

July'89

# Pants & Barks



Newsletter of the  
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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

## EDITORIAL

What with the ARC vote and an assortment of other items that just had to go in June's issue, a few things got left out. In fact, I had so much that two pages of photos had to go and a whole extra sheet (four pages) was put in. With the club rally and the Nats behind us, articles for those appear this month and next month along with (hopefully) those items held in abeyance.

The photos don't seem to be coming out too badly of late, do they? For the technically minded, I use a Letraset HT-1-A4 Dot Screen. If you put a photo straight onto a photocopier, you just get black and white with no greys because the grey-tones run together into black when the toner hits the heat roller in the copier. The dot-screen spaces the toner to prevent this. Just thought you'd like to know.

It's amazing what you do when bored. Episode 1.....

Seriously though, I thought it might be of interest to see where our members hail from.....

Berkshire	26	Buckinghamshire	2
Clwyd	1	Essex	1
Hampshire	60	Hertfordshire	2
London	2	Middlesex	4
Oxfordshire	7	Surrey	5
Wiltshire	1	Warwickshire	1
West Midlands	1	Worcestershire	1
Plus a couple further flung:-			
Scotland	1	Denmark	1

Notable is the fact that over 50% of the 116 members comes from Hampshire, hardly surprising really considering the comparative size of that county compared to the next largest, Berkshire. The club clearly sticks closely to it's nominal geographical boundaries.

Misprints Revisited.

The voting slip, sent to all members for the ARC vote, contained it's own little slip, I've just noticed. "Some vehicles will become illegible" it says. I've seen many "illegible" vehicles after a days trialling in the mud! I think it should have said "ineligible". (No hard feelings I hope, Colin!)

## SECRETARY'S SCRAWL

What a hectic month, first the Rally, I thought was all organised, having stood up in court for the drinks licence (Richard Stewart had the beer organised, thanks Richard), decided what the course was going to be, delegated the food side to my mum, Mum-in-law and wife and got my Landy back on the road so I could get there. Wrong! The Sunday before I realised we hadn't ordered any glasses, "Sorry Sir, two weeks notice required" Panic, a couple of hours on the phone found 45 pints and a dozen wines. Wednesday the Fire Brigade rang to say they were short staffed and could not give us a demo on fire fighting; there went my 'piece de resistance'

Saturday morning saw me sat in the middle of the A3 trying to make a right turn with a broken half shaft, risking life and limb I ran round trying to lock in my F.W.H. with the wrong size spanner so I spent the rest of the weekend in front wheel drive waiting for a bit of debris to jam up the diff. Thanks to Andy Bell and Nick Jennings for setting out the section while I carried on running round like a headless chicken.

The following week saw our first Southern area pub meet at the White Swan in Bishop's Waltham, with 12 people it was a very sociable evening, I hope to see a few more members on 29th June, when I am hoping to show a video. For anyone travelling straight from work, the pub offers very good, reasonably priced food.

A new diff and half shaft saw me on the way to Winchester for the green lane meet on the 11th June. Five miles from home the temperature had shot up over it's norm. With the heater on full, I managed to get within radio distance of Nick Jennings to set them off. I tagged on the end for the first lane as it was homeward for me, after a cool off in a layby. I parted for home, so you will have to read Nick's article to find out what happened.

The moral of all this is - "Don't put your Land Rover up for sale for they get upset." It is now off the market so hopefully I can get some trouble free motoring.

Not much mail through the post this month, just a reminder for the Goodrich 4x4 show at Trentham Gardens in August. A private hospital plan with club discount of 33 1/3% and 27% for non-smokers and 22% for smokers with the base premium rate of about £43 a month for a married couple. Anyone interested ring me on 0730-67146. Over and out.

Gary Hodgson.

## NATIONAL RALLY 1989

We had a good turn out from the HBRO for the National Rally in Ridding Park, Yorkshire. Members of HBRO won five trophies; Alex Waugh kept up his reputation by coming third in class in the RTV and second in class in the Gymkhana, Dave Cuthbert came third in his RTV class (albeit entered as a North Wales LRC member), Simon Warn clocked a second in the Bicycle Trial and Steve Kirby came first in Class 5 in the main trial. This was by default actually: he was the only LWB running at the end! But as the saying goes "To finish first, you must first finish"

The Yorkshire Rover Owners Club did a fine job; the total number of entries and the huge number of people present must have created quite a headache which they managed to keep under control.

Due to the proximity of the National Rally and our own club rally, a full report on the Nationals will be held over until next month in order that the two do not get confused! If you have pictures, articles or comments, please send them in. (Pictures to be complete with captions if possible, ta.)

Editor.

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## ARC Voting continues.

The Anglian Rover Owners Club (AROC) found themselves in the same situation that the HBRO was in recently; they have taken a vote to decide whether to adhere to the Association of Rover Clubs (ARC) regulations or not. The result of the vote was well in the majority for the club to continue as it always has done. The decision is to be presented to the ARC at the meeting in Solihull on June 24th when it is likely that the ARC will expel the AROC from the Association for disregarding their rules.

If you have a vehicle that is not ARC legal, then the Anglian may soon be the club for you! There are some events (including the Nationals, the Wars of The Roses, the Major's Trial, etc.) that AROC members usually participate in, so they will have to join an ARC club in order to continue so to do. The HBRO has already recruited some AROC members as a result.

Steve Kirby.

## Scrutes Ahoy!

by Steve Kirby

A scrute is a ploy to get you to read a boring article about scrutineering! At the recent rally, Hugh Glossop and I got rather "heavy" on the scrutineering of the entrants to the gymkhana. If the event had been a trial, the rules would have had to be stuck to closely, with the result that there would have been only about three cars in the event instead of about twenty! As it was, we warned each entrant about the points that *could* have caused their disqualification, without actually ruling them out. Next time we will not be allowed to be so lenient. So why did we come on so heavy about it? The recent vote to adhere to the ARC rules is closely allied to increased scrutineering and safety standards. You could easily go to another club's event and come across a scrutineer who, like Hugh, knows Land Rovers and Range Rovers inside out and will spot illicit and non-compliant bits.

Let's have a quick look at some of the things that cropped up:-

(a) Throttle butterfly spindle return springs. Rule 17 clearly mentions an *additional* spring, regardless of what the manufacturers have fitted. This is an RAC requirement. Some cars did not have one fitted at all and some had it in the wrong place. It must act *directly* on the butterfly spindle lever so as to close the throttle in the event of the linkage coming apart. I have actually seen this happen more than once.

(b) Tow points. (Rule 21) These were notable by their absence, particularly at the front. On a L/R, the front bumper is not really strong enough to tow on without reinforcement. A sturdy chunk of angle or channel behind the bumper should help. High tensile bolts are mandatory here. See the rollbar section in the yearbook for information on HT bolts. A fork and pintle fitting is preferable; but if you use a 50mm ball, check the casting all over for sharp edges, particularly at the base of the ball. It could be *your* new rope that gets cut! The rings of various designs mounted on top of the dumb-irons on a L/R are for *lifting* the vehicle and are therefore *not* suitable for towing. Range Rovers are more difficult; the rings under the front bumper and under the petrol tank are listed as towing rings, but I have my doubts as to their suitability for snatch towing. Do ask me or Hugh for advice on tow points, but please read "Towing Points" on page 118 of the ARC Yearbook first.

(c) Rust. Amazingly, there is no reference to rust or corrosion in the yearbook! So the scrutineers can hardly fail you on it, can they? ....but they might. If we pointed out rust on your car, treat it as a warning because the next MOT tester may spot it.

(d) Handbrake. Rule 18 says this should be operable whilst strapped in. Series I and II vehicles originally had short low handbrake levers; so if you have fitted seat belts at a later date, you probably can't reach this type of lever whilst strapped in. A Series III lever is a straight easy swop and is much easier to reach.

(e) I mentioned MOT certificates earlier. RTV ASR (Additional Supplementary Regulation) 3 states that this must be produced at an event for RTVs. Hardly anyone had theirs at the rally. Some keen scrutineer may fail you on this apparently trivial item. A photocopy will do in this club.

(f) One competitor presented a wire cable as a tow rope. Tow ropes are not compulsory under ARC rules but in the Team Recovery rules, only fibre or nylon ropes can be used; so common sense dictates that this rule can be read across to trials competitions. So wire is definitely out! (as is polypropylene.)

(f) Seats. We did come across a couple of insecure seats. Rule 5 refers.

(g) Door tops. For RTVs, these must be in place. RTV ASR 2 overrides rule 5 here. Many had been removed at the rally. Many soft tops had also been removed contrary to ARC rules. I don't see why you shouldn't run without the tilt on (you may even have purchased the vehicle like that) but rules is rules.

(h) Sloppy steering joints were common, including Hugh's own car! With the kind of bashing we give them, these joints don't last long. Please read the section on steering on page 113 of the yearbook. I will now add my comment to those already made: "Cheap ball-joints are not worth the boxes they come in!"

(i) Firestone Super All Traction tyres are directional and must be installed in accordance with the sidewall marking. We spotted only one incorrectly installed; but again, a keen scrutineer might spot it.



## RALLY ROUND

Those of you who have been with the club for some years may remember the rally at "the pub with no name". That was some years ago. Pete Nightingale tried to stir up some interest to do it again but his attempts were not at all well supported despite the effort he put in. After a gap of a couple of years, the (almost) all-new committee decided to have another bash. The site chosen was Harroway Farm, initially investigated by club secretary Gary Hodgson as a suitable site for trials. Indeed, we have had a couple of successful RTV events at this location. The organisers were ably led by Gary who booked the site and arranged all the food and drink, complete with licence. Colin Gross arranged the RAC side of things and Roger Roger (the pilot) produced the trophies. Nick Jennings dreamt up some pretty strange things to do in the Gymkhana and we all had a jolly good time. No, I haven't forgotten nearly all of Gary and Pennie's relatives who turned up to run the magnificent barbecue and cook the food; undoubtedly the highlight of Saturday's activities. The skittle alley in the barn, complete with decorative lights produced an almost fairy grotto effect which was loved by adults and children alike. Mrs. Jennings organised the skittles competition and I think the kids did better than the adults. (Possibly due to the fact that alcohol was not being served to the children!) There was also a series of Land Rover oriented videos being run in a corner, thanks to Roger who supplied the TV and Dave Cuthbert who loaned the VCR.

I'm not sure who to thank for the superb weather, but I am sure it helped with the tremendous turnout. There must have been a dozen or so sets of tents and/or caravans and well over fifty people enjoyed the food, cheap booze, and fine mushic (hic) at the Saturday night barbecue.

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### Photos opposite:-

Top:- Hugh Glossop concentrates on his attempt to reverse around a "trial" section.

Bottom:- Nick Jennings, who put in much hard work to make the event the success it was, times Gary Green's trailer reversing effort.





On the Sunday, Hugh Glossop and I gave all the Gymkhana entrants a hard time with the scrutineering. It was an opportunity to show you all how ruthless a scrutineer can (and probably will) get now the ARC rules are being tightened up! The gymkhana was an imaginative selection of silly things to do with a motor car in a bumpy field.

One. Drive a simple trial type section but with the driver blindfolded and the passenger telling him/her where to go. "Left, left" and "Right, right" are OK but "straighten up" is no good to a driver who has no idea which way the wheels are pointing! I acted as 'nav' for Hugh in this section. Unfortunately Hugh has an auto box and in his attempt to drive very slowly came to a complete stop in gear with the engine still running: possible only in an automatic. It was during an event of exactly this kind very early in my trialling career that I carefully navigated a blindfolded Colin Gross into the only tree for miles around at Weaver's Down at an AWDC fun event! I've been bumping into trees ever since but I've never been allowed to forget that occasion: I made sure I didn't repeat it this time.

Two. Drive round another simple trial type section but in reverse. This really isn't as easy as it sounds. Most competitors didn't realise how far out the front of the vehicle swings in a turn.

Three. Drive a section but steer with one hand and hold a raw egg in the other. A passenger was allowed to take the egg from the driver rather than make a mess in case of an emergency. Perhaps an unfair advantage here for those with power steering. I was at the top of the hill taking photos and in order to show what was happening, I needed to snap someone obviously holding something in their hand. I called out "Show me your egg." Thinking that I was checking that they weren't cheating, they dutifully held up their hand to display the egg. Sorry about the 'trick' but it gave me some good pictures.

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### Photos opposite:-

Top:- Towing a tyre on a long chain (not clear in this picture) is not easy!

Bottom:- Alex Waugh retrieves a cup from a cane. Easy in a Range Rover.



Four. Drive a section towing a large tyre on a long chain. This needs a lot of forward planning due to the 'trail' with a heavy weight on a long tow on a rough surface. When Gary tested this idea, there were several humps and ruts about which enabled the course to be driven successfully with the tyre in tow. However, the passage of numerous vehicles doing other things changed the terrain slightly making it an almost impossible task.

Five. Ten canes dotted about a rough bit of ground, each with a plastic cup on the top. On the first pass, the driver has to recover all the cups, losing points for stopping or missing/dropping a cup. On the return trip, the passenger had to replace the cups, sometimes throwing the cups at the canes in desperation when the driver didn't get close enough. Alex's accomplice hung out of the Range Rover with remarkable agility and dropped the cups back in place while the car was three feet or more away! For those with rather limiting small windows on a Land Rover, the job wasn't so easy.

Six. Trailer reversing. The trailer in use was an ex-army one fitted with a 50mm ball hitch. Unfortunately, if you didn't have a 50mm ball you couldn't have a go. Malcolm Whitbread was particularly miffed as he was the only one there with a NATO hitch, the tow fitting for which the trailer was designed. Paul Benwell set a remarkable pace of 61 seconds. Afterwards, he admitted that he reverses trailers every day in his business. Alex set an even quicker time to take the record whilst an unfortunate Angie Marynicz showed that trailer reversing would not be suitable as alternative employment by taking nine minutes to finish! To be fair, I think she was being given 'duff' directions by onlookers.

During the Sunday, several members had brought along surplus car bits for the auto-jumble. This was due to take the form of an auction to be run by James Wallis, but a slight illness prevented him from running it as planned although he did appear briefly on Saturday evening. Some bits sold and some didn't. Someone asked Alex Waugh what the "Orange thing with the knob on top" was. Someone else nearby

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### Photos opposite:-

Top:- Boozing in the barn!

Bottom:- Pennie Hodgson serves another satisfied customer in the barn on Saturday evening.



said "It's the Allegro!" Much laughter. If you didn't see the humour in that, then you haven't been reading Alex's increasingly zany adverts for his old car, now disposed of for 25p+VAT. (That's all he could afford at the time!)

For Sunday lunch, the bar and the barbecue were pulled out of the barn and set up in the field, complete with the chest freezer to keep the meat safe and the drinks cool.

Gary had been running a raffle for most of the weekend and as is usual with raffle draws, the first ticket Gary pulled out was his own! Shouts of "FIX!" Needless to say, Gary refused the prize and drew another ticket. One of the tickets appeared to read "Neil Willis" or something like that. It turned out to be "Red Leader"! With writing like that, no wonder he uses a word processor! It made his trip from North Wales worth it though; nice to see you again Dave.

There seemed to be very few comments about the signposting. Presumably those who saw the signs got to the rally OK and those that didn't are still lost!

The facilities that landowner Mr. Broadway made available to us should be available again. Several members have expressed interest not only in another rally next year but in a further camping weekend this year. Please address any comments or ideas on this to Gary.

## Results:-

As this was a purely fun event, I won't go into too much detail result-wise (mainly to save some from embarrassment!)

1st Paul Benwell	2nd Alex Waugh
3rd Gordon Baron	Ladies Angie Marynicz

The following also took part:-

Andy Bell, Nick Carter, Mike Cunningham, Dave Cuthbert, Hugh Glossop, Gary Green, Nick Jennings, Gary Langton, Ted Marynicz, Andy Muchmore, Chris Noel, Neil Shawyer, Malcolm Whitbread. (Committee members declined to compete.)

Report by Steve Kirby and Roger Pattie.

## DRAGON'S DRIVE

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

One of the major recent events has been *Driving Force 89*. I was lucky to be part of the recovery team for the navigation stage of this event, courtesy of the *Range Rover Register*. I met the rest of the team at Newtown, where they had been providing recovery for a rally during the day, and we set off for Mynydd Eppynt, North of Brecon. We were to provide three vehicles, two for recovery and one as a control, although it was also fully equipped in order to help the others if needed. We took the Range Rover of Chris Tomley, call sign *Zodiac*, The LWB Safari of David Mostyn, *Safari*, and David Mitchell's Range Rover, with me as navigator, as control. We also had William Waddell's *Safari*, as he would be going home in a different direction.

We were to meet the organisers near the Griffin Inn on the top of the Brecon Beacons, a point familiar to those who have attended Hants & Berks Erwood weekends. We arrived to find a selection of vehicles already there, with more arriving after taking part in the Trial stage, run by the *Wye & Welsh ROC*, during the afternoon. Whilst the majority of vehicles were Land Rovers, about half the entry was military, there were also Lada Nivas, Isuzus and a G Wagon, amongst others.

One of the first vehicles to arrive was the Light Weight of Vic Garrett and Phil Matthews. Their afternoon had not been totally successful, but they were well up the field, whilst in 2nd place at that point was the Lada Niva navigated by John Rogers. It is significant as John is Wiltshire County Council's Rights of Way Officer, at least there is one RoW O who is interested in 4x4s! Incidentally, leading them was Wiltshire Constabulary's other Niva.

The organisers soon had our two recovery vehicles sited, whilst we were to stay next to the Lada Caravan, which was being used as Rally Control. It must be said that they were very reluctant to give us any information, just a map with the location of our two members, but no indication of the route. We were only able to get any idea of what was happening by listening to the marshals' briefing. Although the recovery team must remain fair and give all competitors equal priority, I had ensured that they all knew No2, Vic & Phil, were ARC members, so that, if necessary, the old HBRO "neutral bias" could apply.

At 11 they were off into the night and we were soon getting reports that although *Zodiac* was quiet, *Safari* was getting busy. As we were the only people with any communications, and the Clerk of the Course was out checking the event, there seemed little point in staying next to the caravan, which only contained the Lada Hospitality girl, we decided to go and see for ourselves. We arrived just in time to see *Safari* recovering the G Wagon, again. By then the competitors had disappeared south and it was time for the recovery teams to relocate, for *Safari* that was all of 150 yds, but for *Zodiac* it meant nearly 10 miles to the south west corner. At this point it was obvious that radio communications



would be a problem so we deployed William's LWB as a relay station, *Safari Relay*. Even then the only way *Zodiac* could speak to *Control* was through *Safari Relay* and *Safari*! Soon after returning to Rally control a marshal (who was known to the team, as he often does Rally Recovery with his SWB) arrived to tell us a competitor had walked into his time control, requesting assistance, so we despatched *Safari* to help, whilst taking up their place on the hill top to retain contact.

Soon after our return to the caravan the competitors started returning, but only for a short service halt before setting off at 3.30 to do it all again. This time Phil was able to provide us with the location and expected times at the time controls (they wouldn't get full details of the route until they actually started) so at least we had an idea what was happening. The radio soon burst into life:

"What was the number of the entry we were meant to keep an eye on?"

"Number Two."

"Well they've just passed us for the third time, going round in circles!"

Again there seemed little point in hanging around the Lada caravan, so we went out towards *Safari*, as we stopped we spotted a competitor stuck behind us, but out of site of *Safari*, and on going to recover him, spotted another. By the time we had sorted them out all the competitors were moving south, so we sent *Safari* along to sweep behind them, whilst remaining on high ground. Unfortunately the need to stay at a suitable radio spot prevented us from visiting *Zodiac*, who had been placed by a ford in a gully, and were being kept busy.

Eventually it was time to move to the next control point, where we all met up at about nine, as the competitors started arriving for a break before the next stage, the Orienteering, started at 11. It was apparent that there were problems straight away as the Royal Engineers (sorry) were rebuilding the road and a TA Unit (oops again) were building a culvert, blocking the route. As the TA must keep to schedule (they have to go to work on Monday morning) and it was a "Live Task" (the regulars were going to lay the road over the culvert on Monday) they could not pause for us, and so attempts had to be made to find an alternative. Meanwhile our friendly Marshal reappeared with a Military Policeman who had arrived at his control on foot 5 minutes after *Zodiac* had left, and so *Safari* & *Safari Relay*, who hadn't recovered anyone all night, were sent to rescue him.

At 11 all the drivers were gathered together and the announcement was made, the only alternative would involve the use of pasture land, for which we didn't have permission, so in view of the damage 60 vehicles would cause, and the wish to be allowed to use the area next year, the orienteering was cancelled, to most people's regret, but probably a few's relief. As the prize giving was not till 5 we decided not to stay so at the time of writing I do not know if Vic & Phil improved their position, nor if John Roger held onto his. Red Leader

Editor, *Pants & Barks*.

Colwyn Bay  
June 89

Dear Steve,

May I take some space to thank and congratulate all those who were involved with the Club Rally at Harroway Farm, it was a very enjoyable weekend.

Your article "Diff-Lockitis" suggests that you haven't come across the old(?) adage, coined I believe by the Land Rover demonstration team drivers, "A Diff Lock a day keeps the mechanic away!" I gather the idea is to work the operating mechanism, not the diff lock itself, so there is no need to travel any distance with the lock engaged.

This applies equally to the original vacuum operated locks, and the later mechanical ones, and, of course, to Nineties and 110s as well as Range Rovers.

If you are still concerned about wind up you could all ways use the Stalwart method, and mount the kerb (Stalwarts, although having the usual side to side diff, have a rigid connection between the three wheels each side, giving horrifying wind up on tarmac.)

Dave Cuthbert

P.S. May I congratulate you, Steve, on your class win in the National Trial at Rudding Park. I gather congratulations are also due to Alex Waugh (RTV & Gymkhana) and an unknown (to me) junior member (Bike Trial). Well Done.

**Change of date for Aldermaston pub meet!**  
**Now on first Wednesday each month.**

Basingstoke,  
HANTS.

### ANNUAL RALLY

After a break of a couple of years the Hants & Berks Rover Owners held their Annual Rally at Petersfield. In fact it was a different site, Harroway Farm, and a new format.

Many members started arriving on Saturday afternoon, which was spent setting up tents and caravans, renewing old friendships, and enjoying the sun.

The activities started in the evening when the bar, run by Richard Stewart and Gary Hodgson, opened. Harroway Farm boasts a large barn, with a smaller barn almost inside it which acts as an inner sanctum. The facilities include power (& lights) and a deep freeze, so the bar was complete with ice and chillers on the beer, both welcome on that gloriously hot weekend. The layout allows the barbecue, ably run by Penny Hodgson, to be under cover, not that that mattered that evening. Attractions included videos, mainly of past HBRO events, and ideal for keeping the kids occupied whilst their parents got on with the serious business of trying to prove Richard had understocked the bar (he hadn't). There were also skittles, but although again the children enjoyed them, the planned adults championship never got off the ground.

The following day a Gymkhana was organised. Unfortunately practical considerations (fuel costs) meant I was in WOW2 (Astra) but Malcolm Whitbread kindly lent me his 86" special. There were a number of sections to be driven in interesting ways, such as blind folded and in reverse. Some would not have been out of place in a "proper" RTV, especially the one where the driver had to hold an egg in one hand. I was OK in the special, it went where I put it, but those driving leaf sprung 2Ws have my admiration. It was later proved the egg was not hard boiled, and far from fresh!

I must say, however, that I was surprised that on what was billed as a fun event we picked up a 10 point penalty for having an unsuitable vehicle, despite it passing scrutineering. To make it more frustrating our motor had a NATO hitch, and the trailer used was an Ex-Army one, which had had its NATO ring replaced by a 50mm hitch!

All too soon the day was over, and the prizes given, and the tents packed up. Not for long though, many of us were to meet again the following weekend at the ARC Nationals.

It remains only to thank all those who put so much work into making it an enjoyable weekend, I trust it will indeed be an Annual Rally.

Red Leader

Dear Sir,

*I would like to thank Gary Hodgson and team on a splendid weekend at Ramsdean. I only hope we don't have too long until the next one Gary? Special thanks to Steve for the loan of some tent pegs as mine got mislaid (wife's fault!) in the packing of the Rover the night before.*

*When Gary has recovered from his hard work planning this rally, perhaps he can plan the next one shortly? The Rover Saloon car owners out there might come and we can see the cars as well. It's nice to see the Rangeys and Landeys, but it would be a real treat to see the "Road Rovers"; so get planning Gary!*

Michael Clark.

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### YORKSHIRE REVISITED ?

Those Hants and Berks members with good memories will remember that a couple of years ago, a group went to North Yorkshire in the September for a week's holiday with sightseeing and green roading.

There has been a certain amount of interest amongst members in going back there for a week this September.

What is being considered is: travel to Pickering in the North Yorkshire Moors probably on Friday September 22nd and return the following week, staying either in the excellent Forestry Commission wooden cabins which can accommodate up to 6, (dogs are also allowed) or at a campsite close by, again Forestry Commission, which has excellent facilities for both camping and caravanning at very reasonable prices.

What is done in the way of sightseeing and green roading is up to those who go, you can do as much or as little as you want. There are a number of members who are also interested in railways and there is the National Railway Museum at York and the North Yorkshire Moors Railway very close by... 'nuff said!

If you want to have a chat about what is planned or for more information or even any ideas for a different venue, contact Rog Pattie on 07357 2884, or Andy Smith on 07356 3395.

## Birth of a Hybrid. Part 3.

by Richard Stewart.



A rear crossmember was constructed out of 4"x2" box section, which I had exchanged for the front section of my old chassis, "which was still in good condition", with Colin Gross. This was designed only to be the width of the chassis rails, and a couple of brackets were welded on to keep the rear body in situ.

The tailgate that I was using had come all the way from Wales, courtesy of Dave Cuthbert. This was re-hung so that it opened sideways, and to achieve this, I moved the hinges from the vertical plane, to the horizontal plane.

I have fitted the vehicle with a truck cab, which Mick Maskylene provided for a small donation, and the fuel tank is mounted in the rear. This came from a Datsun, and it has one side angled, so that you would think it was purpose made, to fit against the angled back of the LWB. rear body bulkhead.

The braking system has been converted to a single line system, as I couldn't locate a series III. servo and master cylinder for a reasonable figure at the time. That is the problem now, so many enthusiasts, to many rip off merchants. Anyhow, I used a new pre-servo cylinder and an in line servo, and this has proved to work very well, giving very good readings on the M.O.T. brake tester.

One word of warning, if you do go from a dual circuit to a single one, the effectiveness of the handbrake has to increase from approx. 14% to 25%. This is because it in effect becomes your secondary brake, as in older cars still on a single line system, ie; Land Rover's. The problem here being that the swept area volume, of the Range Rover transmission brake shoes, is less than that for the Land Rover. Never intended to be used in the role as a secondary brake, but as a parking brake, it is however capable of reaching this specification, if it is in good order!!.



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### Photos opposite:-

A couple of photos of Vic Garrett taking part in this year's "Driving Force" event. No prizes this time, I hear. Photos by Dave Cuthbert.



For the wiring I used the original Range Rover loom, which due to the length of this, enabled me to keep all the connections out from under the bonnet space. These were all located behind the panels on the dash, so other than a total immersion the connections should remain dry and waterproof!.

Rather than use a Ninety steering column, which seems to be the norm, I modified the Range Rover column. This was achieved by carefully drilling out the welds which hold the top bracket on to the column, and then removing this and resigning it to the scrap pile. It then remains to position the column in the existing Land Rover column bracket, turn the column 180 degrees to the usual, so in effect turning it upside down, then clamp into position with a normal Land Rover clamp. The plate at the bottom was then bolted up to a bracket, which in turn was bolted to the bulkhead, so saving me the expense of a Ninety column.

Because of the extra space between the bulkhead and engine, I fixed in a 350mm. wide shelf, and on to this I put the battery and the remote brake servo. When the vehicle was M.O.Ted. and registered, snowball insurance arranged insurance on it at the same rate as an unmodified Range Rover, well done snowball!!!.

Since the beginning of this project my circumstances have again changed, so allowing me to purchase another Range Rover, which in turn means that the HYBRID can now be used as a competition vehicle solely again. All that remains is the addition of a full rollcage and a respray in the final colour, here's to seeing you in the mud!!!.

(This article is copyright Richard Stewart. 1989)

This vehicle is now for sale. Please contact Richard Stewart on Tadley, HANTS, 07356-77834 for details.

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### Photos opposite:-

Top:- The finished 100" pickup (which has subsequently been repainted in red)

Bottom:- HBRO spies have located Alex Waugh's secret tyre store. See advert in "sales" section.



## One Hundred Up

One hundred years ago, the system of county councils was established throughout England. Consequently, most county councils are celebrating their centenary this year. The only county to send me anything so far is Hampshire and I have a selection of pamphlets on events. Information is available from :- Central Marketing Unit, Hampshire County Council, North Hill Close, Andover Road, Winchester, HANTS SO22 6AQ.

There is a touring exhibition which can be seen at the following locations/dates:-

Portsmouth Central Library	4th May - 15th May
Netley: Royal Victoria Country Park	18th May - 31st May
Ocean Village: "Industry South"	4th June - 7th June
Fleet: Central Library	10th June - 17th June
Basingstoke: Central Library	21st June - 28th June
Andover: Guildhall	1st July - 12th July
Brockenhurst: Brockenhurst College	15th July - 23rd July
Brockenhurst: New Forest Show	25th July - 27th July
Eastleigh: Museum	1st Aug - 8th Aug
Netley: Royal Victoria Country Park	11th Aug - 13th Aug
Havant: Arts Centre	16th Aug - 29th Aug
Fareham: Shopping Centre	1st Sept - 11th Sept
Southampton: Boat Show	15th Sept - 2nd Sept
Waterloo Station: Main Concourse	27th Sept - 5th Oct

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### Change of Address:-

Our Rover Rescue Co-ordinator, John Dowdeswell, has moved to :-

18. Lechlade Gardens,  
Fareham,  
HAMPSHIRE PO15 6HF  
Tel: 0329-220859

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### Photos opposite:-

Top:- Andy Muchmore clutches his egg on section 3.

Bottom:- Maureen Jennings reaching out through the small Land Rover side window to put a cup on a cane.



## Green Lanes in Oxfordshire

The 'survey' in the editorial of this issue shows that we have seven members living in Oxfordshire. I am very keen to 'enrol' a member to deal with rights of way issues in that county. There appears to be very little green lane activity by other clubs in Oxfordshire: it seems most of it is carried out by HBRO members. There is no ARC club covering that county specifically, which is strange. Consultation with AWDC reveals very few survey forms coming in from there.

The only work I would like such a member to do would be to enquire about reclassification and obstruction issues. The club needs your help. Do we have a volunteer?

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## Adopt a Road?

Last month I printed a list of roads that, for one reason or another, may no longer be driven on. Below is a list of lanes that have been adopted by the local council and are now "normal" roads. This list will be updated in the same way as the other lists.

## Berkshire.

Barkham 12 & 36, (154):-

"Nash Grove Lane", SU79606535-SU79656530.

Barkham 13, (112) SU79426545-SU79426530. "Gorse Ride"

Finchampstead 23, (112) SU79426530-SU79426485. "Gorse Ride".

Finchampstead 32, (154) SU80156502-SU80156495. "Pine Drive".

Greenham 3a. (55). "New Road" SU48346529-SU48556570.

Greenham 5 and Thatcham 32, (55) SU48556538-SU52356540.

Hungerford 55, (56). SU33486846-SU33556848.

Lambourn 25, (140). SU31748013-SU31867998.

Lambourn 45, (97). Sections SU33457529-SU33507525 and SU32527858-SU32537850 "Greenway".

Maidenhead (189):-

94, SU860797-SU868793, and 99, SU881797-SU882795.

Newbury 7, (113):-

"Meyrick Drive" section SU45376464-SU45256425.

New Windsor 1, (197), SU94427710-SU94207630. Smith's Lane.

New Windsor 4, (197), SU93557704-93527698.

Pangbourne 1, (85), SU60807590-SU60807570.

Sandhurst 6, (157):-

SU83106215-SU83126231 & SU83296188-SU83266195.

Shinfield 25, (131):-

Section SU70426575-SU70456592 now part of A33. Shottesbrooke 13 (185). SU84707530-SU84757580.

Swallowfield 21, (135):-

Section SU70606525-SU70556515 now part of A33. Waltham St. Lawrence 51 (185), SU84607512-SU84707530.

Warfield (183):-

24, SU86857015-SU86857020 and 25, SU87306990-SU87406985.

Winkfield 1, (181) "Mill Ride", SU909697-SU907698.

Winkfield 22, (181) SU880688-SU863684 "Martin's Lane" North of railway adopted. Section South of railway ("Ralph's Ride") has gone!

Winnersh 12, (149) "Sadler's Lane" SU78756975-SU70057885.

Winnersh 10 and Wokingham Within 31 (149):-

SU79216983-78756930. "Simon's Lane".

Wokingham Within 32, (151):-

"Village Lane" SU80456792-SU67808080.

Wokingham Within 36, (151) "Woose Hill Lane", sections

SU79606900-SU7966955 and SU80156830-SU69906850.

Wokingham Without (154)

23, "Kiln Ride" SU80326586-SU80336599.

27, "Bush Ride" SU81406505-SU81456515.

28, "Hatch Ride" SU84226515-SU83906530.

25, "Pine Drive" SU80036548-SU80156502.

## Hampshire.

Easthampstead 22, SU861686-SU863684.

Longstock 8, SU328388-SU335376.

Winkfield 1, SU901697-SU907698.

Winkfield 22, SU881688-SU882685.

.....and now some more downgradings to add to your list:-

## Berkshire.

New Windsor 4, (198). SU93527698-SU93467639.

## Hanpshire.

Ampfield 4, SU420228-SU426234 (Bridleway)

Combine the above list with the last one and you have as much information as I have that I'm prepared to publish. I do have lists of all the known Byways which I can send to those requesting them!

Steve Kirby.



## FOR SALE

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

Commercial Adverts:- £1 per 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.)

\*\*\* Free advertising if you sponsor a competition event! \*\*\*

\* 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

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

\* Land Rover bits'n'Pieces:-  
Long & short half shafts with drive flanges, £25.  
Faurey Overdrive, badly worn gears causing unacceptable noise, £60.  
3 new sets of piston rings for 2 1/4, £5 each set.  
What offers for:- new handbrake shoes, replacement door pillar, rocker arm for 2 1/4, gear lever, fan for Smith's heater, pair of drive flanges and bits.  
Phone Mike Cunningham on 0252 (Fleet) 626693.

\* 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.

\* 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

## FOR SALE

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

\* Canvas top for 82" for sale or exchange for an 88" one. Phone Gerard Morris in Lymington, (Near Southampton) Hants on 0590-72614

\* 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, Berkshire.

\* Alex's Independence Day Sale.....

Offer of the Month:- Orange thing with a screw top £1.00 (Thought to have been an Allegro in a previous life.

CARS:-

\* Ford Escort 1300cc MkII, V reg, 4 door saloon, MOT & Tax to Oct '89, reliable runabout for £350.

\* Ford Escort 1300cc MkII, R reg, 4 door saloon, needs minor work for MOT, £100.

\* Ford Capri, 2 litre V6, 1979, T reg, LHD, Wolferace Alloys, 205 P6 tyres, needs minor restoration, a rare opportunity! £350

TYRES:- 145-10, 155-13, 165-13, 5.20-13, 5.60-13, 185-14, 6.50-16, 7.00-16, 7.50-16. 4 off "100+" alloy wheels with 165/70-10 tyres for a mini, £40

Bits'n'Bobs. Good water pump for Ninety V8, £10

Steel boxes (Ideal for tools, spares, etc.), £3

Land Rover trailer, very scruffy, £50

1100cc Mini engine+gearbox assembly, VGC, £50

Small amounts of recovery equipment for small amount of money!

Wanted:- Answerphone machine and any MkI Cortina spares or complete cars.

Phone Alex Waugh on ODIHAM 704872. 5pm-7pm weekdays. (Easier when I get the Answerphone!)

\* 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)

\* Set of Five Tyres on LWB Rims. Michelin 205x16 M+S Radials seen about 7500 miles. Rims VGC. £120. Phone Gary Green on Eversley (0734) 733414. (Near Wokingham, Berks.)

\* 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, Berks.)

\* Rover 90 Parts:- Engine, good chassis, good rear springs, excellent fuel tank, prop-shafts, full front suspension unit, steering box, full dashboard, Smith's heater, radiator and good front grille. Plus full aluminium body kit comprising boot, bonnet, doors and other odd items. No reasonable offer refused. Contact Dylan Smith on 0732-822236. Sevenoaks, Kent.

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

\* One 6'00 size Firestone SAT as new. Contact Hugh Glossop, in Mortimer, Berkshire. Tel: 0794-333409.

### VEHICLES FOR SALE

\* 1983 'A' reg Range Rover. 5 speed gearbox, Russet Brown colour, 78,000 miles, Waxoyled, very little off-road use, Stainless steel exhaust, Towbar & Electrics fitted, Full service history, Very good condition, 2 owners from new. Start haggling at £8250. Contact Roger Pattie on 07357-2884.

\* Rare 1955 Series One Station Wagon. Good chassis, body a bit tatty. Yellow. Series II running gear throughout (2 1/4 petrol engine, gearbox, axles etc.) Good solid workhorse or restoration project. Contact Gary Hodgson in Petersfield, HANTS on 0730-67146.

\* Hybrid Land Rover bodied Range Rover 100" Pickup. SATs on Range Rover wheels. Trialled only once. Road legal. Taxed. MOT till November. See article in this issue. Phone Richard Stewart on Tadley 07356-77834, HANTS for details.

### WANTED

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

\* Canvas top for 88" Or exchange for an 80" one. Phone Gerard Morris in Lymington, (Near Southampton) Hants on 0590-72614

## *EVENTS FOR YOUR DIARY*

\* Green-lane trips will be as shown below. (Usually the second Sunday of the month). 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.

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

\* 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.

July 5th "Noggin & Natter" at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m.

July 9th Green lane trip. Phone Steve or Gary.

July 23rd Wars of the Roses. A kind of 'mini' Camel Trophy with initiative tests, map reading, winching, aerial ropeways etc. Well worth going just to watch and cheer on the HBRO entrants. Location :- Oakhead Caravan Park, Ayside, Grange over Sands, CUMBRIA. Map Ref:97 390838.

Aug 12/13th B.F.Goodrich/Off Road & 4 Wheel Drive Magazine Show at Trentham Gardens, Staffordshire. Two minutes drive from M6 junction 15. Admission is £4 a day (£1:50 for children). Open 09:30-18:00 on the 12th, 09:30-17:00 on the 13th. More details soon or read Off Road & 4 Wheel Drive!

Oct (1st week) Major's Trial, Eastnor Castle site. Inter-club cross country vehicle trial. (Definitely not RTV!) Details later.

### COPYRIGHT NOTICE:-

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