

*Nov '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.....

This is going to be another bumper issue! Why do I keep saying that? Because it's true. I had hoped to start the first instalment of the article about the Hannibal trip in France/Italy. This will now have to start next month, space permitting. I hope you've all read Colin's version published in 4x4 & Off Road Action magazine.

Apologies to Jake Marynicz for calling him Luke in last month's Art Gallery centrespread. Keep the pictures coming, Jake and Hannah. (...and anyone else, for that matter.)

For those of you with access to PC compatible computers, I can accept articles on 3½" and 5¼" discs with the files in ASCII, .TXT or SMART format please. If you don't have a choice, send it in anyway and I'll see if I can load it. Unless otherwise requested, I'll return the disc, and any photos sent, with the newsletter.

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Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! Apart from the inconvenience, the mag is getting cluttered with old adverts.  
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### Mini Green Lane News

There were long discussions at the AGM relating to maps. I have purchased complete sets of Landranger and Pathfinder maps covering the whole of Hampshire and Berkshire. It was proposed either that these be paid for or that another complete set be bought. The discussions did not result in a firm decision being made. However, I have subsequently received a generous offer from Nick Jennings' company. He has offered to pay for complete duplicate sets as required. These can be marked off from my sets and made available to all club members and for green-lane group leaders to take out on trips. I'm sure you will all join me in thanking Nick and the other directors of his company for this generous offer.

Steve Kirby, Rights of Way Officer.

## GREEN-ROADING NEWS

The September ARC quarterly meeting at Solihull was informed that a Traffic Regulation Order on the South Downs Way had come into operation on the 21st August. About ten miles of tracks are affected. The West Sussex County Council has been under pressure for many years to exclude vehicles from the Downs. The Society of Sussex Downsmen has been campaigning to that effect since the 1930s and local representatives of the Ramblers Association have maintained strong pressure on councillors to persuade them that they should have exclusive use of the Downs. .

A council officers' report produced some three years ago was a very fair appraisal of the actual situation, recognising that surface damage to tracks on the chalk downs was caused mainly by agricultural vehicles and acknowledged that enforcement of any regulations against illegal users was practically impossible.

The issue came to a head in 1987 following a "Green Lane Survey" by the All Wheel Drive Club in which about 150 vehicles traversed the route on a very wet weekend. Representatives from MOLARA, the Trail Riders Fellowship and the ARC subsequently met the chairman of the Rights of Way Subcommittee and council officers and assured them that action would be taken to prevent a recurrence of such large scale activity. At about the same time, a working party was set up under the Area of Outstanding Natural Beauty Forum to devise a management plan for the South Downs Way. Vehicle user's representatives were not invited onto the working party but the TRF and the ARC, by invitation, submitted comments for consideration.

Subsequently, the council's attitude hardened against vehicle users and it became clear that a policy was developing to stop the use of all recreational vehicles on the Downs as soon as some means of exclusion could be found. There was no acceptance of 'responsible users' and our opponents considered that we were an undesirable minority which should be eliminated in the interest of what they regarded as the 'greater good'.

There were 350 objections to the proposed TRO. These included strong objections from all the local motor cycle, harness, car and 4WD clubs, the British Horse Society, the carriage drivers representatives, groups representing the disabled, the TRF, ARC, AWDC, RAC, MOLARA, Byways and Bridleways Trust and cross-country cycling clubs. Despite the weight of objection to the making of the order, the council declined to hold a public enquiry and proceeded to confirm

the order.

The TRO excludes all forms of recreational vehicles including horse drawn carriages. The feeling of the council against motor vehicles is so strong that the interests of all vehicle users have been ignored, even those of the disabled have been sacrificed due to the placing of barriers and locked gates across the tracks.

At the present time, the TRF is seeking counsel's opinion on the legality of the order and the impartiality of the of the councillors in making it. It is understood that TRF members have pledged £2000 to cover the cost of initial legal opinion and if it appears that there is a reasonable chance of winning a legal case against West Sussex CC, the TRF would instigate proceedings in the High Court in conjunction with MOLARA. The cost of such proceedings could run into several thousands of pounds.

In a letter from the TRF asking constituent members of MOLARA to pledge their support, their national chairman says that the TRF joined that association in good faith believing that all motoring interests in the countryside would benefit from joining together to provide one voice, greater strength and mutual support one for another. That is exactly why the ARC joined MOLARA. It has been hinted that should no support be forthcoming from other groups, the TRF may decide to withdraw from MOLARA and such a move would put MOLARA's future in jeopardy.

Although the South Downs Way is in the south of England, if the legality of the order remains unchallenged, it could initiate a 'domino effect' across the country. The point was made at the last ARC meeting that MOLARA does not have the resources to foot the bill for expensive court actions and the meeting agreed in principle to a proposal for the setting up of a 'Fighting Fund'. Such a fund would be used only in a dire emergency such as contributing towards the legal cost of taking West Sussex CC to court if such a course of action were undertaken.

A request for all Land Rover and Range Rover clubs within the ARC to seriously consider the setting up of a Fighting Fund will be recorded in the minutes of the last ARC meeting and printed in "Rover Runes" - the ARC newsletter. Delegates at the December ARC meeting will be asked to indicate their club's initial response to the proposal and discussion will take place on the operation of the fund. A vote on the establishment of a Fighting Fund will be taken at the ARC AGM next March.

Tony Kempster.  
Rights of Way Officer, ARC.

## MALCOLM'S MISHAPS. . . . .

Well, it had to happen sometime after all the other club members writing about some of my exploits, I would write about myself instead.

Now listen, I want to tell you a story.....

### The Major's Trial at Eastnor Deer Park.

This event is based on a team of three drivers, hopefully with 3 Land Rovers (Range Rovers are a touch too big for this trial) driving 10 sections with 12 gates to each section. Although much to our amazement we did see one Land Rover being triple driven and when I pointed this out to one of the organisers, he was just as surprised and said it shouldn't have been allowed.

But first, the journey to Eastnor Park. Friday evening at 8pm Steve Kirby arrived to join me for the weekend and after last minute packing, we set off for the M4, stopping for fuel at Chieveley Services, we noticed a transporter full of military 90/110. One being a HC pick-up with a missile launcher and a 110 ambulance. I thought the missile launcher would be very useful against the competition and maybe the ambulance for my passenger Brian Warn if he gets "stuck" in his seat after a lap in the Comp Safari.

Meanwhile back to the journey..... on following signs into Gloucester and no signs on how to get out again. We now know Gloucester very well. On arrival, at 1045 we met Brian Warn at Rally Control who led the way to where he was camped. Then CRUNCH. A 12' high lorry DOES go under 11'6" of Oak tree but the roof opens up like a tin of sardines. Still, Steve always wanted to see the stars at night in bed! Next morning at 7am, Colin arrived. We got up then as scrutineering started at 7:30.

It was my Land Rover's birthday to the day when it was finished so a special treat.... new spark plugs! Simple job you think. 1½hrs later and breaking no.1 plug twice, success. Down to scrutineering. Failed on bent bumper. Back to the lorry, scaffold tube/club hammer "Bang Bang Crash!". Back again and passed. Quick breakfast and off to the start.

27 teams had entered, 3 being from Hants and Berks:-  
"A" Myself (with Brian as Passenger), Colin Gross (with Steve as passenger), Geoff Thaine,  
"B" Maurice and Andrew Flanders and Kim Stroud,  
"C" Steve Barnwell, Dick Corking, Dave Osbourne.

As for the trial. I won't say too much. Our first section I was 2nd to go. "What a brilliant drive" I said to Brian, (Note the self praise) Then the marshal marked the card 11. "ELEVEN" I said plus a few @?%\*. I went over to the marshal at gate eleven and asked where did I touch the cane. Luckily for me there was an honest driver there who said that he watched the front go through the gate clear and the cane fell over. Anyway, I spoke to the head marshal and they gave me a rerun. So what did I do? Flatten the cane with the front wheel. Sod's Law! Geoff Thaine did well to get a 4 and a modified front wing, while Colin Gross with Steve Kirby as passenger picked up a 10 driving Dick's 11a. Total team points on the first section; 25. We were out of the running!

During the day, we met Angie and Ted and Family. Also Phil Matthews, one of last year's HBRO team. Thanks very much for your support. Saturday evening, all team members met at Steve Barnwell's caravan for a beer or two and discussed what might have been. Congratulations Cornwall and Devon. Three teams entered and took first three places.

### Sunday, Comp Safari Day.

Andrew, Maurice, Steve (Barnwell), Dick and myself all entered. Lots of overnight rain made for a very slippery 2½mile course. They said seven runs were planned, the 1st not to count so as to learn the course; that beats walking 2½miles!

1st run	On the line, lights change, we're off! 2nd, 3rd 4th gear; cough cough splutter!. We stop off the course to check under the bonnet. Seems like fuel starvation. Back at the pits we found the inline fuel filter blocked. Easily solved; I threw it away!
2nd run	All going well, then got red-flagged; the motor in front rolled.
Rerun	Everything went well, two minor mistakes; lap time 5'26", well pleased.
3rd run.	Half way round "Whoops where did that tree come from?" I said to Brian, lying on our side. A quick blast on the horn got a marshal's attention who was round the corner.



4th run. Really going well, even caught up with a L/Rover in front. Wait! He slows down. We don't. We stop after two full rolls ending up in a tree. See pix. Well, I had to test the roll-cage properly. Good job for the ARC regs on roll-cages.

Damage sustained:- Front wing, Front panel, Front bumper, burst tyre, bent bonnet, bent track rod, twisted front of chassis. Day's racing over!

Finally, many thanks to the Midland Club for a good weekend event.

Malcolm Whitbread.

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### HAM LANE RTV 5TH NOVEMBER

Any HBRO member who is anticipating competing and who has a Land Rover or Range Rover which is non-standard in **ANY** form, or which he or any previous owner has modified, is advised to re-read pages 103 - 125 inclusive of the 1989 ARC Yearbook - which you have been supplied with - and if necessary contact the scrutineers (names and telephone numbers inside front cover of Newsletter) **BEFORE** attending this or any RTV. (Note that Standard Range Rover bumpers are acceptable - page 105, para 15). Even if you have a standard Land Rover or Range Rover you are still advised to read these pages. This could prevent any "unpleasantness" on the day.

Advance entries for the RTV should be sent either to the Competition Secretary, Chris Noel, or to the Treasurer, Rog Pattie. As usual, their addresses are inside the front cover of the newsletter.

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### Photos opposite:-

Top:- Malcolm got it into that position quite easily during the Comp Safari, so why did it take so long to recover it?

Bottom:- Steve Barnwell and Dave Osbourne in triumphant mood during the Major's Trial at Eastnor Park.

Photos: Steve Kirby



## 39th INTERNATIONAL POLICE RALLY

Driver: Phil Matthews.  
Navigator: Jon Stringfellow.  
Vehicle: 3.5 Rover SD1.

The International Police Rally was started in 1950 to foster friendship between International Police forces.

As a serving Military Policeman, I was eligible for entry and in fact I have competed in the last 3 events. In '87 in a Land Rover, '88 in a Talbot Avenger and '89 in the family car, heavily modified, my SD1.

Due to the lack of vehicles Land Rover Belgium were going to supply 3 V8 Land Rover short wheel base, I was forced at short notice, 3 months, to turn my own car into a "suitable" stage rally car. A 2K loan from my bank, sponsorship of £500 from Rushmoor Council, a fire extinguisher from "Flame Checker" of Alton, plus 2 rally/race suits from Jonathan Palmer saw myself and my navigator setting off to Belgium on the 20th May to compete.

The event actually took place over the weekend of 27/28th May. The early start was to learn the route, stages and to socialise (beer 15p a glass).

The weather was glorious, 30°C each day, work and pleasure, a lovely combination.

Come the day of the rally and only 48 cars and 15 motorcycles entered. This was due in the main to the tightening of the regulations and the cost to prepare.

The Italian Police turned up in a full works prepared Lancia Delta £100,000 worth of car. It belonged to someone called Masion, a bit of a rally driver I understand. As it goes on engine capacity, my class!

Determined to finish this year (I crashed last year whilst lying second overall) I set out on the first group of stages, 5 in total, with some caution. At the end of stage 5 we were lying 40th overall, not high but still running and with an automatic at that!

Stage 6, a particularly fast road stage was passed with some exhilaration. I had taken the bit between the teeth and given it some wellie, 11th fastest - fantastic.

Stage 7, the stage I went out on last year, take this one easy.

On a very fast straight (about 90mph) followed by a slight right into a slight right, off camber into a hairpin left. I never made the hairpin at the first attempt. I oversteered badly and clouted a large wall, for wall read cliff, and severely damaged the front cradle, suspension and pride. The steering was different but we still managed to finish the stage. Unfortunately this meant an early bath.

Still we enjoyed the event, the socialising and my 40th birthday party organised unbeknown to me by all the British Police entrants.

Will I go again? you bet!

Phil Matthews

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## 4 WHEEL DRIVING FORCE '89

Driver: S.Sgt Vic Garrett.  
Navigator: Sgt Fil Matthews.  
Vehicle: 23 HF 71, ½ ton LWT (The Black Widow)

This event was run by the West Midlands Police and was based in Sennybridge in Wales. Epynt to the informed. As befitting the winning Army crew for the 1988 event, Vic and I decided to do it in style. We borrowed a 14 ton Foden from the local transport company, loaded up our trusty vehicle and set out.

After a trouble free journey up from Aldershot, we duly arrived and the first problem arose. No unloading ramp! We finally found a retaining wall and off came the vehicle - freewheeling! Unknown to Vic, the vehicle had been loaded with a broken half-shaft. Luckily an Aldershot unit was on exercise nearby, so their repair section was raided and the half-shaft replaced, their last one.

After passing through scrutineering, yes 4 wheels, lights and "what a battered vehicle" we retired for the night.

Up bright and early, collect a road book and off to a local estate for the first trials section. Last year's sections were bordering on the undriveable, so imagine our surprise to find proper sections, laid out superbly by the local Rover Owners Club. No, they would not give us preferential treatment, much to Vic's chagrin.



Vic duly attacked the sections with the aplomb of the proverbial "bull in a china shop". To be fair to Vic, we ran as the front vehicle on all the sections so we were unable to benefit from watching others. Score 21, to the canes. Because of organisational skills everybody was through by lunch time. It was decided to tighten the gates up and have another run in the afternoon. 20 sections for nearly 60 vehicles. I decided to drive this time. Score 2 to the canes, total 23. Vic wouldn't talk to me. This result left us languishing down in 17th overall.

After this followed a night navigational event and the Army crews started to pull away from the majority of the civil police crews. It was at this stage we were seen to circle one of the Rover Rescue vehicles 3 times. That \*\*\*\*\* board was there somewhere! As daylight started taking over from a cold Welsh night, we moved into the daylight side of the event. Nothing to report other than the normal navigator/driver mixup  $\frac{1}{2}$  left, no  $\frac{1}{2}$  right, no I was right first time  $\frac{1}{2}$  left, look out - bog! Thank God for a high-lift jack.

It was with some disappointment that we found that the safari section had been cancelled. Vic was second fastest to a Lada last year. On returning to base we were somewhat disappointed to find that we only managed to reach 11th overall, 4th last year but not to worry, it's the competing that counts.

My apologies, and Vic's, to the club member who came and wished us luck. I had never met him before, Vic had but couldn't remember his name. I think it was Dave Cuthbert, I am not sure and if not I again apologise. Still I will remember the face next time, I think.

Phil Matthews

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### Photos opposite:-

During the Comp Safari, Dick Corking executes a slow roll for the camera!

Photos: Steve Kirby.

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## Yorkshire Holiday 1989

Two years ago, members of this club went for a holiday in Yorkshire. We stayed in the Forestry Commission's cabins at Keldy Castle. This year, these were all booked up, so a bit of detective work by Richard and Andy located some holiday cottages near Rosedale Abbey. Nick & Maureen Jennings with son John and Kieth & Wendy Thorn with son Ben managed to rent accommodation in the Keldy administration buildings. As my Rangy wasn't too well, I had arranged to travel with Roger Pattie who had again arranged to lodge his caravan at Spires House campsite, about halfway between Keldy and Rosedale. Nick Jennings and co. were not due to arrive in the area until Monday afternoon.

**SATURDAY.** Arrived at Roger's at 0900 for a lift in his new Range Rover. Met Ian & Richard Stewart (Turbo Diesel Ninety), Andy & Janet Smith (Range Rover Vogue), Ted and Angie Marynicz, (Series III Station Wagon) at Leicester Forest East services on the M1 at about midday. Continued in a sort of convoy to Rosedale Abbey in the North York Moors National Park. On our way through Rosedale Abbey, we were tooted at. It was Dave Cuthbert. We hadn't spotted him as we were looking for road names/signposts. (That's our excuse and we're sticking to it.) Richard, Ian, Dave Cuthbert and I had a former miners cottage at School Row. Andy and Janet had another a few doors down in the same block whilst the Marynicz family were further up the road at Florence Terrace. That evening, we investigated local hostelrys looking for food. No trouble, bit pricey though.

**SUNDAY.** Due to a breakdown in communications and a misunderstanding over who was going to do what, we hadn't made contact with the Yorkshire Club's RoW officer (my fault really). So we didn't have any up to date info on green lanes in the area so we stuck to the County Roads. These are very impressive in the area anyway. We headed first for Rudland Rigg, a long drive along a ridge with superb views all round. Very blowy as usual so we took a short offshoot to find a place out of the wind to have a packed lunch. This was followed by a grand round trip via Grosmont. There I missed the turn into an interesting county road (but we caught it later in the week.) Back to base and another pub/restaurant for a meal. Very posh, including an unusual yellow Rolls Royce in the car park.

**MONDAY.** We had "done" the Dalby Forest Drive last time we were in the area but it was still worth visiting again. It was about this time that the four Marynicz children were dubbed the "Terror-Tots". We walked around the Staindale Water before stopping at a superb view point for a picnic. The convoy continued to Robin Hood's Bay, where the tide was unfortunately in. When it's out, you can walk well out on the rocky foreshore to view this ancient and curious fishing village from the sea side. Saw the distinctive Rolls from Rosedale! They clearly have the same taste as us. The round trip then took in Whitby where we stopped to watch a dredger. Really exciting stuff these club trips! Apart from the harbour, which is very interesting if you are into fishing boats, we walked round the shops and watched a rather unusual swing-bridge swing to allow a yacht to pass. Richard discovered his engine was dripping oil but couldn't find where it was coming from. On the way back we approached Keldy cabins in the hopes of raising Nick on the CB. Got them on the radio eventually then found ourselves head to head in the narrow road approaching the Keldy site! They were going out to get some milk but as we had plenty with us from our spree in Whitby, we all repaired to the Jennings' lodging house for a natter and a cup of tea. Drove Dave's Landy that evening so he could drink. Bit of a nuisance being an abstainer.

**TUESDAY.** Richard finds his oil leak is a holed oil filter. Needs special filter due to turbo. On the phone, a local garage promises it has one. Gathered in Pickering to ride on the North York Moors Railway again. Just as good as ever, but it didn't get stuck going up the hill like it did two years ago! About 1000000 people joined the train at Grosmont and we suddenly found we were in reserved carriages. Having been unceremoniously ejected, we found space in another carriage for the return journey. Black mark there NYMR. Then on to Riveaulx Abbey where we had a picnic. We hadn't before been to the Riveaulx Terraces overlooking the abbey so we went there as well. Not much to see, actually, but the view across the valley and down onto the abbey far below is worth the trip. Richard and Ian went off to arrange some trout fishing and to get his oil filter. Fishing arrangements OK but predictably, the oil filter is the wrong one!

**WEDNESDAY.** Long and picturesque trip out to the Yorkshire Dales. Stopped for a look at Sutton Bank on the way out. This is a promontory famous for its steep hill and gliding club



right on the edge. Visited a beautiful area with water falls.

THURSDAY. Richard, Ian and Andy went fishing this day while the rest of the mob went to York to visit to the National Railway Museum followed by a walk round York itself. The museum is soon to be extensively refurbished and is an Alladin's cave for the railway enthusiast. On return, we were regaled with stories of what might have been from the fishing trio. Richard had fallen in whilst wading and Andy had broken his rod during a particularly enthusiastic cast! Despite this, it had been an enjoyable day out by all accounts; no fish caught though! Shame. We had to go out again and pay for a meal instead of eating salmon or trout. Drove Richard's Ninety so he could drink! I've never driven one before. Maybe there are advantages to not drinking after all. Engine is from Turbo D Range Rover. It's quite a goer but requires totally different technique to drive compared to a V8.

FRIDAY. Up Rosedale Chimney road and walked around on the top. It is apparent that there used to be a large number of railways around this area to serve the iron industry, workings for which still abound. Visited the North York Moors Information centre in Danby. Lots of books on nature, geology etc. Found book on the "Rosedale Mines and Railways". Four of us bought copies! We continued our drive over the top of the moors ending up in Grosmont again. Seems to be called Grosmont by the locals. Had a better look at the railway yards, workshops and exhibits. Grosmont would be a railway modeller's delight with works yards, sidings, coaling station, tunnel, bridge over a river, level crossing and finally the station all in quick succession! Dave Cuthbert bought a model of the Tram "Toby" after which his 80" Land Rover was named many years ago! Apart from the face(!), the front does indeed resemble a Series 1 LR. On the way back to Rosedale, we visited a preserved section of a Roman Road. Many Roman roads have been ploughed up or are now just a few rocks. Apart from it's gravel surface, which has been washed/worn away, this one is complete for a couple of miles or so, the best preserved section in the country, I believe. We walked about a mile and back, the Terror-tots queuing up to be piggy-backed on the return to the cars. Grand get together at the Jennings' establishment after our evening meal for a goodbye party.

SATURDAY. Went home. See you next time.

Steve Kirby.

## H.B.R.O. AGM

4TH OCTOBER 1989

### 1 Apologies for Absence

D Cuthbert, A Smith, B Warn.

### 2 Minutes of the HBRO AGM 1988

The minutes were read to the meeting.

### 3 Matters Arising

Roger Pattie asked if the '87 minutes had been found. GH replied they had not. A Tew asked whether the new constitution had been published. SK replied it had. RP proposed. C Noel 2nd.

### 4 Committee's Report

Roger Pattie reported that we have 121 full members, 24 Associate Members, 11 Social and 1 Honorary Member. Although we have been short of events the club is keeping a good following mainly due to the magazine S Kirby (NLE). He is receiving plenty of varied articles. Thanks must go to Tom Andrews for keeping the costs down.

S Kirby (ROW). I am receiving a lot of correspondence from the different councils regarding the change over from 'rupps' to 'boats'. Also the club is paying £35 for me to attend a meeting of right of way matters at Winchester. Green Laning is keeping the club going.

C Noel - Competitions have been sparse but a trial is arranged for 5.11.89 and the 17.12.89. 5 MOD dates have been requested but we will have to wait and see the outcome. We have received our trials pack from the ARC. I attended the ACSMA AGM, the only point of interest was the Anglian have applied for membership, which could jeopardise our military land allocation.

G Hodgson stated that we are still receiving plenty of enquiries about the club. With the success of the Rally, another one will be held next year.

Nick Jennings expressed his thanks for the Rally.

5 Statement of Accounts

Although the Rally did not cover its costs, the loss was minimal. The few trials we have had have been quite profitable. Postage has increased with rising membership. The Magazine production has increased and could rise again, but it is still within the Club's limits.

Alan Tew would like to see the clubs' monies spent on the club ie., a set of O.S. maps kept updated. A discussion evolved and ended with the majority deciding to keep a good buffer of cash in case of emergencies.

M Whitbread proposed. Richard Stewart 2nd.

6 Election of Committee

S Kirby proposed M Whitbread. N Jennings 2nd.

No other candidates. M Whitbread voted in unanimously.

G Hodgson	In
R Pattie	In
S Kirby	In
C Noel	In

7 Appointment of Auditors

Mr & Mrs Potter proposed S Kirby. A Bolge 2nd.

8 Motions Submitted by the Committee

Membership

A Tew proposed to increase the membership to £12. After much debate it was put to the vote.

To stay at £10 for the following year won.

15 minute recess.

9 Motions Submitted by Members

None.

10 Any Other Business

M Whitbread requested we obtain some tops for trial canes.

M Whitbread suggested that we advertise for land.

S Kirby to contact the NFU regarding "Set-a-side" Land.

R Pattie - regarding the ARC request for each person to donate £1 to Molara which he suggests should come from individuals and not the club.

A Tew proposed, as a Green Laning Club we should make a donation as a club to Molara as they are fighting for our benefit.

The vote went in favour of the club donating £1 per member if the need arises.

Awards

The Red Leader shield could not be awarded because a set of results is missing.

Pilot Trophy - Alex Waugh.

Member of the Year - Nick Jennings.

G Hodgson presented N Jennings with a bottle of Sherry for winning the October Treasure Hunt.

The meeting closed at 10.25 pm.

## DRAGON'S DRIVEL

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

Since I last wrote several things have happened here in North Wales, starting with a trial on the Bank Holiday. This is becoming an annual event as it is quite a nice site, but we are not allowed to use it, or even lay the course out, on a Sunday, so we can only use it on a Bank Holiday Monday. This unfortunately reduces the attendance a bit, as there are other attractions, especially for those with families! Unfortunately I was unable to take part, but managed to attend in the afternoon.

A few weeks later we had our first *Clwyd Rescue* exercise. A few months ago Clwyd County Council approached the North Wales Land Rover Club with a view to supporting them as required in an emergency, and this was our first chance to prove our worth. Unfortunately it was fairly short notice, too late for the Newsletter, and most members only hearing about it at the Club Night the Monday before. Regrettably I was one of those who could not go, as I was in Yorkshire with the Hants & Berks Rover Owners, but I am told we had a good turn out, nearly doubling the number of vehicles CCC said they needed. The scenario was a plane crash in a forested area, Clocaenog Forest, of RAC Rally fame. Our main role was to act as transport for the search/first aid teams, but the high turnout meant we could use the lwbs and Range Rovers as ambulances. One of the aims of the exercise was for the Council to assess what we were capable of, evidently they were impressed, certainly like most lay men they had underestimated the off road ability of a Land Rover.

A week later we had a trial at Arenig, one of our favourite sites. A small hardy group caravanned the night (as Colin can vouch, it's an excellent trials ground, but a less than ideal camp site!) and many more turned up on Sunday morning. As it was the day after my return from Yorkshire I was one of those who spent a comfortable night at home, and went down in the morning still on my almost bald radials instead of my more normal SATs. Fortunately despite the amount of rain we have had

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### Photos opposite:-

Top:- A brief stop in the Dales during the Yorkshire trip.

Bottom:- Feeding time for the Terror-Tots.

Photos: Steve Kirby.



in N Wales recently it was still quite dry, and the usual Arenig between sections problems were absent, and I never found lack of grip a problem, although on a couple of occasions the reduced ground clearance necessitated a slightly different line. Surprisingly despite having spent the previous week driving a Land Rover my problem was still judging the lock, and having picked up 2 points in the first 3 sections (4th out of 12) I then started to throw it all away, and certainly needed the excuse of unsuitable tyres and no second gear by the end of the day.

The following weekend saw a number of NWLRC members back in action at the Majors Trial at Eastnor. Again I was unable to go for the weekend, but drove down to watch the trial on Saturday. I have not yet seen the full results, but from what I can gather there was a small group of teams with low scores, and a far larger group with lots. We were in the second group, but all the members of our team enjoyed the event, especially as two of them had never competed in a non NWLRC event, where nontaxed vehicles share the same sections with the RTV.

It was nice to see so many HBRO teams there as well, even if I didn't know many of you. I hope you will take an active part in club activities, and not just use your membership card as a passport to the best off road events in the country (i.e. those run by and for ARC member clubs).

A week later we had our first Forest Run, courtesy of one of our members who works for the Forestry Commission. This took the form of a gentle 30 mile drive through the forests around Betws-Y-Coed, with less than 4 road miles between sections. The driving was not very demanding, I could have driven the whole day, carefully in places, in my Escort, but was very enjoyable, with fantastic views down into some of the most attractive valleys in Snowdonia (?Britain).

The one event I have only just mentioned did not involve the North Wales Land Rover Club, or take place in Wales, but was the Hants & Berks Rover Owners trip to Yorkshire. I am sure there will be a full report else where, but I must say how much I enjoyed it, for me HBRO events have the added attraction that I am just an ordinary member and I can just sit back and let someone else organise things. Those who didn't go were the losers, if you were worried it would be a week of solid Land Rovers, they played only an incidental part in an great week.

Finally on behalf of those members who were unable to attend the AGM may I take this opportunity of thanking the committee for all there work over the past year, and to welcome Malcolm and Chris to their new posts. ■

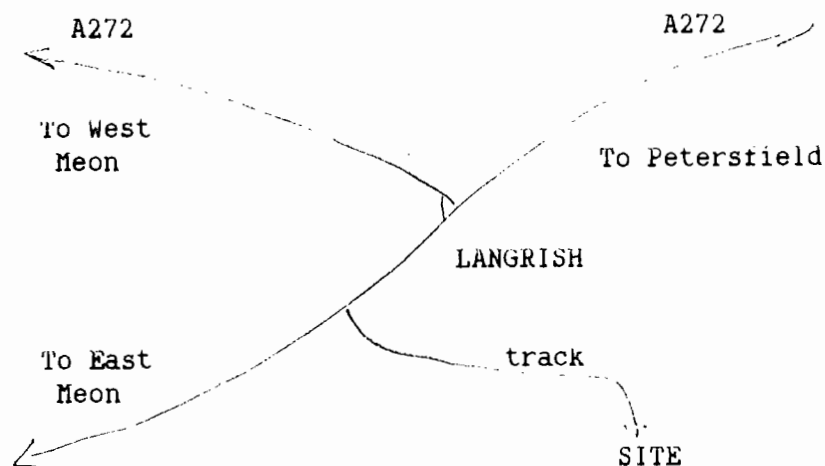
## Camping, Barbecue, Firework and Trial Weekend.

We are holding a Camping/Caravanning/barbecue/Firework meet with an RTV trial at Ham Lane Leisure Centre, Langrish, near Petersfield, HANTS, on the 4th and 5th of November. The weekend's events will be open to all fully paid-up members of HBRO. A bonfire and barbecue facilities will be provided on Saturday but please bring your own fireworks. Apart from that, it will be a case of "make your own entertainment". So bring balls, frisbees etc! (and, of course, food.) Camping is free but facilities are negligible. (Bring your own toilets and water.) Set up camp by 5p.m. (1700h) on Saturday, please.

Entries for the RTV should be on an official entry form if possible (issued last month). The fee is £7:50 if booked in advance or £10 on the day. Payment to Chris Noel or Roger Pattie. Scrutineering will be at 9:00 a.m. on Sunday morning (although vehicles arriving on Saturday may be scrutineered then to save time.) The competition will start at 10:00 a.m. prompt, so please be on time. Classes will be as per ARC rules but amalgamations are probable. You all have ARC Yearbooks; please ensure your vehicle complies, bearing in mind rule clarifications as described in August's P&B.

RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

### HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.



## TREASURE HUNT RESULTS

The treasure hunt on 1st October was well up to the usual high standard that we have come to expect from Pennie and Gary Hodgson. (That means it was hard!) My father came with me to drive while I sorted out the clues. I fell for the nasty trick incorporated in the clues. No, I'm not going to reveal it now in case someone else wants to try something similar. Philip Parkinson turned up in his superb Rover P4. The only other saloon was the one I was in and I'm not going to say what it was! We were second away at 20 past 3 and disappeared into the winding lanes heading north from the A31.

By the time we got onto the last page of clues, it was completely dark and we just drove straight past many clue answers even though one was a 10' high poster! (Excuses, excuses). Fortunately, we were on roads familiar to my father, so he was able to figure out where we had to go to get to the finishing point without resorting to opening the "Panic envelope."

- 1st Nick and Maureen Jennings (and friends!).
- 2nd Andy Muchmore and Debbie.
- 3rd Ashley Pocock.
- 4th Philip and Sue Parkinson.
- 5th Steve and Ian Kirby.
- 6th James Darling.
- 7th Gary and Caroline Langton.
- 8th Adrian Bolge.

Steve Kirby.

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### Photos opposite:-

Top:- Up on blowy Rudland Rigg, during the Yorkshire trip.

Bottom:- HBRO archaeologists examine the remains of old iron works up the "Chimney".

Photos: Steve Kirby.



## CHRISTMAS DINNER

The Hants and Berks Rover Owners Christmas Dinner is being held once again at The Dove, Micheldever, SW of Basingstoke, on Friday 22nd December, meeting for drinks from seven p.m. The Dove, which has plenty of parking available, is just 50 yards from Micheldever Railway Station which allows for those who want to "let the train take the strain".

The Dove requires confirmation of the numbers going very soon, ie the beginning of November. If you didn't give your name to Gary Hodgson at the AGM and want to go, contact him NOW. It is very unlikely that The Dove will be able to accommodate any late additions to the numbers.

A copy of the menu is printed for your perusal.

### THE PILOT TROPHY and THE RED LEADER SHIELD

Those members of the Hants and Berks Rover Owners who have joined recently, or who have forgotten, might like to know about The Pilot Trophy and The Red Leader Shield.

The Pilot Trophy, donated by Roger Pattie, is awarded to the most successful HBRO driver of a standard Range Rover, whilst The Red Leader Shield, donated by Dave (Red Leader) Cuthbert, is awarded to the most successful HBRO driver of a standard leaf sprung Land Rover.

These are awarded annually at the HBRO AGM, for drivers competing in eligible HBRO RTV's. Eligible RTV's are those organised by the HBRO, any RTV that the committee feel suitable (for example local events that could easily be attended by HBRO members) and, for the Red Leader Shield, the ARC Nationals.

Range Rovers must essentially be standard. Only minor modifications are permitted to the suspension, for example, uprated springs and shock absorbers. Any other modifications must be in line with modifications made to all production Range Rovers. Tyres must be as factory fitted with sizes of 205/215 x 16.

There are arrangements for those members who assist at Trials and who would otherwise have taken part.

The aim of all this is to encourage the use of standard Range Rovers and standard Series 1, 2 and 3 Land Rovers - for which Dave has a soft spot, and those of you who ever travelled in Toby, his 80 inch Land Rover, will know where that soft spot is NOT !!

MICHELDEVER STATION  
NEAR WINCHESTER  
HAMPSHIRE



*La Jardinière*  
*restaurant français*

TELEPHONE: MICHELDEVER (096289) 288

## CHRISTMAS FAYRE

### STARTERS

*Lobster Bisque*  
*Prawn & Crab Cocktail*  
*Farmhouse Paté*

### MAIN COURSE

*Roast Turkey*  
*Venison Casserole*  
*Sirloin Steak*  
*Trout in Almonds*

*Served with Fresh Seasonal Vegetables & Sauces*

### DESSERTS

*Christmas Pudding & Brandy Sauce*  
*Chocolate Brandy Mousse*  
*Sherry Trifle*

*Mince Pies*

*Coffee & Mints*

**£15.50 PER HEAD**

***Including VAT, Service and Table Decorations***

*A deposit of £2.00 per head is required on confirmation of booking.*

## 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.

\* Land Rover bits'n'Pieces:-

Long & short half shafts with drive flanges, £25.

Fairey 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  
water, pair of drive flanges and bits.

Mike Cunningham on 0252 (Fleet) 626693.

## 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 November Sale (by proxy).

Alex is moving soon and won't be available on the phone. The following items are for sale. Phone Niel Logan on 0836-380201 for details.

Tow ropes, lashing straps, marquee pegs (for ground anchors), large shackles, ratchet straps. Four half-worn 7:50 XCLs £100. Discs and half-shafts for Mini Clubman. Mk.I & II Escort tow-bars (Saloon and Estate). Mk.I Escort boot-lid. Batteries, 3 good ones, 3 OK ones. 185x14 tyres for Transit, Volvo or similar. Four "100+" alloy wheels for Mini with 165x70:10 tyres. Ammunition boxes, various £3.

\* Four used Tyres on White SWB rims. Two Avon Traction Mileage 600x16. Two Firestone Town & Country 600x16. All with loads a 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 Srs II/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

\* 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.

\* Fiat Panda 4x4 Feb '86, regularly maintained by Fiat agent. 30000 miles £2795 ovno. Phone Hugh on 0734-333409 after 2 pm

\* Range Rover, 1980. Overdrive, PAS, full length sun-roof, beige, dark brown vinyl roof, light-guards, 76000 miles. Bank manager forces sale. £4300 or sensible near offer, or part exchange Land Rover or Metro. Phone 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.

Nov 1st            Noggin & Natter at the Hind's Head in Aldermaston, Hants. Opens at 7:30 p.m.

Nov 4th/5th      Camping and RTV Trial weekend at Ham Lane. Bonfire and firework party on the evening of the 4th with RTV Trial on the Sunday. Phone Chris Noel or Gary Hodgson for details. See article elsewhere in this issue.

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

Dec 9th           ARC Meeting, Land Rover Works, Solihull.

Dec 17th          RTV Ham Lane. Details soon.

Mar 17th '90      ARC Meeting, Land Rover Works, Solihull.

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**STOP PRESS:-**

Major's trial results delayed. See next month's issue!