

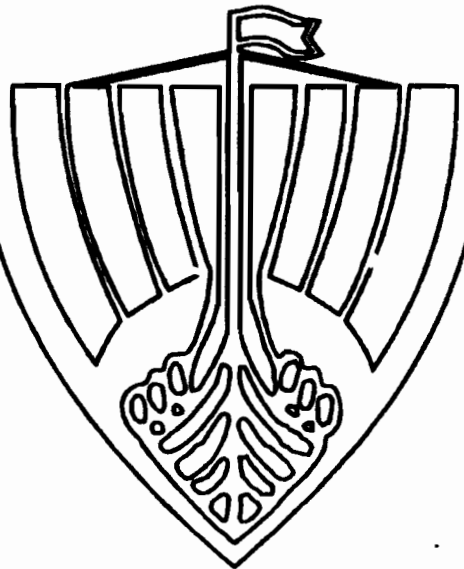
Pants & Barks

December 1990

Greetings



HANTS & BERKS
ROVER OWNERS



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...

This issue sees the concluding part 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. The film goes some way to capturing the essence of this remarkable event. See article and advert elsewhere in this issue.

For the first time in many years, we have a Christmas Quiz! It can be found in the centrespread. It is the work of Robb Unsworth who is offering a year's free membership to the winner as a prize. His decision is final and no correspondence will be entered into!

Also included, among other goodies, is a report on the enjoyable Bonfire Night trial, a letter, and an article from Colin Gross about some almost-to-good-to-be-true stuff called Lumiweld. Read on!

Dave Cuthbert spotted last month's deliberate mistake. In the Major's trial report I said "Under ARC rules...." This was a misprint for "Under AROC rules.." AROC being the Anglian Rover Owners Club, of which Steve is a member. My spell checker has been trained to accept both as correct spellings. In fact the AROC mandate the carrying of a 2½kg extinguisher in ALL competition vehicles, regardless of class. Steve's car being a Comp Safari racer would, of course, have to carry one under ARC rules.

Dave also commented on the rather unprofessional way I keep changing the typefaces. Fair comment. This paragraph is in "Helvetica" to see how well it prints out as the "Times Roman" used last month looks a bit spidery in places due to the fact that it doesn't seem to photocopy too well. Dave suggested I give this style a try; what do you think?

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 7¾"), 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 3½" and 5¼" 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 Five.

Breakfast over and it was back to the car park for the daily check of the vehicles. The normal complement of wheel nuts needed tightening, and a quick tweak of some of the suspension bolts was also required. Many people also raised their tyre pressures back to normal, but regretted it within 10 miles of the start. The shock today came in the petrol station when I started to fill the tank with RED petrol. I stopped and checked carefully to make sure it wasn't diesel before remembering that petrol is tax free (or something like that) in Andorra and is dyed to denote the fact. Richard had meanwhile managed to convince the organisers to give us our Road Book earlier than the French entrants so that we could translate its contents, so it was back to the phrase book.

When the time came for the 'Raid' to depart the local police stopped all the traffic to let the Aneto out of the town; great for us but not very popular with the Andorrans judging by the number of horns being blown! Most entrants then became confused after only 4 miles when the roadbook showed the tarmac ending and the route going on up the centre of three tracks. Unfortunately no one had told us that the track had been surfaced with tarmac for a further 3 miles, and many entrants disappeared up what looked like footpaths. After a couple of 'U' turns up and down the tarmac we managed to find the correct route without straying.

The route ascended rapidly on its exit from Andorra and followed some twisty tracks up the grassy hillsides. The very slippery surface left several vehicles stuck in ruts and mud holes, but for once we made it up O.K. and continued into the next valley. Larry's spare wheel carrier decided to break again, and the Pig Killers steering box seized up on the exit from a hairpin (ending their Aneto) but there were no other problems as for a change we kept to the organisers schedule. When we pulled over to allow a herd of cattle and sheep to pass, the old drover insisted on shaking hands with us all, certainly the locals were friendly here. By early afternoon the going was getting very interesting, with some very narrow (7 feet) wide tracks through the forested hillsides. Trying to chase motorbikes for Richard to film them made it an exciting and fast drive, but demolished one of the roof rack mounted lights on a low tree. Two hairpins up one mountain also caused some amusement, taking 5 shunts to get around; if only we had known there

were two I could have reversed the leg in between.

Climbing steadily back into the high Pyrenees took us above the cloudbase and into a depressing invisible landscape. A control point was located on the highest section of track, where the officials were busy repairing another vehicle, and Dave was stuck with no petrol for his bike. To my surprise it took the whole 20 litres from my jerrycan and it still wasn't full, but he had enough to finish the day. Another short halt was made while we waited for a road gang to clear away a landslide, but gradually we moved on through some fast tracks towards the French/Spanish border.

This border road started through a small village where the road was only just wide enough for the Range Rover, before traversing the hillside on a very narrow and slippery ledge. Then it started to climb through a field of gorse bushes, and the track was so indistinct that we wondered how the first vehicles had ever located it. The track also kept getting steeper and needless to say I was still in high range; the problem being that the hill was too slippery to risk attempting a hill start after changing into low range, and the Range had too little momentum on the hill to risk a change on the move. Luckily the V8 pulled through, its ability to hang on at impossibly low revs never ceases to amaze me.

Over the top and we found some bikers sitting by a wire fence. The Road Book had made some un-translatable comment here, and the bikers explained it for us. The wire fence and its gate were electrified, and the soggy bikers could not open the gate without getting shocks. Being warm and dry in the vehicles this obstacle proved to be no problem to us, and we quickly moved on to the border. It consisted of the classic twin wire fences with a no-man's-land in between. The unusual features were the two unlocked gates, just open them and drive from Spain to France. Apparently the Customs Officers were in the vehicle we passed on our descent into France. The route from here was all downhill, which was just as well as the Range Rover was getting desperately low on petrol, and all my spare was in Dave's bike. Although I kept the Range in 'drive' all the way I achieved one track of 7.2 miles without once touching the accelerator. Even so on our arrival at the finish, and the first petrol station, it required 18.5 gallons to fill the tank. Definitely too close for comfort.

One mention of the words "Pig Killers" to the organisers produced a knowing smile, and yes they had been recovered from the mountainside, but no they were unlikely to reappear before the next night. The town had laid on a reception for the Aneto entrants, but we spent most of the evening searching for hotel accommodation. Eventually Larry and Richard settled

into the Hotel des Gorges, while I headed for a campsite and another night on the back seat. Luckily the shops open early in French towns, so next morning I had a superb breakfast of fresh French bread and jam, whilst the other two roughed it in the hotel (so they told me).

The final days driving was to be a loop around the Eastern Pyrenees, through Spain to the Mediterranean, and then back through France to the same town as the night before. With good weather for once all looked set for a great last day, and the British bikers decided to set off behind every other entrant, so that for once they could see all the 4x4s in action as they overtook them. The first track turned out to be a disused railway line, and provided the unusual feature of bridges with longitudinal gaps in their surfaces. Bad enough in a 4x4 but lethal on a bike if you put a wheel wrong, and the old tunnel also had its moments. We were only 5 miles from the start when Larry once again disappeared from my mirror, and a quick shout on the C.B. confirmed that he had broken down. By the time I had turned round and returned against the traffic flow he had established that his front nearside shock absorber had broken into two halves. Unfortunately the offending parts had also bent the upper spring mount and damper brackets. Needless to say the British bikers passed us sooner than they had expected, and the organisers breakdown vehicle quickly arrived on the scene. Once again we didn't require their help, but Larry's driving was definitely over for the day, and as such I had no option but to escort him back to the start. Once there we toured the town to locate a garage who could get a spare shock absorber, and a very helpful lady promised to have one for us by the evening. So we all set off in the Range Rover to rejoin the event at the lunch halt. Still we had one more problem, Larry had left his passport behind, so crossing into Spain was out. Thus we had to settle for a later restart on a French mountainside, but it did give us a leisurely morning, and a chance for a long talk with the control point crew before we got under way.

As always on the Aneto the driving was magic, plenty of fantastic scenery with the bonus of some fast tracks; but also some interesting technically difficult sections. One of these started through a large storm drain under a dual carriageway. It then proceeded for about a mile along a narrow and deep sided stream, which smelt more like the local sewer. The overhanging branches and very rocky surface made driving awkward, but the exit onto the road was the sting in its tail. The road was 2 feet above the stream bed, and the only exit was up a vertical concrete edge! Several bikers had congregated to watch the antics of the 4x4s, but the superb Rover suspension (and my observation of a protrusion in the concrete on which a

wheel could be hooked) made for a relatively easy diagonal exit over the obstacle. This was appreciated by the bikers who muttered "tres bon" and "magnifique".

Another massive vineyard, and its associated maze of tracks, led to further mountain passes; but Larry became the only person I have ever known to go to sleep in a vehicle attempting to imitate a Safari racer. He later blamed it on a combination of the lunch time drink and general fatigue from the Aneto, which if truth was known was affecting us all. But all too soon we arrived back in Amelie Les Bains, and the Aneto was almost over. We only had to collect Larry's shock absorber, and fit it under the watchful gaze of several French onlookers before getting cleaned up for the final night's party.

This party held in the town gymnasium, provided plenty of drink and food, together with a chance for the organisers to make several speeches and present various awards. The Pig Killers arrived (with repaired steering box) just in time to accept an award to the whole British team for 'coming to the event and entertaining everyone'. Jean Pierre Steiner invited us all back next year, but pleaded with us NOT to bring a Portaro. Larry also won an impressive trophy for 'fair play' specifically for staying behind to winch me up that hill. Presumably the French would not consider doing such a normal British practice, but anyway Larry had no option, he was dependant on me for his navigation! As the evening drew to a close we exchanged addresses with several of our new French friends, and received two invitations to accompany them on other 'Raids'. If only we had the time.

All the next day was spent driving homewards. Even though we had started by 8.30, it was still early afternoon by the time we reached the Western end of the Pyrenees and turned Northwards (and all that way had been on Motorways). You really have to drive around France to appreciate its size. During our evening meal halt in a service area the Gendarmes started to take special interest in Larry's vehicle, and we remembered that toll booth incident. Luckily they only wanted the number plate cleaned, but Larry had visions of bigger problems. Yet another night was spent sleeping in the vehicles, and both of them had problems next morning. The Land Rover failed to start, traced to a loose battery terminal, and the Range Rover suffered the only puncture of the trip; half a mile after the end of the Mulsanne straight.

With time to spare before our evening ferry departure we toured the Normandy countryside (on tarmac roads) and visited the D Day beachheads. The six hour ferry crossing gave time for a good meal, and to get the

photographs developed and printed in the on board processing lab., but generally the mood was one of sadness; the Aneto 90 was now definitely over. Both vehicles were stopped by the Customs at Portsmouth, but after a few minutes talk about our activities we were allowed on our way, Larry back to Northampton, and me via Richard's home to Ruislip. The total homeward journey was just over 800 miles and 39 hours of travelling, so bed that night was most welcome.

In all the Aneto had proved to be more than we had ever dreamt it would be. Over 400 miles of unsurfaced tracks had been covered despite the problems in Spain. The driving had at times pushed our abilities nearer the limit than any trial or Safari had at home, and all this had been accomplished in my normal daily transport without a hitch. The scenery had been breathtaking, and the weather with its incessant thunderstorms remarkable. But best of all had to be the new friendships we made, and the invites to travel to other locations that arose from them. When and where we go next is uncertain, but rest assured we will be off somewhere.

If there had to be a regret it would be that we had failed in one aim, to drive the length of the Pyrenees Off Road. The Spanish problem had scuppered that idea, but you can't win all the time. The only other doubt is over the attitude of the French to 'green roading' who don't hold with the our currently favoured ideas of restraint. How long will continental off roading survive with mass high speed blasts like this event. Well the locals never seemed upset by the Anetos passing, they positively seemed to enjoy the spectacle; it was as ever only the bureaucracy that appeared to resent the event. And in case you are wondering how my normal softly softly approach to green roading fits in with the continental approach, I can only offer this answer. I've always considered that the Rangie has a Jekyll and Hyde character; trying to appear respectable during the week, but beast-like in the gravel pits at weekends. Given its head with a bunch of French drivers hell bent on enjoying themselves, you really can't blame me if some of its character rubs off. After all, the whole idea of the Aneto was to join in the fun.

Colin Gross

In Praise of Lumiweld.

You may well have seen the adverts for Lumiweld in the Off Road magazines; but if like me your engineering experience had taught you that Aluminium could not be easily joined (as for example can Brass by soldering)

then you may well be sceptical of the advert's claims. Hence this article to state from first hand experience that it really works.

Whilst building my 'special' I encountered a problem with a front wing. The only one I had was very badly bent, and after a lengthy panel beating exercise it remained with several tears and holes. Whilst I could have covered the problem with filler I wanted a better structural repair, and so decided to try Lumiweld. Provided you follow the simple instructions and ensure that the metal to be joined is perfectly cleaned before you start then using Lumiweld is as easy as simple soldering. To repair any hole or tear in the middle of a Land Rover wing panel the heat from a small 'Ronson' blowlamp is ample and joining the Aluminium, with or without lap plates is simplicity itself.

The finished Land Rover wing has since been panel beaten into its final shape without the Lumiweld breaking apart, which in my view shows the mechanical strength of the technique. Since the starter kit only cost about £5, and has been used to repair several panels on the vehicle, it is obviously cheaper than new panels. It has also completed structural repairs that normal 'fillers' could not achieve.

Yes, in my view Lumiweld really works; despite the fact that it contradicts all I was ever taught during my engineering training. From now on I shall be keeping Lumiweld in my repair kit.

Colin Gross

Life in the Green Lane

I have been in contact with the AWDC Rights of Way man for the Surrey area. (he is a HBRO member) The idea is to visit some of the lanes in the Surrey area in January. Anybody interested contact Nick Jennings.

I have managed to pinch an answerphone from the shop. I will leave a message relating to laning on the machine in the week prior to the usual laning Sunday. If you are interested give it a call on 0734 471258 (having a pencil handy for the reference) and leave a brief message just to give us an idea as to possible numbers.

If you decide at the last minute to go laning give us a phone on 0836 604885 on the day in question and you might well catch us at it.

Does anyone fancy a days laning in the Wiltshire area. I know it is a fairly long way and this would mean an early start but whos interested ?

Has anybody got any other ideas ? Its your club so lets have your ideas.

Nick Jennings

A GOOD START

Her Majesty was good enough to pay for my driving lessons, which was quite decent of Her as we've never met. A poor student, without two washers to rub together, I'd joined the Territorial Army some years earlier. I tried the "test", courtesy of some vastly expensive lessons with a driving school, but all I got was the sad phrase. "Well I'm sorry not passed today however with one or two more lessons" - The problem was, the grant was long gone and my overdraft rivalled the French war debt!!

I went to the bar to drown my sorrows. (Perhaps that explains the overdraft!) and later chanced to meet one of the TA instructors.... Next Wednesday found me seated at the wheel of a series III LWB softtop, heading north out of Newcastle with words of wisdom entering my left ear at some considerable volume. (Both decibels and quantity.) He was not impressed by the "skills" imparted by the driving school!. We stopped in Ponteland for coffee and a "Strength through Fear" session. I drove back to Newcastle, we had lunch, and I drove to Durham, we had tea, and drove back to South Shields. More "constructive criticism" followed I arrived back in Newcastle, a mindless wreck. (Many will say "what's new")

This went on for several days, with my confidence improving, even if the turning circle ~~didn't~~. Eventually the great day arrived when I was pronounced ready to meet the "QTO", the Qualified Testing Officer. Full of trepidation I set off with him, into the full force of the Newcastle morning rush-hour. All went swimmingly, I even turned the wagon round in a little cul-de-sac without hitting the curb. (The famous 13 point turn!!). Then it happened.... "Turn right at the lights please..", mirror, indicate, move over, 4th to 3rd and... the gear stick snapped off, right at the tunnel..(Several expletives Deleted). I braked to a halt, in the outside lane of traffic, put on the four-ways, turned to the equally dumb-struck examiner and said "What now..."

Luckily Geordies are a friendly bunch and the assembled throng pushed us off the road. We couldn't exactly call the AA, as the corporate membership seemed to have expired, so we called REME (Ruins Every Mechanical Equipment - or the Royal Electrical and Mechanical Engineers) for a tow. This eventually arrived, we haggled over how many beers a tow would cost, and were dragged back. Another Rover was pinched from the "pool" and 15 minutes later I had passed my test.!

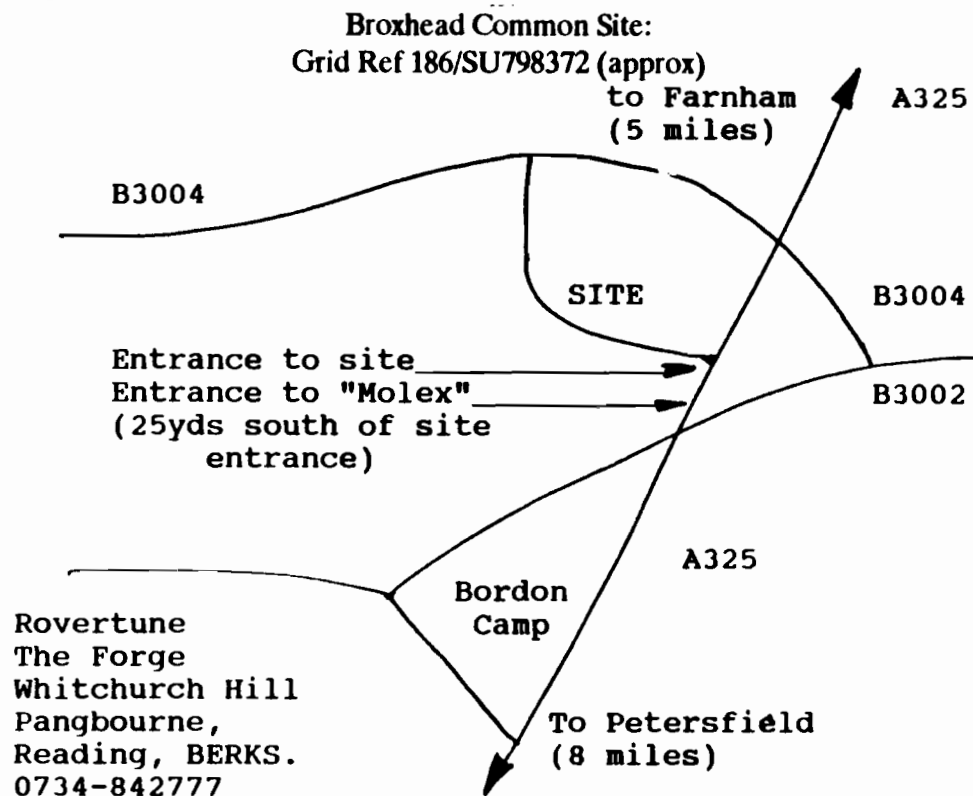
Cabhappy.

Roverture 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 Roverture 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!



QUISTMAS CHRIZ

By Robb Unsworth.

The prize will be free HBRO membership for a year.

1. What connection has William Hillman with Rover?
2. Where did the Rover name come from?
3. What was first, the car or the carburettor?
4. Year of car production?
5. Name of Rover's cheap runabout?
6. When did Rover move to Solihull?
7. Who were Spencer and Maurice Wilks?
8. What was the inspiration of the Land Rover?
9. Where was the spiritual home of the Land Rover?
10. Why was the body made of aluminium?
11. Trade name of this material?
12. Year of public launch?
13. Where?
14. Basic cost?
15. Part time 4WD?
16. Year of first LWB?
17. What was its wheelbase?
18. First year of 88" model?
19. Why was the extra 2" necessary?
20. Year of first diesel?
21. What was the cc of the first diesel?
22. What was the first year of forward control?
23. What was the wheelbase of the first FC?
24. First year of the lightweight?
25. Why was it named the lightweight?
26. What was the factory designation?
27. First year of the Range Rover?
28. What was the prototype badged as?
29. Where did Rover get the V8 from?
30. In which county was the RR press launch?
31. Year of first factory four-door RR?
32. Year of diesel RR?
33. Engine manufacturer?
34. What country is this engine made in?

35. Year of LR 110?
36. Year of LR 90?
37. Exact wheelbase of the 90?
38. Year of turbo-diesel 90?
39. What's the cc of the Tdi engine?
40. Wheelbase of the standard HC pickup?
41. What is the cc of a RR Vogue SE?
42. What year was the ARC formed?
43. What vehicle is in class 1 trials?
44. What vehicle is in class 3 Comp Safari?
45. Where was the 1990 ARC National Rally held?
46. Hosted by who?
47. Where was the 1990 Camel Trophy held?
48. What part has been used in all LRs, RRs & Discos?
49. Only country in the World not to buy LR?
50. Who won the Esso Uniflo Cup in 1990?

Answers to:-

Robb Unsworth
22, BOYATT CRESCENT,
EASTLEIGH,
SO5 4LP

The judges decision is final!

Major's Trial Results.

Due to the continued non-arrival of the promised results, we have copied the following from another club magazine.

Team "A"					
Allan Tew	65	Steve Kirby	35	Malcolm Whitbread	37
					Total 137
Team "B"					
Steve Barnwell	38	Dave Osborn	12	Dick Corking	14
					Total 64
Team "C"					
Gary Hodgson	36	Maurice Flanders	31	Andy Flanders	23
					Total 90

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Roger Roger

Roger Pattie has been the treasurer and membership secretary for as long as I have been a member of HBRO. He produced the labels for the distribution of P&B too, putting all relevant bits of paper in the envelopes as required. Quite a task. Pressure of work has made it necessary for him to stand down. I would like to extend sincerest thanks from all in the HBRO for all his hard work over the years. Nick Jennings has taken over these tasks; I wonder if he realises what he's let himself in for!

Steve Kirby.

Letters

Editor, *Pants & Barks*.

Ruislip
November 90

Dear Steve,

Following Dave's letter last month I feel that I should correct him on one point. He states that "our reps feel that as we comply with the rules, so should the others". This is not strictly the case as it is not just the reps (by which I assume he means the HBRO officials who attend the ARC meetings) but the entire HBRO membership who democratically elected these 'reps' to present the HBRO's case at the ARC meetings.

It may also be worth mentioning for any recent new members that the HBRO became sticklers for the rules by virtue of the actions of the ARC. I don't intend to go into the rights or wrongs of why, two years ago, the ARC apparently chose the HBRO as one of its first targets for the revitalised Rover only policy. Suffice to say that the ARC, partly from our own newsletter and partly from the actions of some informant (whose identity I shall not reveal) became aware that the HBRO was allowing some non-Rover vehicles to enter its competitions. Whilst this is still not an uncommon action in other ARC clubs the HBRO were told by the ARC to comply or leave. At the EGM in 89 the HBRO membership voted to comply, causing some reshuffling of its committee, and leaving the club with an obvious ARC bias. If other ARC clubs, who sat in judgement on the HBRO, now feel that the HBRO is becoming too strict in applying the ARCs own rules then I feel that they have only themselves to blame. Instead of complaining (possibly behind our backs) they should be dragging themselves into line with the policy they forced on us.

Colin Gross.

Films by Richard Stewart

Raid Aneto 90

60 minutes of action packed driving
along the Pyrenees

War of the Roses

All the clubs in action in the 1990 event

£9.99 a copy (inc. P&P). VHS video.

Phone Richard on 0734-817834

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

PLUMBING/CENTRAL HEATING:-

Dave Ridden, Tel:-Romsey, 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, "GLE", Boston, Lincs. Tel: 0205-352683
Steve Barnwell, Newport Pagnell.
Tel: 0908-611413 (Home), 0908-616878 (Works)

WATER TREATMENT (Domestic):-

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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!

Editor, *Pants & Barks*.

Colwyn Bay
November 90

Dear Steve,

I read, with a certain amount of disappointment, that Roger Pattie has stood down as Treasurer, Membership Secretary, and Newsletter Distributor, posts he has held for some years.

I am not sure exactly when Roger joined the Hants & Berks Rover Owners, I know he only narrowly missed being a founder member. He may even have been at our first AGM, so perhaps it's a question of how you define a founder member. He certainly took part in our second green road run in Dec 83 (also on that trip were club stalwart Hugh Glossop and, although he was not to become a member for some time, Comp Sec Alan Tew, whilst somewhere as a passenger was Richard Stewart. This momentous day also saw me named as *Red Leader*)

It was at the following year's AGM (Oct 84) that Roger joined the committee, taking on responsibility for the off road members, then a year later he rose(?) to the dizzy heights of Treasurer. As this involved keeping track of who had paid, this role expanded to Membership Secretary, then, as this meant keeping a record of every member's address, Newsletter Distributor.

During these five years he has helped steer the club through good and less good to its present healthy position. At times he has taken on the roles of both Secretary and Comp Secretary to cover gaps in the committee, and there can have been few club events, social or competitive, that have not seen Roger playing an active part in organising.

I hope that the club will not be seeing less of him, merely that he will be able to relax and take part as an ordinary member.

I know Nick Jennings has been playing an increasingly active part club activities lately, and I wish him every success in his new role.

Dave Cuthbert

Bonfire Meet '90

We decided to bring forward the bonfire/ firework display/barbecue evening to the 20th of October and combine it with the trial already arranged for the 21st. This was to enable members to be at home for the weekend closest to Bonfire Night.

Gary and Pennie had, as usual, put in a great amount of work, ably assisted by Andy Muchmore and others. We had planned to set out the sections for the trial using a system devised by the Anglian Club. This entails issuing a set of canes to small groups who would devise and test one section each. They would be allowed to compete, of course, but would run last on "their" section. This is a very quick way of doing it as all the sections would be under construction simultaneously (or even at the same time.) The Anglian Club set up an entire event in under an hour this way when they couldn't gain access to the land until the day of the event. Unfortunately, not nearly enough people turned up by early Saturday afternoon, so while Nick Jennings and Allan Tew set out the sections, Andy and I went off with a local farmer's tractor and trailer to collect wood, and Gary and a few others went off to gather other bits and pieces such as the barbecue, more wood etc. etc. Following recent comments about facilities, I brought along a chemical toilet which Gary and I set up in the resident tin cubical.

As evening approached, more people turned up. The bonfire was a magnificent affair. When we got it going, you couldn't get near it for the heat and you could probably have seen it from the Moon! The barbecue went very well too, but the firework display was a trifle tame as only very few people had brought any with them.

The trial on the Sunday also went down very well. We did the usual trick with a mixed trial which was to start all the sections the same but to divert the CCVT vehicles to a more difficult route at some point on the section. As the motorcycle club who also use the land continue to clear the area, we have an ever increasing amount of ground to use.

We were all delighted to see the return of Roy Michael after a long absence from competition. Also noteworthy was the debut of the new CCV trialler of Gary and John King. Phil Matthews managed a good score despite

not having a working diff-lock in his Range Rover. Alex Waugh has now sold his Range Rover to Paul Shelton-Smith but double drove it with Paul in this event.

The groups listed below are as a result of amalgamations.

RESULTS:-

Group 1 (Series IIs & IIIs)

Roy Michael	14	Gary Green	25
Neil Shawyer	44	Terry McGerr	45
Nick Woodage	46	Dennis Green	47
Mark Benger	50		

Group 2 (LWBs all)

Alex Waugh	8	Phil Matthews	28
Adrian Bolge	38	Paul Shelton-Smith	39
Gary Langton	56		

Group 3 (Series Is & LtWts)

Ian Piggott	20	Roger Brown	26
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Group 4 (CCVT)

Mark Wardley	13	Isobel Wardley	25
Gary King	43	John King	48

Ladies prize:- Isobel Wardley.

Many thanks go to:-

Secretary:- Allan Tew.

CoC:- Nick Jennings.

Chief Scrutineer:- Steve Kirby.

Stewards:- Roger Pattie, Gary

Hodgson.

Marshals:- Steve Kirby, Adrian Bolge, Trevor Neighbour,

Allan Tew.

....and any others I've missed out.

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 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!

* HUGH'S AUTUMN CLEAROUT:- RR bonnet, no rot, £125. RR roof, straight, £80. RR nearside door, £50. RR 4-speed gearbox, good, £250. LR 2¼ petrol engine, can be heard running, £100. LR series IIa gearbox, can be tested, £75. LR series IIa axles - front, £100, rear £75. LR LWB chassis, £70. LR series III gearbox, good, £100.

Heavy duty 4-Wheel Vehicle Trailer. Bit basic. Needs some attention. Contact 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.)

* 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)

* SWB Land Rover bits... Hard top, £80. Truck Cab and ¾ 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

* 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.

For Sale

* 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.

* 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.

Vehicles for Sale

* Land Rover SWB Hard top. K reg. 2¼ petrol. Rear seats and windows. Recon gearbox. This vehicle was featured in the 1988 Land Rover calendar. £2300. Call Dave Bazza on 0491-671243 (near Pangbourne)

* 1984 Range rover Vogue, Phase Two. Left hand drive, automatic, central locking, electric windows, air conditioning, new tyres, bull-bar, new MOT, new brake pads, fully serviced, extras. £6500. Contact George Lawrence, Sunbury-on-Thames, (West London) 0932-787485.

* 1971 LWB Hardtop. Ex MOD and RACAL ANNTENNAS. Engine rebuilt by Rapid Rovers in Feb 90, new rear cross-member and partial rewire. Rear windows and seats. Overdrive and Freewheeling hubs. Deep Bronze Green with White roof. MOT to Sept 91, Six months Tax. Phone Gene on 0420 85444 (Alton) with offers around £2200. Vehicle currently garaged in Winchester.

* Land Rover Series IIa Dormobile Camper. Rare vehicle suitable for a bit of restoration into a classic. i.e. it is complete but needs a little tidying up. It is a genuine Dormobile conversion based on a late series IIa 4-door safari and has a six cylinder engine. It has a lift-up roof and folding bunk beds. An overdrive is fitted and it has a capstan winch and new tyres on the front. This impressive collector's vehicle is now available for £2295. Contact Hugh Glossop in Mortimer on 0734-333409.

* Range Rover, 1981 White four-door. Taxed, MOT. Five good tyres. £4500. Sound and tidy vehicle. Contact Nick Jennings on 0734-471258.

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. Offers to Dave Ridden, Romsey, Winchester, 0794-514834.

* Land Rover 109" LWB. Y reg. Converted to SD1 V8 engine. Conversion needs finishing. Offers to Mark Banks-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.

Wanted

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

* FC101 Workshop Manual to buy or borrow. Contact Adrian Bolge in Portsmouth on 0705-377488.

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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.

Dec 2nd RTV and CCV Trial at Broxhead Common. Details elsewhere in this issue.

Dec 22nd Christmas Dinner at the Dove, Micheldever. Call Gary Hodgson to book your place.

Military Sites for 1991 (Provisional)

Jan 20th	Weaver's Down
Feb 17th & Apr 21st	Broxhead Common
May 26th	Weaver's Down (Same date as the Nationals!)
July 7th	Weaver's Down
Aug 31st & Nov 20th	Broxhead Common.

Details later

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.
