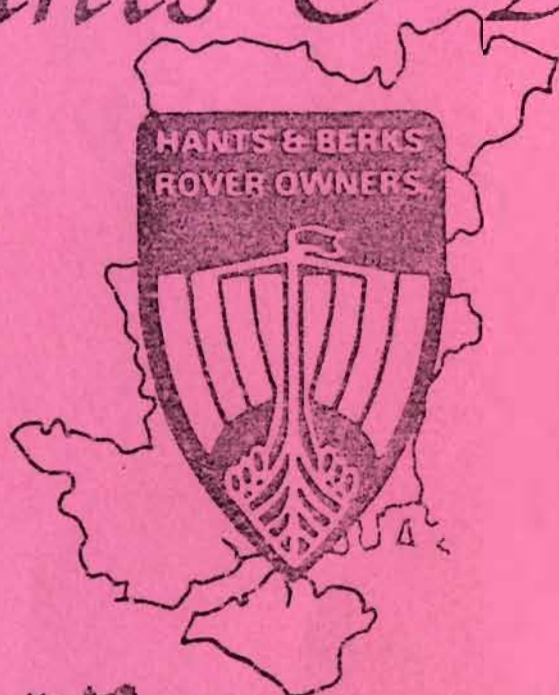


Dec '89

Pants & Barks



Seasons Greetings

*Newsletter of the Hants and
Berks Rover Owners*

* CHAIRMAN	Malcolm Whitbread, "Mallows", Beechfield Lane, Frilsham, Newbury, BERKSHIRE RG16 9XD	0635-201448
* SECRETARY	Gary Hodgson, 5, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	0730-67146
* COMPETITION SECRETARY	Chris Noel 14, Clarke Court, Wyberton, Boston, LINCS PE21 7EE	0205-62977
* TREASURER, MEMBERSHIP SECRETARY, NEWSLETTER DISTRIBUTION	Roger Pattie, Firhill Cottage East, Whitchurch, OXFORDSHIRE, RG8 7HQ	0734-842884
* RIGHTS OF WAY OFFICER	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	01-894-3961
* SCRUTINEERS	Gary Hodgson Steve Kirby	0730-67146 01-894-3961
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 18, Lechlade Gardens, Fareham, HAMPSHIRE PO15 6HF	0329-220859
NEWSLETTER EDITOR	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	01-894-3961

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.....

Don't think I don't know what's been going on! You've all been flooding me with so many articles so I haven't had room to print my Hannibal article. Well now you have run out of steam, here it is (possibly).

As you can see from the advert on the back cover, Tom Andrews, our printer/stationery supplier, has now moved. I helped move some of his stock and equipment. Tirfor winches and hi-lift jacks come in useful for lifting and dragging guillotines and printing machines! I helped dismantle, move and reassemble the 1½ ton guillotine. The first thing it cut on being switched on again was the card for the covers for the November issue. That was the cause of the delayed arrival of that issue. So now you know. This club continues to benefit from the generosity of Tom for enabling me to produce this newsletter at about half the commercial rate.

For those of you with access to PC compatible or Atari ST computers, I can accept articles on 3½" and 5¼" discs with ASCII files (on PC and Atari ST discs) or document files from "Smart", "Tasword" and "First Word" wordprocessors (on PC discs only, either size). 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.

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.

On the Beat?

The new baby from Land Rover Ltd. seems to have gained a nickname almost immediately. For those of you who loath so much the terms Landy and Rangy, will "Disco" be equally hated? Did LR anticipate this would happen and so influence their choice in the first place or is it just luck that the resultant nickname has a certain propinquity with the kind of customers the vehicle is aimed at?

Steve Kirby

Camping, Barbecue, Firework and Trial Weekend.

On the way to Ham Lane on Saturday, I collected our comp sec from Frimley as he was temporarily carless. Lots of work had been put in by Gary, Pennie and several other local members to prepare the site and build the bonfire. What an impressive 'pile' it was too! They were still building it when Chris and I arrived mid afternoon. Several others came and went during the afternoon while Chris, myself, Allan Tew and other interested parties laid out the trials sections. As darkness fell there were very few left on the site and we were afraid that it was all going to fall flat. Not a bit of it! Members soon arrived in large numbers for the bonfire, barbecue and fireworks. Thanks to all those who contributed. The bonfire was a tremendous affair and must have been visible for miles and we half expected a few airliners to come buzzing round the light! The BBQ was a great success too; most people turning up with their own food and generosity providing for those who hadn't. What a friendly club this is. One of Gary and Pennie's neighbours makes fireworks professionally and brought along a few 'development models' for our enjoyment. The pyrotechnic (!) display must have lasted a couple of hours; most of it being set off by Gary and his neighbour. By the time it ended, the BBQ had all but gone out. Aided by a few shovels full of white hot cinders from the fire, the Hodgsons' supper was soon cooked. Despite a camping permit being arranged, the weather wasn't really suitable for camping. I chickened out and took up an offer from Gary and Pennie to stay at their place for the night, leaving Roger all on his lonesome in his caravan. Chris used Gary's 'new' LR to go home in for the night.

The following morning, Chris phoned to say the LR had broken down. The HBRO event jinx had struck as usual! Gary phoned around to find someone coming from the same area who could pick Chris up. As it happened, Chris got it going again and arrived not TOO late. The fire was still going and a burger left on the BBQ fairly well cooked. (This is currently undergoing tests as a ceramic brake-pad on Concorde.)

Hugh, Gary and I started the scrutineering as soon as we could, although people were still arriving late. We failed a few and gave several advisory warnings about certain aspects of member's vehicles. Read your Yearbooks, chaps, including the scrutineering section. I was pleased to note that only a

few hadn't brought their MOT certificates. To be fair, these were mostly among the group of new members who had joined only the week before and weren't in receipt of their free ARC Yearbook. HBRO is the only club in the country to issue a free copy of this to all members; so you've no excuse for not knowing the rules! (Ulterior motive there!) Some people don't keep any documentation with their vehicles in case it gets messed up or the vehicle is stolen. I don't carry mine either. A photocopy should suffice if you don't want to risk the original getting messed up. This is your last warning. During the setting out on Saturday, we pulled the rear tow plate out of Gary's 'new' Series II. The cross-member and the fittings were in good condition but the previous owner had omitted to fit a backing plate to the attachment bolts and we pulled these through to the rear face of the cross-member with no trouble during a recovery operation. Please check yours now before we do at the next scrutineering session! If in doubt about this or any other aspect of vehicle safety or eligibility, contact Gary, Hugh or me for advice.

After a bright start to the day, the rain came on... and off... and on etc. The site is muddy at the best of times but the event went ahead with a lot of wheel spinning but not too much need for tow recovery. We had kept away from the steep slopes when laying it out in anticipation of this. It was a wonderfully friendly fun event as usual and we all got suitably muddy to prove it.

As we are now running to ARC rules (with nine classes) we had to do a lot more amalgamating than is usual and issue the awards to 'groups' rather than 'classes'. The amalgamations were done on the basis of vehicle size and no-one objected. In the end, I think we were back almost to the old HBRO classes! Anyway, here are the results:-

Group 1

Ian Piggott	31	Roger Brown	46
-------------	----	-------------	----

Group 2

Simon Fraser	41	Chris Homewood	42
Gary Green	42	Neil Atkinson	43
Neil Shawyer	48	Ted Marynicz	50
Allan Byrne	51	Gary Langton	51
Angie Marynicz	54		

Group 3

Robb Unsworth 49

Group 4

Malcolm Adamson 27 Ashley Pocock 44

Group 5

Dave Henry 44 Allan Tew 46

The trial was a qualifying round for the "Red Leader Shield" which is for "real" (i.e. leaf-sprung) Land Rovers and the "Pilot Trophy" for standard (and we do mean standard) Range Rovers. Robb Unsworth was the only qualifying RR there, so come on someone else with a RR!

Thanks again to all those who put in such a lot of work, unseen by most of us, which helped make the weekend such a success.

P.S. The bonfire was still smouldering when we left.....

Photos opposite:-

Top:- A general view of the rather muddy Ham Lane site.

Bottom:- Many helping hands assist Gary Green out of the mud. There weren't many who didn't need this kind of help at some time during the day!

Photos: Steve Kirby



Good Luck Chris!

Chris Noel is moving. We won't be losing him as comp sec, but we won't see so much of him. Chris is buying a Land Rover spares and repair business in Lincolnshire. He will also have a couple of LWB V8s for hire. He will be stocking Land Rover and Range Rover spares which will be sold over the counter and by mail order. A discount will be offered to HBRD members.

The address is:-

GLE,
Unit 6, 7 & 8,
Redstone Industrial Estate,
Boston,
LINCS. Tel: 0205-352683

He will be there by the time you read this. Support him by buying something (such as a Discovery.)

North Wales Land Rover Centre

The most comprehensive stock of parts,
equipment and accessories for Series I, II & III,
90 110 & R/R at competitive prices in North Wales

SALES, REPAIRS AND SERVICING

**SPARES CAN
BE SENT C.O.D.**

**8 Vale Road,
Rhyl, North Wales.
Tel (0745) 337623**

Photos opposite:-

L'HANNIBAL TOTAL 1989.

Top:- Larry and Dave apply the stickers to their Ninety while a French official makes sure they put them in the right places!

Bottom:- Geoff Thaine negotiates a rather dodgy looking bridge up in the Alps.

Photos: Steve Kirby



TOTAL HANNIBAL '89

THE TEAM:-

Colin Gross, Steve Kirby, Richard Stewart; Range Rover.
Geoff & Pat Thaine, Gary Bates; Turbo Diesel Ninety.
Larry Byrne, Dave Vaughan; V8 Ninety.

L'Hannibal Total is an annual event comprising a summertime drive over the Alps in France and Italy. The wintertime equivalent is the Croissiere Blanche, the White Crossing. The events are organised by the Federation Sportive des Grands Randonneurs, (FSGR for short. This roughly translates as the Sporting Federation of Big Excursions. Loses something in the translation, doesn't it?) Also assisting is the Altitude Club and Eagle Club of France. Overall sponsor is the oil company, Total. This is the first year the event has been based in Briancon, an ancient walled town high in the Alps close to the border with Italy. The "tour" would involve crossings of the Maurienne valley and ascents into the Brianconnais, High Piemont and Serre Chevalier mountain ranges. The event would end with a visit to the "6th International Salon of 4x4 and All Terrain" in the famous ski resort of Val d'Isere, some distance to the North. I was in Colin's Range Rover with Richard Stewart. Naturally, Colin had made most of the arrangements for his car but much of the communications relating to entries, payment and other enquiries had been done by Geoff using his fax. As it turned out, Geoff was to show us why he is a successful businessman with his ability to get things organised and to provide, with Pat's assistance, just what we wanted as if by magic. He was to earn his nickname as "Le Patron" fairly early in the proceedings!

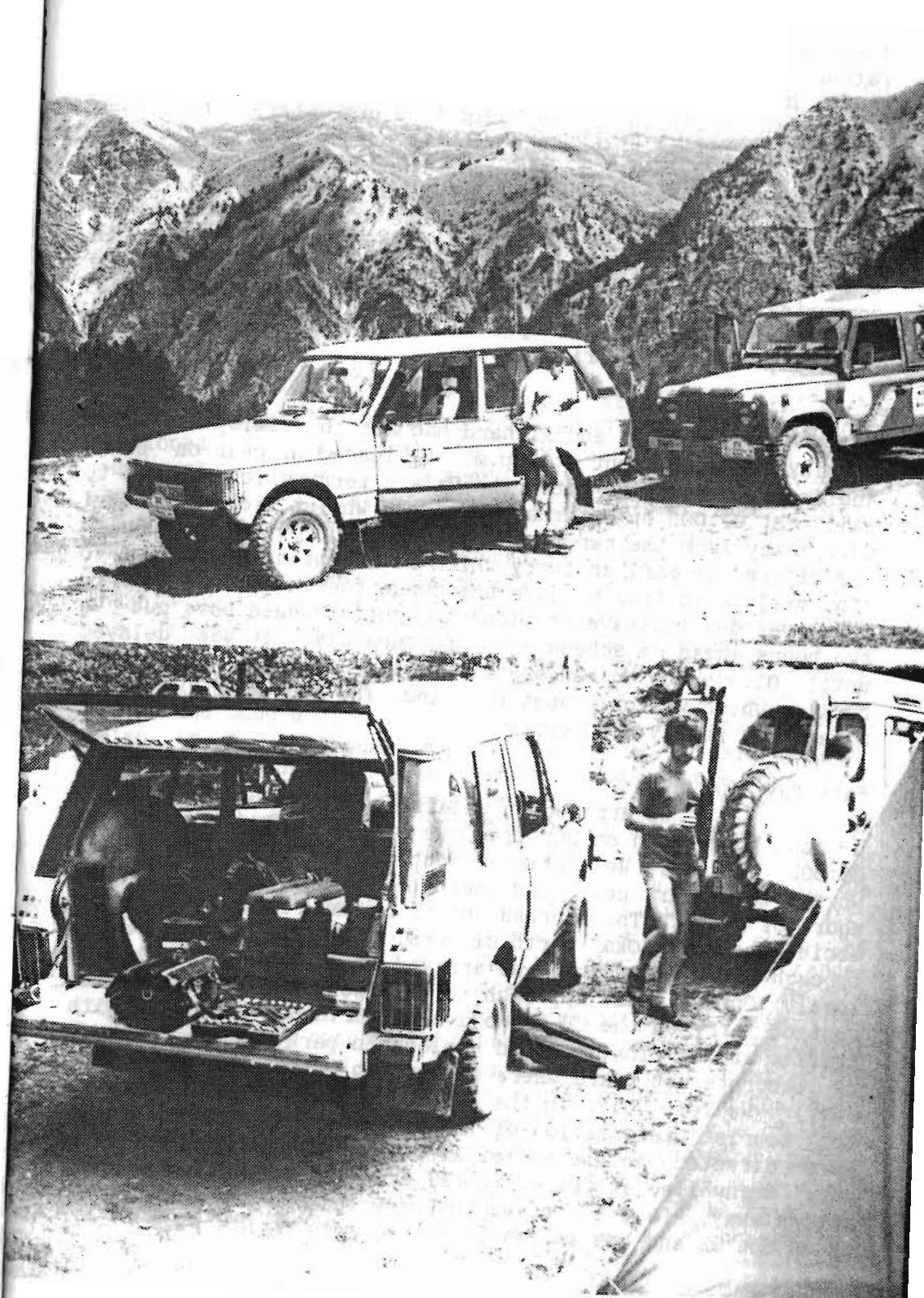
So Geoff, his wife Pat and son-in-law Gary in the diesel Ninety were spending several days leisurely driving down to Briancon as part of a holiday. Larry and Dave were due to

Photos opposite:-

Top:- A quick stop to admire the view.

Bottom:- Colin gives the underside of his Rangy a bit of a service.

Photos: Steve Kirby.



take a couple of days to get there as Larry's tuned and rather thirsty V8 Ninety was fitted with Firestone SATs. Colin had arranged a CB channel to contact them as we approached Briancon so we could find out where they were staying. A bit of a long shot in the mountains, but it was worth a try. We had been informed that we could use British frequency CBs in France on a temporary basis. I took my hand-held unit along for Geoff to use as he hadn't got one fitted by departure date. We knew Geoff had booked rooms in the Parc Hotel so we could go there if all other methods of communication failed. Richard, Colin and I were to start out on the evening of Friday the 11th of August and drive virtually nonstop to Briancon.

Friday 11/8/89

Colin and Richard had met in Frimley and came to pick me up at about 7:30 p.m. We loaded my gear on board and drove to Dover to catch the Calais ferry which was due to sail at 02:00h on Saturday morning. Whilst Richard and I were away from the car tracking down a cup of coffee, Colin was offered an earlier ferry which he accepted. He managed to find us just in time to join the queue for the earlier ferry. This was due to leave at midnight, which would have put us two hours ahead of schedule. Unfortunately, it was delayed until 01:00h due to bad weather earlier that day causing a backlog which was only just clearing. The "Pride of Dover" is a fast but rattly RORO ferry.

Saturday 12/8/89

We arrived in Calais at 02:15h UK time, still a good hour ahead on our previous plans. We made Paris by 05:00h UK time. We continued South on the toll-roads (well worth the extra cost) and encountered heavy traffic 20km short of Lyons. This turned out to be the result of a minor accident, not 20km worth of cars! After a superb drive through the mountains, we arrived in Briancon at 16:20h local. On the final approach to Briancon, we attempted to contact Larry on the CB to no avail. Briancon was solid with traffic and we finally found a place to park near the "stade" (A concrete courtyard where we were to gather the following day.) We left Colin in the car while Richard and I went to the tourist information office to arrange a camp site. We were directed to the municipal site so we returned to the car. Meanwhile, at the municipal campsite only a few hundred metres away, Dave suggested to Larry that he try to contact us on the CB and was amazed to get a reply on his first try!

We drove there to meet them. This is a rather grotty campsite virtually right under the imposing walls of the ancient town of Briancon. It was marked as being "Complet" (Full), but spaces miraculously appeared on presentation of Hannibal paperwork. After bending most of my pegs in the rocky soil to secure the tent, we gathered at the Parc Hotel where Geoff, Pat and Gary were staying. The food there is a bit pricy so we looked for a restaurant. We settled on LE GRILL in the Place Central. We can highly recommend this restaurant if you go there. Super meal and then to bed.

Sunday 13/8/89

This first day started with the "scrutineering" and registration in the "stade" previously mentioned. We rolled into the Stade fairly early when there were only a few others there. Many more soon arrived, including more British entrants than we had expected. We guessed there would be some but it would be hard to find out who's going to be there beforehand as there are many clubs in the UK plus the fact that individuals are able to enter. Most notable was Duncan Burbury in a two wheel drive buggy. This was allowed by special arrangement as he and his associates were being sponsored on behalf of Cancer Research. (Normally, all vehicles must have four-wheel-drive.) With him were Jamie Wilson and Doug & Shirley Tulloch in yellow Suzukis, Jeff and Helen in a Daihatsu and Rob Passmore in a Suzuki Samurai. Also in the Stade were a yellow Ninety and a Range Rover from Rapid Rovers. They had arranged a huge sponsorship deal which was to net them over £10000 by the end of the event! We also noted two green bob-tailed Range Rover pick-ups and an old white Toyota pick-up, but so hectic was the event that we never really found time to talk to them! We were issued with masses of sticky sponsorship labels to put on the cars. We then all went for a ramble round the town and then attended the main introductory conference. This was billed in the paperwork we had as a five language affair, but after the French bit, they forgot the other four. My French isn't bad but high speed gabble over a poor PA caused me to miss a lot although I picked out the salient points. We, and the many other Brits present complained, and it was a couple of days before they realised just how many English speaking people there were present. This includes the Dutch who all speak English much better than they speak French! To be fair, in this part of France, most people's second language was Italian.

The structure of the event is based on three circuits or loops branching out from Briancon into the mountains and forests and back. There are places for 150 vehicles and 150 motorcycles and the equipment that these must carry is strictly controlled. Apart from the anticipated tow ropes and shovels, we were to carry red flares, sleeping bags, survival blankets etc. There was no examination of the state of the vehicles themselves curiously enough. The participants were divided into three groups of 50 cars and 50 bikes each. The groups would start at two-hourly intervals in the morning, the times being 5, 7 and 9 o'clock! On the fourth day, Thursday, we were to pack everything up and drive to Val d'Isere to see the "6th International Salon of 4x4 and All Terrain" there. We would have the whole of Friday to see the show and the whole event would be closed by a grand buffet and prizegiving in the evening. During this conference I found someone's documentation so I handed it in to the organisers. Geoff's wife, Pat would not be accompanying us as she suffers from vertigo, but she was quite happy to see the sights of the ancient town of Briancon. She generously made some of her time available to prepare food for all of us to take with us on each day's trip. On return to the campsite, we met some more English drivers, Keith and Clyde from the Yorkshire Rover Owners Club. They were camped right next to us. It had been their documentation I had found; small world etc. We shall be seeing more of Keith and Clyde in less happy circumstances later.

Another super meal at LE GRILL and so to bed.

Steve Kirby.

More next month!

DRAGON'S DRIVE

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

Since our rather hectic spell in September and October things have quietened down a bit. The main activity has been the Bonfire weekend, held, you'll be amazed to hear, on then 4/5th November. In order to get a reasonable display we joined the villagers in Capel Curig, making a donation towards their fireworks.

The idea was to make it a complete weekend, and so arrangements were made for camping in a nearby field. Despite the high winds and heavy showers a number of members took advantage of this facility, although those of us who were only a ½ hour drive away went home. Bright and early the next morning saw us back in Capel Curig for a trial. Well we would have been bright & early, but I had left the firm's van in the drive, and come Sunday morning, it refused to start. As the drive slopes uphill, there was no way I could move it alone, so the Land Rover was stuck. A frantic phone call soon brought assistance, but this resulted in the Scrutineer and his assistant arriving considerably later than planned, coupled with a fairly large turn out, this resulted in a late-ish start.

Despite typical Capel Curig weather, rain, wind, hail, and thunder (there was snow on the peaks, but we didn't get any) we had one of the best trials we have ever had. Unfortunately on section 2 the competitor before me dislodged a rock slap in the middle of the 10 gate. To rub it in, pulling me off it dragged it clear, leaving a clean way for the others! Coupled with an 8 (all my own work this time) on the next section, my hopes were gone, Pity as it would have been a respectable score otherwise. How the winner cleared the day I have no idea. He is a newcomer to the Club, but evidently not to trialling.

The big news here, as elsewhere, is the Discovery. In North Wales this is coupled with the opening of a new official Land Rover dealer. The grapevine before it opened suggested they intended close links with the North Wales Land Rover Club, but they did not invite us to the launch. When I called in for a look on Saturday morning, they didn't actually throw me out, but they weren't exactly welcoming those without invites. Still the grapevine also suggests that they will have driven a nearby independent dealer out of business within six months, we'll see about that!

Red Leader

Maps and Rights of Way

It is apparent that there is a certain amount of confusion about the marking of rights of way on maps, which I will probably now make much worse. Of course the first essential is to be reasonably competent at map reading, but that is beyond the scope of this article. First a quick recap on rights of way.

These can be split into several groups, the main one comes under the general title of Rights of Way. These are recorded by the County Council, who have certain duties concerning their maintenance and signposting, who keep them recorded on their Definitive Map. Definitive maps are not normally available to the public (I believe some are now considering publishing them, whilst many others will supply photocopies) but they must be available for inspection, usually at the council offices. Copies are often available at other places such as Public Libraries.

It is kept constantly updated, and the existence of any RoW shown on the definitive map cannot be disputed, although there are legal methods for down grading them. They come in 4 classifications - Footpath, Bridleway, Road Used as Public Path (Rupp), & Byway Open to All Traffic (Boat). The first two do not carry vehicular rights, in fact it is usually a criminal offence to drive along them, Rups may, or may not, have vehicular rights, but are all being reclassified to clarify things, whilst Boats can be driven, unless they carry a Traffic Restriction Order (TRO). Although the appearance of a RoW on the definitive map confirms its lowest status, its omission does not, and there are many rights of way not included for various reasons.

Amongst these are Unclassified County Roads (UCR) which are also maintained by the council. Again they will be recorded on a map, but often by a different department, in another building! (Commonly RoWs come under Recreation, whilst UCRs are under Highways.) It is generally thought that they carry vehicular rights, but some counties disagree.

Finally come unrecorded RoW. Constant use by the public can turn a path into a right of way, but until it is accepted onto the Definitive map, you may have to prove it in court. This is way outside this article!

Anyway back to maps. The ones to use are Ordnance Survey Maps, either the *Landranger* Series @ 1:50 000 (1½ inches to the mile) or the *Pathfinder* Series @ 1:25 000 (2½ inches to the

mile), with as the sole alternatives the *Tourist Maps* @ 1 inch to the mile, or the *Outdoor Leisure Maps* @ 1:25 000, which are derived from them. These can work out cheaper for a large area, but are more likely to be out of date.

These maps can really be considered as two documents in one. The main one is the Topographical map. As all we are interested in is roads and paths, I will call this black detail, although colour may be added to classify A rds Motorways etc. The ones we are interested in are the roads, tracks paths etc that do not have colours, often being referred to as "whites". These have all be plotted by a surveyor, either in the field or from aerial photography. In both cases they refer to what actually exists on the ground. In other words if he sees a foot path, he will mark it, he has no way of knowing (nor does he want to know) whether it is private or public. To add to the problems this information may be fairly old. The sheet I have in front of me, picked up at random, *Outdoor Leisure Map* 16, Snowdonia National Park (Conway Valley) was published in 1977 but the Revision note reads:

This map is compiled from 1:25 000 First Series sheets which were derived from the Six-inch county series and to which partial and selective revision dated between 1937 and 1976 has been added

This means it must have been originally drawn before 1937 at the earliest, before the first revision. As it is based on the *County* series it is probably very much older. So if you are following a track across the mountains (not top of the priorities for revision) the information, even on a comparatively recent map, may be over 50 years out of date! (Progress on the second [or *Pathfinder*] series, which is based on a complete resurvey, is well advanced, this particular sheet had been replaced)

Perhaps this is a good point to discuss revision. If you look at the legend of an OS map, near the technical bit about grid references, will be a piece titled "Compilation and Revision" or similar. Taking the map I have purchased most recently, *Landranger* 104 for this years Nationals, dated 1986, this has a technical bit about projections you can ignore, then:

Revised 1977

Selected revision 1983, 1985

This means the whole map was redrawn in 1977 but had bits added, such as new roads, housing estates etc added in '83 &



'85. A common term may be:

Major roads revised 1988

This means just that, they will have added the new bypass, but they won't bother with Farmer Giles' new farm track and barn. This gives a guide to their accuracy.

But I digress, the second lot of information printed on these maps is Rights of Way information, either in red, *Landranger*, or green, *Pathfinder*. This information is taken from the definitive map, and is added in the drawing office, with no reference as to whether the track actually exists on the ground. Much of the time they will coincide, but sometimes they do not, which is when great care is needed when following rights of ways. Again the revision date will be given in the appropriate part of the legend, and if you check that you will realise the importance of checking with the council to confirm the current status.

That takes care of Rights of Way, but what about UCRs? These are not marked specifically on the map, although they will often appear as whites, if they actually exist. However so will private farm tracks and drives, so that will not help much. Again it a county council job.

As for unrecorded rights of way, by their very definition they will not be marked on maps, although like UCRs the track may well be marked, but with no reference to its status, so take care.

Dave Cuthbert

Photos opposite:-

Pics from a previous green lane trip.

Top:- Shot of the group in the corner of a field.

Bottom:- View looking the other way. Yes, that's a byway straight ahead.

Photos: Steve Kirby.

Green Lane Trip, November 19th.

This had been postponed from the previous weekend due to persistent rain during that week. The meeting place was at Four Points, near Aldworth, Berkshire.

On this trip, I finally managed to persuade my father, Ian, to come along as well as my nephew, Paul. Dave Ridden turned up with his son Graham and a potential new member, John Bull; all in Dave's "new" 100" Land Rover. Adrian Bolge was there too in a diesel One-Ten along with Nick Jennings in a Rangy.

We covered a few lanes we had done before, notably one we had spent many hours clearing several months ago. Alas it was blocked again by a massive fallen tree, but we were able to drive round this by following some tracks made by other users. Shortly after crossing the Ridgeway, we stopped for a cuppa and had a long chat with a Ridgeway Warden. Very enlightening.

Around midday, Nick had to leave for an appointment and we carried on into Oxfordshire. A deviation to find a pub led us near a lane further to the north than I had intended to go: I don't think it had been driven for a very long time.

We doubled round in a big loop and after stopping to investigate an old railway cutting and watch a motorcycle trial for a few minutes, we headed south towards East Ilsley and then home. We packed up fairly early due to failing light and the fact that we all had long drives home. Most of you are lucky living close to it all. I clocked up over 150 miles that day!

Please note that as the Winter approaches, more postponements may occur after long periods of rain.

Steve Kirby
(Member of Byways & Bridleways Trust.)

Photos opposite:-
Underneath the arches?

Top:- Dave Riddens 100" hardtop scrambles up the bank under the tree.

Bottom:- Adrian Bolge is new to this sort of thing but managed to get his diesel OneTen through eventually.

Photos: Steve Kirby.



FOR SALE

* Bench seats, as new. £20 ea or near offer. Dog-guard for Volvo 245DL Estate, £15 or near offer. Phone Mick Clarke in Hook on 0256-766409.

VEHICLES FOR SALE

* 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 Lympington, (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.

Photos opposite:-

More from the green lane trip.....

Top:- Vehicles line up to have their picture taken.....

Bottom:-and so do some of their passengers.

Left to right, Ian Kirby (Daddy!) Dave Ridden, John Bull and
Adrian Bolge.

Photos: Steve Kirby.



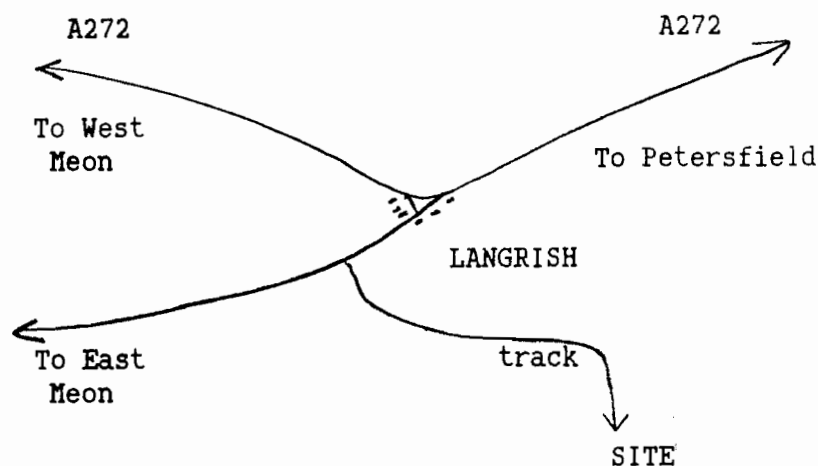
ROAD TRIM VEHICLE TRIAL

We are holding an RTV trial at Ham Lane Leisure Centre, near Petersfield, HANTS, on the 17th of December. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £7:50 in advance or £10 on the day. Payment to Gary. (Address inside front cover.) Scrutineering will be at 9:00.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. You all have ARC Yearbooks; please ensure your vehicle complies. Don't forget your MOT certificates, (photocopies will suffice) and don't forget either that passing the MOT does not guarantee that you will pass scrutineering! Bear in mind, too, rule clarifications as described in August's P&B. A new scoring system may be tried.

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

Please come along on Saturday to help set out the sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!

HAM LANE TRIAL SITE.



Map reference of site entrance :- 197 SU704235.

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'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 heater, pair of drive flanges and bits.

Phone Mike Cunningham on 0252 (Fleet) 626693.

* Land Rover IIa 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)

FOR SALE

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

* Alex's December Sale (by proxy).

Alex has moved and isn't 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

* 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.

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. If there is a lot of rain on the few preceding days, anticipate postponement.

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

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

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

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

Dec 17th RTV Ham Lane. Details elsewhere in this issue.

Dec 22nd Christmas Dinner at the Dove in Micheldever. Contact Gary for any last minute cancellations/places. It's £15:50 a head. Plenty of parking and only 50m from Micheldever Station.

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

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