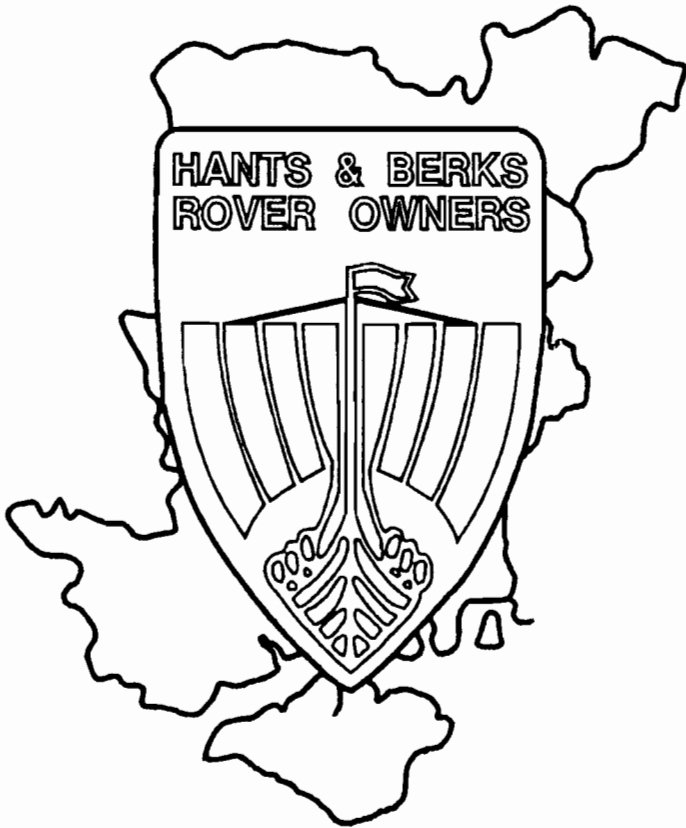


Pants & Barks

October 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...

We have another handful of interesting articles this month.

Colin Gross describes his experiences with an interesting off-road vehicle which he had a chance to drive whilst working at the BFGoodrich show this year. Shock! Horror! Scandal! It wasn't a Rover. Colin Gross also describes HBRO's successful assault on the Eckington event and how he survived with intact diffs but everything else broken. (Exaggeration!)

Support wanted!!

No not the surgical kind but we are trying to save a life!

The Surrey Museum at Brooklands, birthplace of British motor racing, needs £100,000 by the end of October or it will have to close. The museum director explained "People seem to think Brooklands is immortal." The solution, hopefully, rests with the MG Owners Club who have arranged a picnic there on October 13th. Tickets are £7 for a car and two people. Events include a vintage and historical flypast, a display of record-breaking cars and the presence of many racing cars and celebrities that once raced around the track. Please support this worthy cause. Call the MG Owners Club on 0954-31125 for your tickets.

Sounds like an interesting day out anyway!

Keep the articles and letters coming in, folks. If you're typing or printing them yourself, please make the block of text match the rest of the newsletter. 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 "XywriteIII", "DCA-RFT", "RTF", "PC-Write" "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 if possible. Please let me have your articles by the 10th of the month please.

Eckington 91.

by Colin Gross.

For quite how long this event has been held I do not know, but over the years its reputation has grown to the point where it is now regarded as one of the calendar's premier events. So for the August bank holiday I forsook the HBRO rally at Ham Lane and headed North for the interclub event at Eckington. Compared with many ARC clubs the HBRO team was small, but we didn't go unnoticed. The team comprised, Dick and Liz Corking, Steve Barnwell, Dave Osborne, Malcolm Whitbread, Mark Ambler and myself all competing; with the various family members providing the backup and support. Richard Stewart also came along as my passenger which he explained gave him a chance to enjoy the competitions without peering through a camera.

So to day one, the Saturday, when the Team Recovery and RTV trial were held. For Richard and I it was an early start to get my Range Rover through scrutineering (no problems) and into the RTV. About sixty vehicles took part in this 12 section trial, with each section having 12 gates.

The entrants were split into four groups, each with a good supply of marshals and the event got under way. Since the site is on a former slag heap the ground conditions varied from mud and grass to shale of varying degrees of solidity with the result that each section was interesting to drive and in some cases a good test of the vehicle's abilities. On more than one hill the selection of 'line' became all important if the vehicle was to complete the section, and as more vehicles attempted the section the climbs became more cut up. Surprisingly many competitors didn't seem to notice that taking a slightly different line could get them past a point at which the others were getting stuck.

In the early afternoon the Team Recovery got under way with two HBRO teams, namely Steve with Dick and Malcolm with Mark. Luckily for us the RTV section I was on allowed a view of the other event and so I was able to see Malcolm attempting to recover Mark's Land Rover up a very steep hill.

Unfortunately Mark's vehicle was dragged into a tree and promptly fell back on its side. Despite amusing the crowd the roll put paid to Malcolm and Mark's chances of winning.

However on a later run they did set joint fastest time for the event. Steve and Dick went one better and produced three good runs to take them to overall victory.

Thus day one ended on a very good note for the HBRO.

The club's members had won the Team Recovery, and the RTV Long Wheelbase class; since my score of zero penalties had not only provided a Class win but had beaten every other score in the event. (No one else scored less than one penalty.) Sunday was to see the CCVT and the night safari events so a hectic day was in store. With all the HBRO team entering the CCVT it was back to the woods and slag heaps for another fantastic day's competition along with about 90 other hopeful CCVT competitors. This time I was to put my hybrid Land Rover 'thing' through its paces in what turned out to be my first real CCVT event. Adjusting from the Range Rover gave early problems with silly mistakes giving 13 penalties from the first two sections. Then section three produced a 'wall of death' drive around a horrific looking crater. For once I wished my vehicle would fail the preceding climb, but it was not to be, so into the wall we went. To my amazement we came out the other side the right way up! Score one, so things were getting better as I became familiar with the vehicle's abilities. As with the RTV each section had a character of its own, and from my viewpoint of the inexperienced CCVT competitor they nearly all appeared to be a real test of the vehicle and drivers abilities.

My final score put me near the bottom of Class 9, but Malcolm ended up with a third place to keep the HBRO on the honours list.

The night safari saw myself, Dick and Steve entered; all driving Class 9 vehicles (V8 coil sprung). Only two laps were to be driven but the 2.5 mile course around the slag heaps provided some exciting racing with its never ending variety of terrain. The dust thrown up by the vehicles meant that parts of the course were akin to racing through night fog but that didn't deter some of the 60 entrants from setting very fast times. I was considerably slower than many, but still achieved my objective of finishing the event with no damage and a huge measure of fun. Steve wasn't quite so lucky and managed a 630 degree roll down a hill to reshape his new motor. Luckily no damage was done to Steve or his passenger, despite the failure of the locking tab on the seat belt clip allowing the passenger to become unrestrained.

(Since I have the same make of belts I think a change of make, or some other modification to the locking mechanism may be wise.) Monday brought a day safari with a much enlarged entry including Malcolm and Mark; and started to the accompaniment of sledge hammers as Steve reshaped his vehicle. Again great fun was had by all, and this time I was on the pace with the other HBRO members. My poor vehicle was pushed harder than I thought possible, but it survived the first two of the three required laps. Indeed at that point my cumulative time was less than all the other HBRO entrants, but the motor's usual jinx then struck. This time for a change it was not the differential that failed but unknown to us at the time two small bolts in the engine had come undone.

Unfortunately they held the oil pickup strainer so I had finished lap two with no oil pressure. Hence end of competition for me.

Overall honours in the weekends events seemed to go to the Lancs & Cheshire and Peak & Dukeries clubs, but the HBRO had its share of victories. Packing up and then the prize giving finished off the Monday before we returned home, but the weekend definitely deserved its reputation. Surely it must rank alongside the ARC Nationals as a premier interclub competition.

Obviously the HBRO's thanks go to the P & D Club who as ever hosted the event. Quite where they find so many people to unselfishly put on the event for our benefit I don't know, but I shall certainly take up their invite to return next year. My personal thanks also go to Mark who kindly used his lorry to bring my 'racer' all the way home.

As a final personal point, I have heard some comments in the HBRO which imply that some of us don't appear to support our clubs events. Since this comment was made in the same breath as a reference to the Clubs bank holiday event I presume it was implied that we should have been in Petersfield, not Eckington. Well when the club can provide a weekend of events to rival the Eckington do things may be different, but for now I like to think that we were 'flying the flag' for the HBRO (although only figuratively since we didn't have the real thing) and the team's successes shouldn't do the HBRO's reputation any harm.

Secretary's Scribble

The postman's been busy this month. Lots of things to buy yourself for Christmas. The Aussies have come up with another bolt-on extra - a multi-purpose vehicle-mounted air compressor set at 100 psi at 2.6 L/S and weighs 3kg. Only £291+VAT each (Shall I put you down for 2, Nick?)

Sinton tyres Ltd have sent a price list of American tyres, various treads for 15 and 16" rims. Prices range from £64 to £229+VAT each.

Caldwell and Sons make all sorts of sliding and fixed windows for LR's at reasonable prices.

On a cheaper note, have your favourite photo reproduced on anything from a T-shirt (£11:50) Tankards (£8:50) to pyjamas (£24:50)

We've been invited to a Land Rover Club Italia weekend 26-27th October 1991, also a German invite in Feb 1992 for an anniversary do. (*More info on this next month, ED.*)

For £1500 + visas and medical bits, you can go on a Mark Benger style safari across Africa somewhen in 1992. See me at the pub or phone for further details.

The camping weekend at Ham Lane was very enjoyable, although I realise it's a bad time for most people judging from the turn out. The night trial experiment proved successful. drivers were fighting for the start and 5 sections were driven by 10 drivers in 1hour 50 mins. Pity the Guinness Book of Records weren't there!

Bonfire night's coming up. On Saturday Nov 2nd, the barbecue will be lit so bring your own food and bring a couple of good fireworks. Overnight camping with a trial on Sunday.

Gary Hodgson

(Further details on the Firework Night do elsewhere in this issue, Ed.)

HBRO AGM 1991

Don't forget the AGM on November 6th. Any proposals to be in 14 days before please. Please make every effort to attend.

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Something Different?

by Colin Gross

Back in 1989 when taking part in the 'Raid' Hannibal across the Alps was the first time I saw an unusual vehicle, and on further examination of the it at the Val d'Isere offroad show my interest was heightened. Most of you will know that the reason the Range Rover is such a competent Off Roader is its superb axle travel, which is mostly derived from the 'A' frame mounted rear axle. Well this vehicle which had attracted my interest had 'A' frame suspension front and rear, which implied to me that it may have been designed with off road travel in mind; unlike most of the new offerings in the 4x4 market which I feel are rapidly becoming cumbersome four wheel drive road vehicles with an off road capability. Despite seeing more of the vehicle on the 1990 'Raid' Aneto that would have been the end of the affair, except for my visit to this year's B. F. Goodrich Off Road show at Trentham Gardens. Whilst helping to marshal the manufacturers course I couldn't help but notice that the subject of my interest was taking part, and when the exhibitors offered me a test ride, and then drive, I wasn't about to refuse. So here it is, despite the fact that I (and the editor if he prints this) will probably be accused of heresy, an off road review of a non-Rover vehicle.

The Auerland A3 is a medium sized French designed and built vehicle, specifically intended for off road use. It is considerably cheaper than the base model Land Rover 90 and in short chassis form it is 3" shorter than the 90, and both 10" narrower and lower. Sitting on 6.50 or 205 x16 tyres it still has over 2" more ground clearance than the standard 90, and its 88" wheelbase gives a better approach angle (but marginally worse departure angle) than the Land Rover. Side slope limit is given as 40 degrees. The chassis is constructed from 3mm thick steel so it doesn't have the visibly massive proportions of the Land Rover unit which is made from thinner material, whilst the bodywork is assembled from galvanised steel with some non metallic panels (the front panel and roof among them). With its angular styling it certainly looks like a true Off Roader, but its dimensions make it seem more car like than a Land Rover. The only engine offered is a 1905cc Peugeot diesel unit (non turbocharged) which on paper may at first seem low powered, but in terms of both horsepower and torque the power to weight ratio of the Auerland is equal to the Land Rover. The vehicle has a normal 5 speed Peugeot main gearbox, mated to

a purpose built transfer box. Unlike the Land Rover 90 the Auverland is normally in rear wheel drive, one extra lever engages/disengages the front axle at any road speed, whilst another changes from High to Low ratio. From the driving seat the car like image is reinforced with all controls and instruments falling easily to hand or eye. Surprisingly I didn't find any trouble squeezing my long legs into the vehicle, something which many car manufacturers fail to cope for.

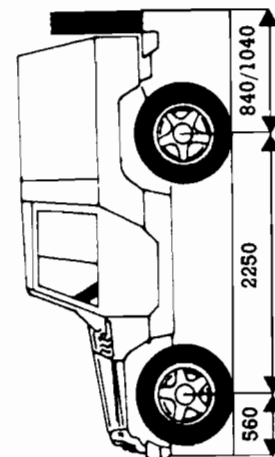
On the move the first impression was of a light and easy to drive vehicle. The steering was nicely weighted for off road use and very little kick back was present when hitting bumps. The engine revved freely and pulled well, but being used to the torque of a V8 I had to remember to use lower gears than normal. The superb suspension coped with all the conditions available around the demonstration course, and I felt that the axle articulation available was better than that of the Land Rover 90 that had chauffeured me around earlier. Especially noticeable was the lack of thumps or crashes of a suspension hitting the end stops, surely a sign that the vehicle was coping well with the terrain being covered. The limited slip rear differential helped on the muddy exit from the pond, but fitting more aggressive tyres would be one of my requirements. The view from the driving seat and the impressive turning circle (5 feet tighter than a Land Rover 90) made driving the Auverland a pleasure despite the lower seating position than in a Land Rover. Overall as an off road vehicle the Auverland has to be rated as very impressive.

Of course there are a few niggles, the engine is a little noisy, and on really steep descents I would prefer a slightly lower first gear. The heating system is about to be improved, but the fresh air system could also do with improvement, the sliding cab windows were barely sufficient on the warm day of my test. Unfortunately I never got to drive the vehicle on tarmac, so its road performance is an unknown quantity. The manufacturers claim 40+ mpg as reasonable so fuel economy is good, but the top speed is only 75 mph.

Would I purchase an Auverland? The answer has at present to be no, since its size and weight precludes towing my competition Land Rover. However if ever I give up on ARC events then I may well take another look at the Auverland. It most certainly is an impressive off road vehicle.



AUVERLAND



Dimensions	Short Version	Long Version	Weight	Short Version	Long Version
Overall length	3650mm	3850mm	Unladen weight	1185kg	1195kg
Overall width	1540mm	1540mm	All-up weight	1710kg	1710kg
Overall height	1700mm	1700mm	Payload	525kg	515kg
Platform length	1150mm	1350mm	Maximum - front	750kg	750kg
Wheelbase	2250mm	2250mm	Maximum - rear	1100kg	1100kg
Track - front & rear	1342mm	1342mm	Towing (without brake)	605kg	605kg
Ground clearance	250mm	250mm	Towing (with brake)	1250kg	1250kg

ROVER RESCUE

August Bank Holiday Saturday saw the first formal exercise of the HBRO Rover Rescue group. This was designed to test the skills of the Rover Rescue members in search and rescue, managing volunteers, first aid, radio procedures and co-operating with another voluntary group, Civil Defence.

The exercise was enjoyed by all and regarded as successful in that its aim of displaying strengths and weaknesses was realised and can now be acted upon. The skills demonstrated in driving into areas which were felt to be next to impossible were exemplary, while one vehicle (mine) was driven too far into the woods (by me) without proper consideration of the terrain. Extraction was achieved, but not before the vehicle slid into a tree.

Knowledge of first aid was patchy and radio procedures were very poor, not helped by the fact that one of the hand held units was not performing properly. Sweep search line management and procedure was not up to the mark, especially after the first victim had been found. The second victim was only found on the second attempt after the searchers had been told to go and look again. Had that been for real, the patient, who was deemed to have been out of doors for 36 hours with a broken leg and had suffered two nights of heavy rain, would have quietly perished.

The reason behind the exercise in particular and the concept of Rover Rescue within HBRO stems from ever increasing pressure being brought to bear on public expenditure. For the price of one Land Rover Discovery, a purchasing authority can buy two, five door, five seater saloon cars capable of offering similar fuel consumption and overall load carrying capacity except in the cases where higher than normal weights or volumes are envisaged, in which case a small van can be bought, still at less money than a Discovery. Given that as money becomes tighter, public buyers must make every effort to stretch it, the desirable luxury of a four wheel drive fleet comes under great pressure, which for the most part does not really matter.

The whole theory does, of course, fall to the ground when nature decides to stir the country up a bit, at which point the wading, towing and mobility limitations of two wheel drive saloon cars are shown up. Under such circumstances the number of calls to the emergency services are likely to increase, adding to the overall strain, so they are caught from both

sides. During the heavy snow falls late last year, some constabularies were reduced to broadcasting appeals on commercial radio and the BBC stations for four wheel drive owners to come forward.

This, in principle, is all very well, but who was likely to turn out? Certainly, a number of experienced drivers would have appeared, but equally, a lot of novices would have been public spirited enough to help, while some people would have jumped at the chance of official permission to play in the snow. There would have been little training, no appreciation of how the emergency services work and probably no means of communication, all of which could potentially cause more problems than were solved. Equally, snow especially is extremely dangerous stuff, particularly if it is drifting. Visibility can drop to a few feet in extreme conditions and the effect of covering the entire countryside in an anonymous white blanket can really mess up navigation, even if the area is familiar but not perhaps intimately known.

There are many other voluntary groups available to help in times of emergency, but very few of them have the extraordinarily high mobility offered by a Land Rover. For this reason, Rover Rescue teamed up with Civil Defence, a national group offering a wide variety of skills but who rely upon saloon cars for movement.

Civil Defence has its own dedicated radio frequencies and is also highly proficient in First Aid, with some members working up to full paramedic qualifications. Civil Defence also exercises with the various official bodies currently involved in emergency relief work in the country, and this is an area which Rover Rescue will be examining very carefully.

As far as the club is concerned, there is of course another aspect that is well worth considering. All too often we read, hear and watch articles and programmes about "hooligan jeep drivers" and other drivel, generally from severely biased user groups purporting to be impartial experts. I know that such people exist, but one question that begs to be answered is that of malice aforethought.

Of the 70 or so clubs representing four wheel drive, all terrain vehicles alone, never mind all the various motorcycle clubs, there will always be the small percentage of those who do not respect the law pertaining to Rights of Way. I would think that within the club network, the number of people who wilfully go out looking for trouble is very small indeed, probably much smaller than the brain dead football supporter

whose sole view is to maim a supporter from the opposing team and who has done so much to wreck the game.

The advent of increased 4x4 urban ownership is slightly more sinister insofar as sooner or later, these people are going to want to go "off road". Ignorance being what it is, they will happily go roaring off down the first track that is wide enough and muddy enough to appeal. There are after all tyre prints, so it must be alright. The fact that it is a private lane never enters a towny's head.

Rover Rescue can offer a high profile, positive contribution to society when it is at its most vulnerable, and handled correctly, could generate a lot of good publicity for our hobby and interest which if nothing else, would serve as a counter to the inaccurate stories that float about from time to time.

As a club, HBRO has a terrific resource that Rover Rescue would like to tap into if at all possible. There are people from all walks of professional life in the club who, while not perhaps being wild about the idea of actually going out in a snow storm, could still help the group by applying their expertise behind the scenes to ensure that organisation, materials, equipment and sponsorship can be attracted to the benefit of all.

Rover Rescue can, of course, never have too many active members. Our role is not in the front line of emergency aid but rather playing as first reserves. The organisation would be placed on standby, enabling various members to ensure that their equipment was checked, packed and ready to use, the vehicle was topped up with essential fluids and if appropriate, wheels changed for grippy tyres.

The group will hold monthly meetings but as yet has not found a suitable venue. The first meeting will be by invitation only to those who turned up and supported the August exercise, when the report concerning the exercise is discussed and the administrative procedure of Rover Rescue will be discussed and put in motion.

Once a venue has been chosen that is roughly central to the club area, regular meetings will be the forum to show the group to new members as well as training existing members in areas where our first and subsequent exercises show us to be weak. These meetings will be announced in Pants & Barks in due course. The group will also be hoping to attract guest speakers from the various emergency and planning services from both Hampshire and Berkshire as well as talking to Thames

Valley Police with regard to their rather larger area.

If the concept of Rover Rescue appeals to you, please either contact Rover Rescue Co-ordinator John Dowdeswell whose number is on the inside cover of the magazine, or myself as Deputy Co-ordinator on 0705 470183. FAX 0705 453539. The object is build upon natural off road skills using standard, green laning equipment.

Any additional cost should be very minimal and offset by sponsorship or outright gifts wherever possible. If anybody knows of companies or individuals who would be willing to help Rover Rescue, do please get in touch. We are open to offers that are both financial and product based. The former would provide cash to buy certain items of equipment while the latter might comprise the donation of an insurance policy, reflective jackets or other items of equipment necessary for the group to function efficiently. Members will be kept up to date as to our requirements as we progress.

Kevan Chippindall-Higgin

GREEN LANING 1991

In an attempt to improve the organisation of the club's green lane outings, Nick Jennings has provided this list of proposed start points. Of course this does not preclude members capable of organising their own trips from so doing. This list is for those who need guidance.

MONTH	VENUE	MEET AT:-	GRID REF
OCT	ALDERSHOT	WANBOROUGH STATION	186 / 931 504
NOV	WOOLHAMPTON	LAY BY ON A4	174 / 585 666
DEC	WEAVERS DOWN MEETING		

THE MEETING TIME WILL BE 10.00 AM UNLESS SPECIFIED.

CB channel 2. (If you're arriving late, call as you approach!)

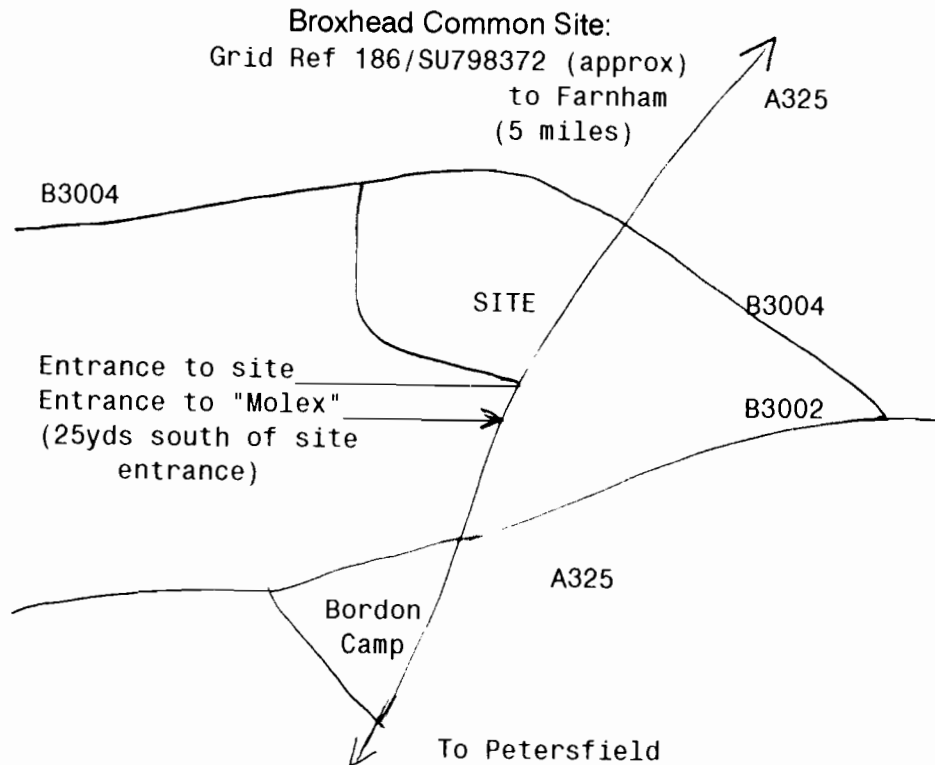
PLEASE CONTACT 0734-0471258 OR 0836-604885 IN THE FEW DAYS PRIOR TO THE MEET TO GIVE AN INDICATION OF NUMBERS ATTENDING.

Nick Jennings

RTV & CCV Trial Broxhead Common, October 27th

We are holding an RTV and CCV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 27th of October. The event is 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. ARC rules will apply as usual. Your ARC Yearbooks are now a bit out of date; revised sets of rules are available now. The new ARC handbook is delayed, so consult club scrutineers for clarification. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help lay out. 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!



SEPTEMBER IN THE LANES

The second Sunday in September saw us at Hook Station for 10-00 a.m. The day before my alternator had thrown a bearing so I suppose we were lucky to be there at all.

We all set off in one group to look at a lane near by known as the Dentist. I believe this name relates to the fact that it is full of holes (cavities) and that Land Rovers have to be pulled out one at a time. I had not driven this lane before. On our last visit there was a temporary closure for work on the bridge over the canal to be carried out. This time no problem all work had been finished and we were clear to go. The first two thirds of the Dentist are on metaled surface. We crossed over the M3 and parked up just before the interesting bit started. In view of the reputation of the lane and that it is only quite short we walked to the other end. There were two or three tricky bits but nothing to stop our gallant band.

First in was myself and son John in the 110 now with truck cab (it don't arf make a difference) Next up was Terry from Heathrow and the lads Terry, Jason & Daniel in an 88" series 2. Next a 100 turbo diesel driven by Jim Mann and his crew Andrew & Alex. Another 110 turbo diesel with Mike Tracey & Brendan Doherty followed. Colin, Anne and Sharon were next up in a 88" series 3 diesel (the one with the PINK sides!!). Another 88" series 3 diesel driven by Carl & with Dianne & Emma as crew followed. The last 110 of the group was piloted by Nigel, and Max (the collie) did a good job navigating. Mark from Gosport came next with Paul as co driver in a partially repainted 88" inch yellow thing. Last but by no means least were Paul, Porsche and Colin in a magnificent 109 series 3 diesel safari station wagon. Because of the number of vehicles in the group I suggested that each vehicle in turn should drive half way along the lane, stop and wait for the next. This enabled each vehicle to be assisted as necessary at various tricky parts along the route by all the other drivers.

The first big whole we encountered was avoided by climbing out of the ruts and keeping to the side of the lane then crossing the ruts at 90 degrees to the other side of the lane to skirt another whole before rejoining the ruts. No real problems, just needed a lot of work on the rudder.

Tracey in the 110 made us wonder why we avoided the wholes as she drove straight through them ! The Rovers that did not have 7.50 size

tyres were at a distinct disadvantage and came unstuck (or should I say Stuck) a number of times.

So we were all at the half way point and it had only taken about an hour. Time for coffee ?.....

A little while later we set off again. The same pattern of travel. I drove to the end of the lane and parked on the new bridge. Most of the others had no problems. Jim in the 110 discovered that a low tow hitch can cause a hitch or two, Terry in the SWB picked up log under his front axle and Mark in the yellow thing had ignition problems. Soon we were all clear of the lane.

The next couple of lanes were uneventful. One was had dry and wide. One was narrow and over grown. Three or four miles later we entered a little known lane at Herriard Common. (the wet forest) About two hundred metres into the lane I came across an elderly man with two dogs standing defiantly in the middle of the ROAD. I drew over to one side and stopped to greet him "Good afternoon " I said. "Nice day for a QUIET walk in the country " says to old boy. "Indeed a nice day for a drive along this ROAD" says I and drove off. He did in fact say something as I drove off but it got lost in the engine noise. Later I discovered that the chap had said "Don't make any more ruts" The wet forest is always an enjoyable drive. There is one hole that has been designed to catch SWB Land Rovers.

The concrete blocks in the bottom of this puddle do the job a treat. At least it enabled Carl to christen his capstan winch. At the end of the lane we parted company and set off home. Thanks to all those who attended and made it a day to remember.

p.s. Some of the quotes of the day.....

"this is what green laning is all about", "has anyone got a spade?"
"has anyone got a rope?" and when we had finished "where are we?"
"which way is the M3?"

Nick Jennings

I know I've written this bit before, and the old hands will be getting fed up with it, 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 regular members of the club don't know everyone by sight and so won't know whether you are new or not. We aren't ignoring you, promise! Come and say Hello.

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Hard to find Oil Leak

I know my Rangey looks a trifle tatty, but it does actually get fairly well looked after. Recently though it has been seen rather wet with oil under the engine. I've had my suspicions about the mechanical fuel pump being the source but no matter how well I attend to the gasket, it still leaks. So I assumed it wasn't coming from there.

The mechanical pump is left over from the conversion to electric pumps but left in place in case a quick reversion was necessary. Recently I made a blanking plate and finally removed this pump. Close inspection revealed it to be the source of the leak after all. The pin that the operating lever swivels on had moved across a bit, opening up a hole in the casing; thus by-passing the gasket. So if you've got a leak in that area, have a good look at the swivel pin on the fuel pump operating lever.

Steve Kirby.

Battlehurst Farm

11th August 91

On 10th August Mick, Brendan and I loaded the 90 then headed for Battlehurst Farm, Petworth Sussex to accept an invitation from Southern Rover Owners Club for their weekend camp. We managed Saturday afternoon and Sunday's RTV.

On Saturday we watched some of their gymkhana games. My favourite was the chain on the tow hitch and reverse over a target. Nearest the Bullseye wins. Easy! Try it.

In the evening they went on a farm drive. The owner of the land took time off from harvesting to join them. It was a great run by all accounts. We headed home.

Sunday was nice and bright. As we had signed on most of the paperwork on Saturday it was down to scrutineering. All Rovers were parked on a bank to test handbrakes; no-one rolled off.

The RTV and CCVT were combined. Different coloured numbered markers and different size canes for the two classes. Those with mine tape were common to both classes.

Sounds confusing but it worked very well if you remembered not to watch the CCVT Rovers when you're driving an RTV like yours truly did and scored 9 on the first section. Woops!

The club had cleared a wooded area (the undergrowth and dead wood) so most of the sections were on virgin territory unlike some sites one could mention.

There were 9 sections in all mostly in wooded areas. Some of the gates had to be widened for 90/110s. The last section was a mud run, a deep smelly mud run. Any one who was too silly to get too close had a free mud-pack. No matter how far down the run you got, you had to be towed out.

As a point of interest, Brian Bashall (Mr. Dunsfod Land Rovers) trialled 90 prototype No. 3

Mick finished 3rd overall behind two Series Ones in class RTV.

Anyone who knew about this bash and didn't turn up missed a great time, with a friendly helpful club who have lots of fun.

From Mick and myself, thanks to the "Southern Rover Owners" especially Hetty, Helena and Isobel.

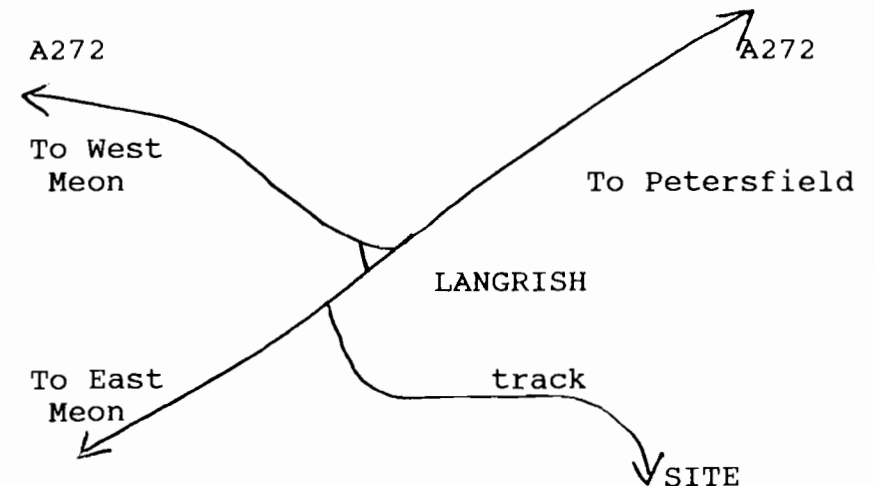
Tracey Doherty

BARBECUE , FIREWORK DISPLAY and TRIAL at HAM LANE, NOVEMBER 2ND/3RD.

We are holding a Bonfire Night Barbecue and bonfire with fireworks on the 2nd/3rd of November at Ham Lane Leisure Centre, near Petersfield, HANTS, followed by an RTV and CCVT trial on the 3rd. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £7:50 in advance or £10 on the day. Payment to Allan Tew. (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. ARC rules will apply as usual. Your ARC Yearbooks are now a bit out of date; revised sets of rules are available now. The new ARC handbook is delayed, so consult club scrutineers for clarification. Don't forget your MOT certificate and driving licence. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along early on Saturday to help set out the sections and organise the barbecue. Please bring all your own stuff for Saturday night. A contribution of fireworks would be appreciated. Facilities are minimal. On the Sunday, please enrol as a marshal, we'll show you how to score if you've not done it before!

HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.

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 (plus £1:50 p&p). VHS video.

Hereford 4x4 Off Road Show 1991

All the action and interest of the 1991 event

£15 a copy (plus £1:50 p&p). VHS video.

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

War of the Roses '91

All the clubs in action in the 1991 event

£15 a copy (plus £1:50 p&p). VHS video.

Phone Richard at "Stewart Vision"
on 0635-297443

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 Bits..... 110 Hard-top and rear door, £400. Land Rover 110 Roof rack (Brownchurch & ex-camel Trophy) £100. Land Rover 5x Wheels and tyres (Tyres not much cop) £100. Capstan Winch to fit Range Rover together with rope, £150. Ammo box, £5. Contact Nick Jennings in Caversham on 0734-471258.

* Hugh's Summer Clearout. Land Rover Series II gearbox and Series IIa gearbox, both for 2¼s - £75 each. LR series III gearbox for 6 cyl - £75. LR 2¼ diesel engine £250. LR series III petrol engine - £100. Range Rover bonnet - £100. SWB LR front and rear axles - £75 each. LR series IIa chassis - £75. SWB LR rolling chassis - £250. LWB LR rolling chassis - £250. Call Hugh Glossop in Mortimer on 0734-333409.

* Mick Maskelyne's Miscellaneous Market:-

Breaking SWB IIa. All parts available. Call. 4 SATs on Range Rover rims, as new £50 each. Perkins 4203 complete diesel engine, £300. Adaptor plate for above, £125. Range Rover and 110 spares/bits. Phone Mick in Newbury on 0635-74013.

* John's Autojumble:-

- 2 front, 2 rear Woodhead shock absorbers for 109" LWB. Brand new, waxoyled, ready to fit. Not suitable for 110. £45 for the set.
- Series IIa military/strengthened front axle complete. In need of rebuild although passed last MOT. Good 4.7:1 diff. £75.
- Firestone SAT. 100 miles only. Kept as spare. Offers please.

Contact John Dowdeswell on 0329-220859

For Sale

- * Hard top for 88" LR £80 Call Roy Michael in Eastleigh on 0703-611491
- * 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.)
- * PAUL'S CLEAROUT:-
 - 2¼ petrol engine stripped for rebuild, all parts available,
 - Rover V8 inlet manifold and carbs.
 - Various aluminium castings and twin Solex for Jaguar straight 6.
 - Max-Arc industrial arc-welder. Heavy duty. Single phase.
 - Canoes, water-worthy. Needs tidying.

Any offers on the above to Paul Barker in Basingstoke on 0256-469674 after 6 pm.

- * 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.
- * Range Rover diff Good condition. £80. Call Brian in Oxford on 0865-63985.

Vehicles for Sale

- * Land Rover 110, 1984. Pickup. 2¼ petrol. Orange. Contact Nick Jennings in Caversham on 0734-471258.
- * LandRover Series 1, 86" 1955 Hard top with side windows. 47000 genuine miles. Two previous owners. Full history known. Original number plates, logbook and owner's manual. Chassis and bulkhead rebuilt and Waxoyled. Bodywork repainted. No rust. FWH. Many new parts - springs, shocks, wiring loom, tyres, front hubs, carb, copper brake pipes, silicon brake fluid. All receipts. MOT to December. £2750 ono. Contact Paul Snow in Caversham, near reading, Berkshire on 0734-477781

Vehicles for Sale

- * Land Rover Series Ila, Rolling chassis. Part restored over 13 months but forced to sell due to expected arrival of twins and a bank that likes to say NO! Fully rebuilt chassis - a back end from a 6 wheeler giving 7" more body clearance. Front and rear axles rebuilt with new bearings, seals and gaskets all round. New crown wheel in rear diff. Brake system totally replaced. Gearbox rebuilt and engine reconditioned. New shocks and springs all round. Only major operation to complete is the installation of electrical system (wiring only) Photographs available from every stage of rebuild. Reluctant sale but has to go. Open to any reasonable offer. Call Paul Barker in Basingstoke Hants on 0256-469674.
- * Land Rover 110 County V8. Many extras including Husky winch (with new motor), roof rack, overdrive, Dixon-Bate rear coupling. Recent new tyres, complete exhaust and engine rebuild to latest spec. Personal plate (valued at £1000). Reluctant sale. £6995+VAT or vno. Contact Steve Barnwell on 0908-611413 (days) or 0908-616878 (evenings)
- * 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.
- * Range Rover Special. 1980. Two door. Sprintex supercharger. Warwick-Banks handling kit. Electric windows. Alarm. Specialist upholstery (Wood & Pickett). Vinyl roof with sunroof. Rear window conversion. Rear seat-belts. Overdrive. Extensively reworked and restored. Immaculate. £8950. Electric winch for RR, £400. Contact Mike Dunne in Little Chalfont, BUCKS on 0494-764877.
- * 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. ***PRICE REDUCED*** Standard. 2¼ petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. £1500 ono. For more details, phone Simon Hazell in Oxford on 0865-714153.

* 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 Buzza on 0491-671243 (near Pangbourne)

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?

Lend a Helping Hand

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 several occasions in 1991. It's worth giving up the chance to compete in exchange for a whole day driving around at Broxhead or Weaver's Down while setting out!

Events Hot-Line

In order to provide late information for changes relating to HBRO events, Roger has set up a telephone line with an answering machine. So please call 0734-842884 on the **Friday** or **Saturday** only prior to the event.

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 usually be on the second Sunday of the month. See list elsewhere in this issue. There will be someone present 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.

Sept 29th	Comp Safari. Invite from SROC. Knowle Farm, Broad Oak, Heathfield, Sussex. Map ref:- Sheet 199-627235 * (See notes)
Oct 5-6th	MAJORS 91. The Major's Trial on Saturday. Comp Safari on Sunday. See advert elsewhere. All trial entries are in now but the organisers say Comp Safari entries can be taken on the day.
Oct 13th	MG Owners Club "Save the Museum" charity picnic at Brooklands. Details in editorial. Call 0954-31125
Oct 19th	Comp Safari. Invite from SROC. Peter's Pit, Burham, near Rochester, Kent. Map ref:- sheet 199-714629 * (see notes)
Oct 27th	Trial. Broxhead Common. Details elsewhere in this issue.
Nov 3rd	Bonfire and BBQ at Harroway Farm. Firework "do". Bring your own. Details elsewhere in this issue.
Nov 6th	HBRO AGM. Hind's Head. Proposals please, 14 days before meeting. Start at 8 p.m. See you there.
Dec 7th	ARC meeting, Solihull.
Dec 8th	Trial. Weaver's Down. Southern are invited as are the Anglian Rover Owners. Details Later.
Feb 11th 1992	Visit to Land Rover Factory, Solihull. Contact Gary Hodgson to book a place. (24 only)
	* for Southern Rover OC invites, contact:- Tracey McCartney, 5 Regency Way, Crook Log, Bexley Heath, KENT DA6 8BT. NOTE:- NO ENTRIES ACCEPTED ON THE DAY.