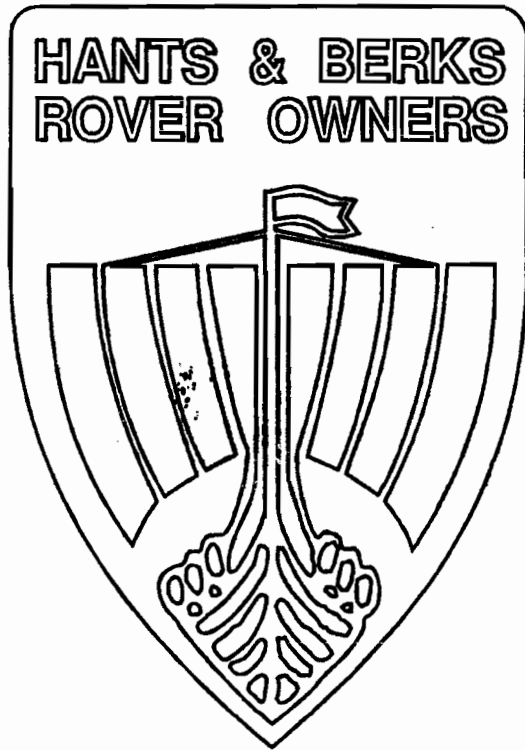


AUGUST 1990

PANTS & BARKS



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

Officers of the Club

*CHAIRMAN	Malcolm Whitbread, 1, Frogmore Cottages Water Street, Hampstead Norreys, Newbury, BERKSHIRE RG16 OSD	0635- 201020
*SECRETARY	Gary Hodgson, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	0730-67146
*COMPETITION SECRETARY	Allan Tew, 32 Plantation Road, Tadley, HANTS	0734-812069
*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	081-894-3961
SCRUTINEERS	Gary Hodgson, Steve Kirby~, Steve Barnwell~ (0908-616878)	
ROVER RESCUE CO-ORDINATOR	John Dowdeswell, 18 Lechlade Gardens, Fareham, HAMPSHIRE PO15 6HF	0329-20859
NEWSLETTER EDITOR	Steve Kirby, (address above)	081-894-3961

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....

This issue sees the start of what promises to be a long and entertaining article about an epic drive by Colin Gross and Richard Stewart along the Pyrenees. An hour-long video is available from Richard. See article and advert elsewhere in this issue.

The diesel Range Rover issue continues. See letter elsewhere.

New member attending the pub meet? Please don't just "Hover" in the background! There are about 150 members in all and the officers of the club don't know you all by sight and so won't know whether you are new or not. We aren't ignoring you, promise! Come and say Hello.

War of the Roses late news....

We came third! Yes, another superb event which saw the HBRO better equipped than before. Steve Barnwell, Colin Gross, Malcolm Whitbread, Dave Osbourne, Nick Jennings and Dick Corking made up the gallant team who slogged it out on a Cumbrian hillside for seven non-stop hours. Full report and pictures next month.

I do hope more of you can send some articles in. If you're typing or printing them yourself, please make the block of text the same as in the rest of the newsletter. (5" x 7³/₈") For those of you with access to PC compatible computers, I can accept articles on 3½" and 5¼" discs with ASCII files on PC discs. Better still, send document files from "Smart", "Tasword", "WordPerfect", "Wordstar" and "Word for Windows" word-processors 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 your newsletter. Please let me have your articles by the 10th of the month please.

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ARC News

Here's a brief rundown on the events of the last ARC meeting. This took place on the first day of the club rally, hence the late arrival of Hugh Glossop, Malcolm Whitbread and myself. I won't go into a huge amount of detail, but here are some highlights....

Invitation events:-What are the ramifications of joint events with non-ARC clubs. At the moment, a non-ARC club can invite an ARC one to join them in an event but not vice versa due to the conflict of rules. If this were to be permitted, it was agreed that the vehicles from the ARC club should be ARC legal. Your comments please.

The discussion on the 1990 Nationals started off with many clubs commending and thanking the host club. However, a question was raised regarding the standards of scrutineering at that event. The hosts stated that they did not agree with the rules or the clarifications of the January 20th meeting. The other members present all agreed that the rules (and the subsequent clarifications) were democratically arrived at and should be adhered to.

The discussion on who should run the 1991 Nationals brought forward no takers. Tony Holder suggested that the HBRO should do it. Hmmm.

I then made an announcement on behalf of the Scrutineering Committee following a discussion at the Nationals. This was to the effect that plastic fuel tanks should be permitted on vehicles where they are original equipment; and that all references to Range Rover in the rules should have Discovery added. Thus, the Discovery is now an ARC legal vehicle, being equivalent to a Range Rover.

Steve Kirby.

A Bit of Expert Advice

Malcolm's unfortunate accident, which injured Brian (get well soon, Brian, I know you're well on the way to recovery) serves us all as a timely reminder that the form of motor sport that we indulge in can be just as dangerous as International Rallying or Formula One.

A basic knowledge of First Aid principles, as they apply particularly to motor sport, can be invaluable. Here's a potted guide.

1. Unless there is imminent danger from fire (or battery acid) it is best to leave the driver in the vehicle - unnecessary removal can aggravate any possible neck or back injury. The helmet should be removed if it is necessary to gain access to administer artificial respiration. If the driver must be moved then be sure to support his head, neck and shoulders and avoid twisting the torso.

2. If breathing has stopped then remove any obstruction of the airway and give mouth-to-mouth artificial respiration.

3. Check for a pulse at neck or wrist. If you cannot feel a pulse, start cardiac compression whilst continuing artificial respiration. First try a sharp blow to the base of the breast bone. If the heart does not start, lay the patient on his back, place both hands on the lower part of the breast bone and press down with the heel of the hands. Press in about 2 inches and release, repeated 15 times over about 10 seconds, then give two mouth-to-mouth breaths. Repeat the 15-2 combination until a pulse is felt then just maintain the mouth-to-mouth until the patient starts breathing unaided.

4. Arterial bleeding must be treated concurrently with artificial respiration. Compress the artery

where it runs over a bone (at ankle, wrist, back of knee etc.) by finger pressure.

5. Bleeding from veins can be stemmed by direct pressure (with or without a dressing - use no dressing in preference to a dirty one) on the wound. Keep this pressure on for 5 to 10 minutes. Raise arm or leg injuries above heart level, still applying pressure.

6. Major burns are best treated with large amounts of cold water. Do not use oils or lotions. Quickly remove any jewellery or tight clothing from the injured area before swelling occurs.

With these simple steps, the injured person can be kept stable until professional medical assistance arrives on the scene. Take time to find out more about life saving techniques from the Red Cross or the St. John's Ambulance Service.

Ted Marynicz

Editor's comment:- This is expert advice from a trained, experienced motor racing marshal. I'm sure Ted will give any further advice and assistance should you need it.

Photos opposite:-

More pictures from Steve Scholey's abortive Sahara trip.

Top:- A giant Kenworth tanker specially designed to cross the desert. (*I reckon you need one of these if you plan to go to Africa with a couple of 101s! Ed.*).

Bottom:- Tina with the "LUMP"

Photos by Steve Scholey



Raid Aneto 90

by Colin Gross

What is, or possibly was, the 'Raid' Aneto 90 is a question that many of you may be asking. Well Richard Stewart, Larry Byrne, and myself had expected a pleasant drive over unsurfaced roads along the length of the Pyrenees. Of course having taken part in the Hannibal event in 1989 we guessed that the pace may be fast, and the event tiring. However we had not expected to be taking part in an Off Road Rally; but as a French entrant told me "in France a Rally implies a race, which this isn't, so we call the event a 'Raid'". That still leaves the original question partly unanswered, and with hindsight it could be fair to interpret 'Raid' as a "prolonged RTV Cannonball Safari" (Cannonball coming from those American car chase films of the early 70s). Hopefully this introduction will have aroused your interest in the event which is described in the following pages.

The first problem with entering these French events is that even using Fax machines and Bank to Bank transfers of entry fees, you don't get your entry confirmed until about four weeks from the start date. Thus ferries, insurance, driving permits, bail bonds, cash, etc. plus preparation of the vehicle to meet the requirements for the event is a panic affair. With over 600 miles of off road driving promised, and each night spent in a different location, the problem of punctures (and their repair) looked awkward. Luckily Steve

Photos opposite:-

Top:- Larry Byrne's Ninety and the RR of Colin Gross and Richard Stewart ready for action.

Bottom:- Our intrepid trio negotiate a beautiful mountain road.



Kirby agreed to loan me two of his radial mud terrain tyres, and Hugh Glossop provided a roof rack for the Range Rover to carry them. Since some night sections were in store, I fitted two new Fog lamps on the front bumper, and two more on the front of the roof rack. Loaded with spares, including a diff, tools, camping gear, plus clothing for Richard and myself; the Rangie really was fully loaded even with the heavy duty rear springs fitted. Larry's V8 90 was equally loaded, carrying the remainder of the camping gear, the food, his spares; and most usefully as it turned out an 8000lb Warn winch. Two of the most important pieces of kit however were in the Rangie, a Terratrip Rally Computer to measure distances to an accuracy of 10 metres, and Richard's Video camera to record the event. After several weekends spent servicing the Range Rover it was a pleasure to get under way and the two vehicles standing in line for the Portsmouth to Caen ferry looked as if they were off on a major trek!

Due to the last minute booking of the ferry (caused by the late confirmation of entry) we had been unable to get on the overnight ferry, so instead we arrived in France at 10 pm. Starting ones journey in France in the dark is not the easiest of ways to adapt to the weird road systems; and within 15 minutes we had been confused by the road signs and ended up heading East along the Paris motorway, instead of due South. The first exit was only five miles away, but proved to have an automatic toll gate. Luckily Richard found two ½ Franc coins in his pocket (who enters a foreign country with loose change?) and the toll machine accepted them. With a Green light now showing we started on our way. Unfortunately the peace of the night was immediately shattered by klaxons and flashing lights. Larry had been looking at the map and seeing a green light had assumed we had stopped for traffic lights, so he followed straight through the toll gate. Making our escape back onto the correct route we used the quiet night-time roads to pass through the northern French towns including Le Mans; and after

a trip down the Mulsanne Straight halted for the night in a lay-by. Sleeping in the vehicles ensured a short night (as did the continual passing of the juggernauts), and by 6 am we were back on the road. Larry kept us entertained with various misadventures as we motored the 450 miles to Sauveterre de Bearn at the French western end of the Pyrenees where a bemused Gendarme helped us find the start point for the Raid Aneto, and the towns campsite provided good facilities for camping. Definitely one up on the Hannibal last year.

Next day we drove to the start position to complete the entry formalities, which included scrutineering the vehicles for safety kit, and completing various bits of documentation including a complete medical dossier for each entrant. The event had its own medical and breakdown teams travelling with the competitors, together with the normal administration officials, so all the paperwork was for a good reason. Surprisingly the normal 'stickage' of the vehicles did not take place, and instead we had to remove or cover every sticker, label, etc. which had not been fitted by the manufacturer. This turned out to be for two reasons. First the Total oil company were no longer sponsoring motorsport events of this type, so there was not the funding available for all the flashy stickers and rally plates of the Hannibal event. Second one of the Spanish areas through which the event had to pass had declared its intention of stopping the organised use of its unsurfaced roads, and the organisers hoped that the vehicles would pass for innocent tourists travelling alone, provided they were not covered in event stickers. No one really thought that trick would work, but the organisers intended to try it anyway!

With the formalities out of the way we filled the vehicles with petrol ready for the next days start, and after exploring the town which had been founded in 1060 (thus giving it plenty of character) we settled down at a pavement bar opposite the scrutineering point. By the late afternoon we had met the other British entrants, 8

motorcyclists and their support driver in a van, so we returned to the campsite to prepare for the evening's 'Aneto welcoming party'. With only half an hour to go until the scrutineering closed a strange looking British vehicle appeared on the campsite, and its driver asked " Are you anything to do with this Aneto thing?". It turned out that Richard and Ian had been driving around half the Pyrenees in their Portaro (Portuguese 4x4) looking for the start point, and had only spotted us by accident. This inauspicious start was to set their style for the week as one problem followed another, but they really kept all the Aneto entrants entertained. The evening's party lasted until the early hours of the morning, the mayor and people of the town providing a superb meal, folk singing, and a comedian to entertain us all. The Aneto officials also introduced themselves to us, and gave out details of the event.

Raid Aneto 90

Filmed by Richard Stewart

60 minutes of action packed driving
along the Pyrenees

Mud, grass, sand, water; it's all there.
Every Land Rover and Range Rover owner should have a copy.

£9.99 a copy (inc. P&P).
VHS video.

Phone Richard on 0734-817834

Special Services Section

This section is for members who are self-employed and can provide special services to club members. Entries below are free on condition that some discount is given.

BUILDING SERVICES:-

A. N. TEW, Tadley, Basingstoke, Hants. 0734-812069

ELECTRICAL:-

J. W. Bull, Tel: Southampton 865675

FIRE PROTECTION:-

Romsey Fire Protection. Tel: Romsey 14700.

FOOD:-

Nick Jennings, Family Butchers, Reading/Caversham area.
Tel:0734-471528 and 0734-475172.

OFFICE SUPPLIES:-

Tom Andrews, T.B.Andrews Ltd. Tel:081-570-8411, Fax:081-847-1588

PLUMBING/CENTRAL HEATING:-

Dave Ridden, Tel:-Winchester, 0794-514834
J. W. Bull, Tel:-Southampton 865675

VEHICLE REPAIRS/SERVICE:-

P. J. Cooke, Tel: Headley 234 (workshop) Thatcham 62163 (Home)
James Wallis, "Red Rover Services" Petersfield. Tel: 0730-62057
Chris & Georgina Noel, "GLE", Boston, LINCS.Tel: 0205-352683
Steve Barnwell, Newport Pagnell.
Tel: 0908-611413 (Home), 0908-616878 (Works)

WATER TREATMENT (Domestic):-

Kevan Chippendall-Higgins, Havant, HANTS.
Tel:0705-47083, Fax:0705-453539

Don't forget, you get a full page advert free if you sponsor an event!

Send your business cards/letter-heads to the Editor!

Scrutineering...again!

The Nationals have come and gone again for another year. The people, the event, the weather and the organisation were superb but the standards of scrutineering were as bad as ever. To be fair, aspects of safety were, in the main, very good. Other considerations fell seriously by the wayside, however.

Having said that, where does the problem really lie? How is it that so many illegal vehicles turn up at all? Don't the owners read the rules? Don't the entrant's own club scrutineers tell them? The HBRO has given a copy of the ARC Yearbook to every member but I wonder how many members of other clubs rely on their scrutineers to tell them about the requirements. I've mentioned the January 20th special meeting enough times, but it seems that not all clubs have printed the resulting rule clarifications in their newsletters/magazines.

The outcome is a load of illegal vehicles turning up at the Nationals. This puts a tremendous and rather unfair pressure on the scrutineers of the host club to accept all those that turn up. No-one wants to have to turn away someone who has made all the arrangements and then driven a hundred miles or more to attend. You need some guts to say "Sorry mate, it doesn't fit the rules"... but someone will have to say it soon or the problem will just linger on and on.....

No complaints were made at the time, but I have received calls of complaint since I got home.

Here are a few examples of the more glaring occurrences (I have the competition numbers of these):-

Silhouette:-

Vehicles too numerous to mention were out of silhouette. Inner front wings missing from Land Rovers, bonnets too long, Ninety-style front ends

on SWB Series IIs and IIIs etc. Another Land Rover was built around a Range Rover bulkhead and was far too wide as a result.

Bumpers:-

Yes, we had a Range Rover without a rear bumper at all (again), a Land Rover with two bits of what looked like 16mm copper water pipes making the front bumper and another with two pieces of wood forming the front bumper.

Springs:-

A Series I with wide springs was forced into the Specials class without the owner even being informed until the results were published. Wide springs are allowed under the current rules.

Steering:-

A Land Rover fitted with power steering was allowed to stay in the standard class despite the item being pointed out by the owner!

Radiators:-

One entrant (a member of the ARC scrutineering committee) was requested to put a cover on the radiator cap, the only exposed part of the cooling system. Fine, except that there were other vehicles running around with totally exposed radiators, plumbing and header tanks!

Fuel System:-

Bit of confusion here. Should all fuel system components be covered or just the tanks as it says in the rules? Vulnerable vent pipes, filler caps, uncovered fuel tanks, they were all there!

Steering:-

Welded steering components abounded. These have always been illegal.

Passengers:-

A Series I soft top Land Rover was seen competing in the RTV with three people on board.



Roofs etc.:-

A Lightweight and a Series I competed with only a "Bikini" type short soft top in place. Rules state either full tilt or hard top should be fitted, of course.

Overcritical? Not really. A year or so ago, all clubs were asked if any of them did not stick to the rules. Only one, Anglian, did so and were ejected. I know the circumstances are not identical, but recently, Dicky Day said that breaking the rules was as bad as allowing a foreign vehicle to compete. Are all the clubs involved in this recent round of rule-breaking to be ejected too? I think not.

Steve Kirby.

RIP FWD

It is with great sadness that I have to report that FWD Motors have decided to call it a day. New members probably won't know how valuable the support that Bob Grigg, MD of FWD, gave to this club a couple of years ago to help it get to the position of prominence now enjoyed. Thanks again to Bob and all at FWD.

Steve Kirby

Photos opposite:-

Pictures of the successful Ascent of Arenig, a sponsored "Hill-climb" to raise money for an electric wheelchair for young invalid Damion Plant.

Top:-Happiness is the driving seat in a Land Rover. Damion Plant tries the "Beast" out for size.

Bottom:- At the summit. The "Beast's" door makes it to the top.

Photos by Dave Cuthbert

Letters to the Editor

Tadley,
Hampshire.
July 1990

Dear Steve

It seems that my comments have upset another ARC member. I must offer my apologies to Kathy Armstrong. I did not mean to point the finger at any one person, but to the ARC in general. It is with regret that a national body, such as the ARC, threatens one club with expulsion if it does not comply with the rules vehemently, when it seems that at a national meeting it cannot enforce its own rules.

Richard Stewart.

RAC MOTORING SERVICES

HBRO members can join, or renew existing membership of, the RAC Motoring Services at special rates, there are also benefits available to club members which are not available to RAC members generally. You can quite easily save an amount equivalent to HBRO membership fees! Can you afford not to take advantage of this special offer? Probably.

If you want an application form contact Rog Pattie who will send you one with your next newsletter, or, if required urgently, send him a stamped addressed envelope.

Photos opposite:-

More from the Club Rally

Top:- Richard and Roger watch Dave Cuthbert in Steve Kirby's RR dragging a tyre around.

Bottom:- Hugh Glossop has a bash at reversing the trailer with his new camper.



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 ¼ page per issue or £10 per 12 issues. Due to layout considerations, consecutive publication cannot be guaranteed. (Add 50% if continuity is essential.)

Free advert if you sponsor a competition event!

* Breaking two-door Range Rover. Body, roof, bonnet, seats, doors, glass, lights, etc. available. Very good heated tinted top tailgate £110, but haggle over the rest. I'm keeping the chassis, running gear, suspension etc. Phone Hugh Glossop in Mortimer on 0734-333409.

* 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.

* Land Rover Parts. Hard top for SWB, £80. Truck Cab and ¾ tilt with frame, £60. 2¼ petrol engine in running order, £50 (V8 transplant.) Phone Mark Sheperd in Gosport on 0705-521218.

For Sale

* 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 loadsa tread. Offers to Dave Catlin on 0329-46235 (Fareham)

* SWB Land Rover bits... Hard top, £80. Truck Cab and ¾ tilt with frame, £60. L/R 2¼ petrol engine in running order, removed for V8 transplant, £50. Phone Mark Shepherd in Gosport on 0705-521218

* 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? Contact Roger Pattie in Whitchurch, OXON on 0734-842884.

Vehicles for Sale

* Range Rover, 1981 White four-door. ARB bumpers front & rear. Front mounted capstan winch.. ARB diff-lock in rear. Full length roof-rack. 750x16 XCLs + 2 spares. Good interior, slight exterior panel damage. New top tailgate. Taxed, MOT. £5750. Contact Nick Jennings on 0734-471258.

* 100" Conversion, Hardtop V8. Built on Range Rover chassis. Fitted with Fairey Capstan winch at the front, 4 Ton "Wreckers International" electric winch in the rear. Dual batteries and charging circuit fitted. Numerous new items including new springs. Superb recovery/work vehicle. Good value at £5000. Dave Ridden, Romsey, Winchester, 0794-514834.

Vehicles for Sale

* Land Rover 109" LWB. Y reg. Converted to SD1 V8 engine. Conversion needs finishing. Offers to Mark Bankes-Fay in Woodley, near Reading, on 0734-690189.

* Lightweight Series III. Completely standard. 2½ petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. £2200 ono. For more details, phone Simon Hazell in Oxford on 0865-243462.

* 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.

* FC101. Michelin XCLs, new engine/gearbox, sprung seats, well equipped. £5000. Phone Peter Gott in Slough on 0753-26975.

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 Lymington, (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.

Special Offer!

WARN 8274 high speed electric winch, 8000lb pull at 12v. With cable and L/R mounting kit. £450 ono. Phone Malcolm Whitbread on 0635-201020.

Events for your Diary

*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.

*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, or borrow the club's set. If there is a lot of rain on the few preceding days, anticipate postponement.

Aug 1st	EGM to discuss 1991 Nationals.
Aug 12th	Green lane trip.
Sept 1st	ARC meeting, Solihull.
Oct 5-7th	Majors Trial and Comp Safari. Eastnor.
Dec 2nd	Trial at Broxhead Common. Details later.
Nov 24th or Dec 8th	ARC Meeting. (Date not set)

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