

Pants & Barks

November 1990



Newsletter of the Hants and
Berks Rover Owners

Officers of the Club

| | | |
|---|---|--------------|
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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...

First of all, well done on the tremendous turn out of both competitors and supporters at the Major's Trial at Eastnor. See article elsewhere in this issue.

Secondly, we also had a fair turn out to the AGM in Aldermaston. The minutes will appear as a loose leaf flyer in with this issue.

Thirdly, anyone trying to keep up with the ever changing appearance of the typestyle in the newsletter - forget it! I know it's not good practice to keep changing it but I've just treated myself to a dynamic new piece of software that enables me to choose from a range of typestyles and then to select the point size in one point steps from 4 to 127. If you are in the printing trade, you'll realise the significance of that. This is 11 point Times Roman.

This issue also sees part four of the ANETO 90 article about the drive along the Pyrenees by Colin Gross and Richard Stewart. An hour-long video is available from Richard for a tenner. See article elsewhere in this issue.

I know I've written this bit before, but we are still gaining members week by week....

Are you a new member attending the pub meet? Please don't just "Hover" in the background! There are about 190 members in all and the officers of the club don't know you all by sight and so won't know whether you are new or not. We aren't ignoring you, promise! Come and say Hello.

Keep the articles coming in, folks. If you're typing or printing them yourself, please make the block of text the same as in the rest of the newsletter. (5" x 7 3/8"), but you can choose your own font and pitch as I keep changing mine anyway! For those of you with access to IBM PC or compatible computers, I can accept articles on 3 1/2" and 5 1/4" discs. Better still, send document files from "Smart", "Tasword", "WordPerfect", Wordstar", "Windows Write" and "Word for Windows" word-processors on either size of disc. 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. Please let me have your articles by the 10th of the month please.

Raid Aneto 90

by Colin Gross.
Part Four.

The thunderstorm continued for a total of 11 hours ensuring a restless night, but the Guardia Civil kindly drove past several times to ensure that we were safe (kind weren't they). What they made of two Englishmen changing the Range Rover's rear brake pads at six in the morning in a torrential downpour we never did learn.

Having push started the diesel engine of the Portaro (the alternator having stopped working the previous night) we set off for the briefing point. There we found the bikers who had spent a very pleasant night in a hotel in Huesca; the Aneto officials had given us the wrong message! Anyway the briefing was very simple; a note on a car window read "Today Nothing". The Spanish officials had won, and the event was to regroup at a campsite at Pont de Suerte. The drive there was shadowed all the way by the DGA and Guardia Civil, who even went to the lengths of blocking most of the exits onto the gravel roads in case anyone decided to try them out. If you think you have met problems in this country when Green Roding, then the scale of this operation was truly amazing. The effort involved in policing over 90 miles of roads was staggering, and as we drove on we felt as if we were in one of those American films.

The afternoon at the campsite saw the Aneto officials in familiar pose around the Portaro; and to their credit they field stripped and repaired the alternator. Several entrants caded spares from us to fix their motors, including the officials. Obviously the word was out that the British carried a good spares stock. With nothing better to do our corner of the campsite was soon decorated with balloons etc. for the evenings party, a good campfire was started, and Larry's cassette player setup to provide the music. By the time we retired to bed in the early hours of the morning the British had earned a reputation for hospitality, and a new EEC mountain had been created; this time not of butter etc. but of empty beer bottles. Unfortunately the storms returned and flooded out our tent, so yet another night was spent in the vehicles. By now I was getting used to sleeping on the unused half of the rear seat, while Richard had decided that the front footwell was more comfortable than the front seat. How he could sleep in such a small space defied all our

imagination.

Day four of the Aneto again started in heavy rain but things were looking up at last; after two days of being hounded by the authorities we had left the Aragon district and were due to head for Andorra on unsurfaced roads. Jean Pierre Steiner reappeared after a thirty six hour absence to give the briefing, and he started by castigating the French twit with the Range Rover. He pointed that his irresponsible actions had caused a lot of problems for the officials and other Aneto entrants, and went on to explain that the Guardia Civil had asked the officials not to worsen the situation by driving off road the previous day, hence its cancellation.

The briefing then explained that we still had a problem. Apparently one of the first tracks we had to use included a steep and very slippery hill which the officials felt would prove very difficult for the 4x4s. They instructed us all to use tyre pressures of 15 psi to increase the footprint and hence traction, but with such a heavy load I compromised at 18 and 22 for the front and rears.

A couple of vehicles suffered punctures on the way to this first hill, but after following an interesting track across some moorland we began to descend a narrow and severely rutted track. At the bottom of the valley we encountered a raging river (not unexpected after the heavy storms) which the 4x4s crossed fairly easily. The biker we watched was not so lucky as the current swept him off his bike, and proceeded to wash the bike 200 yards downstream before it was rescued by some of the 4x4 drivers. After this treatment the bike stubbornly refused all efforts to get it going again. The queue of vehicles at this point told us that we had arrived at the hill, which revealed a rutted approach track, followed by a slippery climb to a very boggy section.

Once across that it was another steep climb to the visible top of the track. Two hours passed while I waited for my turn, with some vehicles making fairly easy work of it and others having to be winched up; but all the while the route was getting more cut up and the going becoming harder.

The rutted track proved only a mild problem (ruts dug by other vehicles on 7.50 SATs are a problem when you only have 29" radials) but once up onto the slippery section I was surprised to be directed off the route.

Someone had noticed that if you descended the slope for several metres it was possible, via a series of steps and ledges to bypass part of the slippery slope. The Range Rover struggled around these 'trials' sections and eventually after flattening a small tree arrived at the foot of the bog. From here it could only get half way across, lack of ground clearance in the deep mud just brought it to a slithering halt no matter how many times I tried the ascent. After 20 minutes we all admitted defeat and let the Rangie slide downhill out of the way. Most of the remaining vehicles, being lighter and most often equipped with SATs made the ascent with some manual assistance, but the two Mercedes G Wagens, despite their diff locks also had problems here. Once all the vehicles had either climbed the hill, or become totally stuck, we used Larry's winch to get the Rangie up. No problem with this technique, but we had spent four hours at that one slope. The officials were still busy recovering their own vehicles and those of some entrants, so our lost time was no problem and we carried on Andorra bound.

The day provided some superb driving, a good mixture of mountain passes and valley floors with their attendant river crossings. The rain even eased off in the afternoon to allow the scenery to become visible. Since we were running at the back of the pack we rarely had any other Aneto vehicles in sight, but our understanding of the road books was getting better, and we could decode the instructions such as "follow the crest in a southeasterly direction until you can descend to the right". During that day we covered 98 miles with only 11 miles on tarmac, and we only got lost twice. Once we headed up a track until it petered out. Surprisingly we found a Daihatsu with two people in it near the end; they turned out to be two farmers in their field, but they didn't seem to object to our presence. Attempts to ask them if they had seen the other Aneto vehicles failed when they thought we were speaking another dialect of Spanish to their own Catalan version!

The final 35 miles into Andorra were an absolute gem. No tarmac intruded into this section, which was driven at a very fast pace. The rutted tracks provided exciting driving as we literally raced our way through the mountains and into a hidden network of high valleys. More river crossings were made, and the track followed a very wet route along the valley for some distance before it climbed the final pass into Andorra. At the top we even found some snow, but it only bordered the roadside. The descent was even faster as the route widened onto some zig zag forestry tracks, and at about 7 pm we arrived at the finish in a car park in the centre of an Andorran town.

The Aneto mechanics were again at work on the Pig Killers machine. Previously I had been discussing the merits of beam axles (Rover style) against the Portaros independent front suspension, and had explained to the Piggies that the disadvantage was that if both wheels rose together the chassis could get close to ground. The Pig Killers had proved this by hitting a large bump, and then a rock at speed; nearly removing the front nearside lower wishbone. The mechanics welded it back in place, but the nearside wheel ended up 1½" nearer the back of the vehicle. By now the French had decided that the Portaro was the Pig, and Richard its owner/driver was the Pig Killer.

For a change from sleeping in the vehicles we spent the night in a hotel (there being over 800 of them in Andorra you don't have to book in advance) and the Pool match against the Bikers took us well into the small hours of the morning. These 'Raids' certainly require the entrants to be fit, at least if you try them in the English fashion.

AFRICA EXPEDITION 91

Mark Bengier and friends are planning a long expedition to Capetown next year. They are due to start in January and the whole trip is expected to last for about eight months. For further information, contact Mark on 0705-581845 or see him at the White Swan pub meets.

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Put Out That Fire!

Following a fire in Steve Barnwell's vehicle at the Major's Trial, I make no excuses for repeating this article from a while back. By carrying an extinguisher in his Land Rover, Steve had instant access to the means to put the fire out within seconds, preventing any significant damage.

Do you have a fire extinguisher in your vehicle? The carrying of a fire extinguisher is not mandatory in the HBRO, but it's a good idea. The recommended unit is a 2.5kg BCF/Halon extinguisher mounted in an accessible position. An extinguisher of this size/type would normally set you back about £50, but through the generosity of Romsey Fire Protection Limited, we can supply these at £33:90 complete with mounting bracket.

There is a couple "in stock", so see Roger Pattie about these or phone our RFP contact, Dave Ridden, on 0794-514834 and he can bring one to the next meeting or event.

If you use your extinguisher (regardless of supplier) to put out any fire at an HBRO event, the club will pay for recharging or replacement. A recharging service is also available from RFP for most rechargeable extinguishers.

Romsey Fire Protection Limited can supply fire extinguishers of all types for all applications and they can also give you advice on types/sizes to suit your requirements including domestic and industrial. Contact:-

Romsey Fire Protection Limited

24, Bell Street,

Romsey, Hampshire.

SO5 8GW.

Tel:- Romsey 514700.

Steve Kirby has a limited number of pamphlets; see him at club meetings.

Photos opposite:-

Larry Byrne (top) and Colin gross "on the rocks" during the rather damp Raid Aneto 90 drive along the pyrenees.

Photos by Colin Gross

Dragon's Drivel

News from our North Wales Correspondent

In September we returned to Colwyn Bay for a trial. This was the scene of our trial in atrocious conditions, even by NWLRC standards (ask Colin about them!), in February. Again we had a very wet weekend, although with out the wind. Instead we had fog. It was suggested that some road works style flashing lights were needed to find the gates.

Unfortunately the turnout was disappointing. Initially there were more officials than entrants. There were many reasons for this, not least the rising fuel costs, the Majors only being a week away (fear of damaging vehicles), and people waking up, looking at the weather, remembering February, and going back to sleep! Eventually Alan borrowed the Clerk of the Course's lightweight, whilst Dave borrowed Paul's Ser1 (of War of the Roses colostomy bag fame). Unfortunately he was running in usual Paul fashion, no top. To add to Dave's problems, Paul was going to use his V8, but the clutch failed on Saturday so a quick substitution was needed; pity his SATs were on the V8, the Ser1 being on Town and Countries.

And so five of us set off. Unfortunately I clipped the 9 on section one, which rather set the tone for the whole day for me! The only person to do as badly was Dave, who was getting nowhere. He blamed the tyres! Eventually Dave appeared over a brow at tickover in first and showed us all he mastered the motor, pity it was section 10 out of 12! On the last section he was the only one to get past the 8, only clipping the 2 as he was afraid of rolling someone else's motor. Paul couldn't understand that. This prompted Phil (CoC) to insist it was only bad driving that caused the rest of us to fail at the same place, jumped into his lightweight, and got stuck by the eight. ■

Red Leader

The Major's Trial

6th October.

Don't the evenings get dark quickly? Most of the team arrived in the darkness of Friday night; Saturday morning revealing various problems and untidiness resulting from parking and levelling caravans in the dark!

The teams consisted of Steve Kirby, Malcolm Whitbread and Allan Tew all in Range Rovers; Andy and Maurice Flanders with Gary Hodgson; Steve Barnwell, Dave Osborn and Dick Corking.

We soon got ourselves sorted out and went to be scrutineered. When Malcolm put his Rangy on the test rollers, he found there was no drive to the front wheels. We jacked it up and found that nothing seemed to be connected to anything internally at the front! Something had obviously broken during the final stages of its last race and Malcolm hadn't noticed. Sadly the vehicle was returned to its trailer and Malcolm arranged with the organisers to double-drive mine.

The trial was pretty heavy duty stuff, mostly through trees on sections set out by and for Series Ones! My designer dents were somewhat enhanced by the efforts of Malcolm and me while Gary rolled Maurice's special in a hollow. Steve Barnwell rolled his as well and on righting Steve's car, it burst into flames on restarting. He grabbed the extinguisher and put it out before any damage was done. Under ARC rules, a 2½kg fire extinguisher must always be carried in CCVT vehicles. The benefits of this are obvious. I can recommend Romsey Fire Protection as a good source of supply. See address on Special Services Section page. Some of the sections were pretty straightforward while others were either lethal or quite impossible in anything other than a Series One 80" let alone a Range Rover! Apparently, the Range Rover register had a team entered. We were looking forward to a head-to-head with them but were rather disappointed that they didn't turn up. The weather wasn't too kind either. (You thought I was going to manage a trial report without mentioning the weather, didn't you. No chance!) However, the organisation was superb and despite a late start, we all managed ten sections by four in the afternoon - still light.

Many thanks go to the Midland Rover Owner's Club for all their hard work and excellent organisation.

Results later.

Editor, *Pants & Barks*.

Colwyn Bay
October 90

Dear Steve,

May I follow up the Editor's comments about the Nationals. It may seem that 1994 is a long way off, and it is, but although we looked in to putting on a National in 12 months, to do it properly it takes a lot of organisation.

The Midland are already planning the 1993 event, so how about us looking to '94? It means starting to look for a site now.

As someone who regularly attends ARC meetings, as NWLRC rep, I must report that the HBRO are getting a reputation of being sticklers for the rules, quite rightly, as our reps feel that as we comply with the rules, so should the others, but I feel if we are not seen to be doing something positive soon, we could find ourselves getting unpopular.

Dave Cuthbert

Photos opposite:-

Sorry, no photos from the Major's trial due to camera problems.

Top:-

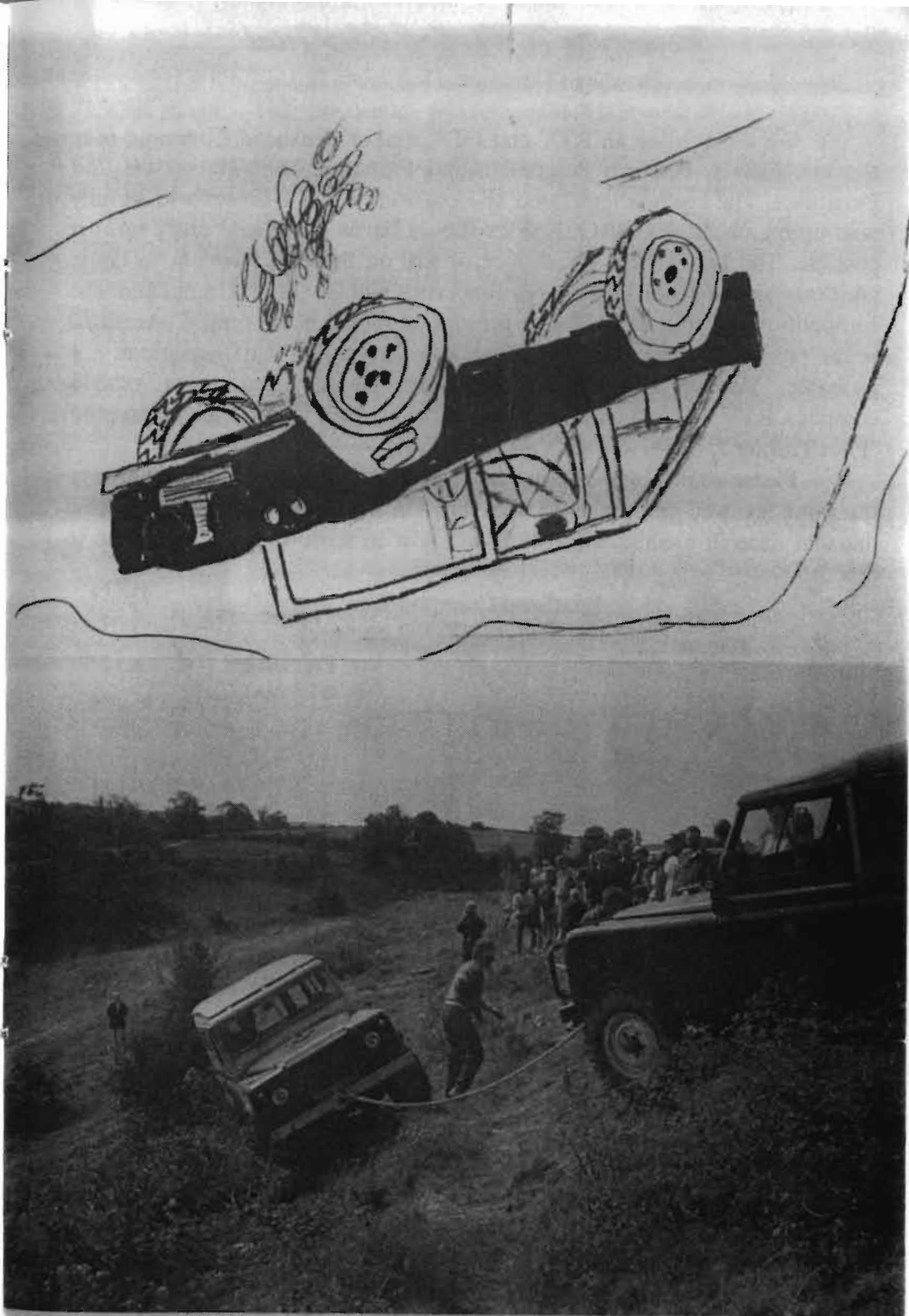
Our artist on the spot captures a hand drawn impression of Steve Barnwell having a quick roll during the Major's Trial.

Picture by Brandon Barnwell.

Bottom:-

Belated pic from the Manor Farm trial. Allan Tew makes a quick getaway while Hugh Glossop's new special is rescued!

Photo by Steve Kirby

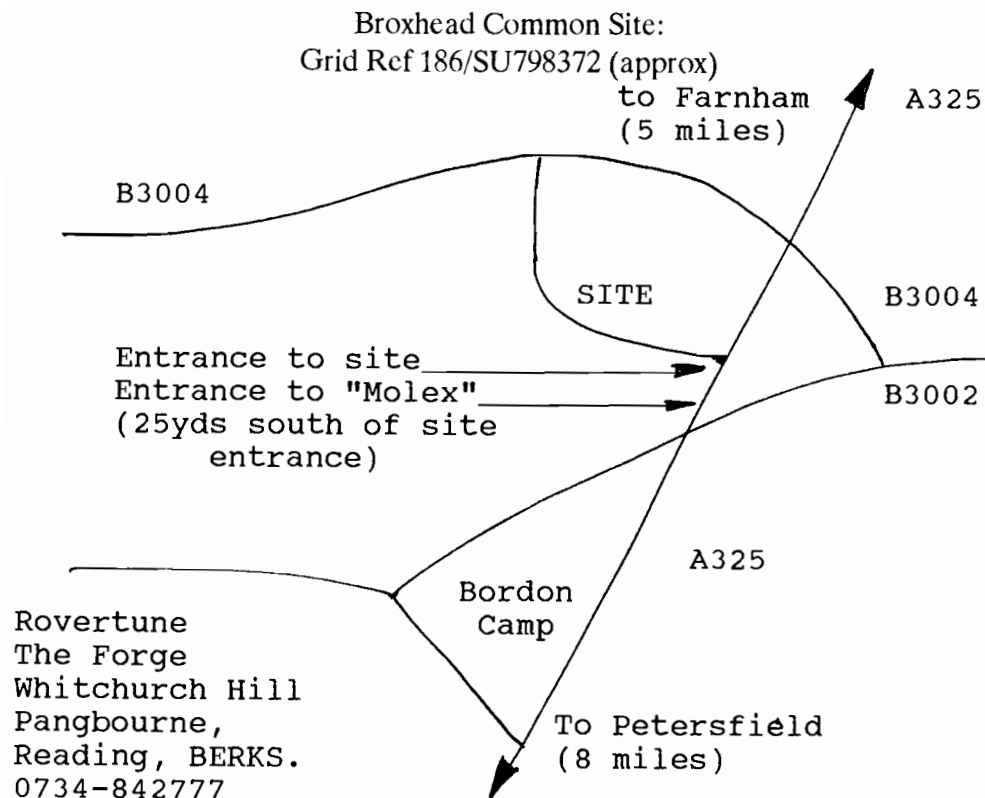


Rovertune RTV & CCV Trial

Broxhead Common, December 2nd

We are holding an RTV and CCV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 2nd December. The event is sponsored by Rovertune and will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £7.50 in advance or £10 on the day. Payment to Gary. (Address inside front cover.) 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 per ARC rules but experience has shown that amalgamations are probable. You all have ARC Yearbooks; please ensure your vehicle complies. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help set out the sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!



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.

BUILDING SERVICES:-

A. N. TEW, Tadley, Basingstoke, Hants. Tel:- 0734-812069

ENGINEERING:-

BETTAWELD, Simeon Hill, Doncaster. Tel:- 0302-642682

ELECTRICAL:-

J. W. Bull, Tel: Southampton 865675

FENCING MANUFACTURERS:-

S.OSBORNE & SON, Newport Pagnell, BUCKS, 0908-616564

FIRE PROTECTION:-

Romsey Fire Protection. Tel: Romsey 14700.

FOOD:-

Nick Jennings, Family Butchers, Reading/Caversham area.

Tel:0734-471528 and 0734-475172. Fax:- 0734-461380

OFFICE SUPPLIES:-

Tom Andrews, T.B.Andrews Ltd. Tel:081-570-5411, Fax:081-847-1588

PLUMBING/CENTRAL HEATING:-

Dave Ridden, Tel:-Winchester, 0794-514834

J. W. Bull, Tel:-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, "G.I.E.", 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:0705-470183, Fax:0705-453539

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

Send your business cards/letter-heads to the Editor!

MICHELDEVER STATION
NEAR WINCHESTER
HAMPSHIRE



La Jardinière
restaurant français

TELEPHONE: MICHELDEVER (096289) 288

CHRISTMAS FAYRE

STARTERS

Lobster Bisque
Prawn & Crab Cocktail
Farmhouse Paté

MAIN COURSE

Roast Turkey
Venison Casserole
Sirloin Steak
Trout in Almonds

Served with Fresh Seasonal Vegetables & Sauces

DESSERTS

Christmas Pudding & Brandy Sauce
Chocolate Brandy Mousse
Sherry Trifle

Mince Pies

Coffee & Mints

£16.50 PER HEAD

Including VAT, Service and Table Decorations

A deposit of £2.00 per head is required on confirmation of booking.

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 ¼ page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

Free advert if you sponsor a competition event!

* 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.)

* Pair of hard-top sides for LWB Land Rover. Glazed with fixed windows. Brand new genuine parts. £150 the pair. Call Carl Cuthbertson in London on 081-446-9698 after 6 p.m. please.

* Land Rover Parts. Hard top for SWB, £80. Truck Cab and ¼ tilt with frame, £60. 2¼ petrol engine in running order, £50 (V8 transplant.) Phone Mark Sheperd in Gosport on 0705-521218.

* 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.

* 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)

* SWB Land Rover bits... Hard top, £80. Truck Cab and ¼ tilt with frame, £60. L/R 2¼ petrol engine in running order, removed for V8 transplant, £50. Phone Mark Shepherd in Gosport on 0705-521218

For Sale

* 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 Whitechurch, OXON on 0734-842884.

* Land Rover bits.... Series I 88" windscreen frame £5. 90/110 dog guard, £10. Two high back Corbeau style seats, one very good, one torn, £20 pair. Phone John King in Maidenhead on 0628-25909.

Vehicles for Sale

* Range Rover, 1981 White four-door. ARB bumpers front & rear. Front mounted capstan winch. Full length roof-rack. 750x16 XCLs + 2 spares. Good interior, slight exterior panel damage. New top tailgate. Taxed, MOT. £5750. Contact Nick Jennings on 0734-471258.

* 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 £5000. 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. 2¼ petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. £2200 ono. For more details, phone Simon Hazell in Oxford on 0865-243462.

* Range Rover 1974. Olive green. Rebuilt Engine/ gearbox/overdrive. Waxoyled. Bull-bar. Tow-bar. Very clean, good condition, much recent restoration. £3000 or haggle. Phone Jonathan Scurlock on 071-603-2790. West Kensington.

* Ford Sierra 2 litre iS. 1985. 74000 miles. Red. VGC. Long MOT. £3300. Phone Ted and Angie Marynicz on 0666-822348. (Wiltshire)

Events for Your Diary

*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.

*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, or borrow the club's set. If there is a lot of rain on the few preceeding days, anticipate postponement.

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|---------------------|---|
| Nov 11th | Green Lane trip. |
| Dec 2nd | RTV and CCV Trial at Broxhead Common. Details elsewhere in this issue. |
| Nov 24th or Dec 8th | ARC Meeting. (Date not set) |
| Dec 22nd | Christmas Dinner at the Dove, Micheldever. Details elsewhere in this issue. |

A SAFARI INVITATION

We have been invited by the Anglian Club to the following Comp Safaris:-

| | |
|----------|-------------------------------------|
| 16-12-90 | Sundon, near Luton |
| 13-1-91 | King's Dyke, near Peterborough. |
| 10-2-91 | Wapsey's Wood, near Gerrards Cross, |
| 24-2-91 | Sundon, near Luton. |

Contact Steve Kirby for detail maps and copy of ASRs.

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