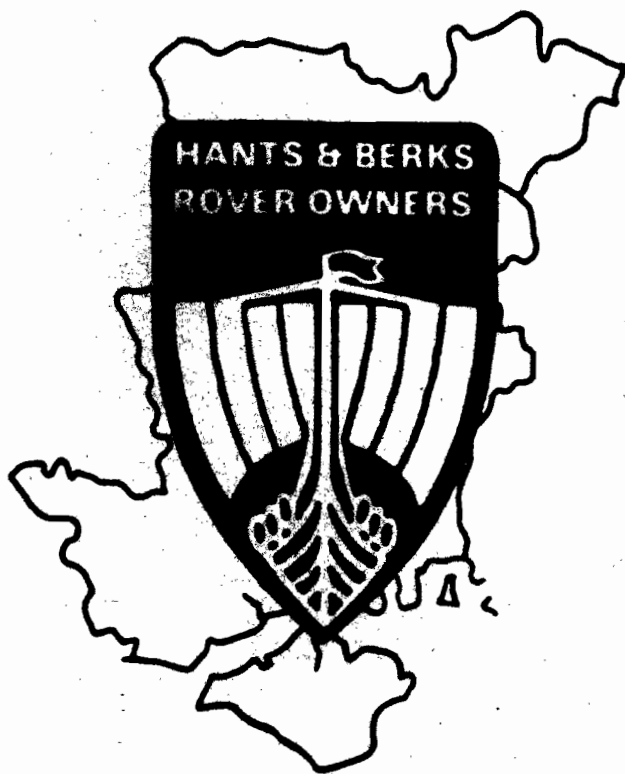


Sept '89

# *Pants & Barks*



*Newsletter of the Hants and  
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 Central Southern Motor Clubs.

## EDITORIAL

Last month's P&B was the biggest ever, I hope it didn't strain your letter box or dent the hall mat! If you aren't interested in the Nationals then you would have found it rather boring I'm sure. The coverage we had in the articles was about as wide as it could be, covering as it did all the events the HBRO was involved in. To me, the highlight was our first ever article from a junior. I found Simon Warn's description of his dramatic cycle ride through the railway tunnel quite exciting! Well done Simon.

If you're wondering why we haven't heard much from Kit Maxwell recently, it's because he's been on an expedition across the Sahara with the Royal Geographical Society. He went in his Range Rover which behaved perfectly throughout. (of course.) Kit will be holding an exhibition of his photographs from this expedition at the Royal Geographical Society sometime later this year. He will be producing articles for the national off-road mags (so look out for them) and he has promised me an article for P&B. Kit has a few bit and pieces left over from the trip, see advert in the Sales section.

We have a volunteer to be the competition secretary. Chris Noel has decided to have a go; anyone who complains does it next time!

After all the complaints about the ending of a pub meet for those living on or near the south coast, we don't seem to be getting much support. So don't forget the White Swan at Bishop's Waltham - last Wednesday of the month. Read on.....

### SECRETARY'S SCRAWL

Just a short note to say that I had a really enjoyable last Wednesday of the month sat in the White Swan; it's just a pity no-one else turned up - Oh well, you've got the August and September meets to show an interest or else!

The postbag's empty this month, so I'll see you all at the Hen & Chicken.

TREASURE HUNT:- Sunday, 1st October 1989 at 3.30 pm.  
Start at the Hen & Chicken, Upper Froyle on the A31.  
Grid ref; Sheet 186 755 421. Fun for all the Family.  
Free Entry - \*\*\* PRIZES \*\*\*  
To finish in a hostelry somewhere near the M3.

Gary Hodgson.

## Green Lane Trip, 9th July

At long last, someone asked for a green lane outing in a specific area. I usually choose the locale, so it makes a change for the choice to be made for me. Allan Tew suggested the meeting point in the Woolhampton layby. We had a good turn out with Nick & John Jennings, Simon Fraser, Terry Briggs, Dave Henry in his "new" V8 LR, Chris Homewood, Allan Tew of course and me.

We worked our way north towards Bucklebury. I don't think many people use the lanes in this area; they'll last forever at this rate. A superb bit of map reading on my part got us lost in Bucklebury, but local knowledge from one of the group pointed me in the right direction. I hadn't intended to drive byways in Bucklebury without my 1:10,000 map because they are hard to identify, but I found a nice long one and we drove that. We encountered an elegant lady on a horse who complained that she couldn't get past. She also complained about a fallen tree, but when I promised to clear it for her, her attitude changed completely. We cleared the tree easily.

We looked at some problem areas that I had previously written to the council about; some problems had gone but one had been replaced by a bull. You had to be there to understand that! We crossed the famous ford across the river Pang (of Pangbourne) only to find it dry.... and after all that rain too! \*WIHHH? The terribly rutted track through Grimsbury Wood has been repaired at my request and can be used again.

In the early afternoon, I had to leave to go to Winchester. The usual trouble then occurred; problems! The group started to go through Snelsmore Common Country Park but encountered the warden. They had a long chat and he asked them not to drive the track because of its condition and that there were lots of people about, being a park. He also stated that the track is due to be repaired. The group agreed to turn back. A copy of P&B was donated to him and he has shown interest in joining the club. I have since been contacted by the warden who was delighted with the co-operation and manner of those present. Well done chaps for upholding the good reputation of the club. This good behaviour may stand us in good stead in the future but I can't say why in print at the moment.

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

\* What in hell is happening here?

## GREEN-ROADING NEWS

### The Northampton Seminar

The All Wheel Drive Club organised a rights of way seminar for their area representatives, to be held in Northampton on July 2nd. As the rights of way issue transcends club boundaries, I was invited along to represent the ARC (and the HBRO, of course.)

The guest speakers were Christine Willmore LL.B. Barrister-at-law, lecturer in Law at Bristol University and adviser to the Byways and Bridleways Trust; and John Rogers, Rights of Way Officer to Wiltshire County Council, famous rally driver and class winner of the 1988 and 1989 Driving Force (formerly Cop-Drive). Keeping it all under control was the indomitable Liz Hurley, rights of way officer for the AWDC. 17 delegates were present.

The following is basically a series of notes which I will tie together where appropriate.

Christine Willmore introduced the first session.

The initial discussion revolved around the law (and how it is applied) and how to deal with councils, county and local. It is important to *negotiate* with them rather than to insist on your rights. Consider how much money they have available to deal with RoW matters and how this should be distributed. *Their* priorities may not be the same as *yours*. Consider also how much *you* know about the law and how much the council *employees* know. They may be newer at the job than you are! At this point, a book on highway law was recommended. Written by a Mr. Sauvain and published by Sweet & Maxwell at £45. Ouch! The HBRO should seriously consider buying a copy.

RUPP reclassification:- User evidence is probably the most vital proof as is the old adage "Once a highway, always a highway." If you can prove that a route was once a right of way *no matter how long ago* then it still is now unless legal action has been taken to change it. Non-use, no matter how long the period, does not downgrade it. Only a court order can remove rights of passage.

Documentary evidence:-

-Inclosure Awards have high value as evidence.

-Tithe maps are less important as rights of way were not crucial to the tithe process.

-Railway Act maps are often useful. When a railway was built, specific provision had to be made to show how the vehicle rights should cross the railway. So if the road gets a mention, then it has vehicular rights!

-Finance Act maps. Helpful but not conclusive evidence.

-Quarter Session records. These are boring council business records and take a lot of wading through to come up with anything.

-If a RoW is on a map, this is a good indication that it does indeed exist; but if it is *not* on the map, this doesn't prove that it doesn't exist.

-The county council 'List of Streets' can be useful as it should include UCRs which often share a route with a RUPP.

-Finally, you can get information directly from the council.

The 1968 Wildlife and Countryside Act (WCA) allowed RUPPs to be downgraded on account of unsuitability, width, nuisance, loss of amenity, superfluity, etc. etc. When the 1981 WCA came along, the previous Act was repealed which means that RUPPs downgraded under the 1968 terms can be challenged as invalid! So if it *had* vehicular rights and has been downgraded, those vehicular rights still exist. The Definitive Map may now show them as bridleway or footpaths but you can still drive them. Thus the Definitive Map is not definitive. Be warned.

As an aside, we were informed that it is illegal to keep a bull in a field that is crossed by a RoW. Those of you with me on the HBRO green lane trip last month will have had first hand experience of this! Big, wasn't he?

Widths:- The width stated by the Definitive Map is not conclusive as to whether it is actually narrower or wider than the metalled/prepared surface that is 'on the ground'.

Obstructions:- The law says that you may not set out wilfully to clear known obstructions, but if you encounter one, you may clear it enough to enable you to continue. A gate, even if unlocked, is technically an obstruction unless the way was dedicated to public use with the gate in place. However, for practical purposes, such an unlocked gate is not an obstruction.

If you contact the council and the landowners and they deny involvement in what appears to be a deliberate obstruction<sup>(1)</sup>, then you *may* set out to remove it, knowing it to be there. This is on the basis that if no-one accepts responsibility for putting it there, then no-one can object

to it's removal! It's a "Matter of conscience and the darkness of the night!"

TROs:- These were briefly discussed. John Rogers suggested that we shouldn't be too downhearted about TROs as they are, in theory at least, reversible. It is important to note, however, that a TRO is valid only so long as the relevant notice is displayed at each end of the affected lane. No notice, no TRO.

Motor Sports on rights of way:- If the RAC authorise it, then it can take place.

We then had an impressive buffet lunch. Impressive because they had catered for many more than actually turned up!

The second session was led by John Rogers whose discussion was based on "All you need to know about bureaucracy but were afraid to ask!" The subject covered ways of dealing with councils and how to get them to do what you want them to.

Personal contact:- A letter is always a good idea as it goes on the records but do also make phone calls. These officials spend all day in stuffy offices with the same few people, so a phone call can be a welcome break (even if you are complaining about something!)

The major discussion topic in councils is footpaths (because there are far and away more mileage of these than anything else.) Council Officers actually make most of the decisions and users are looked upon as making work for these officers. Defend your rights to use rights of way regardless of reason or need. Users are unpopular; a bloody nuisance. There has been much publicity recently about lane clearance expeditions: the chief officer is not really interested: it helps, but it helps only the users. It doesn't carry much weight in the council's view.

A good move would be to establish member contact via liaison groups etc. If your council doesn't have a liaison group, suggest that they form one. They love committees. Find out who the members of the Highway Committees are. Find which committees deal with rights of way. Ask the CC for a list. Find out when and where they meet, it is your right to have this information. Then GO TO THE MEETINGS.

How to deal with councils:-

Co-operation. Do co-operate with them rather than fight

them. You won't grind them down. Petitions are useless. Anyone will sign a petition; just watch them in the street. The council will accept it with a sweet smile then ditch it. If you need to lobby, then it is essential to get people to send individual letters. This is vastly more effective.

For more punch, send copies of correspondence to the committee members of council groups as well as the chairman. Brief committee members with details so that they ask the right questions at the meeting. Get the member interested in your case; make sure he understands the problems and the reason for the point to be raised. Don't forget, you may know more about the law and rights of way than he does. He may enjoy making use of his new-found knowledge.

Invite the chairman of the Rights of Way Committee for a trip out to some green lanes. "Accidentally" encounter a problem! If he won't go, invite the equivalent post from the opposition party! All the while, establish a politically acceptable face for the club.

Fight hard for Byway status as this status affords the greatest protection for the lane. During discussions on whether the Ridgeway should have a TRO or not, a traffic survey was carried out which showed that only 1½-2% of the traffic was vehicular. Thus the Code of Conduct was tried instead and is recognised as being highly successful. On the subject of the Ridgeway, the bad bit at Barbury Castle is to be filled in with thousands of tons of 'scrapings' from the M4. This is costing nothing because the scrapings would otherwise have to be taken a long way in lorries: it's cheaper for the contractors to drive a short distance to Barbury Castle and fill in the hole. A triumph of common sense and organisation by Wiltshire CC.

If you end up going to the magistrates court to deal with an issue, talk to the clerk first. Find out what he knows about the law and the case and brief him accordingly. HE runs the court. He advises the magistrate. Say to him "Can you advise me" and "Who is on the bench." Get him interested. This is better than arguing the toss with the magistrate in front of everyone.

I hope the foregoing report was of interest. (A full transcript of the meeting is to be produced for those present only.)

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

(1) Write to the council and the landowner asking if they are responsible for it. Ask them to remove it and give a reasonable time for them to do so.

## WAR OF THE ROSES

One of the most unusual competitions of the year is the War of the Roses. This event was originally between the Land Rover clubs of Yorkshire and Lancashire (surprise, surprise!) It has been expanding slowly over the last two or three years and invited clubs are now included. The War of the Roses is essentially a winching event, with a few unusual tasks thrown in for good measure. The organisers were the Red Rose Land Rover Club of Lancashire, although the event was held near Ayside in Cumbria.

This year's team from the South comprised five HBRO members, Colin Gross, Steve Barnwell, Steve Kirby, Malcolm Whitbread and Dick Corking and one Midland member, Maurice Flanders. All these are Anglian club members as well, but as that club is no longer in the ARC, we had to look to other memberships in order to take part. We were entered as the South East ARC Team. The vehicles we used were Steve Barnwell's V8 One-Ten, Malcolm's 86" Series One Special and Steve Barnwell and Dick Corking's jointly owned 80" Series One Special. All three vehicles had electric winches of different designs. Dick Corking carried the Corking/Barnwell 80" in his company lorry with Malcolm's 86" on a trailer behind. Steve Barnwell drove the One-Ten towing the accomodation caravan. Malcolm was already in the area on holiday and Colin was there the day before in order to take part (and first in class!) in the RTV. See report elsewhere.

Each team consists of three vehicles and six team members only. There is no limit to the amount and/or type of equipment used, but this must all be stowed on the vehicles. There were seven teams entered this year.

We drove in a massive convoy the four or five miles to the competition site and lined up in team rows.

The permit for this event said it was a gymkhana, so the vehicle regs didn't apply and all sorts of normally illicit changes were made. Off came hoods and sticks; and in the case of Series One based vehicles, off came the doors too! It's a pity there wasn't a 100" Land Rover present; this is the only ARC event where you can legitimately use one!

The teams were sent off in pairs and a set time is allowed for the team to find the task site from a map reference. Similarly, after each task, another map reference

is given and we had a set time to find the next task. The timetable was such that each task marshal knew when the team should be there and would start the clock for that team whether they were there or not! Tough stuff! In almost all cases, the vehicles had to start in a designated area, complete the task and return to that area (the box) complete with all crew on board and all equipment stowed. Penalty points were given for not attempting or completing the task and also for taking too long. Severe penalties are given for safety breaches such as stepping over a tensioned winch cable, touching the wire cable with bare hands, standing in the "V" of the cable when using a snatch block, touching the winch cable less than a meter from the drum, etc.

In the following description of the events, the task titles are the official ones and they are described in the order we attempted them along with a description of how we got on at each one.

#### Task 5. Dead vehicle winch.

The task was to winch a dead vehicle up a steep snaking route up the fell. Malcolm's car was pulled zig-zag fashion to the final steep ascent. On the last steep bit, Dick's winch ground to a halt as the battery went flat, the winch being powered directly from the alternator as a result. We abandoned the task and recovered to the box, Dick's dead car being towed there! Dismal failure.

#### Task 6. Drive on pallets.

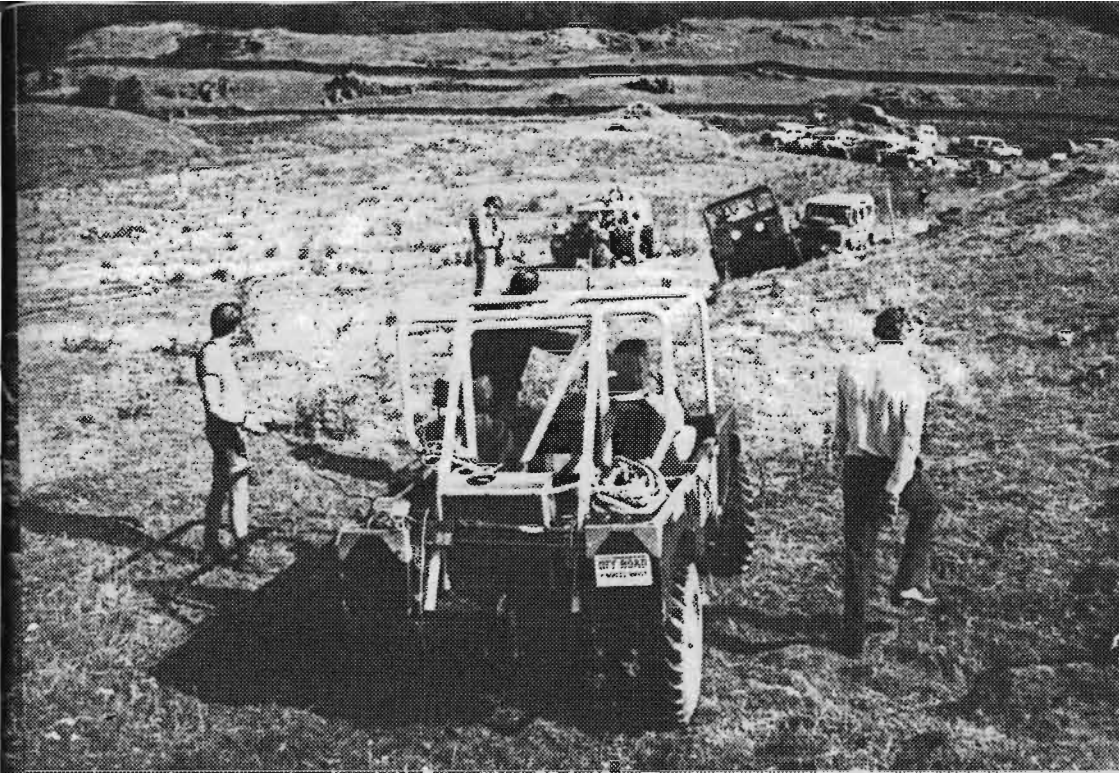
A most unusual task, this. One vehicle had to negotiate a three gate section, forward through gate one to gate two, reverse to gate three then forward again to the start gate. The problem was that the vehicle had to be borne on wooden pallets the whole way. Needless to say, there weren't many pallets; eight in fact. A very very slow drive by Malcolm with Steve Barnwell giving directions and the other four of us moving the pallets in line with the wheels. Good co-ordination by the movers and a steady drive by Malcolm resulted in second fastest time here. Whilst this was being

#### Photos opposite:-

Top:- Dick Corking winches Malcolm's "dead" vehicle in task 5

Bottom:- Steve Barnwell gives directions while the others move the pallets around in task 6.

Photos: Steve Kirby.



done, Dick's car was standing with it's engine running, recharging the battery! A good bit of luck, that.

As we had finished number six with time to spare, we went to look for the "Test Task". This was a board with a code number on it at a specified map reference. It didn't matter when it was found so long as it was done at some time during the day. We found it just down the hill from Task seven.

#### Task 7. Cliff-face log winch.

We've done something like this before. Haul a log up a cliff, move it along a bit at the top and lower it down again. We got the One-Ten's winch cable down and attached to the log very quickly but due to some strange breakdown in communications, we didn't start the lift for several minutes. The logs snagged on everything in sight on the way up and it took ages. We dragged it along at the top and then had almost the same trouble lowering it down again. We timed out just as we got the log back to its start point. If we had left it at the top and got all the vehicles back in the box, we would have had less penalties. It seems the rules can be USED in this way to good effect. As a team, we were going for the completion of the task even when it would be better left unfinished. We're learning all the time.

#### Task 1. Sledge pull around tarn.

Here we had to drag a pallet-like sledge across and around a muddy marsh in four stages. This may not sound difficult, but the sledge bore two drums of water which were not secured. The drums must not be dropped off the sledge and we were not allowed to tie them on. The first move was straight short tow across the marsh. Stage two was a much longer tow across much deeper water; you should have seen the tow ropes we had tied together to make up the length! Stage three was to cross another stretch of marsh, but the sledge was not to touch the water! We ignored the tripod poles provided and erected an aerial ropeway using snatch blocks attached to the roll cages of the two triallers; a long light

#### Photos opposite:-

Top:- It's hard to capture on film the steepness of task 7's log-haul cliff!

Bottom:- Steve Barnwell steers the sledge dragged by Malcolm in task 1.

Photos: Steve Kirby.



cord being used to draw the sledge across on a second snatch block. Stage four was a direct vehicle tow along a cross slope, the sledge not being allowed to touch the marker canes which formed a corridor. Good co-ordination and team-work resulted in a good time here.

#### Task 2. Timed drive, no watches.

The course looked like a long but very simple trial section across the fell and back. This had to be done by each vehicle in exactly four minutes. Easy. Unfortunately, all our watches, and stop-watches were taken from us and the car clocks taped over. Colin reckoned he could guess the time accurately and navigated all three vehicles. His timing was remarkably consistent, the three timings being within about ten seconds of each other; unfortunately they were nearer five minutes than four! Lots of penalties but no recriminations.

#### Task 3. Barrel and vehicle winch.

When we arrived, it was discovered that the Welsh team, who were ahead of us on each section, had high-tailed with the instruction sheet! Here, the route was a loop marked out round an outcrop of rocks; the whole route being on a steep incline. One slope had a barrel parked in the middle. This had to be dragged either to the top or the bottom by winch only to get it out of the way. Two vehicles had to descend the slope previously obstructed by the barrel and then, using one vehicle as an anchor only, the two vehicles had to winch themselves up the slope under winch power only. Malcolm was first round but his self winching up the slope was interminably slow due to his battery being flat and the winch being run directly from the alternator! It's not a fast winch at the best of times. We gave up with the second vehicle and hastily returned the barrel to its original position. Lots of penalties there!

#### Task 4. Dead vehicle winch.

Start with all three vehicles in a box as usual. The object being to winch two totally dead vehicles around a 'lumpy' course. ONE vehicle had to be designated as a winch vehicle and this had to stay in a very restricted (and boggy) area. The One-Ten was chosen as it was the only vehicle with a fully operational winch. It was moved to the winch zone, where it promptly sank into the peat. Fortunately the organisers had decided that if the winch vehicle had mechanical or other problems, it could be replaced and the whole section started again; but with the time clock still

running. We took ten minutes recovering the One-Ten and then we started again with it on firmer ground. The first dead vehicle had then to be winched out of the start box, right across the boggy winch zone and up a steep incline. We towed Malcolm's inert trialler into the marsh then turned the winch vehicle round. Meanwhile, other team members were at the top of an incline, hammering in some ground anchors so the dead vehicle could be winched away from the winch vehicle. We hadn't got very far with this when we realised we weren't getting very far and time was running out. We cut our losses and, using the number two dead vehicle (which was still in the box) as an anchor, dragged the first dead vehicle back into the box in front of it. The One-Ten then stormed in beside them and the clock was stopped. Despite not getting very much done, we had attempted it and ended up back in the start/finish box. Due to the way the rules work, we got the best score on this section!

After all the efforts of the day, the result was a rather disappointing last! At least we had our names announced first! (reverse order and all that.) We were definitely doing the right things most of the time but we were let down by our winches. A closer examination of the situation revealed that the two triallers had inadequate batteries and alternators for the job. We really need 90 or 100 amp alternators and large capacity heavy duty batteries, preferably connected to a split charge system. Only the One-Ten was suitably equipped and this was the only vehicle not to suffer with drastic power loss on the winch. When the battery goes flat, the winch runs directly from the alternator. A winch under load takes well over 100 Amps; so running it from a 45 amp alternator (for example) will cause the winch to be very slow and gutless. The Ramsey 8000 winch on Malcolm's vehicle was fitted to his Range Rover at the Nationals and he used it quite successfully to recover himself from the mud in the RTV trial. So there's nowt really wrong with it except that it's a tad slow for competition use. Transferred to his trialler, it suffered from being powered by a small battery, charged by a small alternator. Not satisfactory. The set-up was similar on the Corking/Barnwell trialler which uses a Warn 8274.

At the end, we found that the Welsh team had been finagling by having a seventh man walking round to see where the tasks were and what their content was. Naughty.



Team	TASKS							Total	Posn
	1	2	3	4	5	6	7		
Red Rose	280	592	150	950	130	220	230	2552	2
ARC North	315	494	250	850	80	220	200	2409	1
North Wales	390	462	230	850	170	230	500	2832	5
SE ARC (US!)	350	436	400	750	450	210	600	3196	7
Pennine	445	349	190	900	450	260	550	3144	6
Yorkshire	245	433	220	850	190	210	500	2648	4
Cumbria	230	505	160	800	130	200	600	2625	3

(Score in italics shows where we were best. Score shown underlined is the first section for that team, i.e. we started at section 5. All teams found the code number referred to earlier; a phone number in fact.)

Steve Kirby.

## 1989 ARC NATIONALS RESULTS

### Road Taxed Vehicle trial:-

#### Class 1. Standard 80"

1st A. Holderness, Yorks      2nd M. Griffiths.  
3rd D. Barratt, Lincs.

#### Class 2. Standard 86" & 88" Series I & Lightweight.

1st C. Luxton, Breckland      2nd S. Wilson, Yorks.  
3rd D. Beaumont, Yorks.

#### Class 3. Standard 88" Series II, IIa & III.

1st D. Keeling, S & S      2nd T. Kempster, Southern.  
3rd D. Cuthbert, N. Wales.

#### Class 4. Standard Ninety.

1st C. Riley, Yorks.      2nd G. Thane, Anglian.  
3rd J.L.Richards, C & D

#### Class 5. Standard LWB, One-Ten & Range Rover.

1st H. Leahy, Pennine      2nd S. Eagle, Essex  
3rd A. Waugh, HBRO

#### Class 7. Special 86" & 88" Series I & Lightweight.

1st P. Allen, P & D      2nd D. Gay, D & C  
3rd D. Chesters, Pennine

#### Class 8. Special 88" Series II, IIa & III

1st M. Boyle, Midland.

### Cross Country Vehicle Trial.

#### Class 1. Standard 80"

1st M. Dobbs, S & S      2nd M. Farley, Lincs  
3rd M. Morrison, L & C

#### Class 2. Standard 86" & 88" Series I & Lightweight.

1st C. Leat, S & W      2nd C. Gaukrodger, L & C.  
3rd J. Denniss, L & C.

#### Class 3. Standard 88" Series II, IIa & III.

1st K. Baldwin, Pennine      2nd A. Collier, L & C  
3rd M. Byth, Yorks.

#### Class 4. Standard Ninety.

1st W. Almond, L & C      2nd G. Thane, Anglian  
3rd S. Foster, Breckland.

#### Class 5. Standard LWB, One-Ten & Range Rover.

1st S. J. Kirby, HBRO

#### Class 6. Special 80"

1st D. Rogers, C & D      2nd D. Marsh, C & D  
3rd T. Sellwyn, Southern.

#### Class 7. Special 86" & 88" Series I & Lightweight.

1st B. Edwards, C & D      2nd R. Baker, C & D  
3rd D. Hoskins, Pennine.

#### Class 8. Special 88" Series II, IIa & III

1st M. Boyle, Midland      2nd S. Newland, Southern  
3rd B. Taylor, Pennine.

#### Class 9. Special Coil Sprung

1st M. Sims, C & D      2nd K. Boydell, L & C  
3rd C. Daw, C & D.

### Competitive Safari.

#### Class 1. Standard, up to 2000cc

1st M. Harvey, P & D      2nd P. Bailey, Yorks  
3rd M. Chaloner, Pennine.



#### Class 2. Standard. 2001cc to 2495cc.

1st	T. Beavers,	Yorks	2nd	G. Almond,	Pennine
3rd	S. Oliver,	Pennine			

#### Class 5. Special. Leaf-sprung, up to 3000cc

1st	S. Denham,	L & C	2nd	R. Baker	Southern
3rd	A. Wilson,	P & D			

#### Class 7. Special. Leaf-sprung, over 3001cc

1st	S. Rothwell,	L & C	2nd	T. Selwyn,	Southern
3rd	B. Holland,	Pennine			

#### Class 8. Special. Coil-sprung, up to 3000cc

1st	K. Boydell,	L & C	2nd	H. Carmen,	L & C
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#### Class 9. Special. Coil-sprung, over 3001cc

1st	T. Boydell,	L & C	2nd	M. Jones,	L & C
3rd	R. Henshaw-Alcock,	Lincs			

#### Team Recovery

1st	R. Baker & R. Norman,	Southern
2nd	S. Bruce & C. Bruce,	Lancs & Cheshire.
3rd	H. Carmen & S. Carmen,	Lancs & Cheshire

#### Winch Recovery

1st	Breckland	2nd	Red Rose	3rd	Anglian
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The names that are in *italics* are all HBRO members even if they didn't enter as such.

#### Abbreviations used above:-

C & D = Cornwall & Devon.	L & C = Lancs & Cheshire.
P & D = Peak & Dukeries.	S & S = Staffs and Shrops.
S & W = Somerset & Wiltshire.	

Results gleaned from Off Road & 4 Wheel Drive magazine to whom many thanks. Despite having written to the Yorks club specifically for a set of results, OR&4WD got theirs first.

#### Photos opposite:-

Top:- Malcolm Whitbread slowly winds himself uphill in task 3

Bottom:- Steve Barnwell's One Ten was the heaviest vehicle there and it sank where others drove!

Photos: 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! \*\*\*

\* Range Rover Accessories surplus items from Kit's Sahara expedition:-

Range Rover rear fold down bull-bar, good condition, £50

Range Rover wheel (steel) and tyre, £20

Three inner tubes, new/unused, £5 each.

Super Halogen Searchlight, 12volts, boxed, amazing beam, 750,000 candlepower, £25.

Two Land Rover rear door wheel mounts, also suits RR bonnet, roof or rear bull-bar, £18 each.

Ring Kit in Winchester on 0962-732142 or 0836-749015.

\* 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.

Photos opposite:-

Top:- Colin Gross finds the hidden number.

Bottom:- Malcolm provides the power to shift a very heavy sand-filled barrel. (Task 3)

Photos: Steve Kirby.



## GREEN LANES IN JUNE

Winchester it was this month. Terry Briggs in his Landy, my son John and I in our Rangey drove down in convoy from Reading. The meeting point was to the east of Winchester in a pub car park. On arrival we met up with two Davids and Andy Muchmore and another chap whose name I think was Nick, sorry about the memory. A little later Adrian turned up on his amazing folding bicycle. Gary Hodgson was due to lead the group. Over the C.B. we heard that Gary had overheating problems and so set off to met him en route to the first lane.

Unfortunately this was the only one Gary managed. I think the yellow peril has had its feelings hurt by being put on the market. It was a very pleasant day and several lanes passed without incident. On one of the lanes we did go slightly astray but without problem. (I blamed the navigator my son John who is 6 years old). At lunch time we found a very pleasant green to stop at and just on cue the ice cream man appeared. Several more lanes passed. The last lane of the day Gary will remember from some time ago. All I shall say is "tow hitch" !!!!!. The only incident to report this time being Terry Briggs get stuck twice in a very short distance. His worn SATS showing their age. They have now been replaced.

THANKS TO ALL FOR A NICE DAY.

NICK & JOHN JENNINGS

## GREEN LANES IN JULY

The Newbury area was the venue for this months green laning. We met in a layby on the A 4 at Woolhampton, a regular meeting point, then set off in one group at 10.00a.m. The first couple of lanes passed without incident. Steve Kirby, who was leading, then led us to a lane that had previously been blocked where it crossed the river Pang. A quick inspection on foot was made and revealed there to be a blockage still. On to the next one then. Easier said than done. We were now in the Bucklebury Common area. There is a mass of RUPP's and Bridleways and Footpaths in this area and we had a little trouble finding the one we wanted. So we did the one we found. A short stop for coffee and 10-100s was next on the agenda. Another couple of lanes followed, again without incident.

Earlier in the day, indeed at the meeting point, a

couple of people expressed an interest in the Grimsbury Castle lane. This is otherwise known as indicator hill, being the place Alex Waugh's bull bar had a fight with my indicator lens and won. We entered the lane and descended a short hill. The convoy stopped to survey the next section of track. I was towards the back of the group in my Rangey when we stopped. Some of the group knew what to expect because as we stopped wellies appeared from every direction. As it turned out a lot of work had been done on the surface of the lane and the deep ruts encountered here before were gone and the surface presented no great problems. We came across a RUPP that ran across a pasture for a short distance. The pasture was full of cows. Steve & Allan decided to walk across the field to check before driving it. While they were gone someone just happened to bang on the roof of their Landy. This the herd recognised as the noise the farmer makes to attract them and very soon the herd was alongside the fence we were parked by. By this time Allan & Steve had returned. The movement of the herd had revealed a very large male in with all the females. Either the two explorers have a way with animals or they didn't see the Bull. (We did not drive this lane) Two or three lanes later Steve Kirby left us. I believe he was off down to the Winchester area to collect a bargain or two in the Range Rover bodywork line. We continued with more lanes. There were two lane that we didn't drive. One went through a country park and, having met the warden, discussed the lane in question decided to go on to the next. The latter part of the day saw us in the Ashampstead area. We decided to do just one more lane. In my opinion this was the best of the day. It ran through woodland in a straight in line for what seemed like miles or perhaps it was all those trees we had to move. Without out doubt the highlight of the day was when Dave got his new (never been in the mud before) Landy stuck. His face was a picture. Allan Tew recovered the Landy only to get stuck in exactly the same place. Dave then returned the favour using an ex Alex Waugh strop.

Many thanks to all for a great day, see you next time.

NICK JENNINGS & SON

P.S. The next time you see Steve Kirby ask him about the POLAR BEAR !!!!!!!

(There's no chance of that joke being repeated in print! Steve K.)

## DRAGON'S DRIVE

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

The last couple of months have been very busy ones for me on the Land Rover front. Successive Saturday nights have been, Driving Force 89, HBRO Rally, ARC National Rally, weekend off, NWLRC Birthday Rally, weekend off (but spent at a surprise Anniversary party for two NWLRC committee members), weekend off (but if I hadn't had a friend visiting I would have attended the ARC meeting at Solihull), NWLRC Trial, and weekend off (but spent at party celebrating engagement of another committee member). Looking to the future I have nothing booked for this weekend (but it's only Wednesday!) but next I will be at the War of the Roses. Things are then looking quieter!

As you will have seen I have two events to report, firstly the North Wales Land Rover Club's Birthday Rally. This was very similar to the HBRO rally 3 weeks earlier, although both the bar and barbecue were less formal.

The second was our trial at Wern Ganol. This was to be my first attempt to lay out a trial. I had two publicly stated aims:

a) To ensure Pete Roberts didn't clear the day in *The Beast* (80" V8 coil sprung special).

b) Not to frighten off newcomers.

Quite how I was to achieve these two opposing aims I had no idea!

However, come the Saturday, despite two days torrential rain, the ground was rock hard, and it was evident we were going to have difficulty laying out any sections, but we eventually managed 10, but had to employ more narrow gates and tight turns than I believe are ideal in a trial. During the day the little bit of rain we had in the morning dried out, and it was obvious we were to have a very different event to the last time we used that site, when it was under a foot (.3 metre) of snow!

The next morning found the site shrouded with mist, although it is not apparently mountainous, and is probably our lowest trials site, it is over 1000 ft asl, but by the time every one was scrutineered and signed on the sun was out, and it was to shine brightly all day. The competitors were soon sailing through section one, and it was apparent we could have made the gates a lot narrower, when Pete lost his way and missed the 5 gate.

### **Aim (a) achieved!**

By lunch time things were progressing steadily, over half the field had picked up penalties, even if only through making silly mistakes.

Come the start of section 10 we still had 3 clears, Hugh with his 80 special (so not in line for the main award) and Brian & Nigel, both in Ser Is. Brian won the first trial he entered about 18 months ago, and has since become a very experienced and proficient trialler, although for this event he had left his Ser II Diesel at home to try the I. Nigel however had attended his first trial (at the same site, in the snow) a few months ago, had joined the club in order to be passenger to Brian at Arenig at Easter, and decided he liked it so bought himself a Land Rover, did a couple of green lane trips, then entered this event.

Towards the end of the section was a U turn half way down a bank, and back up again. Although I managed it whilst laying it out, Peter (assistant C of C) couldn't do it and we realised we would have to allow them to drop to the track at the bottom and take a straight run at climb. I confirmed this when I failed to achieve it at lunch time whilst putting out the cane tops. Despite this Brian, rashly given the scores at that point, tried to take the proper route and collected a 5, whilst Nigel played safe and cleared it.

### **Aim (b) achieved!!**

As some of you may know, since moving to Wales I have spent a considerable time out of work, and I would like to thank all of you who have expressed concern. I am pleased to tell you I have now found employment with the *North Wales Land Rover Centre* in Rhyl, so you will have to look elsewhere for your new Chairman/Comp. Sec! We carry the largest stock of LR parts in North Wales, and cover all Land Rovers & Range Rovers since 1948, usually at good prices. If a part is still available we can get it, if not, we may have a second hand one so give us a ring on 0745 337623. We can send parts throughout the land and for export (& I don't mean to England!) but unfortunately our free van service doesn't reach Hampshire. If there is a suitable HBRO event however, we may be able to come to some arrangement.

I look forward to seeing if the Editor does his job and retypes all this in order to remove the blatant free plug!

I hope to see some of you in Yorkshire, going on past experience it should be a very enjoyable week, and I certainly hope to be there.

Witecerce,  
Terra Milonis Crispin,  
Oxenefordscire.

The Editor,  
Pants and Barks,

In the editorial of the August issue of "Pants and Barks" (yet another excellent edition) you comment on the abbreviation of "Hampshire" to "Hants". On my 1635 Map of England (and I did NOT buy it when it first came out, I bought the edition which came out a couple of years later) by Willem and Johan Blaeu, the county in question was known as HANTSHIRE, which explains the abbreviation, or does it? Where did HAMPSHIRE come from? Further perusal of the map reveals that Berkshire was known as BARCKSHIRE, whilst on another of their maps (also of 1635) it is referred to as BARKESHIRE. They couldn't agree on spelling in those days, even without Americanisation!

Rog Pattie.

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### 1989 ANNUAL GENERAL MEETING

The 1989 Annual General Meeting of the Hants and Berks Rover Owners will be held at the Hinds Head, Aldermaston on Wednesday 4th October commencing at 8 pm. Any members wishing matters to be discussed at the AGM, should refer to clause 26 of the Constitution, re the requirement of giving 14 days notice and having two signatures on the details of the text. Nominations for candidates for election to the committee can be taken at the AGM.

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Range Rover Exhaust System: Complete system (including down pipes and y ) for late single pipe model, carb version, no clamps etc. but in very good condition apart from one baffle loose. Offers. Also, pre-owned Rangie shock absorbers and steering dampers for sale. Suitable for racing etc. 2 sets, ie 8 shock absorber, 2 dampers. £10 the lot.  
Rog Pattie. Telephone 07357 2884.

### 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

\* 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 septic September Sale.....

.....has been postponed until further notice.

Alex is moving soon. By the time you see this, it will be too late to phone him on the old number. If anyone wants anything from previous adverts, Alex will be attending club meetings. Otherwise, please leave a message with Steve Kirby on 01-894-3961 who can forward requirements/enquiries.

\* 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.)

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

## FOR SALE

\* Ramsey 8000 Electric Winch, little used, as new. £500. Phone Malcolm Whitbread on 0635 (Newbury, Berks) 201448.

\* Rover 90 Car 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.

## 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.

## WANTED

\* Square Rubber Thingy with hooks round the edge from Range Rover front seat squab that gives the seat it's 'spring'. Wanted by Alex Waugh, but if you have one please phone Steve Kirby on 01-894-3961 for the time being.

\* 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

\* 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.

## 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 try to be present if available to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire.

First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Upstairs. Plus Land Rover related videos if possible)

\* Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 pm). See OS sheet 185, SU555175 approx.

Sept 6th "Noggin & Natter" at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m.

Sept 10th Green lane trip. Phone Steve or Gary.

Oct 1st Treasure hunt run by Pennie and Gary Hodgson. Start at the Hen & Chicken in Upper Froyle on the A31 at 3.30 pm (1530hrs) Grid Ref 186 755421. Entry is free and there will be prizes. Finish will be in a hostelry somewhere near the M3. Expect the usual fun and frolix as we have come to expect from their past hunts.....

Oct 6th/8th Major's Trial, Eastnor Castle site. Inter-club cross country vehicle trial. Main trial is on Saturday, Comp Safari on Sunday. HBRO will be fielding three teams. Do come along to watch and cheer our teams on. Final details on events and how to get there next month.

Nov 4th/5th Camping and RTV Trial weekend at Ham Lane. Bonfire and firework party on eve of 4th with RTV Trial on the Sunday. Phone Chris Noel or Gary Hodgson for details.

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