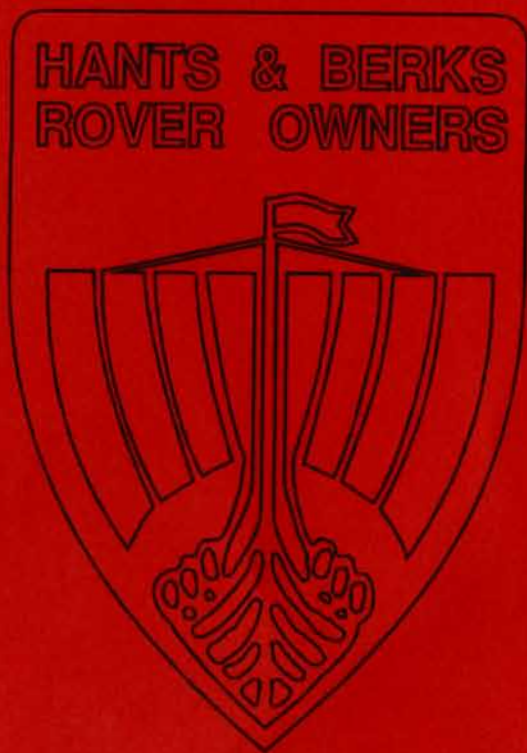


JUNE 1990

PANTS & BARKS



**NEWSLETTER OF THE HANTS
AND BERKS ROVER OWNERS**

Officers of the Club

*CHAIRMAN	Malcolm Whitbread, 1, Frogmore Street, Hampstead Norreys, Newbury, BERKSHIRE RG16 OSD	0635- 201020
*SECRETARY	Gary Hodgson, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	0730-67146
*COMPETITION SECRETARY	Allan Tew, 32 Plantation Road, Tadley, HANTS	* 0734-812069
*TREASURER, MEMBERSHIP SECRETARY, NEWSLETTER DISTRIBUTION	Roger Pattie, Firhill Cottage East, Whitchurch, OXFORDSHIRE, RG8 7HQ	0734-842884
*RIGHTS OF WAY OFFICER	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	081-894-3961
SCRUTINEERS	Gary Hodgson, Steve Kirby- Steve Barnwell- (0908-616878)	
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 18 Lechlade Gardens, Fareham, HAMPSHIRE PO15 6HF	0329-220859
NEWSLETTER EDITOR	Steve Kirby, (address above)	081-894-3961

Notes:-

- * denotes committee member.
- denotes members of ARC Scrutineering Committee.

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

Editorial

All sorts of special events seem to be happening this year; why are they all in the North of England?... well, north of Watford anyway! These include the Major's Trial, the War of the Roses, the BFGoodrich Show and the Nationals.

The BFGoodrich/Off-Road & Four Wheel Drive do looks quite impressive from the publicity I've received. Amongst other attractions, they promise "Quad bikes". 'Quad' indicates four of something and 'bike' being the abbreviation of bicycle; I wonder how many wheels these things really have? I understand the show is better than their publicist's grammar. See article elsewhere in this issue.

The quality of the pictures in the May P&B was much improved; a picture on the cover next? The printing is done by PrestoPrint in Reading. The cost works out to about 50p a copy and that includes stapling and folding; cheaper than I can do it myself.

I do hope more of you can send some articles in. If you're typing or printing them yourself, please make the block of text the same as in the rest of the newsletter. For those of you with access to PC compatible or Atari ST computers, I can accept articles on 3¹/₂" and 5¹/₄" discs with ASCII files on PC and Atari ST discs (root directory). Better still, send document files from "Smart", "Tasword", "First Word Plus" and "First Choice" wordprocessors on PC discs only, either size. If you don't have a choice, send it in anyway and I'll see if I can load it. Unless otherwise requested, I'll return the disc, and any photos sent, with your newsletter.

Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! Apart from the inconvenience, the mag is getting cluttered with old adverts. Are they yours?

Dragon's Drivel

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

I see from April's *Pants & Barks* that congratulations are due to Angie Marynicz, for at last beating husband Ted, well done. Looking through the results I was also pleased to see Colin Gross featuring. On checking past newsletters I found his name only once before. Other names that have appeared very seldom are Roger Pattie and Steve Kirby, I am sure we all realise that they put a lot into our club, (but I doubt many members realise quite how much) what do they get out of it? Thanks to you all for your efforts.

At the end of February, coincidentally on the same day as the Hants & Berks Rover Owners, the North Wales Land Rover Club held its first trial of the year. We had been a bit worried beforehand as this landowner was particularly concerned about possible ground damage, and both January and February were very wet. However the week before things improved, and we had a beautiful dry week. Then on Saturday it rained again, and on Sunday morning it was still raining. I decided it was waxed jacket weather, but not full waterproofs. Soon after arriving at the site, all of 4 miles up the road, I realised I was wrong as the rain had soaked straight through both trousers and overalls. When we reached the start of the sections, on the top of the hill, we were hit by a vicious, icy gale, the worst I have experienced for many a year. (This was of course the day before the sea wall was breached.) This all rather coloured my impressions of the trial itself, as I spent the whole day try to convince myself it was a hobby, and so I was meant to be enjoying it, without much success.

I have recently be witnessing the different driving attitude in Wales compared with the Home Counties. At present between Conwy and Bangor there are temporary traffic lights where they are building a new headland tunnel. Even now, out of season, they are causing considerable delays (the technique seems to be, keep the green light on till there are no more cars coming, than let them through the other way, the outcome is that a 15 min wait is nothing unusual! I am dreading the influx of holiday makers. In case any of you are think, its OK for you locals, you'll know the back lanes, there aren't any. The shortest alternative is 38 miles instead of 15! Back to the point) with tail backs onto a dual carriageway. So what do

people do when they see the queues ahead, we all pull carefully into the left lane, leaving the right clear for the handful of vehicles turning right at the roundabout. Of course you get the odd vehicle queue jumping, it's interesting how many of them are builder's Transits, but they are usually in the minority. On one evening recently a number tried it, but after a while the driver of the 8 wheeled tipper in front of me decided enough was enough, and pulled across into the righthand lane, and stayed there, carefully keeping station with the traffic on his left.

In case you think this is unique, a month or so ago when the coast road to Rhyl was closed, there was a vast increase in the amount of traffic coming into Rhuddlan, resulting in long queues back round the roundabout. This of course usually makes life very difficult for the queue joining. Up here though, nearly everyone worked on the one by one principle of letting people onto the roundabout. One morning however, someone decided not to let the van in front of me on, the vehicle behind then stopped to let us both pull out, thus returning things to their "proper" position. I'd love to see that happen on Basingstoke's Black Dam roundabout!

Our most recent event was our Easter weekend near Bala, for which we were again joined by *Confused of*, sorry, Colin Gross. I think, overall, the weather was a bit better than last year, but that still left a lot of scope. The rain even put the barbecue out on Saturday, although we got it going again later. Fortunately the wind wasn't as strong, though the hail was heavier! Like last year the Sunday of the trial was easily the best day of the weekend, and we were treated to one of the best trials the NWLRC have held.

We took the opportunity to recce the mountain climb, and realised the magnitude of the task we have set ourselves, though it transpired that the one route we didn't look at is the one the landowner (who suggested the attempt) recommends, so all is not lost.

Earlier in the weekend much entertainment was provided by a bike trial, not just for kids, and a demonstration of the latest piece of high tech equipment that we hope to use as our secret weapon at the War of the Roses.

Red Leader

BFG/OR&4WD Show

The BFGoodrich/Off Road & 4WD show should be a good one this year. Highlight of the show should be the gymkhana arena using 4x4s and ramps instead of horses and jumps.

There will also be a three mile scenic off-road course for visitors to drive their vehicles on. There will be a repeat of the high-speed off-road race, a spectacular "mud-run" plus buggy and quad racing. The industry show is expected to be Britain's biggest with 100+ stands in the display.

Entry for the day is £5 for adults and £1.50 for children. Show opens at 9.30am each day and closes at 6 pm on Saturday and 5 pm on Sunday. It's at Trentham Gardens, same place as the Nationals, just a few minutes drive from junction 16 of the M6. For more info, see Off Road & 4 Wheel Drive magazine. The informative and amusing centrespread in this newsletter is reproduced by kind permission of Link House Magazines Ltd.

Copyright Notice:-

Unless otherwise indicated, articles and items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that the author and the HBRO are acknowledged. References to forthcoming events may be published only with prior written permission.

Photos opposite:-

Top:- Colin out with a group of NWLRC members at Easter.

Bottom:- Dave Cuthbert clears another gate at the NWLRC RTV.

Photos: Colin Gross.



Another Easter in Dragon Land

Early in 1989 the North Wales Land Rover Club invited the HBRO to their Easter weekend meeting at Arenig, and for various reasons I was the only HBRO member to attend. The invite was again issued in 1990, with the same result; and since I firmly believe that you are all missing out on a great event I've decided to submit this report of the weekend's happenings. Perhaps if we are invited in 1991 more HBRO members will venture into the Welsh mountains ?

Six o'clock on Friday morning found my Range Rover and caravan proceeding slowly up the M1. Due to the massive volume of traffic, and several accidents, I was still travelling with the same group of vehicles at Coventry as I had been at Luton. Motorway driving on a Bank Holiday weekend certainly isn't undertaken for the enjoyment of motoring! However once past Shrewsbury (M1, M6 & M54 plus some A5) my route headed onto the 'B' class roads across the mountains towards Bala. The scenery along this route, especially as you climb the pass above Llangynog, is breathtaking and provides more than adequate compensation for that long motorway haul northwards. Finally, 5 1/2 hours after leaving home I arrived at Arenig; about 6 miles to the West of Bala and approximately 1200 feet up in the mountains. The NWLRC campsite is in an old quarry; and with the caravan positioned at the quarry's open end I had a panoramic view of the entire valley.

Once Red Leader (Dave Guthbert) had arrived (bringing his own caravan because he had accepted that Welsh mountains at Easter are no place for a tent) we decided to explore the possible routes up Arenig Fawr. As you should be aware the NWLRC were to attempt to drive a Land Rover to the summit over the May Bank holiday weekend, and this was a chance to look for likely routes. Having spent over an hour plodding uphill we were over half way up when Dave decided it was time to return because of the worsening weather. Our way up across a long bog and through steep rock fields had clearly been no route for a Land Rover; the way down on gentler but equally boggy slopes looked no more hopeful. On our return, in a hailstorm, to the campsite we hoped that others in the club knew of better routes towards the summit. Friday night was spent with the traditional NWLRC barbecue and entertainment from Kelly's Heroes. This year the Heroes had produced what quickly became known as "The worlds largest

Wendy House"; a huge wood and tarpaulin structure that sheltered us all from the inclement weather and housed the infamous NWLRC bar.

Saturday dawned bright, and armed with Dave's maps I set out to explore the surrounding countryside, and particularly some roads which Dave had suggested I would find interesting. The first of these was approached by a delightful pass into a valley, and then an interesting drive through a forest. All of this had been along single track roads, but just as I was beginning to wonder why Dave found the route so interesting I arrived at a gate. A check on the O.S. map showed that the road beyond was indeed coloured yellow; but it looked somewhat of an unlikely choice. Subsequent investigations have shown that not so long ago it was an Unclassified County Road, and that explained a lot. The route carried on for about four miles, the surface often being the same width as the Range Rovers track with thick grass along the centre, and on the steep, twisty, and very narrow downhill section I began to wish that I had selected Low Range. Going the other way, especially in a normal car, would be quite exciting.

By now the rain had started in earnest, and as I travelled around the mountains all the undercover tourist haunts were seen to be packed solid. Not wanting to join them I ventured via many more of these narrow roads to Rhyd-y-sarn, and leaving the comfort of the Rangie set off on foot. Just over a mile and a lot of climbing later, I arrived at Dduallt. This may not mean a lot to many of you, but it is the place where the Ffestiniog railway makes a complete loop in order to gain the height needed to pass around the lake built for a pumped storage power station. I had expected to wait for about an hour for the train to pass, but having made the ascent faster than I had expected I barely had time to regain my breath before the preceding train came rushing around the loop. Following an old track, that would have made an interesting drive, brought me to the head of the lake where I was able to take more photos of the train on its return journey. Unfortunately the rain came down by the bucket load on my return walk, but that seems to be the norm for Wales.

On my return to the campsite I was just in time to witness the bike trial, notable for its spectacular 'offs'. Quite who enjoyed it the most, the children or the adults, was impossible to judge. A two hour blizzard made the nights barbecue start somewhat late, but did little to dampen the

enjoyable evening.

Sunday brought the vehicle trial, and as luck would have it I drew number one, so I was first away on section one. A steep drop led into a long gully with a steady ascent towards the finishing gates. Since gates two and one were either side of a crater I decided that I would stop before them, the Rangie being likely to get wedged on its bumpers with its wheels in the air. The wet Welsh hillside, and the Rangie, had other ideas however; and I failed the ascent at the three gate (as did many others). This set the pattern for the day. In practice I only hit two canes all day, and one of those was during my only shunt (which would have led to me being only the second vehicle to clear that section). On nearly all the sections it was the slippery uphill climbs which brought the Range Rover to a halt. My final score for the ten 12 gate sections was 61, but the trial was one of the best I have attended for a long time. Each section was interesting, and a real challenge to drive. Well done Clerks of the Course.

Following another night in the Wendy House those hardy enough to stay on after the trial were planning to depart on the Monday morning, instead of as originally planned staying on to the afternoon. The bad weather had prompted this decision, but it gave me a new idea.

Getting up at 4.30 saw me on the road by 5.15. A fantastic 42 miles was then driven before I saw another vehicle on the road, and by 8.45 I had arrived near Newport Pagnell for the Anglian Rover Owners Club RTV. Being a member of that club I was eligible to take part, and after yet again swapping the Range Rover's tow bar assembly, I was into my second trial in two days. A totally different venue to that in Wales, some 20 acres of farm field instead of about 1000 acres of mountainside, produced a very different style of event. However the Clerk of the Course again succeeded in producing a very good and varied group of sections. Monday evening finally saw me arrive home.

So what did you miss my not coming along. You certainly missed some atrocious weather, but that was more than compensated for by the activities described above. Marvellous scenery, a varied program of sight seeing and competitions, plus the fantastic atmosphere of a NWLRC camping weekend makes the trip well worthwhile. I believe that we will again be invited next Easter, so who's coming?

by Colin Gross

Health Drive for Africa, 1990

This summer, a group of five young people- Martin & Marion Honeywill, Chris Brandwood, Andy Makin (HBRO member) and Kate Jephcott will be travelling through East Africa by Land Rover. We will raise money for a community health project in Subukia, Kenya, which is being supported by Oxfam. Tourism has brought prosperity to some in Kenya, but for the majority of her people it is a different story. Ten times as many children there die before their fifth birthday than in Britain.

Preventative health care is minimal, particularly in rural areas where there is only one doctor for every ten thousand people. Because of this, the people of Subukia are now running their own community health care programme which is in vital need of support. Can you or your company help us to help them?

Why Oxfam?

In addition to the provision of short term relief, Oxfam is committed to helping communities help themselves. It acts as a catalyst for change, providing resources to help local people gain a measure of control over their lives. We believe that this is the key to effective development. Supporting Oxfam's work in Kenya allows us to target our contribution to a specific community need.

Subukia Community Health Programme.

Subukia lies a few miles south of the equator in Kenya's Rift Valley Province. The health programme was established in 1985, in order to bring much needed health care to the community; before this time the only existing health care was at a hospital 100km away. The programme has enabled local people to be trained as health workers. There is now a clinic in Subukia and a mobile clinic serving outlying villages. These provide vital health care and education for all members of the community. To provide ongoing support, Oxfam have a fund raising target of £17000.

Our Itinerary:-

Following the completion of preparations to the Land Rover in June, it will be shipped to Mombasa, Kenya. We

ourselves fly out in July and begin our drive through Kenya to the Rift Valley Province. We will visit the Subukia region with a view to observing the project in action in the community.

From here we plan to continue our travels south through Tanzania, Malawi and Zambia. Oxfam is currently supporting vital work for these and other front line states. These countries live in the shadow of South Africa, suffering the cost of destabilisation, a South African policy which aims to undermine the economy and politics of neighbouring independent states.

During our time in East Africa we will record our experiences in order to provide detailed reports for our sponsors on our return on October.

What You Can Do.....

We believe continued support of the Subukia Community Health Care Programme to be vital. Will you help? Your donations to the Subukia project will be greatly appreciated.

Our expedition is already proving expensive. We are prepared to meet these costs ourselves. However, help in any form would be gratefully received.

Photographic and written reports of our expedition will be available to sponsors on our return.

For the Subukia Community Health Programme, please send donations to:-

Health Drive for Oxfam, Africa 1990,
c/o Vera Jefferson,
OXFAM,
1 Windmill Road,
Headington,
OXON. OX3 7BL

For expedition costs, please send donations to:-

East Africa Expedition Fund 1990,
c/o Kate Jephcott,
1 Upper Redlands Road,
Reading,
BERKS. RG1 5JJ

Special Services Section

This section is for members who are self-employed and can provide special services to club members. Entries below are free on condition that some discount is given.

ELECTRICAL:-

J. W. Bull, Tel:Southampton 865675

FIRE PROTECTION:-

Romsey Fire Protection. Tel:Romsey 14700.

FOOD:-

Nick Jennings, Family Butchers, Reading area.
Tel:0734-471528 and 0734-475172.

OFFICE SUPPLIES:-

Tom Andrews, Tel:081-570-8411, Fax:081-847-1588

PLUMBING/CENTRAL HEATING:-

Dave Ridden Winchester, 0794-514834
J. W. Bull Southampton 865675

VEHICLE REPAIRS/SERVICE:-

P. J. Cooke, Tel: Headley 234 (workshop)
Thatcham 62163 (Home)
James Wallis, "Red Rover Services" Petersfield
Tel: 0730-62057
Chris & Georgina Noel, "GLE", Boston, LINCS.
Tel: 0205-352683
Steve Barnwell, Newport Pagnell.
Tel: 0908-611413 (Home), 0908-616878 (Works)

WATER TREATMENT (Domestic):-

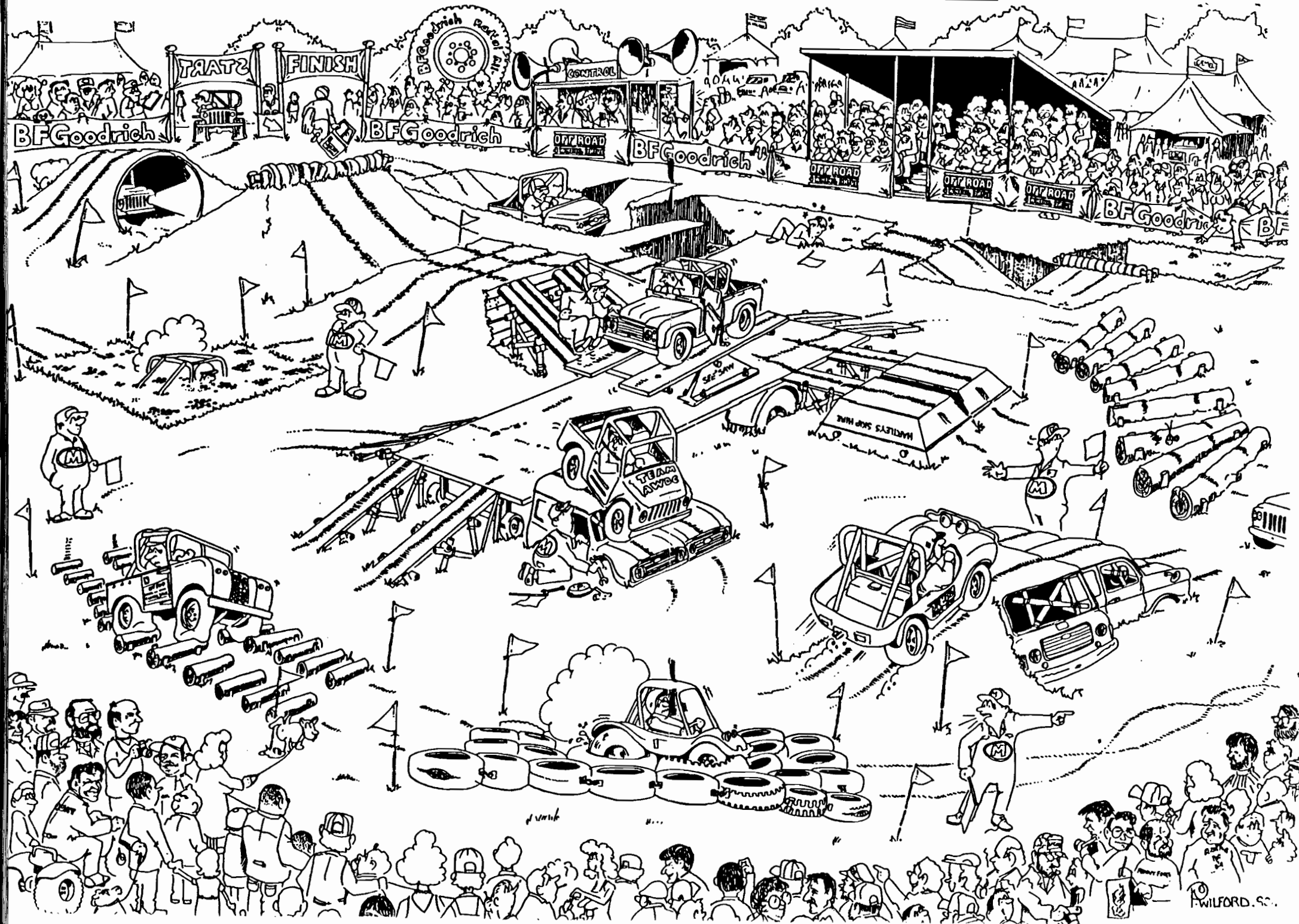
Kevan Chippendall-Higgins Havant, HANTS.
Tel: 0705-47083, Fax: 0705-453539

Don't forget, you get a full page advert free if you sponsor an event!

Send your business cards to the Editor"!

Steve Kirby

The JCB Central Arena Trial to be held at this year's BFGoodrich National Off Road Show



DISCOUNTS
ON ALL
LAND & RANGE
ROVER PARTS

**SOUTHERN ENGLAND'S ONLY
LAND ROVER and RANGE ROVER
CASH 'N' CARRY
PARTS AND ACCESSORIES**



LAND ROVER

Water pumps II, IIa & III 4-cyl.....	£14
Water pumps II, IIa & III 6-cyl. to suffix (B).....	£34
Water pumps II, IIa & III 6-cyl from suffix (B).....	£49
Water pumps 90/110 V8 non-viscous.....	£31
Water pumps 90/110 V8 viscous.....	£35
Water pumps 90/110 4-cyl.....	£32
Water pumps 90/110 2.5 turbo-D.....	£44
Radiators Srs III 4-cyl.....	£62.50
Radiators Srs III 4-cyl.....	£90
Radiators V8.....	£110
Radiators 90/110 4-cyl.....	£75
Radiators 90/110 V8.....	£94
Shock absorbers 88" Front & Rear.....	£9 each
Shock absorbers 109" Front & Rear.....	£11.50 each
Shock absorbers 90/110 Front & Rear.....	£17 each
Fuel pumps Srs III 4-cyl.....	£14
Fuel pumps Srs III 6-cyl.....	£70
Fuel pumps Srs III V8.....	£59
Fuel pumps Srs III Diesel.....	£21
Complete clutches Srs III 4/6-cyl.....	£66
Complete clutches Srs III V8.....	£90
Complete clutches 90/110 4-cyl.....	£55
Complete clutches 90/110 V8 5-speed.....	£95
Complete clutches 90/110 Turbo D.....	£74
Free wheel hubs.....	£32.50
Wheel cylinders IIa, III all types.....	£8.50
Wheel cylinders 90/110 Rear.....	£12.90
Brake shoes II, III 88" up to 1980 F & R.....	£10
Brake shoes II, III (109" 4-cyl & 88" from 1980) Fronts.....	£13.50
Brake shoes II, III & 109" Rears.....	£13
Brake shoes 109" 6-cyl & V8 & 1 ton front.....	£19.50
Transmission Brake shoes IIa, III.....	£7
Transmission Brake shoes 90/110.....	£19
Exhausts (with fitting kits) 88" 1958-1984.....	£31
Exhausts (with fitting kits) 109" petrol/diesel '58-'84.....	£45
Exhausts (with fitting kits) 88" Diesel '58-'84.....	£44
Exhausts (with fitting kits) 109" 6-cyl '71-78.....	£80
Fan belts, 6-cyl.....	2 for £4.66
8-blade fan and pulley.....	£25
8-blade fan kit.....	£80
Raised air intake kits.....	£99
Hand throttle kits.....	£9

RANGE ROVER

Water pumps non-viscous.....	£35
Water pumps Viscous.....	£40
Water pumps Viscous de-toxed.....	£36
Water pumps Viscous air-con.....	£44
Water pumps Non air-con.....	£39
Water pumps 2.4 VM Diesel.....	£99
Water pumps EFI model.....	£69.50
Radiators up to 1985.....	£75
Radiators EFI 1985 on.....	£109
Radiators air-con.....	£119
Complete clutches 4-speed.....	£90
Complete clutches 5-speed.....	£106
Shock absorbers Front & Rear.....	£18 each
Fuel pumps mechanical.....	£40
Fuel pumps electric.....	£59
Brake pads with clips & pins up to 1986.....	£8.50 each
Brake pads with sensors 1985/86 on.....	£13 each
Transmission Brake shoes 4-speed.....	£18 each
Trans Brake shoes 5-speed & Auto.....	£19.50 each
Discs up to 1985, front and rear.....	£19 each
Discs, EFI 1985 on, front & rear.....	£24 each
Coil Springs (inc. H/D).....	£14 each
Coil Springs EFI, 1985, rear, H/D.....	£23 each
Exhausts 1970-77.....	£80
Exhausts 1977-82 manual.....	£110
Exhausts 1982-86 manual/auto.....	£105
Exhausts EFI on.....	£185

MISCELLANEOUS

LR 90/110 V8 Pair new cyl-heads (take-offs).....	£195
RR front elec window kits.....	£125
LR/RR Truckers caps.....	£5.50
LR mugs.....	£2.50
LR T-shirts (state size).....	£4.35
LR Sweatshirts (state size).....	£9.50
90/110 Husky winch & bumper kit.....	£875
88" 3/4 hood (green).....	£95
88" 3/4 hood and windows.....	£99.90
Full length hood, sand colour.....	£125
1987 (E) Turbo D County, no VAT.....	£12750
Pair of rear windows (new) to fit 2 door Range Rover. All complete.....	£300 pair.

PLEASE ADD VAT TO ALL PRICES



Open 5 days a week at
29a Dagmar Road
Kingston-upon-Thames
KT2 6DP

**MAIL ORDER
REPAIRS & MOT
081-547-3307
Fax
081-549-0485**

Ham Lane Trial, May 6th.

The Ham Lane RTV Trial on the 6th of May was notable for two main occurrences; not only was it hot and dry with mud being hard to find (unknown on this site) but there were more long wheelbase entries than short ones in the RTV; a fine mixture of 109s, One Tens and Range Rovers. The FC101 that was expected didn't appear but I'm told we'll see it soon. The total entry of 16 was a bit down on our usual numbers but good enough for a bank holiday weekend.

There still seems to be some confusion over the rules. If the RTV rules say that you need door tops (plural!) and a roof, then you must have them. It's as simple as that. We put the vehicles concerned in the CCVT class, but you all have ARC yearbooks, and we run to the rules therein. Interestingly, there are no rules relating to HOW the event is run. The number of gates, scoring system, length of sections etc. is totally up to the organising club. Strange, isn't it, in comparison to how tightly nailed down the VEHICLE regs are! Shunts are referred to but not defined. It is commonly accepted that the driver should call "Shunt" before coming to a halt, but this isn't written down anywhere. This is to prevent a driver who has become stuck or has stalled from covering his mistake. Comments please.

Enough of this banter... All the SWBs but one were class 3, the sole lightweight being amalgamated with these to produce group 1. The huge group of long wheelbase vehicles comprised the interesting mixture mentioned. There were at least two sections where the SWB used for setting out must have been particularly manoeuvrable as no-one managed the turns in one shot during the competition. This is what enabled the class 5 machines to show such good scores as they were able to shunt round the problems.

The "Mud Run" didn't look much but was a glutinous loamy mass that had been brewing for a million years waiting for us to find it. One Rangy got stuck so Nick went to recover it with his. The crust on the ground failed and he became bogged in too. The ARB diff locks made no difference. I hooked on to Nick but couldn't shift them so Dave Henry roped onto the front of me. Slowly, with lots of smoke and muddy sucking noises, the "train" extracted itself from the mire. Four V8s and 16 spinning wheels roped together is quite an impressive sight down in the woods! The event really was superb. The motorcycle club who use the site more often than we do are

extending it all the time. We had some new areas to play in, thanks to them. The long period of dry weather had rendered useable the area down by the stream that is usually flooded or simply too soft to drive on.

Due to the relatively small entry in our events, amalgamations always occur. So we have the trophies engraved as "groups" rather than classes. There were only three clearly defined groups this time, the club having very few specials. As mentioned before, there were three vehicles entered that failed under RTV regs but fitted CCVT rulings so we relented and made a class for them. This has prompted consideration of changing some of the sections to CCVT standards for those who are keen to move up to the "experts" classes. Your views on this matter would be appreciated.

RESULTS

Group 1 (Classes 1, 2 & 3)

Ted Marynicz	33	Robin Warrington	34
Neil Sawyer	39	M. Shepherd	44
Angie Marynicz	45	C. Blanchard	46

Group 2 (Class 5)

Steve Kirby	14	James Blumlein	24
Gary Langton	45	N. Troth	47
K. Polinelli	48	A. Dickens	51
Adrian Bolge	51		

Group 3 (CCVT)

Allan Tew	21	Chris Homewood	24
Dave Henry	26		

Ladies Prize:-

Angie Marynicz

Many thanks to all those who helped run the event. Allan Tew, our comp. sec. managed the paperwork, Malcolm Whitbread and Ian Piggott laid out the sections on Saturday. Malcolm was clerk of the course, Gary Hodgson and Steve Kirby did the scrutineering and Pennie Hodgson took all the entries on the day. Alex Waugh and Nick Jennings and others helped out with the marshalling. If I've left you out, sorry and thanks!

Club Rally to be held at Harroway Farm near Ramsdean, HANTS. June 9/10th

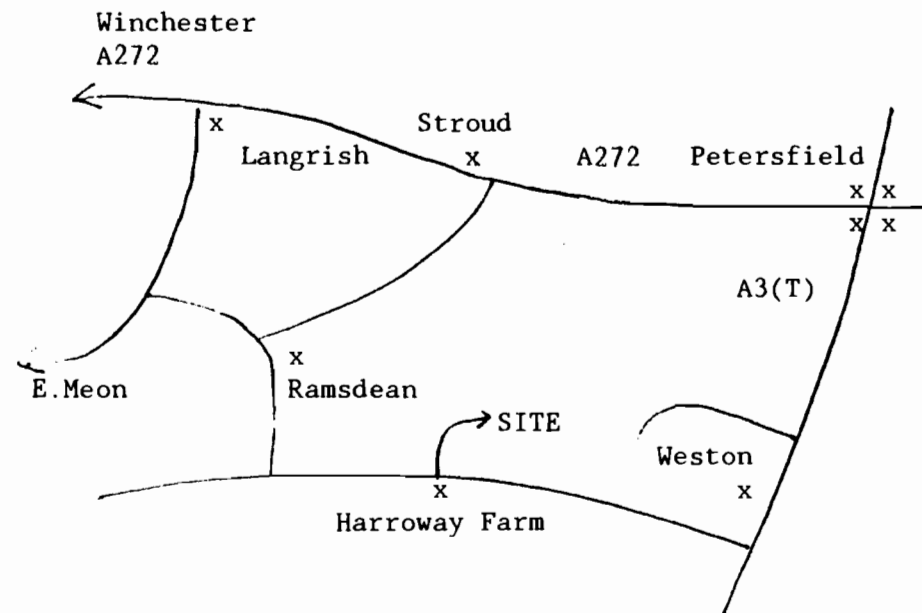
Following last year's tremendously successful rally, we will be following a similar format this year. The event is for everyone. On Saturday there will be general setting up. In the evening there will be a social gathering in the barn with a barbeque; food & drinks (alcoholic & soft) will be provided at reasonable prices although you can bring your own. There will be skittles, darts etc. and videos. On Sunday there will be a small trial, a driving test or a gymkhana and a few other surprises.

The site is suitable for tents and caravans. Charge £1 per person. Water and limited toilet facilities are available.

There will also be a bring-and-buy (car bits only!) plus green road trips for those interested.

Items mentioned may be subject to alteration.

Harroway Farm Site (Map reference:- Sht.197 SU715216)



March in the Lanes

Something different for this month's article I thought to my self. So off we go.

Green Laning is not a sport. To me it is a relaxation, a recharging of the batteries, and very much a social event. However, I think one does need certain standards to be maintained in the areas of vehicle suitability, equipment carried, and awareness of other drivers and green lane users. Lets take the equipment first. Nobody expects you to turn up in the latest Camel Trophy spec. vehicle but there are some essentials that I think you should always carry when laning.

Firstly a tow rope. Not your washing line or a piece of bailer twine but a proper tow rope. I personally always use a nylon rope. It is stronger than most other materials and will last many years if looked after. Right so you have got your rope but what do you attach it to, and with what. Second point first, shackles are essential so make sure they are rated at a sufficient working load for use with your vehicle and rope. The towing or rather recovery points on your vehicle must be in first class condition. This is most important as failures of the rope or its point of attachment to the vehicle can be very dangerous.

What next? A medium sized bow saw and a spade. These are the next most used bits of kit in my vehicle. They are quite cheap to obtain and will come in very handy. The spade may also be used as a base on which to use a high lift jack. High Lift jacks are not essential kit but I think most people who drive off road regularly will carry them. They are versatile strong and simple in operation.

Gloves! I always carry a couple of pairs of the gardening type gloves. They are useful when handling ropes, shackles, and generally clearing of obstructions. They are essential when handling winch cables and snatch blocks.

The use of winches and all the associated tackle is a subject that needs specialist advice. Consult an expert before buying and fitting a winch. If you have bought a vehicle with a winch already fitted, again go and see some one who knows about their use. It could save your life! (a snatch block is not a contraceptive)

There are lots of other bits and bobs that many people carry in their vehicles but I think we have covered

the main ones.

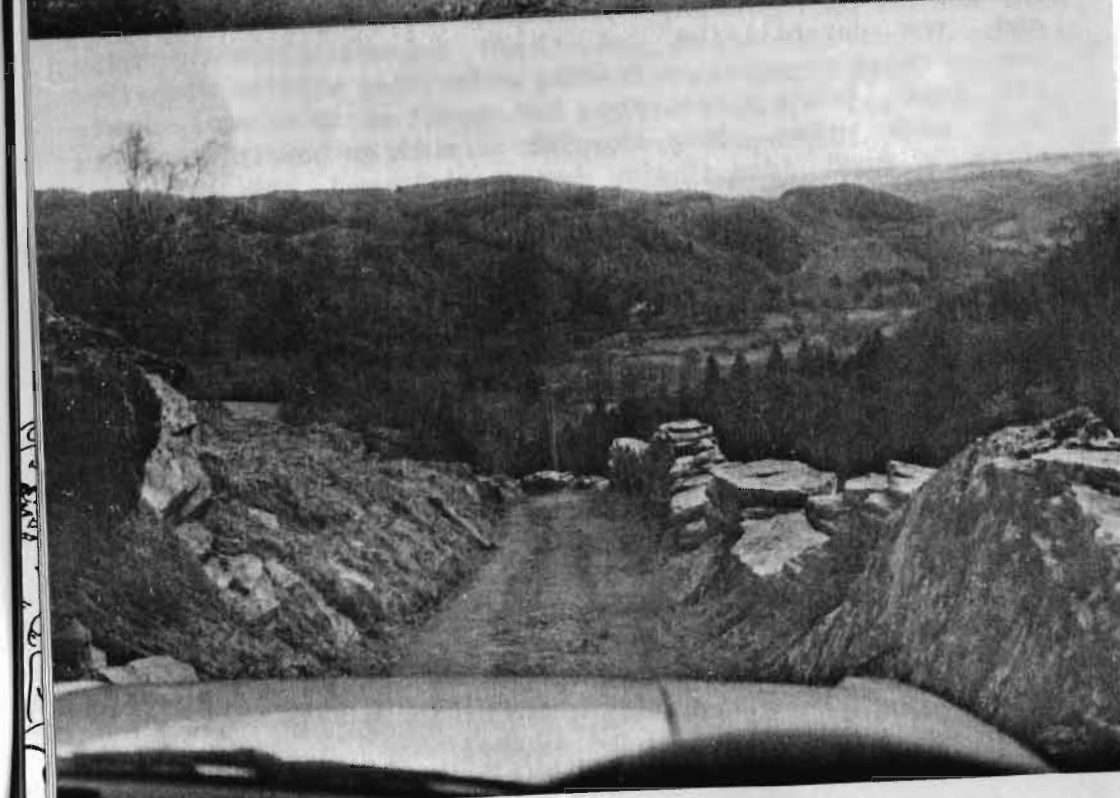
Vehicle suitability. Well what can we say about this one. Really any 4X4 will do as long as it is well maintained and driven sensibly. Remember that green lanes are part of the Highway and as such your vehicle must be taxed, have a current MOT and you must abide by the law, i.e. wear seatbelts. If you are new to off roading don't be afraid to ask. Most of use are enthusiasts who share a common hobby and will be only to pleased to help. I personally would recommend you go to an off road school and learn from the professionals. In my case it was the David Bowyer off road centre in Devon.

David and his team have wealth of experience and will be able to help you not only with driving tuition but with the equipment requirements I mentioned earlier.

Awareness of others. Vehicles are not the only traffic you will encounter. There will be pedestrians and horses. A little common sense and courtesy here will usually pave the way to a low hassle factor though they will not always be returned.

Other vehicles in the group. Be aware of them and the capabilities of their drivers. Don't drive too close together. Braking efficiency will be impaired off road. Don't drive too far apart as to loose contact with each other. Stay together as much as possible. It is often a good idea if the lead vehicle and the tale end charlie have C.B. or other radio contact. When driving between lanes on the Tarmac try and keep the vehicle behind you in sight. This way nobody should get lost.

WHERE TO DRIVE ? You must only drive where you know you have the right so to do. If in doubt don't, then go and check. The club has a set of maps that are marked with the Rights Of Way (vehicular) and are available to members at most club nights. You should not rely on the maps totally as even a new map may be a year out of date. It is interesting to go along to you local Council R.O.W. dept. and look at the definitive map. You can then mark your own maps and know they are OK Please fill in the green lane survey forms that are available from the clubs R.O.W. officer and return them to him .



LIST OF ESSENTIAL EQUIPMENT IN ORDER OF PRIORITY

-
- FOOD
 - DRINK
 - MORE FOOD
 - MORE DRINK
 - IGNITION KEYS
 - MORE FOOD AND DRINK
 - MAPS AND A PACKET OF TISSUES (to wipe up the spilt food and drink)

 - SENSE OF HUMOUR
 - SENSE OF FUN
 - SENSE OF KNOWING (or rather not knowing what the hell we are doing on a day like this?)
 - SENSE OF DIRECTION (which way up does the map go?)
 - SENSE OF GUILT (for those left at home)
 - SENSE OF JEALOUSY (for those left at home)
 - SENSE OF SURVIVAL (a gift for those we left at home when we return)
- PLUS ropes shackles etc. as above.

P.S.

Believe it or not this article took about four days to put together on the computer at work during odd bits of spare time. Also since starting the article my Rangey has sprouted an ARB diff lock. Part of the package on the locker was the chance to test it at Overlander in Devon. My thanks to David Bowyer and Keith Hart for a marvellous day. The only bad part of the day was when one of my XCL's blew apart on the M5 on the way home.

NICK JENNINGS

Photos opposite:-

A couple of views of typical North Wales mountain roads taken during Colin Gross' Easter trip.

Photos: Colin Gross.

War of the Roses

That great annual inter-club challenge, the War of the Roses, is on again. The weekend of the 14th and 15th of July sees an RTV on the Saturday followed by the main event on the Sunday. The WotR is a winching/map-reading/initiative/stamina test that lasts for seven hard-working hours. The "War" is run by the Red Rose Land Rover Club. It is now open to any ARC club having started out, as I expect you can guess, as a competition between Lancashire and Yorkshire clubs but is held in Cumbria!

When the entry form for the "War" arrived, I had to return it quickly with a team entry based on last year's one. Just as well too. Red Rose have had to turn teams down for the first time ever, such is the interest in the event. The nominated team at the moment consists of myself, Colin Gross, Steve Barnwell, Malcolm Whitbread, Dick Corking and Nick Jennings. Just in case any of those can't make it, we may need some stand-by names, so please get in touch with me if you are interested. If you are desperate to take part, someone who's done it before may be prepared to stand down. The HBRO entry was the first to be logged for 1990; our entry is confirmed. This will be the first full HBRO team in the event. Why not just come along to watch or take pictures? It's great entertainment.

There is an RTV on the Saturday before, to which we are also invited.

For those of you who want to make a holiday of it in the lovely Lake District area of Ayside, the Oakhead Caravan Site will be open from midday on Friday the 13th to Saturday the 21st July. The camp site has full facilities with hot and cold water, showers, toilets, etc.

For information on the RTV and/or camping, please write to:-

Red Rose Land Rover Club,
c/o Peter Hartley,
5 Stockdale Crescent,
Bamber Bridge,
Preston,
LANCS PR5 6NA

Steve Kirby

FOR SALE

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.)

*** Free advertising if you sponsor a competition event! ***

* Breaking two-door Range Rover. Body, roof, bonnet, seats, doors, glass, lights, etc. available. Very good heated tinted top tailgate £110, but haggle over the rest. I'm keeping the chassis, running gear, suspension etc. Phone Hugh Glossop in Mortimer on 0734-333409.

* Two Berth Thompson Caravan. Good condition, fully equipped, complete with awning, new tyres. Phone Hugh Glossop in Mortimer on 0734-333409.

* Twin Axle Car Transporter. Heavy duty but needs a bit of TLC (attention). Bargain at £150. Phone Hugh Glossop in Mortimer on 0734-333409.

* 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

* TOW ROPES 12-ton, standard length, made of Nylon, £25. 7.6-ton standard length, made of Polypropylene, £18. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham.)

* Breaking rolled Rover SD1. Good V8 engine, 5-speed gearbox, tailgate, 1 good tyre, towbar, pair of front seats, set of rear lights. Any offers? Phone Roy Michael on Eastleigh 611491.

* Chassis Outriggers for Series II or III SWB. Set of five, £20. Range Rover workshop manual and parts book, £12. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

FOR SALE

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

* Range Rover bits.... Complete exhaust system (including down pipes and Y) for late single pipe model (carb version). No clamps but very good condition apart from one loose baffle. Any offers? Contact Roger Pattie in Whitchurch, OXON on 0734-842884.

* Mobelec Magnum contactless electronic ignition unit for Rover V8, f25 Phone Steve on 081-894-3961. (W. London)

VEHICLES FOR SALE

* 100" Conversion, Hardtop V8. Built on Range Rover chassis. Fitted with Fairey Capstan winch at the front, 4 Ton "Wreckers International" electric winch in the rear. Dual batteries and charging circuit fitted. Numerous new items including new springs. Superb recovery/work vehicle. Good value at f5000. Dave Ridden, Romsey, Winchester, 0794-514834.

* Land Rover 109" LWB. Y reg. Converted to SD1 V8 engine. Conversion needs finishing. Offers to Mark Bankes-Fay in Woodley, near Reading, on 0734-690189.

* Lightweight Series III. Completely standard. 2 1/4 petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. f2200 ono. For more details, phone Simon Hazell in Oxford on 0865-243462.

* Land Rover Ninety. Truck cab. Turbo-diesel. "F" reg. Less than 900 (nine hundred!) miles on the clock. Fully restored to normal following short career as successful trials vehicle. f8000. Absolute bargain. Contact Steve Barnwell in Newport Pagnell on 0908-616878

* Land Rover Series IIa. SWB. Ex Army, 1965, petrol, new tilt, new door tops, comfy seats, uprated springs, bull-bar, loads spent, good runner. MOT 'til Jan 1991. f995. Phone Simon Cruttenden on 0794-68012. Near Winchester, HANTS.

* FC101. Michelin XCLs, new engine/gearbox, sprung seats, well equipped. f5000. Phone Peter Gott in Slough on 0753-26975.

Events for your Diary

* Green-lane trips will be as shown below. (Usually the second Sunday of the month). The rights of way officer will try to be present (if available) to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire. If there is a lot of rain on the few preceeding days, anticipate postponement.

* First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible)

* Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 pm). See OS sheet 185, SU555175 approx.

- | | |
|--------------------------------|---|
| June 3rd | Green lane trip. |
| June 9th. | ARC meeting, Solihull. |
| June 9-10th | HBRO Annual Rally at Harroway Farm, Ramsdean, (near Petersfield) HANTS. Details elsewhere in this issue. |
| July 14-15th | WAR of the ROSES weekend, Ayside, Lake District. RTV on Saturday, main event on Sunday. See article elsewhere in this issue. |
| July 14-15th | "Wheels, Wheels & more Wheels". Manby Show Ground (Old Manby airfield) Louth, Lincolnshire. More info later. |
| July 21-22 | BFGoodrich OFF-ROAD & FOUR WHEEL DRIVE SHOW 1990. Trentham Gardens, Stoke-on-Trent. (Same place as Nationals) More details later or you can phone the co-ordinator, Dave Mitchell on 0352-711855. |
| Sept 1st | ARC meeting, Solihull. |
| Oct 5-7th | Majors Trial and Comp Safari. Eastnor. Details elsewhere in this issue. |
| Dec 2nd | Trial at Broxhead Common. Details later. |
| Nov 24th or Dec 8th, (not set) | ARC meeting, Solihull. |