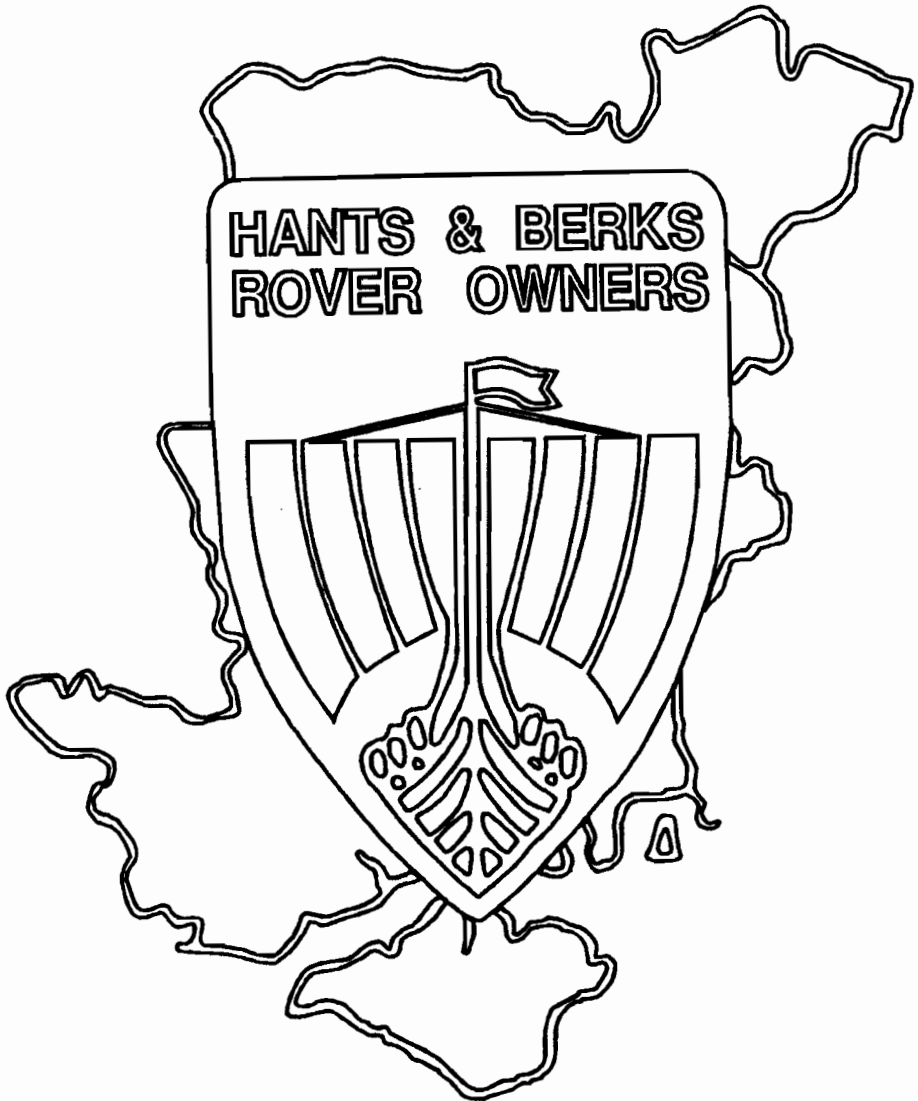


Pants & Barks

February 1991



**Newsletter of the Hants and
Berks Rover Owners**

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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...

The Christmas dinner was excellent as usual; perhaps a little quieter this time though. Thanks to Pennie and Gary Hodgson who did most (if not all) of the arrangements. Pennie does a great deal of background work for the club and so she was rewarded with the Member of the Year shield for 1990; well deserved recognition. Gary won the Red Leader Shield (for standard leaf sprung LRs in trials) so the Hodgson sideboard will be sagging a bit this year!

I see Pants & Barks got a mention in January's 4x4 Driver. The comments seemed to be mostly about rules and more rules. It's a pity it's come to that really; if only everyone abided (abode?) by the ARC rulebook that they agreed to by joining, then perhaps we could get on with some serious driving instead of arguing.....

I expect you've noticed my occasional errant spelling and have wondered whether I have a spell checker. Well it does get used quite often as a final check but then I do an even more final quick alteration which goes in unproofed. Last month was no exception.

Talking of cock-ups, did you see the Land Rover adverts in the national press at the time of the launch of the Defenders? There was a full page advert with a series one Landy captioned as a series II. The ad was corrected by the following week - I have copies of both just to prove that even the professionals make mistakes.

I mentioned last month that one of our military land allocations coincides with the ARC Nationals. After all the trouble we had getting any land that was suitable so we could host the Nationals..... Then we are given Weaver's Down, ideal land on exactly the right date shortly after we had given up and the Cornwall and Devon Club took on the ARC job! On May 26th Colin Gross is planning a special event at Weaver's Down for those who don't attend the Nats. Colin always does something special; should be good. The site is huge so he has plenty of scope.

The last two month's issues have been photo free zones. Please send me some pictures! I wouldn't mind some more articles too but I know that not everybody can express themselves on paper. However, I see lots of people taking photos so please send some to me. I can't write all the articles *and* take all the photos too.

LAND ROVER ASB BRAKES.

From Our Military Correspondent

Most people will have heard of ABS brakes, this article is the story of the development and some early trials of the new development ASB (Against a Silver Birch) system for Land-Rovers. (It could also be used for other marques if one was foolish enough.) The system has some distinct advantages:

System Advantages

- 1/. Initial cost is nil. One pays for use of the system only after it has been used and then only on a sliding or skidding scale dependant on speed and angle of potential impact.
- 2/. No weight or performance penalty. The system does not involve adding any extra parts to the car so the performance is not degraded. After use the car may actually be lighter. - See below.
- 3/. Low maintenance. The lack of parts means no extra maintenance is needed. - although a complete lack of attention may mean the system needs to be used more often.

On the other hand there are a number of draw-backs to the system, which will become apparent as we meander through the story of the initial systems development trials.

The Experiment.

The trials vehicle was a standard Army lightweight with a two man crew and the initial experiments took place in early January on Ex. Rickshaw Ramble, a joint Army event with the Federation of Police Motor Clubs and the Civil Service Motoring Association. The venue was Weavers Down and the other Training areas around Longmoor. The weather conditions varied from torrential rain and wind to bright and sunny. To warm up the vehicle it and the other two subjects from my unit were put through a "safari" - or once round the training area spotting letterboards

hanging on trees, course given as a trace to be copied onto your map. We then did a "Navigational Scatter", more letterboards to spot, this time with different point values and choose your own route. This particular idea lead to the interesting spectacle of three rovers heading at 45-50mph for the same forest track cross-roads from three different directions. (I won !.)

With the warm up complete we moved onto the experimental trial. (An RTV laid out by the AWDC.) . I lead the way in the 90 and finished with a 16 from 6 sections. Next came our 110 truckcab, which retired hurt, with a gear-box selecting only high range 3rd and 4th. - Before dropping out they did however do the initial slow speed tests of the ASB system on a steep downhill section with a severe left turn at the bottom. Braking was required when the curve proved too sharp. ASB worked and the vehicle was successfully stopped, losing only an indicator lenses in the process. The modified bumper was declared to be purely cosmetic.

Then came the high speed trials we had all been hoping for. The Lightweight was brought into play and three sections were negotiated without the need for more brakes than Lode Lane had supplied. Section four had a steep climb, followed immediately by a sharp right, back downhill again. The test pilot decided that the climb required significant momentum, and proceeded to apply full loud pedal, at the summit this was followed by a need to generate considerable right-hand vector and at the same time massive deceleration. The on-board systems were clearly not going to be sufficient and the crew engaged ASB. Results were dramatic, all forward momentum ceased and although the vehicle left its original track the slight degree of left-hand yaw was thought to be acceptable. Somewhat less acceptable was the collateral damage to the bumper and offside front lights, several of which parted company with the machine. This aspect of the system is now being worked on.

System Drawbacks.

- 1/. ASB is not universally available. Army units on Operation Desert Shield are known to be experimenting with ISD systems instead. (Into a Sand Dune.).
- 2/. Reduced Operational Life. Vehicles (and crewmembers) using ASB on a regular basis are likely to require significantly more workshop time

than non ASB vehicles.

3/. Environmental Impact. - Actually the basic principle of the system.

4/. Patent Infringements. Some HBRO members are known to be working on AOT, (Any Old Tree), a dual system for both emergency braking and panel customisation

(AOT is a registered trade "Mark".)

There are doubtless other slight problems which will become apparent as work on this promising new system progresses. If readers have operational test experience of their own we would be glad to hear from them. (If accompanied by estimates from three reputable garages or body shops.)

Cabhappy.

We have mentioned several times before that setting out a trial can be great fun. You get a whole day driving round the site for free! Try it; and take the load off some of the others who seem to do it all the time. We have the use of military sites on seven occasions in 1991. It's worth giving up the chance to compete for a whole day at Broxhead or Weaver's setting out!

Whither Weaver's?

The ACSMC (Association of Central Southern Motor Clubs) who administer the allocation of military land, screwed it up again. So on their behalf, apologies for the cancellation of the Weaver's Down event.

In case any of the ones for the rest of the year get cancelled for military reasons, we have set up a telephone line with an answering machine for confirmation purposes. So please call 0734-842884 on the Friday or Saturday prior to the event.

Off Road Driving Day

Recently *Off Road & 4 Wheel Drive* magazine ran an Off Road Driving Day at Trentham Park. I must admit that I had some doubts about such events (I must admit it because I have already told the organiser, Dave Mitchell, of them), but the day before Paul Hallows offered a seat in his Ser 1. As he had the use of a Defender Tdi 110 and a trailer, I swiftly accepted (the trailer was important, Paul is a strong believer in open air motoring).

Perhaps I should start by giving my impressions of the Defender. As a tow vehicle it was impressive, proving, as you would expect, perfectly stable whilst towing a fairly heavy trailer carrying the LR at speed on the Motorway. The engine was more than able to maintain such speeds, with little noise. However it did seem a bit short of power until the Turbo cut in, when on a slight slope it took a long slog in first until it started pulling, but from then on it was quite spritely. (Over Christmas I was talking to an engineer who has recently used three Defenders in the Sahara, and found the same [sole] problem).

All these impressions come from the passenger seat, which showed up one problem. Like many regular LR passengers I tend to sit leaning against the door pillar (make sure you wear your seatbelt!) and halfway to Stoke I was quite uncomfortable, then I realised that I was twisted over due to the seats being moved in; oh, and the courtesy light only worked on the driver's door!

The number of off road vehicles of all sorts heading south on the M6 confirmed we were going the right way, and we were soon at Trentham unloading the trailer. Our instructions were to keep off the motorcycle course but otherwise, to go where we liked. The area was that used for competitions at two Nationals, both the open area next to the Motorway and the woods below it.

There were roughly 50 vehicles there of all kinds, although, inevitably, the majority seemed to be Suzukis. There were also many Land Rovers and Range Rovers, as well as Discoveries, Daihatsus, Jeeps, Shoguns, in fact I just about every available make was represented. Most drivers were new to off road driving (this was why Land Rovers were not the commonest). This did make an open Ser 1 with a roll bar pretty distinctive.

We started with a gentle meander through the trees alongside the M6, then back along the track above the woods. We

Brooklyn Engineering RTV & CCV Trial Broxhead Common, February 17th

had been warned that many tracks had been blocked by fallen trees, and there was a certain amount of winching going on where people had got halfway down and found their way blocked. We eventually arrived at the old quarry at the top end of the site, where we found some challenging slopes. We saw more vehicles trying a longer hill nearby, and Paul decided to have a go, I declined his offer to see if I could do any better, I knew it as the hill that has been used for two team recoveries! Paul certainly did not disgrace the name of Land Rover, but I don't think he had appreciated quite how steep the top bit was.

We then ventured into the woods, and here the real advantage of trailering a vehicle showed. Although we certainly had no intention of damaging it, if you have to drive home, even a broken lens can be a problem. In fact we sustained no damage that would have rendered it unroadworthy all day. We soon found a nice water filled hole, which caused no problems first time through, apart from being very smelly, but proved to be impassable in the other direction. It kept us, and a number of others, entertained all day, on and off. The whole area is a network of tracks of varying degrees of difficulty, and if they were too easy, then you could just set off through the trees.

I must admit to behaving rather badly at times, finding a number of vehicles waiting to attempt a "tricky" bit, watching a couple of vehicles struggle, then just driving up it to the delight of the onlookers. Hopefully they put it down to skilful driving and a superior vehicle, but I suspect being one of the few vehicles there shod on SATs was significant.

Although most people there were newcomers, I am sure even the most experienced off roader would enjoy the day, and probably learn a bit as well. See you next time?

Red Leader

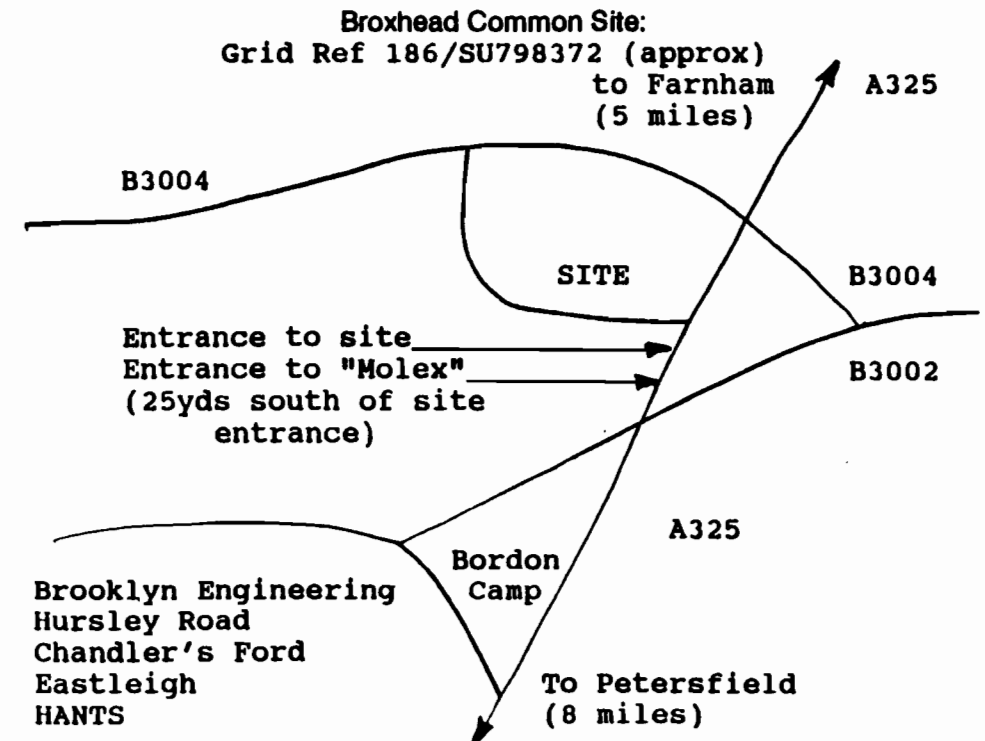
I, like I am sure many other HBRO members, was amused to read in the December Pants and Barks that after failing to find a suitable site for the 91 Nationals, we then get allocated Weavers Down on the same day.

As it is traditional that ARC member clubs do not put on events that clash with the Nationals, are we going to be the first club to turn down Weavers?

Dave Cuthbert

We are holding an RTV and CCV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 17th February. The event is sponsored by Brooklyn Engineering 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 £10 in advance or £12 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!



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

Mud, grass, sand, water; it's all there.
Every Land Rover and Range Rover owner should have a copy.

£9.99 a copy (inc. P&P). VHS video.
Phone Richard on 0734-817834

ROVERTUNE

RANGE ROVER SPECIALISTS

REPAIRS - SPARES

JOHN WINTOUR

The Forge,
Whitchurch Hill,
Nr. Reading,
Berkshire.
RG8 7NU

Telephone:
Pangbourne (0734)
842777 or 843019
Mobile: 0860-560556

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, Roll-Bars & Cages etc.:-

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):-

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!

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 NEW YEAR 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 Ila gearbox, can be tested, £75. LR series Ila 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.

* 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.)

* 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.

* 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, 1961 SWB Soft Top. Original registration XJB 347. MOT to Aug 1991. £1100. Call D. Hutchings on 071-931-4327 during the day or Basingstoke, 0256-478159 in the evening.

* 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 Maxwell on 0420 85444 (Alton) with offers around £2200. Vehicle currently garaged in Winchester.

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

* Land Rover Series Ila 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 Ila 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.

Vehicles for Sale

* 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.

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.

* 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 preceding days, anticipate postponement.

Feb 17th	Brooklyn Engineering Trial. RTV and CCVT. Broxhead Common. Details elsewhere in this issue.
Apr 21st	Broxhead Common. Details later.
May 26th	Weaver's Down (Same date as the Nationals!) Details later.
July 7th	Weaver's Down. Details later.
Aug 31st	Broxhead Common. Details later.
Nov 20th	Broxhead Common. Details later.

A SAFARI INVITATION

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

10-2-91	Wapsey's Wood, near Gerrards Cross,
24-2-91	Sundon, (on the road between Upper and Lower Sundon) near Luton.

Contact Steve Kirby for detail maps and copy of ASRs or phone Andy Flanders on 0442-822565 (evenings).
