

PANTS & BARKS

Jan '89



Journal of the HANTS & BERKS ROVER OWNERS

Officers of the Club

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NEWSLETTER EDITOR	Steve Kirby. (See above)	

Note:- * denotes committee member.

"Hants & Berks Rover Owners" is affiliated to the Association of Rover Clubs and is a member of the RAC Motor Sports Association and the Association of Central Southern Motor Clubs.

EDITORIAL.....

I thought that for the first edition of 1989, I would return to a traditional hand drawn logo for the cover. This shows the county boundaries much missed by at least one long standing member (who I strongly suspect drew it in the first place some years ago). There is a car window badge/sticker with this design. Contact Roger Pattie for yours.

Last month there were a couple of quick snippets from the latest "Rover Runes", the ARC newsletter. An EGM reported therein reveals the discussion that resulted in the letter being sent to the HBRO regarding the running of non-Rover vehicles in our events. Now the whole deal can be seen in context, it makes more sense. Included with the ARC newsletter was an application form to join the RAC at highly discounted rates, about 20% off. I have included a copy of this form in this issue.

The treasure hunt organised by Alex Waugh on November 13th was a great success as was the trial at Weaver's Down. See reports elsewhere in this issue.

In the article "Twenty Years on....." in November's issue, reference was made to the Historic Vehicle Clubs Committee (HVCC). This has now been renamed the Federation of Historic Vehicle Clubs (FHVC). In order to finance the lobbying of the possible legislation mentioned, the ARC suggests that individual clubs join the FHVC. The FHVC can be contacted at the address below. Please let the HBRO secretary know your thoughts on this matter. His Landy is over 30 years old!

James Whyman,
Hon. Sec. F.H.V.C.

Elton House,
Church Lane,
Tydd St. Giles,
Wisbech,

The cost for a club
with 100 members
would be £7:50 p.a.

CAMBRIDGESHIRE PE13 5LA

LARA, the Land Access and Rights Association is likely to be renamed to reflect more accurately it's objectives. A proposed new name is the Motor-ing Organisations Land Access and Rights Association. This possible new name, MOLARA, should have more teeth!

F. W. D. Motors / Castrol RTV
& CCVT Weaver's Down

Report by Steve Kirby.

Weaver's Down is by far the largest site ever hired by the HBRO for a trial. It's also the first time we've run an RTV and a CCVT trial on one day. Bob Grigg, director of F.W.D. Motors of Kingston, again generously supported the event with their "Best Driver" trophies for the RTV and the Experts trials. Oil products were again also donated by Castrol, including some much sought after anti-freeze! Thank you Castrol.

On Saturday, Colin Gross and Roger Pattie laid out the RTV sections while Maurice and Andy Flanders with Steve Kirby laid out the CCVT sections. For the uninitiated, CCVT stands for Cross Country Vehicle Trial, commonly called the Experts' Trial. Several other members and potential members turned up during the Saturday to help and to watch. Weaver's Down is predominantly sand which is remarkably firm in most places but has a tendency to turn into a kind of slurry like Wapsey's Wood in the odd corner! The site is usually used by army vehicles, mostly APCs (Armoured Personnel Carriers) by the look of the track marks. Colin and Roger found some excellent terrain for the RTV sections; some being quite easy with the others catching just enough people out resulting in only a very small tie break run-off session at the end. I accompanied the Flanders to help with the experts sections, mainly just to be there in case they got terminally stuck testing them out. (They didn't.)

Sunday morning brought an astonishing number of entrants, fifty in all. There were 37 RTVs and 13 Experts. I've never seen anything like it. The famous site itself was part of the attraction, I suppose, but the publicity surrounding the F.W.D. Motors trophies helped to swell the entry, I'm sure. (It works both ways, Mr. Grigg). The RTV entry was split into two groups of nineteen(ish) so nobody really knew how well they were doing until the two sets of results were collated at the end. We were delighted to see Dave Cuthbert who had come down from North Wales again to be there. He

borrowed my Rangy to compete with whilst I was marshalling. He did rather well considering it was his first try in one. The ladies had a good day too, with Sheila Gale beating her father in the Rangy and Liz Corking beat her husband Dick in their new V8 Ninety. Allan Tew brought his famous (Infamous?) red Rangy which ran in class 5 as it has SATs fitted. Mike Maskelyne joined him in that class with his 100" coil sprung Land Rover. Mike was to retire later with fuel problems. The expert's part of the event went off without any particular drama. They finished before the RTVs and because their vehicles are almost all trailered to the site, many of them decided to set off early before the light failed. Can't say I blame them but they missed their pick of the Castrol prizes.

At the end of the RTV we had two entrants on one point each and two clear all day in class 1. Alex Waugh in class 4 was also clear all day so he won his class convincingly but he had to join in the tie break to establish who would take the "Best Driver" trophy. The Sun had long gone in by this time and the light was fading fast. The tie break run was to negotiate section 1 in reverse gear. Dave and Geoff in Turbo Diesel Ninetys both got fours but Alex made it just a little further with a three to clinch the Best Driver award by a point. That's a tremendous achievement in a Range Rover on standard road tyres. Phil managed to get further than Brian (both in lightweights) to take third while the others tried again. It was pitch dark by this time but both Ninetys cleared the course! They tossed up for it eventually, otherwise they would still be there! The experts also had a tie for the Expert's "Best Driver" Trophy, but this was between a Standard and a Special both on seven. It was agreed that the standard(ish) Land Rovers should take precedence over the Specials, so no run-off was necessary. A little explanation of the way the awards were distributed is in order here. We decided that the winners of the "Best Driver" trophies wouldn't get the ordinary 1st Place awards as well. This meant more awards for other people! Also, where classes are not well supported, a full set of awards are not normally given by the HBRO.

Sincere thanks go to those who gave up an opportunity to compete in order to officiate.

Thanks also to Nick Jennings, Jon McGhee, Gary Hodgson, Andy & Maurice Flanders and many others who joined in with the marshalling. Hugh Glossop was the chief scrutineer but I know several others helped out with the huge entry. Richard Stewart and Steve Kirby were the stewards. Last but not least, thanks to Roger Pattie and Colin Gross for all the hard work on the documentation both before and during the day.

PHOTOGRAPHS.....

I realise that the light wasn't too good for most of the day, but if you have any good pix of the event (RTV and CCVT) Colin Gross and I would be most grateful if you could send us some. Colin is writing a report for a national magazine and I need them to show our valued sponsors.

RESULTS.....

ROAD TRIM VEHICLES

Class 1. Short Wheelbase, up to 2500cc.

Dave Osborne	0	Geoff Thaine	0
Phil Matthews	1	Brian Warburton	1
Gary Bates	5	Mark Reid	8
Malcolm Adamson	9	Gary Adderson	10
Robin Warrington	10	Gary Green	11
Ted Marynicz	13	Chris Homewood	14
Michael Tancock	15	Vic Garrett	19
Andy Muchmore	23	Angie Marynicz	23

Class 2. Short Wheelbase, over 2501cc.

Liz Corking	2	Tim Northend	4
Steve Hazell	7	Ashley Pocock	9
Dick Corking	11	Tony Mottram	14
Julian Redway	17		

Class 3. Long Wheelbase, up to 2500cc.

No entries!

Class 4. Long Wheelbase, over 2501cc.

Alex Waugh	0	Richard Hill-Venning	5
Steve Barnwell	8	James Wallis	16
Andrew Dawes	20	Dave Cuthbert	20
Sheila Gale	21	Alan Gale	29

Class 5. Modifieds & Specials. Any engine size.

Pat Booth	8	Paul Lloyd	13
Dennis Western	19	Allan Tew	22
Mary Hill-Venning Ret'd		Mike Maskelyne	Ret'd

F.W.D. Motors "Best Driver" trophy in the RTV;-
Alex Waugh, Range Rover.

Ladies prize:- Liz Corking, Turbo-Diesel Ninety.

CCVT/EXPERTS.

STANDARD LAND ROVER

Paul Benwell	24	Ron Baker	25
Steffan Butler	40		

MODIFIEDS

Colin Cowley	7	Simon Watts	21
Mike Wallis	31		

SPECIALS

Tony Parrott	7	Edwin Bootyman	8
Brian Frankland	17	Ray Kempster	18
Mark Pure	44	David Kelvey	48
Peter Barnes	Ret'd		

F.W.D. Motors "Best Driver" trophy for experts;-
Colin Cowley, 80" Series I Land Rover.

THOUGHTS OF 88.

I'm sure that most of you have noticed how with each year that goes by they seem to pass faster and faster. Certainly as the HBRO enters its sixth year there seems to be very little time to do everything, although this is more likely to be due to the greater club activity than due to time dilation.

The year has seen changes to the club committee with myself taking over as Chairman, Gary Hodgson becoming Secretary, and Steve Kirby taking over the newsletter Editors position. As Dave Cuthbert wrote last month, Peter Nightingale was the founder of the Club and has always been Chairman until this year. Howard Vyse held the Editors post from day one (and Kathy Vyse typed all the P&Bs until Steves word processor took over this year) whilst Andy Smith has been Secretary on more than one occasion in the past. These club stalwarts deserve all of our thanks for their past efforts, since it's true to say that without their work the club could not have reached its present state.

As Chairman I am pleased to see that Peter is still on the committee since, in all ways, he is the driving force behind the car section of the club. The HBRO still has a thriving car section, unlike many other clubs within the Association of Rover Clubs, and I should like to see it remain that way. With Peters help the committee will be arranging events for the car fraternity throughout the coming year. Thanks to Garys efforts we may even be able to reinstate the Annual Rally, by offering not only the Car events, but also a social evening, camping and caravanning site, and a Land Rover Trial; all on the same site and days. This event will really give the two sections of the club a chance to see what the other half gets up to.

The Land Rover section has made great strides this year. Malcolm Whitbread collected the Clubs first trophy from the ARC Nationals, whilst Hugh Glossop achieved creditable positions in several Safari races held by other clubs. Indeed wherever HBRO members have competed they have always given the opposition a good fight. Unfortunately as Steve has previously reported this has brought us to the attention of the ARC committee, and some changes may be required next year in the way we run events. However the committee will keep you

informed, and all members will have the chance to vote if any important decisions about ARC membership are required.

Looking to next year I hope to soon be giving details of a full competition calendar, and with the help of the committee, a good selection of other events. With my welding course now completed I shall once again be able to attend the Club pub meets. Despite the fact that I don't drink (alcohol at any rate) these social events have been sorely missed whilst the course was in progress. With the long running battle to get a working gearbox into my 'road' Rangie finally won (by fitting a 4 speed auto box myself) I may even be able to restart work on the Racer. Whatever happens I am sure that I will be able to find plenty to write about in the coming months.

As I said at the start the years do seem to be going past at an ever accelerating rate (only my Rangie accelerates faster when descending steep hills whilst trialing) but somehow I'm sure we will all find time to enjoy the club activities next year. By the time this issue of Pants & Barks is being read it will probably be too late to say Happy Christmas, so I will just have to add:

A Happy and Successful New Year to You All.

Celia Gross

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Treasure Hunt

Report by Steve Kirby

The previous treasure hunt run by this club was won by Alex Waugh and Mike Cunningham. The penalty for this was to organise and run the next one!. For one reason or another, Alex decided to go it alone with laying out the route and dreaming up the clues.

We all met at the location, just North of junction 5 on the M3 as shown on Alex's excellent map printed in November's P&B. (The nearest I can get to the key Alex "always wanted to press" is to print "0.875". Doesn't quite have the same ring to it, does it?)

Nine cars turned up; quite a good turn out. The only saloons there being the family cars of 4x4 owners. In fact I think only three Land Rovers and one Range Rover arrived. All the others, including myself, were in 'ordinary' cars. Where are all the lovely big Rover saloon cars these days? Alex used the stick-map first seen on Gary's hunt last time. This does seem to work quite well. The clues were very cunning in the main. Some were easy and others very difficult to find. The points scored depended on the difficulty of either working out what was wanted or the actual finding of the subject. Alex noted the departure time of each car and allowed a maximum of four hours to complete the hunt. I only just made it in time. I was on my own though and had to keep stopping to look at the map and work out the clues.

The James Darling and Mark Weal Land Rovers were spotted parked outside the White Hart, the drivers presumably trying to work out how old the place was (Clue 25). Jim Dunn was last seen proceeding in a Westerly direction (it should have been East). We waited for at least half an hour after the four hour allotted time and so they were deemed to have retired. Has anybody seen them since?

The very last question was to guess the distance of the route not counting all the back tracking that was taking place. I plucked a figure from the aether and was closest, being within half a mile of the 27.5 measured by Alex! The wonderful teamwork of Penny and Gary showed everyone else up, achieving a remarkable score of 97 out of a possible 104. Very acceptable prizes of bottles of wine went to first and second place crews.

<u>CREW</u>	<u>TIME</u>	<u>SCORE</u>
Gary & Penny Hodgson	2h 33m	97
Steve Kirby	3h 48m	93
Nick Jennings & wife & friends	3h	92
Gary Green & friend	2h 5m	81
Angie & Ted Marynicz & family	2h 31m	79
Andy and Debbie Muchmore	2h 36m	79
James Darling & friend	Retired	
Mark Weal & friend	Retired	
Jim Dunn & friend	Retired	

Footnote:- I was one of the last ones away at the start of this event and being alone I fell further and further behind. While looking for a clue, I encountered a resident who commented that two people in a car, identifiable from his description as one of our "crews", had been seen on his land. I told him what we were doing and apologised for causing him concern. Please remember for future treasure hunts that these events are laid out in such a way that it is not necessary to enter private property.

FOR SALE

* 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).

ARC EGM at LAND ROVER Ltd
SOLIHULL, 26/11/88

For a whole lot of reasons, medical, mechanical and sporting, I was the only member of HBRO to make it to the Association of Rover Clubs Extra-ordinary General Meeting at the Land Rover factory in Birmingham. I won't go into the whole meeting in detail until the minutes are issued, but here are some important points.....

* The subject of non-Rover vehicles in ARC competitions was raised again. HBRO and AROC were able to reply in person and our undertaking to prohibit non-Rover vehicles in open events was accepted. The question was raised from the floor as to the admission of such vehicles in closed competitions. The reply from the ARC secretary, Dickie Day, was that this could contravene that club's constitution which is required to state that the club exists for the promotion etc. of Rover vehicles. These constitutions are approved by the ARC and such a contravention could cause the club to be expelled from the ARC. So it appears you can't win either way!

It would be extremely unlikely that the ARC would object to certain home-built vehicles, consisting almost entirely of Rover parts, being used in a closed event run to our own rules. The matter of whether the HBRO stays in the ARC came up for discussion again at an HBRO committee meeting on the 27th and those present again affirmed HBRO's intention to stay with the ARC. Unlike some clubs, the HBRO has very little to lose by staying in. That would mean barring non-Rover vehicles and Rover vehicles fitted with non-approved engines from competition in open events.

* Do you wear a crash helmet in pursuance of motor sport? BS2495 helmets will be OUT as from 31/12/90. I know that's a way off yet, but make sure any new helmet is to BS6658/85 type A. Helmet life is three years from the date mark with no reprieve! Look carefully before parting with your money. Helmets on shop shelves have been known to be up to two years old, so you'll only get a year's use out of it

* ARC Nationals 1989 will be at Rudding Park, Harrogate (day one of this year's RAC rally!) from 26-30 May. Entrants may not use the same car in RTV and CCVT events. Comp Safari entrants will need a full set of lights on their cars, just wait 'till you find out why.....!

Members of the organising club stated their intention to adhere most strictly to the rule book. This presumably follows criticism of scrutineering standards and arguments over the rules at the 1988 event. I raised the vexed question of Range Rover bumper widths along with a few other anomalies from the rule book that render the current set unworkable. My list was submitted to the secretary for the perusal of the scrutineering committee. The secretary had a quick look through it and challenged my assertion that 1 Ton 109s with 900 size tyres were "common". Whilst I accept that this may be a slight exaggeration, they undoubtedly exist. I, for one, would not like to have to turn away the owner of ANY authentic Rover vehicle entered in good faith. Some amendments need to be issued prior to the Nationals. Watch this space!

* There are now 91 overseas Rover Clubs affiliated to the ARC, 11 of them in the USA. It was pointed out that export variants and components of Rover products are acceptable in competition such as 2.9 litre 6-cylinder engines (I think I noted that correctly) and 4.4 litre V8s. This ruling has in fact stood for many years and originally enabled us to use 15" wheels as these were fitted to export Land Rovers.

* The issue of green lanes is snow-balling ever faster. A LARA press release was read out which mentioned involvement by members of Parliament. A system of identity cards for legitimate/responsible users was proposed! Lobbying of MPs was mentioned too. I anticipate a communique from LARA soon, so hold on for a while before getting your pens and paper out again....

* Meetings for next year have been booked provisionally for 18/3 (AGM), 24/6, 2/9, 9/12.

Report by Steve Kirby.

GREEN-ROADING NEWS

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

A letter from Tony Kempster of the ARC has provided the following information:-

A publisher is to embark on a series of small guide books each covering the areas of one OS Landranger map (1:50,000). The guides will enlarge and enhance the information on the map and will cover railways, canals, ancient highways, castles, coastlines, water features, shipwrecks etc.

The ancient highways section will be aimed at the casual visitor type and will not give sensitive information to the "undesirables". This section of text will be a maximum of 1500 words with up to six b/w photos and a sketch map or two. If done well, it could be a way of recording the "ancient highway" status of certain green roads rather than calling them footpaths in the usual cheap guide book.

The publisher would pay commercial rates for the work. If you have specialist knowledge of any particular features which are shown on these maps and are interested in writing some of the text, will you please contact Alan Kind who is advising the publisher, as soon as possible. His number is:- day, 0912-120062 or evening, 0912-364082.

Last month's main topic was the press and the image that they give to our legitimate pastime. It doesn't seem to matter what we do or say, it's twisted round to our disadvantage. An article in the Telegraph (mid November) is a classic example of this. Detailed and accurate information was supplied by Chris Belton of LARA, Dickie Day of the ARC, Liz Hurley of the AWDC and others. The paper's photographer didn't just "happen to be there"; he was taken along by the Land Rover drivers. The resulting pictures and information have been woven into a very "ANTI" story by the reporter. I suspect even the photographer would be annoyed with the results! Expressions like "Ramboesque fantasies" are used but are totally irrelevant. Nobody I've

ever been out with has been stripped to the waist, carrying a machine gun! Reference is also made to Brian Thompson, claimed to have been a leading figure of LARA who left in order to lead the Trail Rider's Fellowship (Motorcyclists) in a campaign against the use of green lanes by cars. (In fact he was never more than an ordinary member of LARA, anyway)

Club members occasionally send me newspaper cuttings on the subject of 4x4s wrecking the countryside, so please keep them coming. Don't assume that I've seen them; I live in London, don't forget, so I don't see the local Hampshire and Berkshire papers.

I am indebted to Gary Hodgson for running two consecutive monthly green-lane outings. I was elsewhere trials driving.

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PLUS:- Engine, gearbox, general service parts and exhausts at low prices for all Land Rovers from 1958 onwards. Telephone anytime for details including Sundays or call for advice should you run into difficulties.

Please add VAT to quoted prices

FOR SALE

WANTED

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

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

Simon Knight has changed to a Range Rover and has the following Land Rover IIA bits for sale.....

G\box+trans\box+brake+bell-housing	£25
Fairey overdrive G.W.O.	£125
Halfshafts, rear. 2 short, 1 long	£5 ea.
Various brakes assy's, 2 to 3 axle sets, less cylinders, all 10"	£10 the lot
10" wheel cylinders, good threads	£5 ea.
Brake & clutch master cylinders, good	£5 ea.
Wheel rim, 7"	£5
Suspension damper, good	£5
Various tow-hitches, ball and pin adjustable. Like Dixon Bate	£10
Various fuel gauges, one 24volt	£3 ea.
Fuel tank filler neck+cap, wing type	FTC
Standard diff internals	FTC
Various axle & gearbox fittings etc.	
(Bring shovel & sack if interested	FTC
Imp pedal-box suitable for fabricating fiddle brake set-up	£5

Following parts useful for V8 engine conversion:-

Remote filter adaptor (early V8 thread)	£5
Air filter boxes & elbows (will suit W.E.Philips kit)	£5
SD1 radiator, good	£5
V8 exhaust headers (to fabricate exhaust) & various V8 pulleys. Also clutch-plate+camshaft spigot bushes useful or good for pattern.	FTC

Phone Simon Knight on Botley (Hants) 786281.

please note that small ads are free but please let me know when a sale is complete so I don't keep printing an out of date ad each month. Thanx.

* 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 Srs.II, SWB. 'H' reg, with ally replica of canvas top. £750. Contact Gary on 0730-67146; he is handling the sale for a neighbour.

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

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

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

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

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

* 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.

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

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Association of Rover Clubs
Mr G.R. Day, 10 Highfield Road,
Bagslate, Rochdale OL11 5RZ

APPLICATION FORM

I apply for membership of the Associate Section of the RAC under the Rules which apply from time to time. I understand that the special terms are only available to me whilst in membership of my Associated Club.

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£61.50	Rescue, Recovery & 'At Home' Services	£46.00	<input type="checkbox"/>	Please tick your choice of services and, if required a second card
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£43.00	Rescue & 'At Home'	£30.25	<input type="checkbox"/>	
£32.50	Rescue membership	£21.25	<input type="checkbox"/>	
£5.00	Second membership card	£3.00	<input type="checkbox"/>	

Amount paid £

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Existing RAC Membership No. (if applicable) _____

Please return this **whole page** with your cheque/postal order to address above.

Cheques/postal orders should be made payable to

A. R. C.

6/88

Events for your Diary

* Second Sunday in each month, green-lane trip.
Call Steve on 01-894-3961 unless specified below.

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

Jan 8th Green lane trip. Phone Steve.

Jan 11th Noggin & Natter and possibly videos at
the Hind's Head, Aldermaston, Hants.
Opens at 7:30 p.m.

Feb 26th RTV Trial, Ham Lane. Details later.

May 20/21 Club Rally to be held at Harroway Farm.
This is for everyone. There will be a
gymkhana and a Concours d'Elegance for
all types of vehicles. The site is
suitable for tents and caravans. Water
and other facilities are available.

CAREER OPPORTUNITY

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

Alex's January Sale.....

1 Goodyear Super Hi-Miler 750x16
5 Various 185R14 (Suit Transit, etc.)
2 Various 560x13
1 'Remould' 520x13
4 Various 155R13

Any offers?

All very cheap as I need the Garage space.

Phone Alex Waugh on ODIHAM 4872. (up to Jan 8th)
704872 (Jan 9th on)