

PANTS & BARKS

March '89



Journal of the HANTS & BERKS ROVER OWNERS

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Note:- * denotes committee member.

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

CHAIRMAN'S PAGE.

Most of the HBRO members have more than a passing interest in the fortunes of the Land Rover Group. As such you will have noticed that not only are the prices of all vehicles and parts steadily rising, but that Land Rover are claiming steadily rising sales in the 'non working' vehicle markets. This means that there is a steady shift away from the traditional market place of utility vehicles into the 'private car' sector. With sales of the Range Rover still increasing (especially in the USA), mainly due to its luxury car image, it is interesting to note that the USA Authorities have just reclassified the Range Rover as a Light Truck. Not only does this bring the Range Rover almost full circle, after all it was originally conceived as a more comfortable version of the Land Rover, but in the USA it brings with it a crippling higher rate of import duty. What affect this will have on sales in the USA remains to be seen.

Of more interest to us at home is the rise in quality and service we can get from the Land Rover organisation. With new vehicles commanding such high prices, the public expected good quality products. Buyers of 'County' or Range Rover style vehicles expected high quality of their purchases, and did not expect to visit muddy back street yards for their servicing or parts. No one disputes that the current quality control procedures at Lode Lane haven't improved the quality of the new vehicles, and at the right dealers the ability of LRPE to supply ANY part I required within 24 hours has recently proved infallible. However the quality of the spares from LRPE is not impressive (see Safety Check elsewhere in this issue). After my fiasco with the Genuine Factory Exchange gearboxes you may have seen that Bill Jones made a reference to it in a recent copy of OR&4WD. Despite the fact that they had to locate my phone number two members of other clubs phoned to say that they had also had problems with Factory Exchange Units. With this latest problem with the steering drop arms I feel that there really needs to be a shake up of the LRPE spares system. As Rover Club members we are all afflicted with a strange madness for Land Rover products, and probably will remain loyal to the marque. However the public at large will rightly expect to be able to keep the 'Best 4x4 by Far' in a condition befitting its title. Without quality spares they will have good reason to loose faith.

EDITORIAL.....

I expect you've noticed some new type-styles appearing in P&B. I have a new printer which enables me to make the text look prettier. Colin has been using one of this kind for some time now; it's a 24 pin matrix printer which produces print almost as good as a typewriter.

"We have expanded into a much larger forest." How can one ignore an opening line like that? It's the first line of a letter from the Welsh Forest Rally School. They have six miles of track, three school cars, plus two Escorts, an Astra, an RS2000, a Land Rover and two Honda four wheel ATV bikes. (Hmmm. A four wheel bike? Someone should go back to a different type of school!) Catering facilities are also available. An introductory course for beginners is available for £97:50 including lunch, and prices presumably go up from that. For more details, contact:-

Jan Churchill,

"The Forest Experience" (Welsh Rally School) Ltd.,

Cambrian House,

Carno,

Caersws,

Montgomeryshire SY17 5LU Tel. 0686 420201/420446

ARC Nationals, 1989

As members will have read in previous newsletters, this year's ARC Nationals are to be held at Rudding Park in Yorkshire from the 26th to the 29th of May. As in previous years, there will be an opportunity for those going to this great event either as competitors or just as spectators (camping, caravanning or sleeping under the car) to travel in convoy on the Friday, setting off from the Thames Valley area mid-morning, to arrive in Yorkshire late afternoon. Entry forms are included with this newsletter. Cheques should be made out to "YROC Ltd." If you send your entries (complete with payment) to Roger Pattie, he will send them all off together so we can camp together.

The Nationals is (are?) an enjoyable social/competitive weekend. Those who have been before know what to expect but if any members require further information, then please contact Roger. (Address/phone number inside front cover.)

COMPETITION NEWS.

As is often the case there is both good and bad news, so in the hope that you may not notice the bad I'll hide it amongst the good.

The first trial of 89 should be over by the time this issue of Pants & Barks is published. The second trial is planned for the 9th of April, again at Ham Lane. The third event will be on the 21st of May at Harroway Farm, followed a week later by the ARC Nationals at Rudding Park near Harrogate. Of these four events only the Harroway Farm event will not be used as scoring rounds of either the Red Leader Shield or Pilots Trophy competitions.

Harroway Farm on the 21st of May is intended to be part of the informal club weekend, with not only a trial but other events taking place at the same time, so just come along and enjoy the weekend. The competition will not count towards the annual trophies.

In case you are wondering why we are yet again visiting Ham Lane, the answer is very simple. The ACSMC who control the issue of military land have lost our application for 1989. At the moment this means that we have no access to sites such as Weavers Down, or Broxhead Common this year. The committee are working on the problem and hope to be able to report on a solution later. In the mean time, as before, we still require more trials sites. If you have any ideas on the subject then please tell a committee member, who will follow it up.

The subject of Land Rover 90s winning so many prizes at Weavers Down last December was recently discussed by the committee. If they make an appearance in such numbers again, then we shall consider setting up a class for them. However for the present they shall remain in Class One, along with all the standard SWB Land Rovers.

Finally my thanks go to Vic and Phil for an entertaining day at Long Valley, where we set out and ran a six section trial for 40 assorted Land Rovers from all of the armed services. As a result of the success of this event there is a good chance that the HBRO may be invited to organise, and take part competitively, in a similar event later in the year. Watch this space as the saying goes.

DRAGON'S DRIVE

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

MOST of us who own off road vehicles want to drive them cross country from time to time. Increasingly greenroading is becoming more controversial and is on the decrease, but many feel that they do not wish to take part in competitions.

With this in mind, the *North Wales Land Rover Club* recently held their second Driver Training day. This proved very popular, attracting around twice as many members than most trials, and involving over a third of the total membership.

It took place in a Pub with a convenient quarry behind the car park, one of our best trials sites.

First in the morning we watched some instructional videos showing the basics, and not so basics, of off road driving, followed by a question and answer session with Comp Sec Dave Mitchell.

After a coffee break it was the scrutineer Phil Cooper's turn, he first told us what he is checking on vehicles, before going out side to look at the vehicles present. He was doing two things, firstly checking that the vehicle was safe for the event that day, there were a number of insecure batteries, and also informing the owners of other items that would need rectifying before taking part in a competition.

At last Dave Kelly, who along with Kelly's Heroes had organised the event, walked us round the course. This was a long course round the edge of the quarry, (we were sharing it with *Motor Safari* our local off road training school) with a number of hazards along it:

- 1 Righthand loop, downhill shale bank, uphill grassy bank.
- 2 Uphill grassy section (with crossaxles) into narrow exit.
- 3 Steep downhill shale bank with difficult entry, followed by two downhill shale gullies on exit.
- 4 Steep entry into water filled gully followed by 90° L steep into long mud gully at exit.

5 Steep downhill into water filled gully followed by tight right turn into steep uphill grassy bank onto exit.

6 Steep downhill shale bank into steep uphill shale bank into steep downhill shale & rock bank.

The idea was to drive round the complete circuit, then back round to do it again until you get it right, or it got dark.

After the walk we stopped for lunch, during which the Nationals video (and some HBRO ones) was shown and the club shop was open for business.

Suitably refreshed, the driving of the course began. At each section there was an "Expert" (?) on hand, to ensure safe spacing and offer any advice wanted (and some unwanted), or even if required sit in with you.

During the afternoon extra entertainment was provided by *Motor Safari* demonstrating what happens to a Land Rover with loose wheel nuts.

Around 3 the course was closed to allow the newly learnt skills to be put into practise on two "Trials" sections. These were of course totally noncompetitive with no scores taken (to have done so would have invalidated our insurance) but were enjoyed by all, despite this.

Because it was not a competition costs were kept to a minimum, the biggest expense being the hire of the land, and even this was at a favourable rate on the understanding that most people would eat in the pub at lunch time. This meant the charges were merely a pound per adult for all present (including morning coffee) and an additional pound for each vehicle taking part in the afternoon.

The increasing pressure on greenroading mentioned earlier means that the NWLRC committee feel that events of this kind, giving people an enjoyable day's play off road, without the pressure, or cost, of competition, plus of course giving more actual driving and less standing around than a trial, is the way things should be going in the future.

Red Leader

GREEN-ROADING NEWS

Steve Kirby, Rights of Way Officer
(Member of The Byways & Bridleways Trust)

It's book review time again.....

"Oxfordshire and Berkshire"
an Ordnance Survey Historical Guide.

Simply stated, this is an history of the two counties told through maps and photos, old and new. There is a long text introduction, delving into the early years of the two counties and their towns. Did you know that the first documentary evidence that Reading existed was in 870AD when the Danes repulsed an attack by King Ethelred? Most of the rest of the book contains maps and photos with extended captions. There are numerous "pairs", old maps of an area compared with current ones; old photos of villages compared with the present view from the same point. The old maps are very informative; one showing that a section of the Ridgeway was once called Ickleton Street. The old maps were originally printed between 1805 and 1873. During that period, Berkshire extended to the North of Oxford, encompassing Abingdon and Faringdon but not Oxford itself. There was also an "island" of Oxfordshire in the middle of Buckinghamshire, totally cut off! Apart from the historical information, the book is also quite entertaining.

The book contains a gazetteer of map references of all the towns and villages in the two counties, very useful if you want to find Chimney End or Crazies Hill!

This generously illustrated and colourful hard back book is excellent value at £9.95.

As you may know, I keep a set of maps of Hampshire and Berkshire with the status of various rights of way marked on them. Some members have copied all or part of these. However, I am in regular receipt of information regarding changes which may escape the attention of the aforementioned members. Below is a list of RUPPs that have either been adopted (surfaced), downgraded, extinguished or diverted. I cannot guarantee that this list is complete. Standard grid references are quoted where a six digit number is adequate to identify the road in question, but in other cases, extended

references are used due to the accuracy required. You may need a Roamer or a Metric ruler to identify these as some are very close to "active" RUPPs/BOATs. It is normally against club policy to print map references for useable RUPPs but the diversions quoted are in force now. Mark your maps.

The following are downgradings unless stated otherwise.

BERKSHIRE:-

Farnborough area. SU415821 - SU42482 SU403806 - SU418813

Bucklebury area.

| | |
|-------------------------|-------------------------|
| SU519695 - SU522703 | SU522703 - SU521712 |
| SU522708 - SU525709 | SU522703 - SU527703 |
| SU528695 - SU532696 | SU528695 - SU534692 |
| SU561695 - SU562702 | SU579699 - SU582702 |
| SU53756905 - SU53856901 | SU52706955 - SU52656965 |
| SU52826950 - SU52756970 | SU54206925 - SU54356918 |
| SU55876905 - SU55656908 | SU55876905 - SU56006925 |
| SU55786940 - SU55556953 | SU55786940 - SU55656935 |
| SU54556860 - SU54706895 | SU54556860 - SU54806860 |

Greenham area. SU483653 - SU486657.

Englefield Area. SU60707020 - SU60957075.

Beech Hill area. SU703653 - SU705651

Arborfield area. SU748658 - SU751656 SU762658 - SU764660

Barkham area. SU781671 - SU778678

Waltham St.Lawrence area. SU84667512 - SU84757580

Wargrave area. SU800795 - SU802790 SU804765 - SU805773

Warfield area. SU86767009 - SU86807200

Little Sandhurst area. (Adoption)

Numerous small RUPPs in built up area have been adopted. See me if you really want details!

Note:- The Warfield and Waltham St.Lawrence RUPPs have long since been surfaced (Part of the M4 project). If your map

shows them as RUPPs then your map is probably an old one! They are included here for completeness.

HAMPSHIRE:-

Martin area. (Extinguishment)

There are two routes between SU081193 & SU085201 that are very close together. The Northern road is RUPP 36/U116 and is retained. The Southern route, RUPP 37/U116, has been deleted.

Martin/Rockbourne area. (Diversion)

RUPPs 38/32 (U126), between SU087199 & SU093200, now diverted to the South past Knap Barrow and Grans Barrow via SU090198. Further along, at SU107206 approx, the RUPP no longer loops to the North through the field just to the West of the "Duck's Nest" long barrow, but follows the straight track shown on the map.

Easthampstead area. (Adoption)

RUPP22, SU861686 - SU863684 has been adopted.

Winkfield area. (Adoption)

Rupp 1, SU901697-SU907698 and RUPP22, SU881688-SU882685 have been adopted.

Warfield area. (Adoption)

RUPP 24, SU868702-SU689703 and RUPP25, SU873699-SU874698 have been adopted.

Nutley area. (Diversion)

RUPP 7 SU592428-SU595424 has been diverted via SU593423. (i.e. it goes round the edge of the field, not across it.)

Havant area. (Downgrading)

RUPP 132, SU719048-SU722041 is now a bridleway.

Sherfield on Loddon. (Area occupied by MoD)

RUPPs 31 & 27 closed between SU653573 & SU671575.

Perhaps you can now see how serious the issue of rights of way really is! If you come across notices in local papers regarding RUPPs/BOATs, please send me a copy. Thanks.

GREEN LANING

Sunday the 8th January, great the first outing since Christmas. 9.30am saw us and sixteen, yes sixteen other vehicles at the arranged place on the outskirts of Basingstoke. It was decided that several groups was the order of the day. Steve Kirby with four others headed north & west, Gary Hodgson headed south & east, I headed south & west, but I don't know where the others went. We (my son John & I) lead off down the A 30 towards Dummer in our Rangy. The other three vehicles in the group were all Landies. One ex army ser II & two ser III types.

The first lane was problem free despite meeting the farmer. He was quite pleasant and we all parted friends. Unfortunately I misread the map & we ended up at a dead end along side a graveyard. About turn everybody & on to the next lane. The next two lanes were quite pleasant despite the weather.

Lane four was a different kettle of fish. It was apparent that some one had driven it just before us. After about a mile the going was getting a bit sticky & rutted. It was decided to stop for lunch and thus forty minutes was spent eating & drinking whilst kicking tyres & comparing notes engine rebuilds & such like. Right off we go. The going got worse & just around the corner we saw another HBRO group stuck in the distance. At this point Chris who was the last in line came across on the radio to say that Terry, who had been behind me, was stuck and that because of the ruts the other two rovers could not get round him to give a tow. I reversed to where he was stuck. Due to the ground conditions I only just had enough traction to mobilise myself and could not tow Terry. Out came the capstan rope and the winch soon had him out. No further dramas and we were soon on the hard stuff where we met Gary in his distinctive yellow ser I LWB. But wait, there was a hole in the back of the yellow beast where a hole didn't used to be. The hole had been made by a flying tow hitch that detached itself from the front of the vehicle Gary was attempting to recover. It entered his rover through the rear offside window a came to rest at the top of the nearside windscreen. A very lucky man is Gary. By this time the light was on the wain so it was decided to do one more lane. This one turned out to be quite wet but with a firm base so all the rovers at least got a wash off. Here's to the next days laning.

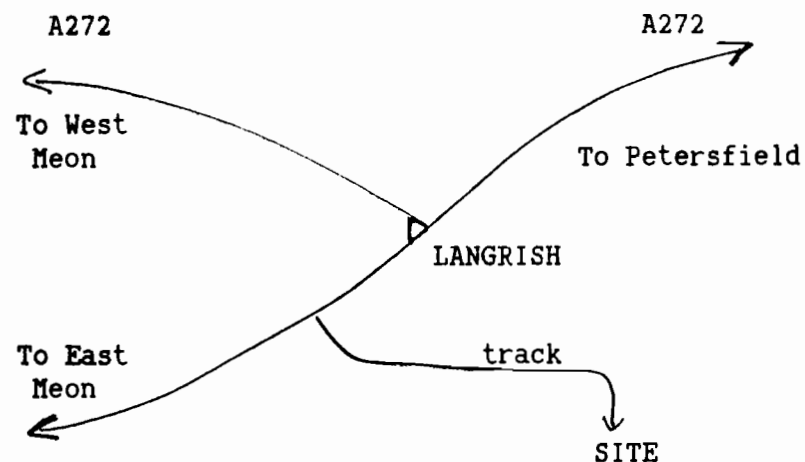
Nick Jennings.

ROAD TRIM VEHICLE TRIAL

We are holding an RTV trial at Ham Lane Leisure Centre, Langrish, near Petersfield, HANTS, on the 9th of April. 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 £8:50. 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 usual:-

- 1 : Standard. Wheelbase under 93", under 2500cc engine.
- 2 : Standard. Wheelbase under 93", over 2501cc engine.
- 3 : Standard. Wheelbase over 93", under 2500cc engine.
- 4 : Standard. Wheelbase over 93", over 2501cc engine.
- 5 : Special. Any non-standard or "Home built" Rover-based vehicle. Any engine size.

HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.

Green Lane Trip, 8/1/89

From Viabes Craft Center layby, I took the lead in my RR followed by Tony Mottram in his 88" V8 and Richard Hill-Venning in his V8 One Ten. The first lane planned was the "Dentist's" to check the condition of the lane, the state of bridge repair and dates of closure.

The date of closure is three months from 7th December 1988 to allow work to be completed on the canal bridge. We walked the lane from the Tarmac road at the North end through to the bridge. The downhill section to the bridge is deeply rutted, so to prevent problems getting stuck, Tony Mottram and I drove only the first part up to the crest of the hill. Richard did not drive it as the holes would have caused serious damage to his One Ten. The large cavities (after all, it is called The Dentist's!) are made awkward by the deep water and steep side angle of exit rather than the actual depth of hole. A word of warning here - if you care about the condition of your vehicle, stay out as you will damage wings etc. I scraped and dented the offside rear wing of my RR, lost both mirrors and filled the interior with mud slurry. Tony's LR also filled with water. The ignition wasn't too happy in deep water either!

From a safety point of view, wear seat belts/harnesses when driving this lane as I can assure you, the drop into first hole will catch the unwary off-guard and driver and passengers will be thrown about. (*Seat belts should be worn anyway. This is a public highway! Ed.*)

The bridge is closed for three months from 7/12/88 to allow repairs to be carried out. When work is complete, the part of the lane up to the crest of the hill is likely to be made up so that occupants of the houses by the lane have access. Their current mean of access is via another bridge which is also to be repaired. As far as I know, only the hill section is to be made up. The section in the photographs will be left untouched.

Them followed a gentle tour around the countryside via Five Lanes End with a stop for lunch at Upton Grey.

The afternoon saw us heading for the Wet Forest. We had heard about the lane being repaired and decided to inspect it. True enough, the from the Southern end has been improved with chalk infill to a level of about two feet above the original surface. This extends about 250 yards into the forest but fortunately, the very wet part has not yet been made up. The large hole with what feels like lumps of concrete (*They ARE lumps of concrete! Ed.*) in the bottom is



Above, Tony Mottram in the "Dentist's" cavities.



Opposite, top, James Wallis doing his Range Rover no good at all, also in the "Dentist's".

Opposite, bottom, Richard Hill-Venning's One-Ten in "The Wet Forest", Herriard Common.

Note:- The "Dentist's" is closed as a through route due to repairs to "Eastrop Bridge" which is a listed 'building'.



This is the ARC

still there, as is the first long stretch of water. Here Tony dived in with his V8 which promptly bottled out and refused to play ball! It turned out to be a dirty fuel pump which prevented progress.

Here we had a demonstration of the effectiveness of the capstan winch fitted to Richard's One Ten. At the South end of the Forest the ruts are very smooth and offered no grip to climb out and recover Tony's LR. Richard neatly hauled his One Ten out of the ruts using the winch and then recovered Tony's LR from the water with a great deal more control than if he had been recovered by towing. The condition of the Dentist's and the Wet Forest as described was correct as at 8/1/89. This may have changed since.

The photographs of Richard in the Wet Forest and James and Tony in the Dentist's are kindly supplied by John Wintott of Petersfield.

James Wallis.

RANGE ROVER PETROL LEAKS

Most Rangie owners will know that the petrol filler is not the most petrol-proof of assemblies and petrol frequently seeps out causing stains on the bodywork in the area around the filler and also reducing the petrol consumption and that is something that is more than just unsightly!

As a first step towards reducing the problem, it is worth looking at the rubber "cap seal" which presses down on the filler tube hopefully keeping the petrol in (or not!) Over a period of time the locking catch on the filler pipe can cause distortion of the rubber, each time that the cap is opened it rubs against this. Try rotating the rubber by 180 degrees so that a flat part of the rubber is at the bottom.

It is also worth checking that the gasket for the filler cap is also in good condition. It doesn't take long to undo the four bolts holding the cap assembly to the body and pipework and check the gasket's condition (it is probably worth putting a wad of some suitable material just down the pipe so that the bolts can't fall down to the bottom of the tank if you have "butter fingers" - don't forget to remove it after you have finished!)

It has come to my attention (mainly by reading other club's newsletters!) that there may well be members of this club who don't know what or who the ARC is. No, it's not just an anagram of RAC, but they are certainly connected.

The ARC is the Association of Rover Clubs; they oversee the running of all clubs that are interested primarily in the use of, preservation of and enthusiasm for all types of Rover vehicles past and present.

There is no committee as such, all transactions being carried out at quarterly general meetings which are held at the Rover factory in Lode Lane in Solihull. Any members of any affiliated clubs may attend but it is usually club officials or the very keen who make the trip there. These meetings are usually noisy vociferous affairs as the most enthusiastic of Rover owners air their views! Any proposals have to be noted and forwarded to all clubs for them to discuss; the representatives returning to Birmingham for the following meeting. It is therefore a long process for any changes to be made. This is the biggest criticism of the ARC. If a vehicle specification change is decided upon, then at least a year will be allowed to pass to give members time to modify their vehicles. As I said, any club member is entitled to attend but as the ARC cater (literally) for only two or three representatives from each club, please let the Secretary or Chairman know if you are going so they can forewarn the organisers to hire more chairs!

So what do we get out of the ARC then?

- (a) The association and fellowship of being with other like-minded enthusiasts and owners.
- (b) The National Rally.
- (c) Insurance cover under the ARC's Department of the Environment exemption certificate for camping and caravanning.
- (d) The ARC has a representative on the RACMSA (RAC Motor Sports Association), the governing body for motor sport in the UK.
- (e) Representation on MOLARA (Motoring Organisations Land Access & Rights Association, formerly LARA), the only national organisation that acts on behalf of 4WD vehicle owners and deals with problems of rights of way on green lanes. This costs the ARC £2000 a year plus representative's expenses. (A bargain.)
- (f) The entitlement to participate in other club's events without an RAC competition licence. This is a special

- dispensation by the RAC for ARC members.
- (g) Official recognition by Land Rover Ltd, enabling ARC clubs and their members to use the Land Rover title and Logo.
 - (h) Sponsorship from Land Rover limited is on the increase. They've discovered that Rover clubs are good for business!

Transactions of the ARC are published in a newsletter called Rover Runes. As you will already have seen, I do report back on the highlights of these meetings using Rover Runes as a guide. The minutes of the last one ran to nine pages, so I don't always report in detail but full length copies are held by me, Colin and Gary. Recent items discussed include sponsorship (the object being to direct it at events rather than individuals) and vehicle regulations for the forthcoming Nationals. There are also many overseas clubs in the ARC; anyone want to be overseas liaison officer? The ARC is also looking for a Public Relations Officer. Have you got experience in that field? Most of the last meeting was taken up with discussions about the use of non-Rover vehicles in competitions. I have already reported on this at length.

I am indebted to Bill King of the Anglian Club and Dave Cuthbert of the North Wales club for the inspiration for this article. (Plagiarism!)

Steve Kirby

WANTED

* PHOTO'S of my Land Rovers in action:- WOW 293 (later ACC 445A), OEY 366S and KOM 682, "TOBY". Phone Dave Cuthbert on Colwyn Bay 0482-534417.

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

* Truck Cab, very good condition for SrsII/III Land Rover.
Phone Mark Jones at Gerrards Cross on 0753-887871

GREEN LANING

Sunday 4th Dec.'88

It was a dismal day as we made our way to Petersfield station for the 9.45 rendezvous. On our arrival John, (my six year old son), and I met Dave, can't remember his second name, and his two boys in their Ser 111 LWB station wagon. Gary Hodgson, the expedition leader, arrived soon closely followed by another Gary in a SWB hard top and Ashley in a lightweight. By this time it was ten o'clock and it was decided to make a start. Gary Hodgson was expecting Ted, Angie and family and they arrived and joined the convoy just as we left the station.

The first lane we encountered was a pleasant drive through the woods, apart from the pouring rain that is, and the only problem occurred when Ted & Angie got stuck going round a tree. The problem was overcome when we engaged the free wheel hubs!!

On the drive to the next lane the lightweight broke down with fuel starvation. After a short tinker under the bonnet that produced nothing it was decided that we should tow it with our Rangy, John my son loves towing. The thing would not be tow started but when we pulled in to discuss our next move it fired up on just one turn of the key.

We moved on to next lane. This was a long climb up through woods in a gully that is typical for this part of Sussex (so I was told). Gary Hodgson in the yellow Series I LWB went first and after much pushing and shoving and revving and wheel spinning we got him half way up the hill. Everyone else then moved up behind him without further drama. The second half of the climb was steeper but proved no problem. Until, that is the lightweight would not start again.

Another ten minutes were spent under the bonnet but again to no avail. It was decided to try and tow Ashley to the top. I backed down the hill, put on the snatch rope but only managed a short distance up the hill before forward motion stopped. It was decided to try putting another vehicle on the front of mine. Dave came down the hill in his SAT shod LWB and we both tried to pull the lightweight to the top. Still no go. The only thing left was to try the capstan winch we have on our Rangy. Thus we drove to the top, turned round and hitched our rear end to a BIG tree. Needless to say the winch rope was not long enough. This was soon overcome as ropes appeared from all sides and we were soon at the top of the hill.

By this time midday was upon us and it was decided to visit a convenient pub at the finish of the lane. The only other problem to trouble us was a puncture on Ted & Angies Rover. Gary soon blew this up with his all singing all dancing tyre blower-upper. Thus to refuelling at the Pub.

After the pit stop our numbers dropped to four rovers. The first lane was an easy one most of which had a hard surface and crosses a golf course (FOUR).

The next lane turned out to be blocked some distance from the entrance. Much reversing and cursing here as well as a dent I picked up on this log that I am sure was not there before. The last lane we tried to drive was in fact a footpath. Ooops sorry Mr. Rambler Sir. *Again much reversing and so on. By this time the light had gone and we set off for home.

Thanks to Gary Hodgson and all the others for an enjoyable day.

Nick Jennings.

Green Laning Guide

The term "Green Lane" or "Green Road" is an expression used to describe an unsurfaced country way. The terms have no significance in law. These can be either a Byway (shown on OS maps as a 'Byway Open to All Traffic', or BOAT) an RUPP (Road Used as a Public Path), a Bridleway or a Footpath. There is at the moment a national program to reclassify all RUPPs to either BOAT, Bridleway or Footpath. The BOAT being the greater and always encompassing the lesser. RUPPs and BOATs are public roads. Your vehicles will need to be taxed and insured and seat belts must be worn where applicable. Let's look briefly at the situation:-

Right of Way:- In this context, the 'right of way' is the right of a member of the public to pass and repass along a defined road across private land.

BOAT or Byway:- This does have vehicular (and all the other) rights of way.

RUPP:- This does not always have vehicular rights of way but is always a bridleway and a footpath. Indeed, it may be signposted 'Bridleway' or 'Footpath' but have vehicular rights. You may need to check with the relevant council that vehicular rights exist.

Bridleway:- This is for the use of horse and bicycle riders and pedestrians only.

Footpath:- This is for pedestrians only.

Unclassified County Road (UCR):- These generally have vehicular rights. There is no way of telling the true status just by looking! UCRs are 'Publicly maintainable highways in rural areas.' They are often known as "White Roads" because that is how they appear on OS maps. Again, you may have to check with the local council to prove their status.

Note:- The roads described above may have multiple status resulting in a confused appearance on a map.

OBSTRUCTIONS:- The law relating to obstructions is awfully complex. A locked gate is an obstruction but an unlocked (but closed) gate is not. Fallen trees may be cut and moved out of the way but, as they are the property of the landowner, they must be left at the side of the road. If the road is blocked, you may be able to drive around the obstruction but in so doing, you may need to leave the proper route. Be particularly careful not to do any damage if you try this. Generally, I would recommend that you turn back. Report any major obstructions (accidental or deliberate) to the relevant council.

Organising a Trip:- Good maps are essential but if you intend to rely on OS maps, make sure you have the latest edition. 1:25000 Pathfinder Series are recommended. Downgraded lanes for Hants and Berks are listed in this issue and I will keep a cumulative list which will always be available on request, although I cannot guarantee 100% completeness. Take at least two but no more than five vehicles (absolute maximum). Please fill in and return Survey Forms to me. If you need any, ask me. Take a good nylon towrope (at least 25mm/1") and check your tow points. You need a secure tow point front and rear: looping ropes around spring shackles or bumpers is not safe.

Behaviour:- Slow down or stop for walkers and horse riders. Be pleasant to other users no matter what *their* attitude is. If a landowner is adamant that the road is private, back off and check up. Most of them can afford better lawyers than you can! Illegal "PRIVATE" signs are often to be found but they're not worth arguing about at the time.

Steve Kirby. Rights of Way Officer.

A Hitch in Time?

On a recent green lane trip in Hampshire, the secretary attempted to tow a vehicle out of the mud with his Series I 107" Station Wagon. During this operation, the ball hitch on the front of the stuck vehicle came off. It went through the back door of the 107, breaking the window and bending the frame. It tore the roof lining and was deflected slightly downwards. The hitch demolished a curtain rail behind the front seats and finally embedded itself in the metal trim panel just above and to one side of the driver's head! The whole event ".....sounded like a single bang....." ; it was only after the final dull thud of the hitch dropping into the front footwell and the settling of all the broken glass (mostly in his sandwiches!) that he realised what had happened.

The ball hitch had been "tack-welded" (That's what it looked like, apparently) to the front bumper of the offending vehicle. I'm told it looked quite secure, but no-one queried the absence of any bolts.

The damage was not quite as visually dramatic as the Range Rover/NATO hitch incident mentioned regularly in the national magazines, but had this hitch been a few inches lower, it would certainly have seriously injured if not killed the driver.

I'm not out to "get" anyone here, but please think carefully about the installation of tow points. If in doubt, contact our scrutineer who will be only too happy to advise you.

Steve Kirby.

SAFETY CHECK.

If you own a Range Rover, and have either fitted or intend to fit a new steering drop arm, then I would strongly advise you to read this article. Specifically this problem relates to the new style drop arm with the replaceable ball joint used on power steering boxes, but it may well affect other types. The drop arm is fitted to the steering box with a tapered splined coupling, and held in place by a nut and 'tab' washer. Correctly fitted this joint is often so tight that to remove an old drop arm may well be an impossible task without cutting it off.

In May last year I had to replace the ball joint on the drop arm of my vehicle, but since the old style arm (with the fixed ball joint) was no longer available the LRPE dealer sold me the new style arm with the replaceable ball joint. This was sold as a 'direct replacement unit' i.e. it would fit the existing power steering box. Two weeks later the steering began to develop free play, and this was quickly traced to a loose steering drop arm. Assuming that the new arm had merely 'bedded in' I fitted a new locking washer and torqued up the nut. When after a month the steering again became slack, due to a loose drop arm, I looked more closely at the system. This was when I noticed fault number one with the drop arm. The tab washer is bent not only around a flat on the nut, but over a flat forged into the drop arm. The tolerance of the arm was such that only thirty thousandths of an inch of bent washer was stopping the nut from unscrewing. A new washer didn't solve the problem, so I made my own, and assumed that I had solved the problem. Not so, as I discovered recently when the drop arm again came loose.

What is actually wrong, and I regard as fault number two, is that the taper in the drop arm has been machined too large. Thus instead of seating on the tapered splines, the drop arm is actually locating against the end of the splines on the steering box output shaft. Wear patterns on my assembly show that all the steering load was being taken on just seventy thou' of distorted spline end. Not surprisingly once the drop arm starts to come loose this area wears rapidly. In less than thirty 'On Road' miles the play went from unnoticeable to very unacceptable. If the original tab washer had still been fitted then in a very short time the play could have become great enough to allow the nut, and hence the drop arm to fall off.

CAREER OPPORTUNITY

F.W.D.MOTORS have vacancies for mechanics for repair and maintenance of Land Rovers and Range Rovers. Salary negotiable. Contact Bob Grigg at F.W.D. Motors, Kingston-upon-Thames. Phone 01-977-8118.

When I checked the drop arm I had fitted to my still under construction competition vehicle, I found an identical problem. Since the old steering arm still fits correctly onto the steering box, I have to conclude that the fault lies in the drop arm itself. Since both drop arms were purchased from the same LRPE dealer, within two months of each other, it may just be a faulty batch of arms, or it could be a design or tolerance problem.

So how do you check if you have a similar lethal fault. First look at the steering shaft. If you have a length of good straight spline showing between the drop arm and the bottom of the steering box, then you are probably all right. If not, or you are still in doubt, then first obtain a new tab washer. Then unfold the old washer and remove the nut. If you can remove the drop arm by hand, or as in my case it falls off, then you have a problem. Fit a new drop arm if required, and then fit the washer and nut. The nut should be tightened to 125 lbft before the washer is bent over.

Sadly I don't know of any solution to the problem other than trying a different drop arm. In my case that is over £130s worth of drop arms. But when your life is at stake that is still cheap. In case you are wondering what Land Rover make of this problem, then I really can't say. After all the problems with my gearboxes I just can't be bothered to start all over again with a new problem.

1989 ARC YEARBOOK

Members will no doubt have seen advertised the 1989 ARC Yearbook and perhaps have been wondering whether to buy one or not. The answer in short is probably no, don't buy one as the HBRO will be providing each Ordinary member with a copy when we receive them from the distributors. Apart from the many advertisements and general articles, the Yearbook gives that great bone of contention, the Vehicle Regulations, for Rover Vehicles participating in ARC trials and competitive safaris.

please note that small ads are free but please let me know when a sale is complete so I don't keep printing an out of date ad each month. Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £1 per 1/4 page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

* Firestone Super All-Traction (SAT) Tyres.

7:50 x 16, 6 or 8 ply. £45+ VAT. Delivery can be arranged at extra cost. Phone Mark Jones at Gerrards Cross on 0753-887871 for more information.

* Land Rover Bits.... Hard top (c/w safari rear door) for LWB, £175. 4 LWB rims with tyres, £15ea. Bonnet, £10. Roof rack with ladder for LWB, £60. Phone Mark Jones at Gerrards Cross on 0753-887871

* Range Rover. Sound and straight. Ideal tow/service barge, green-roader or basis for competition vehicle. View at Dorking but phone Dave Cuthbert in Colwyn Bay, North Wales, on 0492-534417 for details.

* Rover 2.2 litre Saloon Red, Webasto sun-roof, Electric windows, Radio/Cassette, Tax, MOT, £350. Phone Robert Smith on Epping 72922.

* Used Tyres:- Two Firestone Town & Country M+S Radials, slightly worn. One Avon Ranger II crossply, half worn. Phone Jeff on 01-898-2120.

* Mobelec Magnum contactless electronic ignition unit for Rover V8, £25 Phone Steve on 01-894-3961.

* Land Rover Engine, 2 1/4 Petrol. complete with ALL ancillaries except oil filter housing. 35,000 miles. Good, quiet, oil-tight unit. Redundant after diesel conversion. Any sensible offers around £100. Phone Chris Baldwin on 096-274-269 (Winchester)

* Bolt on Roll Bar for Truck Cab Land Rover, complete with 4 Cibies and 2 Halogen spot lights. Two rotating orange beacons for cab roof, plus 1000lb electric winch. Contact Mr. Perry at home on Romsey 884237 or at work on Southampton 824802.

FOR SALE

* Land Rover Ila 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

* 1958(ish) Series One 88" Land Rover. Breaking for spares. Chassis in very good condition. No engine but all body panels and mechanical bits available. Phone Roy Michael on Eastleigh 611491.

* Range Rover Clutch Bits. Disc and pressure plate, new. £90 Phone Mike Cunningham on 0252 (Fleet) 626693.

* Range Rover Bits:- Pair Front springs £5. Dog Guard VGC £30, several 50mm Ball Hitches, £2 each, Set rear light protectors 90% complete, £20. Contact Nick Jennings on 0734-471258 (home) or 0734 -471528 (business).(Caversham, near Reading.)

* Hard Top for SWB Land Rover. Possible swop for truck cab. Phone Roy Michael on Eastleigh 611491.

* 2.6 litre, 6 Cylinder Land Rover Engine. Complete with carb, starter and clutch. Noisy but running. £20. Phone Mark Lockwood on 01-368-2815. (North London)

* Alex's Mad March Offers.....

Austin Allegro, 'S' Reg. Body sound, engine smokey, (new cylinder head included in sale) no months MOT, no months tax, no log book, £35:00. Delivery service available.

New Land Rover door handle and lock assemblies complete with two keys. (driver's side) Genuine parts. Surplus stock. 50% off list.

TYRES:- One Goodyear Super Hi-Miler 750x16. Five various 185R14 (Suit Transit, etc.). Two various 560x13. One 'Remould' 520x13. Four various 155R13.

Any offers? All very cheap as I need the Garage space. Phone Alex Waugh on ODIHAM 704872.

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

EVENTS FOR YOUR DIARY

* Second Sunday in each month, green-lane trip. The rights of way officer will usually be present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire.

* Second Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m.)

Mar 8th Noggin & Natter and possibly videos at the Hind's Head, Aldermaston, Hants. Opens at 7:30 p.m.

Mar 12th Green lane trip. Phone Steve or Gary.

Apr 9th RTV at Ham Lane. Details elsewhere in this issue

May 20/21 Club Rally to be held at Harroway Farm, near Ramsdean, HANTS.

This event is for everyone. There will be a social evening with a barbeque, food & drink, skittles, darts etc. along with a trial, a treasure hunt, a gymkhana a green-lane trip and a few other surprises. The site is suitable for tents and caravans. Water and limited toilet facilities are available.

May 26-29 Nationals at Rudding Park, Yorkshire. Details elsewhere in this issue.

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