

APRIL 1990

PANTS & BERKS



**NEWSLETTER OF THE HANTS
AND BERKS ROVER OWNERS**

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Notes:-

* denotes committee member.

~ denotes members of ARC Scrutineering Committee.

"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the RACMSA (RAC Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

EDITORIAL.....

Why don't I keep my mouth shut! Tom's new super whizzo printer developed numerous faults as soon as I tried to use it in earnest. All very frustrating. May I make my plea yet again; do we have any club members with access to printing equipment? We are now producing 170 copies a month - I don't mind writing it and producing the artwork but long afternoons poring over a hot photocopier and stapler are beginning to pall a bit. You may also have noticed my attempt on the "Wally of the Year" award by getting the date wrong on the cover and having to amend all 170 copies!

Cultural Note:- This is probably the first response to an article that I've received in a long while. It has been pointed out by Angie and Ted Marynicz that my horrible misquote from Shakespeare should have been "Is this a dagger which I see before me....?" The Daguerre referred to in the article is an early type of photograph using an iodine sensitised silver plate and mercury vapour. Monsieur L.J.M. Daguerre lived from 1789 to 1851. Just thought you'd like to know. Cultural bit ends.....

Several articles have flooded in. One has had a "D" notice served on it and another, from new members Brenda and Terence McGerr, appears somewhere. Thanks too to Dave Cuthbert for ongoing supplies. And now a plug for an unusual project.....

ASCENT OF ARENIG

North Wales Land Rover Club is running a sponsored Land Rover climb of Arenig Fawr near Bala in May 1990. Read Dragon's Drivel elsewhere in this issue for more info. NWLRC offer their thanks to the landowners, all participating club members, the ARC and the RACMSA.

So how about a bit of support chaps and chappesses? I have the sponsorship form referred to in the DD article, so I suggest all sponsorship monies be handed to Steve Kirby or Roger Pattie for forwarding to NWLRC. Alternatively, send contributions to our usual contact there who is:-

Dave Cuthbert, 25 Sunningdale Ave, Colwyn Bay, CLWYD LL29 6DF

Article and pics are mandatory, Dave! plug ends.

DRAGON'S DRIVEL

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

For a change this month I would like to look forward to one of our future activities. The North Wales Land Rover Club is running a sponsored Land Rover climb of Arenig Fawr, near Bala.

The Money raised will be used to help Damion Plant from Colwyn Bay. Damian is a bright and cheerful 12 year old. Suffering from Cerebral Palsy, he is wheelchair bound, and to help with his independence he would like an out-door electric chair. As our hobby involves outdoor access, it is an ideal cause for us to aid.

A specialist(?) team of Club members and selected Land Rovers will attempt to negotiate the difficult terrain that leads to the summit of Arenig Fawr. The aim is to get at least one Land Rover to the top, at a height of 2 800ft above sea level. The attempt starts at 1 200 ft asl, so it is hoped to cover 1 600 ft during the attempt.

Your Editor has been sent a form that will enable anyone who so wishes to sponsor the attempt per 100 ft.

Weather permitting it is intended to make the attempt over the Mayday weekend, probably the Monday, with a recce over Easter. Hants & Berks Rover Owners members have of course already been invited to this event, but as always they will be welcome to come to our Mayday event at the same venue.

Some of you may have been wondering how the weather has been effecting us. In fact the media attention was a bit misleading as the Towyn floods were an isolated incident, there being no flooding elsewhere in N Wales at the time, unlike a month earlier. That is not to say it was not a very serious incident for a large number of people. There can be little worse than having your house and possessions ruined by several feet of sea water. Many people had absolutely no warning, so they could make no attempts to protect their property, or to save their valuables, material or sentimental.

Those who saw it on television will have seen many Land and Range Rovers giving sterling service in these conditions. They seem to have done what was expected of them, although we are beginning to see the effects now, especially on the electrical front. Starter motors seem particularly prone, and siting £700 worth of electronic control box beneath the seat on EFIs wasn't so clever. What the long term effects of the continual driving in salt water has been, remains to be seen

Red Leader

Changing a Clutch - The Real Way

At last, about a year after first noticing clutch slip the job has got to be done.

So decision made, clutch obtained, time to start.

Day One.

Remove floor as in manual.

Tools: Screwdriver, 7/16th spanner.

1. Remove gear lever knobs.
2. Remove securing screws from 2 floor panels, and remove panels.
3. Remove securing screws from transmission tunnel and lift off
4. Remove bolts from transmission front cover and lift away.
5. **You must be joking!**

Tools needed: Mole grips, hacksaw, grinder.

Allow 4 hrs.

If only fitting a clutch then there is no need to remove the seat box as the gearbox need not be lifted out, only moved back a few inches.

Day Two. Stage One

Remove gearbox.

Tools: Assorted spanners, leavers, hammers, punch, trolley jack, scissor jack.

1. Remove propshafts.
2. Remove bolts attaching gearbox mountings to chassis.
3. Detach handbrake lever from transmission brake by removing split pin and clevis pin.
4. Remove clevis pin from clutch operating shaft.
5. Remove clutch slave cylinder mounting bracket and tie up out of the way.
6. Remove remaining bellhousing nuts.
7. Take weight of gearbox on trolley jack and with luck separate box from bellhousing, maybe.
8. ***** and you can see the clutch.
9. (This is the easy bit.) Remove pressure plate.

Stage Two

1. (If you have a clutch centralizing tool, ignore this.) Take 6"x1½" dowel and a lathe and turn a tool to fit, or buy one from the NWLRC Club Shop (only £2).

2. Fit new clutch (make sure the centre plate is correct way round) finger tight, push in centralizing tool, and tighten bolts to torque of 22-25 ft/lb.
3. Remove centralizing tool.
4. Refit gearbox in reverse of removal.

Tip. When gearbox input shaft is centralized and in line, a scissor jack from chassis X-member to gearbox helps considerably.

After about 8 hours work one loses a semi-automatic and gains a clutch with BITE.

What's next, oil leaks?

Tim Dodd

Land of Mud and Glory

Marchoglon-y-nos were a group of motorsport enthusiasts in Liverpool. Their 1978 Year Book reveals that their main interest lay in Rallying, but two of their number competed in Land Rover events. One, D Mitchell, now of the North Wales Land Rover Club & the Range Rover Register, contributed several articles trying to explain his hobby to the other members.

Yumping a Land Rover is no joke, driving one on two wheels is no joke, landing after either is certainly no joke, so how come my driver is smiling? The vehicles are varied, but the drivers are more so, and their antics have no comparison in motorsport. Okay, you might think they're mad getting covered from head to toe in mud and other earthly excrement. You might think they are mad running their vehicles over bumps that can bend an axle as easily as you can bend a match stick. You might think they are mad driving through a waterhole with their feet awash. Fun is what it is all about for these guys - we got stuck in two swamps, rolled it once, and had water up to the bonnet more times than we care to remember.

The way these four-wheel drive wagons launch themselves off hill tops, scabble up shale-covered gradients, and storm through water and bog with sometimes equal indifference, gives rise to the motto:

"Axlebreakinwheelsbendinhalfshafttwistinenginebustinbrain-hurtinleafsprungunstableebloodylethalpackedtogether"

Dave Mitchell

Four Wheel drive For Beginners

Whilst lying in the sun on the west coast of France (Summer 1989) my wife and I decided we could do with an interest when we returned home..... Four Wheel Drive?

Once home, I bought some magazines, looked at second hand prices of Land and Range Rovers and as luck would have it, I met Colin Gross (or should I say Confused of Ruislip) at work. (You call that luck? Ed.)

Land Rover Series II or III seemed to fit the bill and price - must test drive one.

Phoned up small ad in paper and made an appointment to view a Series 2 LR. Found vehicle and had a good look round it. The owner asked if I would like a drive. I replied "You drive it down the road and I will drive it back." We got in, he started the engine, sounded OK and off we went. 2 or 3 miles later I thought my hearing had gone with all the rattling and noise. (This I was not accustomed to) We stopped, he got out and I got into the drivers seat and off we set, change gear into second as we increased speed we seemed to be going right of the road or was it the left? On the way back to the house I am sure I broke every rule of the road; was it me or was it the steering? (The latter. Ed.)

I returned home in my VW Golf and on hitting a bump in the road I nearly put it in the ditch due to oversteer. (Do I really want to buy a Land Rover?)

Some weeks later we decided to go ahead and buy a Land Rover. We finally settled on a 1972 Series III, another fight with the steering to get home.

The next stage was to join a club (Hants & Berks). On receiving the club's magazine we noted the next event was an RTV trial which we decided to go and watch. This turned out to be a most enjoyable day out. (Hooked!)

Now we had seen a trial and we owned a Land Rover (Christened "Roger") it was time to participate. I asked Colin to look over the vehicle which he did giving helpful comments. The subject of a return spring came up. "All you need is a bracket and a spring!" Could I find one? The local garage suggested I try a motorcycle dealer, hardware shops and lawnmower repairers. A whole Saturday was spent tracking down a set of springs. Each one was road tested; they ranged from "Will the throttle linkage ever move before I pull the steering wheel off?" to a spring with a slight increase to the throttle pressure (found in a lawnmower shop). The latter is now fitted and left on the vehicle all the time.

Back to the club magazine read note on forthcoming trial



"Don't forget your MOT certificate" - mine runs out two days before the trial! Booked it in for MOT, picked it up at 3 p.m. day before the trial (Slab Common.)

The day of the trial. (It has been a trial getting this far!) Arrive on site to find new SATs on rear wheels are wrong way round! Quick pit stop with a high lift jack and wheels and tyres are corrected. Sign on, go to scrutineer, OK but comment about slight knock in steering (still can't find it), then to driver's briefing. One remark stands out "Yesterday, we spent 1 1/2 hours pulling a vehicle out!" Is this the time to pull myself out of the trial? Off to the first section, walked round, lined up at start of section only to see half the underside of the vehicle in front descending into the first part of the section. Our turn next. Over the edge.... and this was our introduction to trials. We made a lot of mistakes, asked a lot of questions and had a lot of fun.

We would recommend any club member who has not tried RTV trials before to have a go.

Brenda & Terence McGerr.

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Photos opposite:-

Top:- Is it Angie or is it Ted? The Marynicz station wagon negotiates a climb out of the water at Slab Common.

Photo: Steve Kirby

Bottom:- This is Steve Kirby crawling from the primeval swamp to continue evolution!

Photo: Ted or Angie Marynicz!

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Radiators Srs III 4-cyl.....	£52.50
Radiators Srs III 4-cyl.....	£90
Radiators V8.....	£110
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Shock absorbers 90/110 Front & Rear.....	£17 each
Fuel pumps Srs III 4-cyl.....	£14
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Fuel pumps Srs III V8.....	£59
Fuel pumps Srs III Diesel.....	£21
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Complete clutches Srs III V8.....	£90
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Wheel cylinders IIa, III all types.....	£8.50
Wheel cylinders 90/110 Rear.....	£12.50
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Brake shoes II, III & 109" Rears.....	£13
Brake shoes 109" 6-cyl & V8 & 1 ton front.....	£19.50
Transmission Brake shoes IIa, III.....	£7
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Exhausts (with fitting kits) 88" 1958-1984.....	£39
Exhausts (with fitting kits) 109" petrol/diesel '58-'84.....	£43
Exhausts (with fitting kits) 88" Diesel '58-'84.....	£41
Exhausts (with fitting kits) 109" 6-cyl '71-78.....	£80
Fan belts, 6-cyl.....	2 for £4.86
8-blade fan and pulley.....	£25
8-blade fan kit.....	£60
Raised air intake kits.....	£99
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RANGE ROVER

Water pumps non-viscous.....	£35
Water pumps Viscous.....	£40
Water pumps Viscous de-toxed.....	£36
Water pumps Viscous air-con.....	£44
Water pumps Non air-con.....	£39
Water pumps 2.4 VM Diesel.....	£99
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Radiators up to 1985.....	£75
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Complete clutches 4-speed.....	£90
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Shock absorbers Front & Rear.....	£16 each
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Brake pads with clips & pins up to 1986.....	£8.50/axle
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MISCELLANEOUS

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LR 90/110 V8 Pair new cyl-heads (take-offs).....	£195
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1987 (E) Turbo D County, no VAT.....	£12750
1988 (E) 110 CSW V8 (p/ax welcome).....	£11500

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FWWD
Motors

29a Dagmar Road
Kingston-upon-Thames
KT2 6DP

**MAIL ORDER
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01-547-3307**

Despite the publicising of this event, only Colin Gross, Steve Barnwell and myself attended from the HBRO. I should also include Dave "Red Leader" Cuthbert who was present mainly as a representative of North Wales LRC.

The first highlight of the day was the offer by Dick Corking of the loan of his new Discovery to travel in. This is the first time Colin or I have travelled in one. Any contributions to the Steve Kirby or Colin Gross Discovery Funds will be appreciated!

.....so down to business.

Numbers refer to Agenda items.

1. The notice convening the meeting was taken as read as it is published in Rover Runes, the quarterly ARC newsletter. I should point out here that RR has a limited circulation but any ARC affiliated club member is entitled to a copy, so if you seriously want one, let me know and I'll arrange it.

2. Apologies for absence were noted.

3. Minutes of the last meeting were accepted after correcting minor discrepancies.

4. Matters arising.

(a) (i) Rule change proposal from me regarding the making of a new class for Range Rover and Discovery has been overtaken by events at the moment after Steve Barnwell and I found that the Disco has a plastic fuel tank and is thus ineligible anyway. I repeat; The Land Rover Discovery is NOT eligible for ARC competitive events. I pointed out that I had already phoned and written to the RACMSA Technical Executive for advice and that I would keep the ARC informed of the outcome.

(a) (ii) Rule change proposal from me relating to 100" Land Rovers were also overtaken by decisions made at the Jan 20th special meeting.

(b) Invitation events. Some ARC affiliated clubs have been invited to participate in non-ARC club events. This, it seems, is acceptable so long as the drivers compete as individuals, not as a club team. However, current ARC rulings

prohibit reciprocal invites being made. It has been proposed by several clubs that this blinkered insular approach be ameliorated somewhat and that we should discuss the ways of achieving this. A vote was taken to see if we should discuss the matter at club level and report back at some future date. This was accepted. Please let the HBRO committee know of your opinions please.

5. Correspondence. Dickie Day (DD) reported that Land Rover Genuine Parts (formerly LRPE) had increased their sponsorship to £5K pa and Land Rover Finance (formerly 4x4 Financing) were putting in £1K. If you are buying ANY new or fairly new car, LR Finance are offering special terms to ARC members. Phone or Fax DD on 0706-30200 (one number for both) for the contact phone number. This is a good offer.

Numerous communications were referred to. DD gets a lot of Mail! One item annoyed me and I feel it necessary to put the record straight. During the Special meeting of Jan 20th, a request was made by me for the ARC to issue a report on the deliberations of that meeting so that those present did not make interpretations of interpretations. The report was to be published in club newsletters in plenty of time for the Nationals in case any modifications to vehicles were necessary. I duly printed this report WORD-FOR-WORD in P&B as agreed but was castigated in front of those present for errors in it! The mistakes were not of my making.

6. Chairman's Report. Tony Holder submitted copies of his report. It's quite a long document and well worth reading. I can supply copies to those interested.

7. Secretary's Report. DD expressed concern over the number of clubs that had left the ARC but this was more than compensated by new joinings. He was annoyed that the current RACHSA literature showed the incorrect name and address for the Sec of the ARC. The man named was present but was mystified as to how his name came to be there. DD accepted that it was clearly an error by the RACHSA. He also pointed out yet again that "Clubs paying only lipservice to the regs are as bad as those allowing other makes of vehicle to enter". I think this was as a result of my statements regarding the ineligibility of the Discovery. These should never have been allowed to enter anyway as there was no class for them. He felt that the scrutineers should also have spotted the plastic fuel tank.

8. Treasurer's Report. Sue Whiteley presented a statement of accounts. This contained a serious typo which we all ribbed her about. The net assets are £5056. She also proposed that the membership ceiling for payment to the ARC be raised from 250 to 300. This will affect clubs of that size only, not us. This was voted on and accepted by 17 votes to 2. Effective from 1/1/91.

9. Overseas Liaison Officer's report. John Jones was not present (again!). I was hoping for more news about the Trans Canada trip I mentioned before. I now have an address in the USA to write to. I'll keep you informed.

10. Rights of Way. Tony Kempster mentioned a major new publication from the Byways and Bridleways Trust, called "Rights of Way Law Review". It was agreed to take a year's subscription at £105 pa as a trial. Tony feels it would be of great use to him. I have received samples of this and I agree with him. I don't think individual clubs could justify the cost of their own copies.

At last year's HBRO AGM we agreed to donate £100 to the ARC Fighting Fund if it was necessary. This money is now urgently needed by MOLARA for the legal case relating to the closure of the South Downs Way.

11. Caravan Secretary's Report. John Campbell expressed annoyance that he was still receiving mail forwarded from his previous address. His correct address has been printed in ARC documentation for some years now! Furthermore, clubs are still sending in 'tatty' bits of paper instead of the proper form. It might help if a copy of the form were to be printed in the next ARC Yearbook. Hint Hint.

12. National Rally 1990. This report developed into a rather acrimonious argument over the issue of double entries. The rules for this year's event are now set but I do hope no club imposes such a divisive restriction ever again.

13. National Rally 1991. Any offers? We had a tentative offer for the hosting of the 1992 event. It was also suggested that as the 1989 event had involved the use of a railway tunnel, perhaps the Channel Tunnel could be used if not finished by then.

14. Crunch time! Election of officers. It had been widely reported that DD could no longer stand as secretary due to

the work load. He was asked if he would, in fact continue, if he could do a 'sloping shoulders job' and shed much of his work-load onto others. Combined with this was a joint submission from Midland ROC and Cornwall & Devon LRC for a significant change to the Memorandum and Articles of the ARC to achieve this work sharing formally. After a long and sometimes bitter discussion in which amendments and counterproposals were made, the document was voted upon and accepted. The resulting numerous posts, most of which had been done by DD were then open to offer. How DD managed to do all these himself I'll never know. Andrew Stavordale takes on the major part of the secretary's job which, one way or another, he now shares with DD. (I think I've got that right.) DD will also continue as newsletter editor but I volunteered to take over his RACMSA liaison post when his term comes to an end. Tom Boydell takes on National Event Liaison; Dave Barker is our new Press, Publicity and Sponsorship man and Peter Oakden is the Rover Company Liaison Officer. Dave Mitchell's involvement with the Club Shop is now formalised and our own Steve Barnwell is the Vehicle and Event Regulation Officer. Remaining posts as yet unclaimed are for 'Shows and Displays' Officer and 'Technical Information and Spares' Officer, both of which I understand are intended to be directed towards the Saloon Car side of the business. Any offers? All those posts mentioned above are now ARC council positions. There are now 18(ish) members on the ARC council compared to the previous 7.

Following the resignation of Joe Gregory, I put myself forward to fill the vacancy on the Scrutineering Committee. There being no other takers, I was accepted.

15. Vehicle Regulations and ASRs. As I predicted, the proposals from Pennine LRC presented at the last meeting did not reappear.

16. Any Other Business. Leicestershire and Rutland had made a postal application to join the ARC. All relevant documentation and fees have been proffered. A quick vote admitted them to the ARC. Welcome chaps. This new club operates in the area formerly covered by the old Leicester LRC which left the ARC some time ago.

Steve Kirby.

(Note;- Any interpretations and opinions expressed above are those of the author.)

Slab Common, 24/2/90

Our sole allocation for the use of Slab Common for 1990 went down very well despite the poor weather. The wide variation of terrain was well used with only one section having real mud! Plenty of water and sand made up the rest of it but that wears your brakes something rotten.

We adopted a technique pioneered by the Anglian club that enabled the CCVTs to run with the RTVs. The first few gates were common to both, with the routes then diverging to provide degrees of difficulty depending on the class.

The sections were designed by Chris Noel, Allan Tew and others who managed to make some fairly easy looking terrain quite hard. Usually, rain following the setting out makes a nonsense of the hard work involved but the terrain being almost entirely sand, no real problems were encountered. Don't tell Alex that, though! Dave Ridden broke three shear pins on his winch extracting him from quick-sand.

In case the results chart confuses you, I will explain. Experience has shown the common mixes of entrants and the amalgamations that usually result. So we make the trophies to suit these groupings. At this event, there were only three classes in the RTV anyway so no amalgamations were necessary but the trophies are still identified by the groups. I hope that's clear(ish).

RTV

Group 1. (all class 2)

R. Brown	6	T. Neighbour	8
M. Thomsett	11	Ian Piggott	17
Simon Fraser	29	R. Gash	32

Group 2 (all class 3)

Nick Carter	13	N. Woodage	22
Gary Green	23	M. Shepherd	24
Gary Hodgson	28	Angie Marynicz	35
T. McGerr	30	Ted Marynicz	41
Denis Green	48	R. Shepherd	Rt'd

Group 4 (all class 5)

Steve Kirby	5	Alex Waugh	11
Colin Gross	23		

CCVT

Dick Corking	14	Steve Barnwell	18
Dave Henry	26	Liz Corking	26

Clerk of the course was Chris Noel, Roger Pattie was secretary of the meeting and the following were variously involved in laying out, scrutineering and marshalling:- Chris Noel, Gary Hodgson, John Dowdeswell, Allan Tew, Jon McGhee, Dave Ridden, John Bull, Dave Henry, Nick Jennings plus those that I always seem to forget to note on the day. Thank you all for standing in the rain while the competitors sat in their cars!

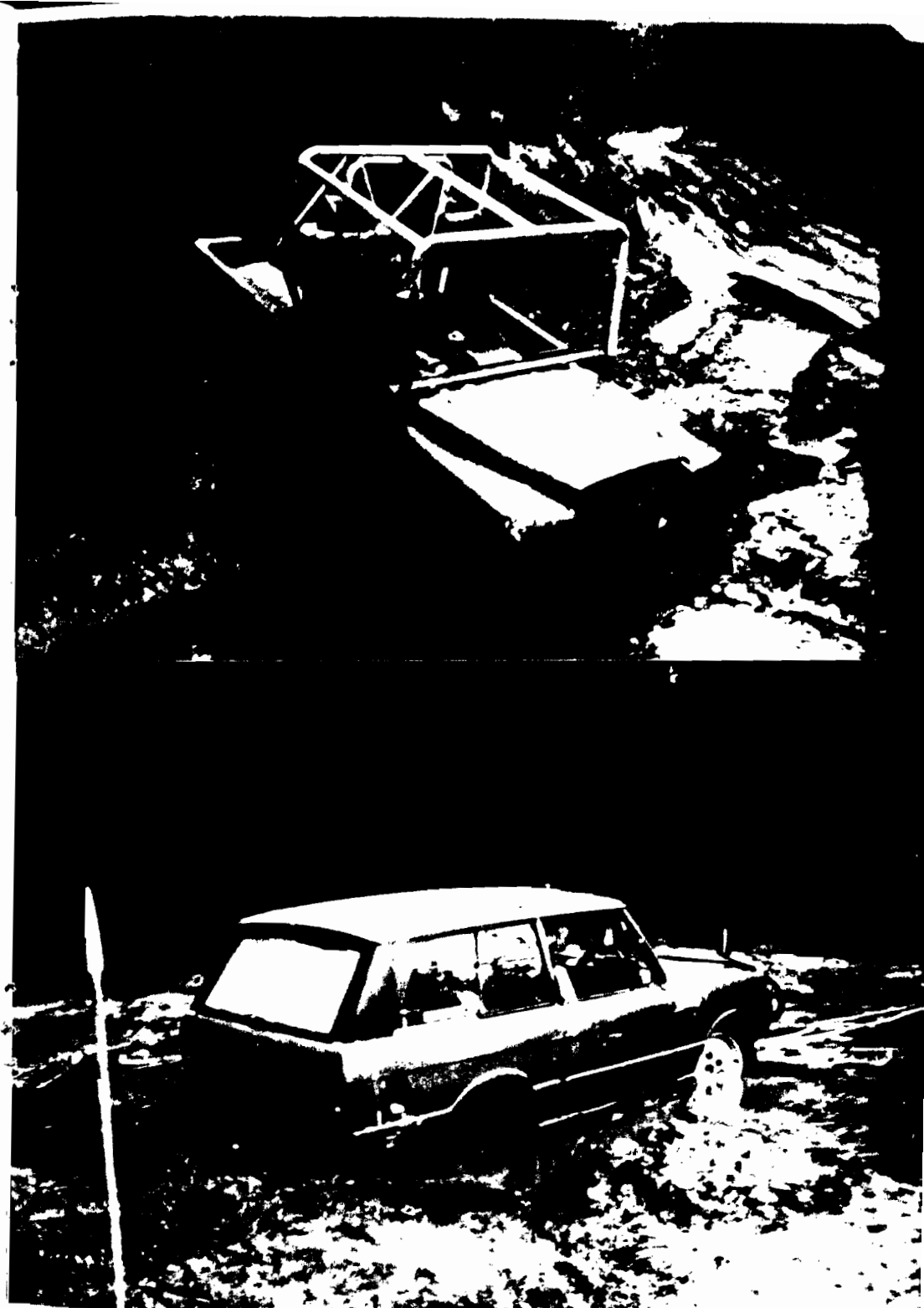
Following the recent rule interpretations from the ARC, I had a good look at the entrants' vehicles to see how many need some work doing. Only one uncovered fuel tank and a couple of bits of out-of-silhouette bodywork appeared; the owners being advised of the requirements. You must heed the clarified rules from now on, chaps. Curiously, none of the club's numerous specials (LR with RR chassis) was entered. If they had been, they could have been failed on silhouette due to chassis/suspension system changes according to the Jan 20th ARC meeting deliberations. At the time of writing, I await a response from the ARC regarding this matter. See Colin Gross's letter in last month's P&B. Another interesting point to come up recently is a that the Discovery has a plastic fuel tank and is thus excluded from any ARC event, despite recent pronouncements. It looks like a Range Rover tank would fit!

Steve Kirby

Photos opposite:-

Liz Corking (top) and Alex Waugh (bottom) get stuck in during the Slab Common Trial.

Photos: Steve Kirby.



Rovertune RTV Trial
at Broxhead Common, April 15th

We are holding an RTV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 15th of April. The event is sponsored by Rovertune and 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.

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!

Broxhead Common Site:-

Grid Ref 186/SU798372 (approx)

to Farnham
(5 miles)

A325

B3004

SITE

B3004

Entrance to site

Entrance to "Molex"

(25yds south of site)

B3002

A325

Bordon
Camp

Rovertune
The Forge
Whitchurch Hill
Pangbourne,
Reading, BERKS.
0734-842777

To Petersfield
(8 miles)

Editor, *Pants & Barks*.

Colwyn Bay
March 90

Dear Steve,

I must admit to being a bit saddened by *Confused of Ruislip's* (I do wish people would have the courage to use their own name instead of hiding behind pseudonyms, it would be far easier to reply if I had known who wrote the piece) article in the March *Pants & Barks*.

However I must say that I tend to agree with his first conclusion: Use a Factory Standard vehicle.

Surely the point of Rover or Land Rover clubs is to cater for Rovers and Land Rovers. This is the thinking behind the Red Leader Shield. If you wish to compete in a home made special, whether Rover based or not, you should do so in one of the general off road clubs around. At least most HBRO members have one running competitions in their area.

Perhaps *C of R* should return to RUPPs & BOATS, where the goal posts seem to be moving even faster!

Red Leader

PS Seriously, Colin, I look forward to seeing your vehicle soon, and wish you every success with it. Perhaps if you hadn't tried to compete with the time taken to complete it with the time I am taking to rebuild "Toby" you wouldn't be suffering from so many problems!

Dave

BARNWELL MOTOR ENG.
LAND ROVER - RANGE ROVER SPECIALISTS

LOVAT COURT
CALDECOTE STREET
NEWPORT PAGNELL
MK16 ODA
TEL: 0908 611413

VAT REG. No. 440 8721 58

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.

* 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

* 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.)

* Breaking rolled Rover SD1. Good V8 engine, 5-speed gearbox, tailgate, 1 good tyre, towbar, pair of front seats, set of rear lights. Any offers? Phone Roy Michael on Eastleigh 611491.

* Chassis Outriggers for Series II or III SWB. Set of five, £20. Range Rover workshop manual and parts book, £12. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

* 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)

FOR SALE

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

* Alex's April Fool's Market
...will be held in May. (Alex is restocking).

* Range Rover bits.... Complete exhaust system (including down pipes and Y) for late single pipe model (carb version). No clamps but very good condition apart from one loose baffle. Any offers? Also 2 sets (total 8) used shock absorbers and 2 steering dampers, £10 the lot. Contact Roger Pattie in Whitchurch, OXON on 0734-842884.

* 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

* Land Rover Ninety. Truck cab. Turbo-diesel. "F" reg. Less than 900 (nine hundred!) miles on the clock. Fully restored to normal following short career as successful trials vehicle. £8000. Absolute bargain. Contact Steve Barnwell in Newport Pagnell on 0908-616878

* Land Rover Series IIA. SWB. Ex Army, 1965, petrol, new tilt, new door tops, comfy seats, uprated springs, bull-bar, loads spent, good runner. MOT 'til Jan 1991. £995. Phone Simon Cruttenden on 0794-68012. Near Winchester, HANTS.

WANTED

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

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

* Rover Motorcycle 1902-1925. Any model, any condition.
* Range Rover Engine post 1977, for rebuilding. Phone Robb Unsworth on 0703-260501. Eastleigh, Hampshire.

Need Land Rover or Range Rover spares? Think GLE!
Need service, repairs, overhaul? Think GLE!
Need to hire a LWB Land Rover? Think GLE!

Chris & Georgina Noel,
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Units 6, 7 & 8,
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A discount will be offered to HBRO members.
So if you're in the area, pop in.
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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 preceeding days, anticipate postponement.
* First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. 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.

April 8th Green lane trip.
April 15th "Rovertune RTV." Trial at Broxhead Common. Details elsewhere in this issue.
May 6th RTV at Ham Lane. Details next month.
May 25/29 National Rally, Trentham Park, Trentham, N.Staffs. Grid Ref:127 873390 Details were on the entry form, and you all had one. Contact the editor if you need any more.
June 9th. ARC meeting, Solihull.
June 9-10th HBRO Annual Rally at Harroway Farm, Ramsdean, (near Petersfield) HANTS. Details elsewhere in this issue.
July 14-15th WAR of the ROSES weekend, Ayside, Lake District. RTV on Saturday, main event on Sunday. See article elsewhere in this issue.
Sept 1st ARC meeting, Solihull.
Dec 2nd Trial at Broxhead Common. Details later.