206 approx, the RUPP no longer loops to the North through the field just to the East of the "Duck's Nest" long barrow, but follows the straight track shown on the OS map.

Nutley 7. SU592428-SU595424 has been diverted via SU593423. (i.e. it goes round the edge of the field, not across it.)

Other....

Sherfield on Loddon 31 & 27. SU653573-SU671575. (Occupied by MoD until further notice.)

The above list is the accumulation of five years, that's why it looks so bad! However, we have lost them for ever.

My Green Lane Guide last month contained a misleading description under the "Unclassified County Road (UCR)" heading. I tried to combine the statuses (stati?) of UCR and white roads under one heading and got slightly muddled. I have also added a section on 'Common Land'. That section of the 'guide' should now read as follows:-

Unclassified County Road (UCR):- These have vehicular rights even though the route may co-exist with any of the other types of right of way. UCRs may range from fully surfaced wide roads down to ill-defined overgrown tracks across open country. UCRs are "county maintainable roads", but are bottom of the list for allocation of funds for repair.

"White roads":- There are many minor roads shown on OS maps in white. (i.e. uncoloured.) They may have continuous or dotted defining lines (indicating the presence of walls or fences) but these do not all have public vehicular rights.

You cannot tell the true status of 'white roads' just by looking! Many UCRs are 'white roads' BUT not all 'white roads' are UCRs.

Commons, beaches, moors.:- There have been many misleading adverts recently showing vehicles on beaches, moors etc. You do not have the right to drive a vehicle in the majority of these areas unless you have permission from the landowner. The 'foreshore', the area between the high and low water marks, is generally Crown property and you may not drive there either.

Last month I mentioned the use of a Roamer for map reading. That should have read 'Romer'. I have printed somewhere near this article a Romer full size for those who haven't seen one before. I have a limited number of these on transparent film for 25p each. (It's not much good on white paper is it?) I can produce more to order so let me know if you want one and I'll send it with your newsletter. To use it, you place the appropriate grid over the square on the map and read off the reference without having to guess at it! To obtain compass bearings, place the 'target' in the middle of the Romer over the location on the map and, using a straight edge, read the bearing off the edge. It also carries a reminder of how to obtain a map reference for those who still send in the occasional survey form with the Eastings and Northings transposed!

In January's P & B, I mentioned that LARA may change it's name to MOLARA and cracked an awful joke about it having more teeth. Predictably, a similar joke appeared in many other subsequent publications but, as the saying goes, "You saw it here first!" The name change is now confirmed as the Motoring Organisations Land Access and Rights Association; quite a mouthful (sorry) but they're still known generally as LARA. They have issued a new "Code of Conduct for Drivers and Riders in The Countryside" in tasteful cream and green. The text is the same as that printed in December's newsletter except for the addition of a message from the Royal Society for Nature Conservation.....

"Wildlife faces many threats in the countryside. Please protect our animals and plants by taking care on green lanes and avoiding vulnerable habitats such as sand dunes, heathlands and wetlands. For information on important

wildlife areas, contact your local Nature Conservation Trust. Details available from RSNC"

.....and two more contact addresses:-

The Sports Council, 16 Upper Woburn Place,
London, WC1H 0QP. tel: 01-388-1277

Royal Society for Nature Conservation,
22 The green,
Nettleham,
Lincoln, LN2 2NR. tel: 0522-752326

There is also a box headed "Your local motor sport contact is:" with a space for the relevant address stamp. This wording is rather unfortunate as it implies that driving and/or riding in the country is a *sport* and not a *leisure* activity. As I see it, there is a difference.

The new Code is sponsored by Land Rover Ltd (there's a turn up for the book) and it has a photo of a Series II Land Rover on the front and a motor cycle inside. On the back is a photo of an "Unsuitable for motor vehicles" sign with a LARA voluntary restraint notice attached. I've not seen any of these notices in our neck of the woods, but it's an attempt to dissuade the 'cowboys' from making a mess of roads that the rest of us know about because we bother to find out. Please let me know if you see one. (A notice, not a cowboy.)

I heartily applaud all those at LARA and elsewhere for the production of this pamphlet.

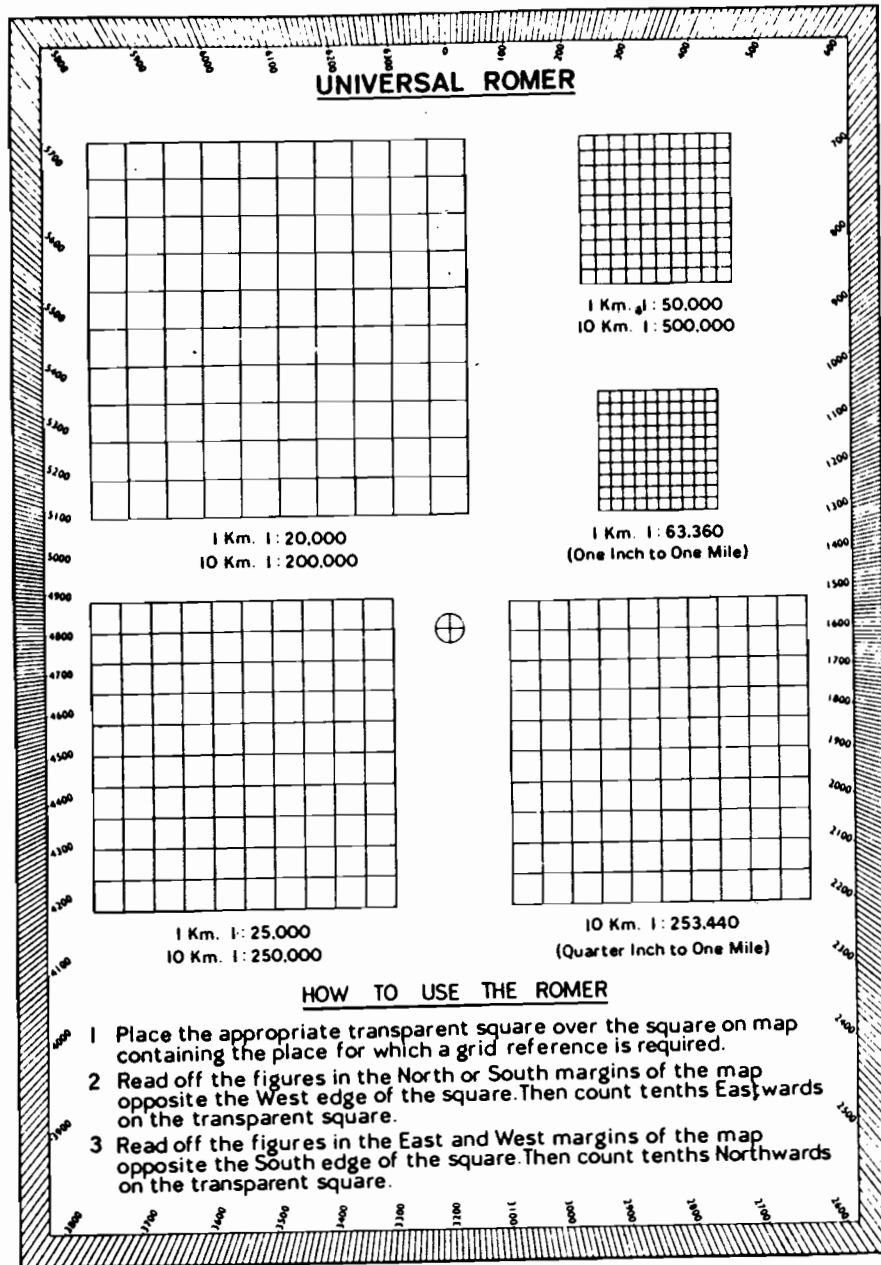
A Hitch in Time; the Sequel.

In referring to the wayward ball-hitch incident last month, I failed to appreciate the distress occasioned by the driver being towed. He too was upset by the occurrence and has now taken steps to prevent it happening again. He has commented that the hitch had passed AWDC scrutineering on several occasions and he thus assumed it to be satisfactory.

I realised, in writing the article, that I ran the risk of offending someone, (in fact I didn't know the names of others involved) but the satisfactory outcome and co-operation of all concerned is reassuring.

Steve Kirby.

GREEN LANE TRIP



The second Sunday in February turned out to be quite a pleasant day despite the previous day's rain. This month's meeting point was in the lay-by just east of Woolhampton on the A4, a regular rendezvous point. Steve Kirby is laid up at present with a bad back. This I discovered at the club night on the previous Wednesday. (all the best Steve for a speedy recovery). Anyway 9.30 a.m. saw six vehicles head off for the Bucklebury Common area.

The convoy consisted of Terry & Dave in a Srs. III station wagon, Ted Angie and family in their Srs. III, Chris and son in an ex-military 24 volt truck cab Srs. II. Alan Tew and family, Alex Waugh, and myself in Rangys. As I was the only one with a C.B. I gave Alex my hand held so we had communication between back door and front door (good buddy 10-4). The first three lanes were pleasant and passed without incident. I noticed that when we forded the river Pang, someone had pinched it. There was no river where a river used to be. Another two or three lanes passed, again without incident, and so to a stop for refreshment.

By this time we were just outside Hermitage. I would tell you precisely where but as I am in the office on the works PC I don't have any maps to hand. The next lane ran through a wood for two miles. After about two hundred yards, Terry found a hidden tree root with his hand brake drum and stopped dead. Ted obliged with a quick pull from behind and off we go again. But not for long. The next part of the lane run up hill through a small gully and looked very soft. I tried with the Rangey but to no avail, so I took a small diversion. Terry followed me. Ted & Angie decided to give it a blow. They did very well but came to rest halfway through. Terry tried a recovery but did not have enough traction. I slung a rope on Terry and we tried in tandem. Again no luck (these tandems aren't any good off road). In the end the capstan winch on my Rangy saved the day. Next to go through was Chris. A valiant effort but again out with the capstan. Alan and the Red Rangey next. He got half way then reversed out to review his tactics. Then came Alex. He kept up the revs and his speed and just came straight through until stopped by my offside sidelight/indicator lens on his bull bar. Having seen Alex through, Alan tried a similar approach and got through. The rest of the lane was as difficult or as easy as you wanted. All the tricky bits being easily avoided by detours. The capstan winch came out again twice more for self recovery or recovering others. A very handy tool that and at only £185.00+VAT very good value.

Another few lanes followed, again passing without further drama. We finished at 4.00 p.m.. Alex Waugh then returned my mobile C.B. with the comment that it was one of the few things that he had not broken that day.

Thanks everyone for a great day and see you next month ?

Nick Jennings.

ARC Nationals, 1989

As members will have read in previous newsletters, this year's ARC Nationals are to be held at Rudding Park in Yorkshire from the 26th to the 29th of May. As in previous years, there will be an opportunity for those going to this great event either as competitors or just as spectators (camping, caravanning or sleeping under the car) to travel in convoy on the Friday, setting off from the Thames Valley area mid-morning, to arrive in Yorkshire late afternoon. Entry forms were included with last month's newsletter.

The Nationals is (are?) an enjoyable social/competitive weekend. Those who have been before know what to expect but if any members require more forms or further information, then please contact Roger. (Address/phone number inside front cover.)

Coming soon.....

Richard Stewart has fitted Land Rover Bodywork to a Range Rover chassis. This isn't as easy as it looks! His description of how it's done, with all the trials and tribulations, starts next month.

Opposite, top:- A large group of cars gathers just prior to the last treasure hunt, run by Alex Waugh. The winners, Gary and Pennie Hodgson, are planning the next.....

Opposite bottom:- Straight ahead, through the gate, is a BYWAY. The ploughing is quite illegal, of course, but does not constitute an obstruction. After you, Claude.....! Please do let the Rights of Way Officer know if you come across this sort of thing or obstructions.



Editor, *Pants & Barks*.

Colwyn Bay
March 89

DRAGON'S DRIVE

News from the Hants & Berks Rover Owners' North Wales Correspondent

Dear Steve,

The March edition raises a couple of important points.

Firstly, Range Rover drop arms. Before passing Colin's warning onto *North Wales Land Rover Club* members I made some enquires, mainly at the North Wales Land Rover Centre. Yes, the problem does exist. Land Rover Ltd are aware of it, and hopefully it is solved. When the problem arose (apparently it is unusual, Colin was very unlucky to suffer it on two vehicles) it was usually on recent Range Rovers rather than old ones. However, the problem can also arise on Nineties and 110s, so the outcome is, if fitting a new type drop arm, be careful.

Turning to Rights of Ways, Steve has done a very good job presenting a complicated subject in simple terms, but in order to keep HBRO members out of trouble, I feel I must elaborate.

For those who don't know, much of RoW law is not made up of cut and dried rules, but is case law, i.e. someone has been taken to court, and the outcome becomes law. Much of it is still waiting for some one to be charged, to clarify things. I hope it will not be a HBRO member, but in the meanwhile things must remain vague.

There are two points on obstructions. Firstly it seems that if diverting round an obstruction, you may only venture onto land owned by the maker of the obstruction. This means a lot of research! Secondly, whilst you may remove enough of an obstruction you find to get past (and no more) you may not go out with the intention of clearing an obstruction. This is why any track clearance expeditions must be with the full knowledge and approval of the council, land owner etc. It is often taken to mean that you can only use such tools as you would normally carry, and you should not be prepared for clearance. In other words, you can use a hacksaw from your tool box, but you'd better have a good reason for carrying a chain saw.

Dave Cuthbert

One problem that has been concerning the committee of the North Wales Land Rover Club is that trials tend to be won by the same two or three people, and they have given considerable thought to ways of sharing the honours more evenly.

They had already tried a handicap event. This was very simple, the organiser just walked round with the scrutineering, giving 5 points if you were a regular competitor, 5 if you had ever won, 5 if you were on SATs etc. Needless to say it was one of those days when the usual results were turned upside down anyway, several of the "experts" having off days whilst a newcomer struck lucky, so on this occasion the handicap served to widen the gap, rather than close it.

Despite that, all agreed that it had been a promising idea, but if it were to work properly it would need much more thought giving to the handicapping.

This year we tried something different with the same aim, a team event. The idea was that entrants would be paired off by the organisers, the combined score to count. Originally it had been proposed to pair off opposites, expert with novice, LWB with SWB etc, but it became apparent that this would prove far too complicated, so in the end the teams were drawn from a hat. Generally this split people up well, although there were a couple of lucky pairings (your correspondent draw 'Little' Bob, a regular winner).

To add interest the rules were slightly different, as each competitor was allowed one stop, in addition to any shunt normally allowed for LWBs, per section, provided he was recovered by his partner. (If he could restart without assistance, without shunting back and fore, that would count as a recovery). Obviously all recovery had to be supervised by a marshal, primarily for safety reasons. Before allowing a recovery attempt the marshal had to be satisfied that the stop was due to the terrain, and not being used as a shunt to avoid missing a gate. In addition

THE 1989 H.B.R.O. RALLY

they were only allowed one attempt, no continual snatching, and had to restart cleanly afterwards. They could choose to recover in either direction, but there were restrictions on how far they could go, basically a vehicle could be pulled through one gate. Obviously you still had to avoid hitting canes, even with the rope.

But how did it work? Slowly! Inevitably when a vehicle got stuck his partner was at the other end of the section. Although he had a totally free choice of route the ground, open, often boggy, moorland in the shadow of Snowdon, often meant that the recovering vehicle had difficulty getting to a suitable point, sometimes needing recovery itself in the process.

At the end of the day most people had enjoyed it, and felt it had been a good idea, but before a second attempt various changes would be needed. We shall see.

Changing the subject completely, now is the time many people are thinking of holidays. Some of you may have considered North Wales. If you do, I'm sure you will enjoy it, and you will be very welcome, but, please do not come thinking it will be a green roaders paradise. It is not.

A quick look at the map will reveal that there is a marked shortage of RUPPS & BOATS, although there are some alternatives, if you know where to look. So far we do not seem to be having the problems of the same magnitude as those elsewhere, but we are still not the most popular people around, especially within the National Park. On one occasion we advised a visitor on suitable lanes, they then misread the map, went along a private track, then, when challenged by the land owner, told him the NWLRC had told them it was OK!

At the moment things are not too bad, so long as we do not disturb the status quo we should be OK. Whilst we do not wish to appear unwelcoming, the last thing we need is a lot of outsiders, especially English, churning up the mountains. We are having enough problems with the locals!

If you do come however, I'm certain you won't regret it, it really is beautiful. Please though, stay on the roads, and give me a ring, I'd love to see you.

Red Leader

The Hants and Berks Rover Owners will be holding a **RALLY** on the weekend of 20/21 May 1989 at **HARROWAY FARM** near **PETERSFIELD** in Hampshire.

The attractions will include:

LICENSED BAR, SKITTLES, DARTS & BARBECUE (in the barn). We hope to be able to show **VIDEOS**, so if you have any on VHS, bring them along. **FOOD** will be available at very reasonable prices or bring your own.

CAMPING & CARAVANNING on the Saturday night at £1 per person. Water and very limited toilet facilities will be available.

BRING & BUY (preferably car bits only !!)

On the Sunday, there will be a **DRIVING TEST - TRIAL - GYMKHANA**.

For those interested, there will also be **GREENROADING** on Saturday and Sunday.

On **SUNDAY** the main gathering of members and vehicles (possibly some interesting non-Rover vehicles!) when members will get the opportunity to vote for "the vehicle that I would most like to take home"

The rally, which will be the first to be held by the HBRO for some time, will be an opportunity for all club members (and their families) to meet and join in as much or as little as they want, the rally site will be open from **Saturday midday** until **Sunday evening**. The bar will be licensed on the Saturday from 6pm to midnight, with soft drinks available at other times. There will be a small charge made for entrance to the Barn on the Saturday evening. The grid reference of the site, which will be signposted from the A272 at Langrish and from the A3 south of Petersfield, is **SU 715 216** on "Chichester and the Downs", OS Sheet 197.

For more information about any aspects of the rally, contact the Secretary, Gary Hodgson on Petersfield (0730) 67146.

A CLUB SHOP?

Looking through the minutes of the 1988 AGM, there was a question raised about the possibility of opening up a club shop. Whilst any method of bringing funds into the club will obviously be considered, a club shop is not the money spinner that some clubs have thought that it would be. Unfortunately, none of our members seem to be in any of the trades which could supply a club shop with the very limited quantities which we are talking about. With around a hundred and twenty members nearly all of them would have to buy at least one or two "club goodies" to make it a viable proposition. Interestingly enough, as there has been virtually no mention of wanting "club goodies" made either on the membership renewal forms or to any of the committee members, what those "goodies" might be I have no idea, so all those members out there who want to buy club goods, what do you want? Let me know, at least then I'll have some idea of the quantities involved and further enquiries can then be made. If after reading this there ARE members out there who can supply on a "one at a time" basis those items which most club shops seem to sell, then please contact me a.s.a.p!

Having written all that, I will remind members that a few windscreen stickers are available at £1.20 each, sent with newsletters or at the club meetings. These were produced nearly five years ago and it has taken all this time to sell less than a hundred. When they have gone we will consider getting some more (different) ones produced, if members want them.

Also available are sweatshirts with the club logo (the shield) embroidered on. This is a private venture, funded by me which has not involved the club in any expense, in fact it gets a contribution for each one sold. These sweat shirts or any other garments (the mind boggles) are individually embroidered, but unfortunately as the production costs have gone up somewhat since they were first available, a one-off order for a sweat shirt will cost about £19, however, if I can put in an order for say ten, then the cost will come down to about £12 each.

This embroidering service has been available for about four years, but the advertising in the newsletter left me so

underwhelmed with orders it was discontinued, perhaps now is the time to try again. Please note that if you contact me and place an order, then it is a definite order which must be paid for, might sound obvious but a few members did order sweatshirts to be paid for "on delivery" and then changed their minds after I had got the work done.

For more information on the embroidering service (sew-on patches can be made available) or for a chat about any possible "club goodies" contact me, details inside the front cover.

Roger Pattie .

HAM LANE RTV 26th FEBRUARY 1989

The famous Ham Lane bowl had caused all sorts of problems to the Clerk of the Course and his assistants on the Saturday whilst setting out the 8 sections, but it looks as though the Ham Lane Jinx has been laid to rest, Allan didn't do any damage to his vehicle, or at least he didn't tell us of any! Knowing that the very slippery surface of the Ham lane site would pose problems for the drivers even just trying to get about the site, most of the sections were laid out on what could be described as the "more level" sections of Ham Lane, although the opportunity was given to get to some sections via a hill descent section which proved to be most interesting and which undoubtedly felt much worse to the drivers than it really was. The technique of low 1st, no brake or accelerator is one which has to be tried to be believed, although it will only be successful if the speed at the top of the descent is low, ie if you are accelerating to the first gate at the top of the slope and then take foot off accelerator, then there will be a lot of momentum which is going to take some time to get rid of and losing it going down a slope just ain't going to happen!

The parking area just inside the site caused problems for the Secretary of the Meeting with his caravan, even though towed by a Rangie, as the grass surface was covered with ice which fortunately melted and started to dry out fairly quickly. Members started arriving fairly quickly and signing on and scrutineering was carried out so that we were able to get started at ten o'clock. The 24 drivers who

actually started were split into two groups after the briefing which included the advice that if the vehicle looked as though it was stuck, self recovery was not to be attempted and a pull out would be undertaken so that the ground wouldn't get too cut up for the following drivers. I'm pleased that members heeded that advice and minimal recovery damage occurred.

One group started at the top of the site and worked down whilst the other group went down into the muddy lower sections. The first group found that although there was not too much mud at the top of the site, wet grass was probably just as bad, if not worse as directional stability is somewhat reduced!

As usual there were almost as many techniques for driving the sections as there were drivers, varying from the "slow and steady" to the "blasting through" methods. It's not the intention to give a detailed report of what took place, those who drove will know only too well those sections which they don't want reminding of even if scoring low points and it's not the intention to cause any embarrassment to the officials!

Thanks go to all the officials (volunteers or not!) who assisted with the organising, setting out and running of the event. Thanks must also go to the drivers who turned up and made the event successful, we had nearly a fifth of our members competing!

p.s. Trials are only cancelled for very good reasons, rain and snow are NOT good reasons!! If you must telephone to find out if a trial has been cancelled, then telephone the secretary of the meeting during the evening before and not during the night.

Class 1	1st	M.Adamson
	2nd	V.Garrett
	3rd	P.Benwell
Class 2	1st	S.Hazell
Class 3	1st	S.Olden
Class 4	1st	A.Dawes
Class 5	1st	M.Whitbread
	2nd	G.King
Ladies Prize		L.Whitbread

Driver	Section								Total Class	
	1	2	3	4	5	6	7	8		
M.Adamson	0	6	5	7	2	1	8	0	29	1
P.Benwell	1	6	2	4	6	7	6	0	32	1
R.Brown	Withdrew									
D.Catlin	5	5	6	7	6	8	9	8	54	1
K.Catlin	6	7	6	5	9	7	5	9	54	1
A.Dawes	0	3	5	1	9	7	0	5	30	4
V.Garrett	0	0	6	0	9	6	8	0	29	1
C.Green	1	8	7	1	9	8	8	9	51	1
S.Hazell	0	6	6	0	0	0	0	4	16	2
D.Henry	5	7	6	1	3	7	8	8	45	1
C.Homewood	0	6	6	1	9	8	8	4	42	1
G.King	3	4	6	0	6	0	6	5	30	5
J.King	1	7	6	0	9	5	8	0	36	5
A.Marynicz	6	9	7	7	9	10	8	7	63	1
T.Marynicz	7	10	7	1	9	7	8	8	57	1
A.Mills	5	8	7	6	9	8	8	8	59	4
T.Mottram	0	6	6	3	9	8	8	2	42	2
S.Olden	7	8	6	7	9	7	8	8	60	3
I.Piggott	5	8	6	0	5	0	8	8	40	1
R.Reaton	6	7	5	5	9	8	6	5	51	2
M.Sloane	2	7	3	7	9	7	0	5	40	5
M.Tancock	1	9	6	7	9	8	8	5	53	1
R.Unsworth	4	10	6	7	9	8	9	9	62	1
J.Wallis	Withdrew									
L.Whitbread	5	6	7	1	9	5	8	8	49	5
M.Whitbread	0	6	6	1	0	0	8	0	21	5

It was rather muddy, but that didn't seem to stop everyone's enjoyment of the day.

WANTED

* 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.

* Truck Cab & Windscreen frame & Tailgate for 88".
Phone John on 0895-33568.

* Truck Cab, very good condition for SrsII/III Land Rover.
Phone Mark Jones at Gerrards Cross on 0753-887871

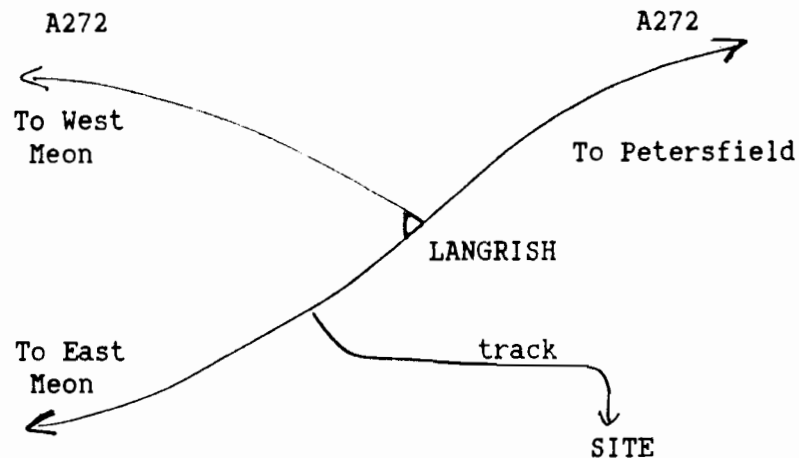
FOR SALE

ROAD TRIM VEHICLE TRIAL

We are holding an RTV trial at Ham Lane Leisure Centre, Langrish, near Petersfield, HANTS, on the 9th of April. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £8:50. Scrutineering will be at 9:00.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as usual:-

- 1 : Standard. Wheelbase under 93", under 2500cc engine.
- 2 : Standard. Wheelbase under 93", over 2501cc engine.
- 3 : Standard. Wheelbase over 93", under 2500cc engine.
- 4 : Standard. Wheelbase over 93", over 2501cc engine.
- 5 : Special. Any non-standard or "Home built" Rover-based vehicle. Any engine size.

HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.

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. Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £1 per 1/4 page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

* 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 Bits.... Hard top (c/w safari rear door) for LWB, £175. 4 LWB rims with tyres, £15ea. Bonnet, £10. Roof rack with ladder for LWB, £60. Phone Mark Jones at Gerrards Cross on 0753-887871

* Range Rover. Sound and straight. Ideal tow/service barge, green-roader or basis for competition vehicle. View at Dorking, Surrey, but phone Dave Cuthbert in Colwyn Bay, North Wales, on 0492-534417 for details.

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

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

* Range Rover Clutch Bits. Disc and pressure plate, new. £90 Phone Mike Cunningham on 0252 (Fleet) 626693.

* Land Rover Engine, 2 1/4 Petrol. complete with ALL ancillaries except oil filter housing. 35,000 miles. Good, quiet, oil-tight unit. Redundant after diesel conversion. Any sensible offers around £100. Phone Chris Baldwin on 096-274-269 (Winchester)

* 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.

FOR SALE

* Land Rover IIa bits. LWB axles with good chrome, steering box, two 7:50x16 tyres, two 6:00x16 tyres on wheels, front wings. Plus Srs.III bonnet and loads of odds and ends. Phone John on 0895-33568

* 1958(ish) Series One 88" Land Rover. Breaking for spares. Chassis in very good condition. No engine but all body panels and mechanical bits available. Phone Roy Michael on Eastleigh 611491.

* Range Rover Bits:- Pair Front springs £5. Dog Guard VGC £30, several 50mm Ball Hitches, £2 each, Set rear light protectors 90% complete, £20. Contact Nick Jennings on 0734-471258 (home) or 0734 -471528 (business).(Caversham, near Reading.)

* Truck Cab for SWB Land Rover. Possible swop for hard top. Phone Roy Michael on Eastleigh 611491.

* 2.6 litre, 6 Cylinder Land Rover Engine. Complete with carb, starter and clutch. Noisy but running. £20. Phone Mark Lockwood on 01-368-2815. (North London)

* Alex's April Fool's Offers.....
Austin Allegro, 'S' Reg. Body sound, engine smokey, (new cylinder head included in sale) no months MOT, no months tax, no log book, £35:00. Delivery service available.

New Land Rover door handle and lock assemblies complete with two keys. (driver's side) Genuine parts. Series II or III. Surplus stock. 50% off list.

TYRES:- One Goodyear Super Hi-Miler 750x16. Five various 185R14 (Suit Transit, etc.). Two various 560x13. One 'Remould' 520x13. Four various 155R13.

Any offers? All very cheap as I need the Garage space. Phone Alex Waugh on ODIHAM 704872.

* Four used Tyres on White SWB rims. Two Avon Traction Mileage 600x16. Two Firestone Town & Country 600x16. All with loads a tread. Offers to Dave Catlin on 0329-46235 (Fareham)

* 3.5 litre P5 Coupe. J reg. Auto, S/S exhaust, 83k on the clock! Engine and gearbox OK but chassis, brakes etc. not too good. No tax or MOT. Very cheap. Any offers? Buyer collects. No split. Phone Michael Webb at Stubbington on 0329-662765

EVENTS FOR YOUR DIARY

* Second Sunday in each month, green-lane trip. The rights of way officer will usually be present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire.

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

Apr 2nd Green lane trip. Phone Steve or Gary.

Apr 9th RTV at Ham Lane. Secretary of the meeting is Roger Pattie. Details elsewhere in this issue.

Apr 12th Noggin & Natter and possibly videos at the Hind's Head, Aldermaston, Hants. Opens at 7:30 p.m.

May 20/21 Club Rally to be held at Harroway Farm, near Ramsdean, HANTS. More details elsewhere in this issue.

May 26-29 Nationals at Rudding Park, Harrogate, Yorkshire. Details elsewhere in this issue.

Notices.

(a) Some months ago, Hants CC Surveyors asked us not to drive right through RUPP 35/U245, "The Dentist's" as repairs were to be carried out on Eastrop Bridge at the Western end. I have been informed that similar request was made to the AWDC and the ARC who turned it into a voluntary restraint on the *whole* of the RUPP. We will abide by that decision too.

(b) In one of the Green Lane articles in March's issue, reference was made to "The last lane we tried to drive was in fact a footpath." We have received complaints about this too. The accent here is on the "tried"; the walker present assured the leader that the way was a footpath and it was not driven by the group.

Steve Kirby, Rights of Way Officer.

COPYRIGHT NOTICE!-

Articles/items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that a byline for the author and the HBRO is appended. References to forthcoming events may be published only with prior written permission.