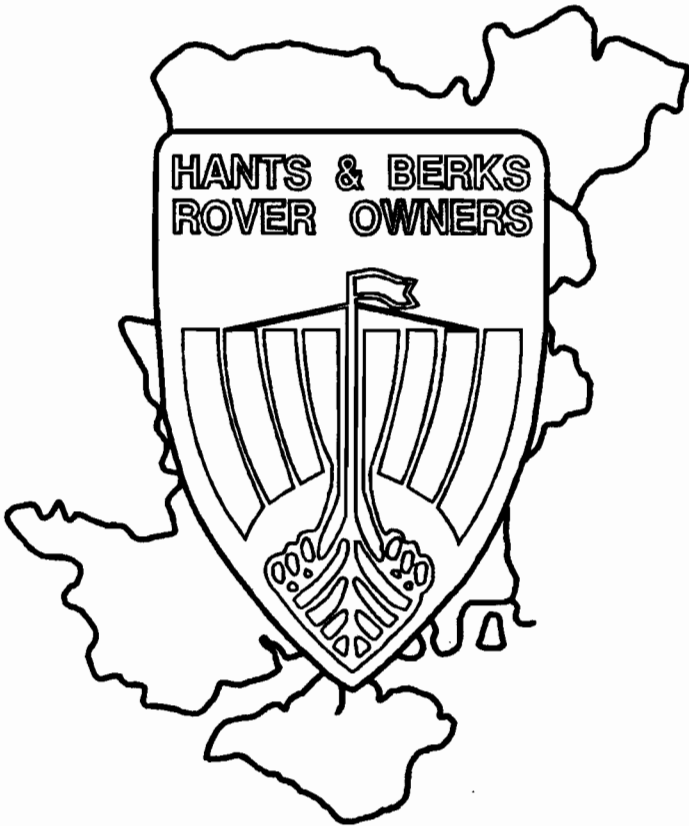


Pants & Barks

March 1991



*Newsletter of the Hants
and Berks Rover Owners*

Officers of the Club

*CHAIRMAN	Malcolm Whitbread, 1, Frogmore Cottages, Water Street, Hampstead Norreys, BERKS RG16 OSD	0635-201020
*SECRETARY	Gary Hodgson, 5, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	0730-67146
*COMPETITION SECRETARY	Allan Tew, 32 Plantation Road, Tadley, HANTS	0734-812069
*TREASURER, MEMBERSHIP SECRETARY, NEWSLETTER DISTRIBUTION	Nick Jennings 1, Gayhurst Close, Caversham Park, Reading, BERKS RG4 0QW	0734-471258
*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...

February's P&B had just been sent for printing at the outbreak of hostilities in the Gulf. There are several HBRO members in the armed forces who have been posted there. We wish them well.

Steve Barnwell has just become a Grade 3 RAC Scrutineer. Congratulations, Steve. This should give him a bit more authority to deal with the problems we seem to get all too often in the ARC.

The story of the Broxhead Common event will be held over until next month due to the printing dates of P&B. Please send me some pictures of the event if you've taken any. I wouldn't mind an article too although I know that not everybody can express themselves on paper. However, I see lots of people taking photos so please send some to me. I can't write all the articles *and* take all the photos too.

EVENTS - EVENTS - EVENTS

For those of you who fill in their 4x4xFAXs well in advance, have a look at the events page; there have been substantial changes as the ACSMC continue to mess us about. The May and August dates have been scrapped; to be replaced by one in December. Is there another way we can organise our sites? Only the July Weaver's event has been lost due to military requirements.

Keep the articles coming in, folks. 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 IBM PC or compatible computers, I can accept articles on 3¹/₂" and 5¹/₄" discs. Better still, send document files from "Smart", "Tasword", "WordPerfect", "Wordstar", "Windows Write" and "Word for Windows" word-processors on either size of disc. 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 if possible. Please let me have your articles by the 10th of the month please.

War of the Roses

That great annual inter-club challenge, the War of the Roses, is on again. The weekend of the 13th and 14th of July sees an RTV on the Saturday followed by the main event on the Sunday. The WotR is a winching/map-reading/initiative/stamina test that lasts for seven hard-working hours. The "War" is run by the Red Rose Land Rover Club. It is now open to any ARC club having started out, as I expect you can guess, as a competition between Lancashire and Yorkshire clubs. It is now held in Cumbria!

The entry form or the "War" has been sent in; I hope we have been accepted. I wasn't asked to detail the team this time. There may be spaces for new faces this year. Winches are essential but I have a complete Fairey engine driven drum winch and fitting kit for a Series II or III LR that can be loaned for the occasion. Why not just come along to watch anyway? It's great entertainment.

There is an RTV on the Saturday before, to which we are also invited.

For those of you who want to make a holiday of it in the lovely Lake District area of Ayside, you may phone the the camp site on 05395-31475 to make arrangements. The camp site has full facilities with hot and cold water, showers, toilets, etc. For information on the events and/or camping, please write to:-

Red Rose Land Rover Club,
c/o Peter Hartley,
5 Stockdale Crescent,
Bamber Bridge,
Preston,
LANCS PR5 6NA

Campsite:-Oak Head Caravan Site, Ayside, Cumbria.
Map Ref:- 97 - 391838.

Leave M6 at junction 36. Take the A591(T) towards Kendal. After 3.4 miles, turn left onto the A590(T) towards Barrow-in-Furness. 10 miles to site. It's a very tight blind left turn into the site. There's a lay-by just beyond the entrance if you find the turn-in difficult. Look out for the Red Rose signs.

Steve Kirby.

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:-

Allan Tew. Tadley, Basingstoke, Hants. Tel:- 0734-812069

CARPENTRY (CONTRACT & HOUSEHOLD)

Nick Woodage. Liss, HANTS. 0730-894418

ENGINEERING, Roll-Bars & Cages etc.:-

BETTAWELD. Simeon Hill. Doncaster. Tel:- 0302-642682

ELECTRICAL:-

J. W. Bull, Tel: Southampton 865675

FENCING MANUFACTURERS & ERECTORS:-

S.OSBORNE & SON. Newport Pagnell, BUCKS, 0908-616564

FIRE PROTECTION:-

Romsey Fire Protection. Tel: Romsey 514700.

MEAT:-

Nick Jennings, Family Butchers, Reading/Caversham area.
Tel:0734-471528 and 0734-475172. Fax:- 0734-461380

PLUMBING/CENTRAL HEATING:-

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

VEHICLE REPAIRS/SERVICE/SALES:-

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

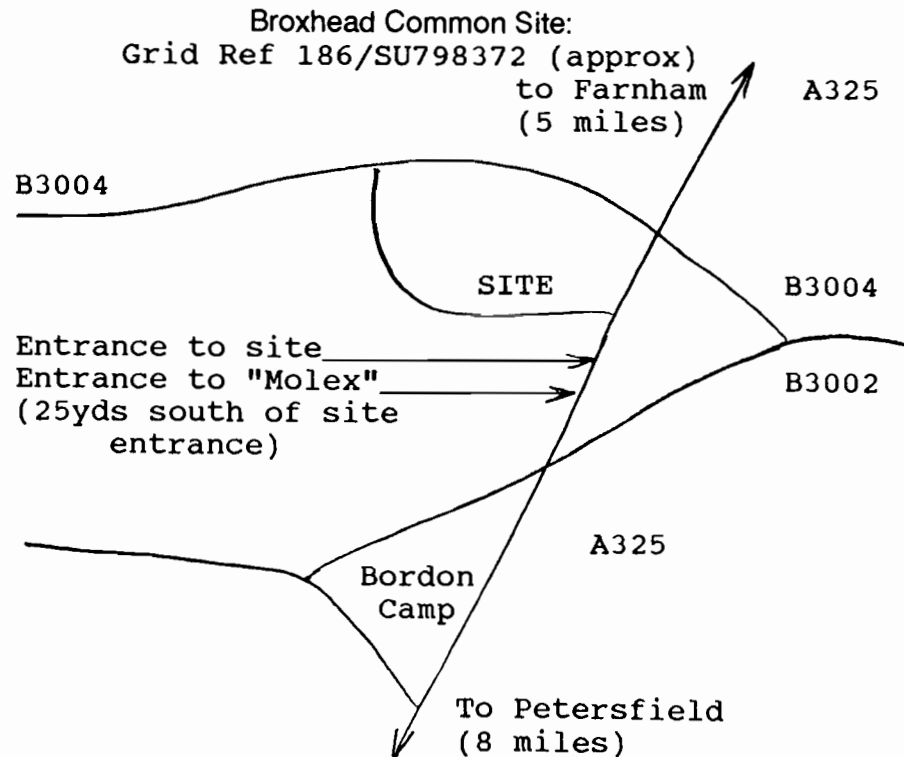
WATER TREATMENT/FILTRATION (Domestic):-

Kevan Chippendall-Higgins, Havant, HANTS.
Tel:0705-470183, Fax:0705-453539

RTV & CCV Trial Broxhead Common, April 21st

We are holding an RTV and CCV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 21st of April. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 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!



P. J. FURNELL & SON

REPAIRS & SERVICING TO
LANDROVER - ALL 4X4'S - CARS
LIGHT COMMERCIAL
BREAKDOWN - RECOVERY - MOT'S

Compton (0635) 578665

Stolen Car

Please help David Benamore to find his much loved Land Rover which has been stolen.

1987 Series III 2¼ petrol 7 seat Station Wagon.

Reg no. WAF 793T. Engine no. 90254729. Chassis no. 92146804A.

Colour: Marine blue/Limestone roof and wheels.

Details:- Nudge bar with two Hella rectangular driving lamps; Passenger and driver doorsteps; Carpeted and soundproofed; Undersealed; Mountney black leather covered steering wheel; Black vinyl deluxe seats; LR spare wheel cover on spare on rear door; Two Unipart reversing lights operated from switch on dash; Union flag sticker on o/s under light cluster; Michelin XM+S radials all round; Overall condition excellent.

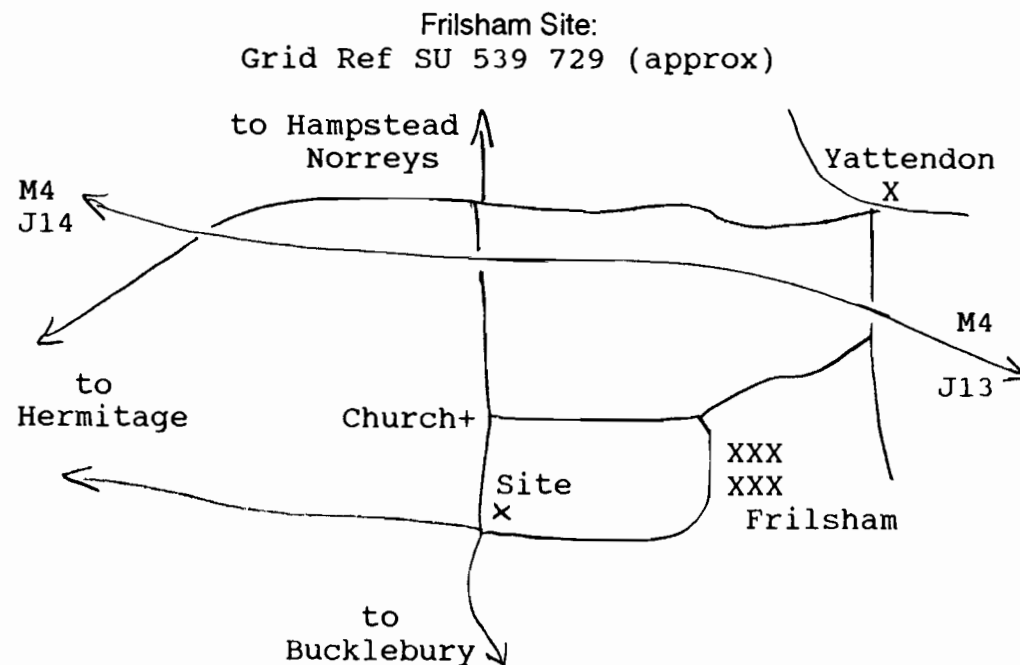
A reward is offered for its recovery.

Call David Benamore in West Sussex on 0903-742972

Trial Frilsham, March 24th

We are holding a trial at Frilsham on the 24th of March. We have not used this site before and we're not sure whether to run an RTV or a CCVT or both, so we thought we'd lay something out and see what happens. Come along and see for yourself! The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £8 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".

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Brooklyn Engineering Trial Broxhead Common, 17-2-91

After a couple of false starts, we managed to arrange a sponsorship deal with Brooklyn Engineering, a Land Rover and Range Rover Specialists from Eastleigh in Hampshire.

The site at Broxhead Common is becoming well known to us now but we still can find a new set of humps and hollows in which to lay out the sections. Dave Ridden was able to take a few well earned hours out from looking after his unwell wife, and seeing to his horses following the recent bad spell, to set out the RTV sections. Colin Gross and Hugh Glossop tried their hands on the CCVT side of things. The HBRO RTVs have been getting a little on the heavy duty side of late and we have also been trying to encourage the more experienced to turn to CCVT. There aren't many in the club who have the facilities to build and store a special purpose vehicle so we are effectively having two standards of RTV; one for the owners of smart road cars who don't want to take too many chances and one for the more experienced drivers and those who don't mind risking a bit of damage!

The CCVT sections involved deep mud and water, right-angle ditch crossings, steep drops and flirtations with trees whilst the RTVs stayed clear from all but the water! The surface had dried out somewhat from the rather gooey Saturday setting out day but the scores show that a reasonable level of difficulty was achieved. Neil Logan used his 6x6 VeePee as a recovery vehicle with varying degrees of success, being surprising easy to bog down! There were several long drives around Hampshire to find an easy approach to some awkwardly placed gates more easily; perhaps a few boundary markers will appear next time.

Cups for the best performance in the RTV and CCVT were presented by Brooklyn Engineering. Having awarded these to the best of the two classes, the remaining awards were given to those left rather than give two awards to one competitor. The result was that everyone who attended won something! You can't get much fairer than that! As usual, the entries were amalgamated into the groups shown.

RESULTS:-

RTV

BROOKLYN ENGINEERING RTV CUP:- Trevor Neighbour 11pts (Grp 4)

Group 1 (SWB coil sprung)

Tracey Doherty	16	Gene Maxwell	24
Mike Doherty	28		

Group 2 (LWB coil sprung)

Phil Matthews	15	Gary Langton	29
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Group 3 (Lightweights)

Ashley Pocock	24	Rick Shepherd	31
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Group 4 (SWB leaf sprung)

Roy Michael	19	Gary Green	21
Dennis green	37		

CCVT

BROOKLYN ENGINEERING CCVT CUP Steve Kirby 38pts (Grp 1)

Group 1 (Coil sprung)

Allan Tew	41	Hugh Glossop	51
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Group 2 (Leaf sprung)

Gary Hodgson	40	Dave Henry	44
Chris Homewood	50		

Sec of Meeting:- Nick Jennings

Scrutineers:- Gary Hodgson, Hugh Glossop, Allan Tew, Steve Kirby.

Stewards:- Richard Stewart, Pennie Hodgson.

Marshalls:- Nick Woodage, Catherine Watkins, S.Colbrook, M.Walters, Neil Shawyer, Jon McGhee, C.Grace, and others.

Heavy Duty 6 x 6

A little while back, I commented on the "Land Rover 110 heavy Duty 6x6" to give it's full title. I mentioned it not only because it was the first proper production 6x6 to appear from Land Rover (unless you know otherwise!) but because it introduced yet another engine to the already varied line up.

Those who turned up at the last ARC meeting in Solihull had a rare opportunity to have a good look at one. The most noticeable factor being it's sheer size. The machine we saw was a patrol vehicle fitted with gun mounts and missile launcher fittings. It is 19'8" long by 6'6" wide, over the front wheel arch brows. Width peaks at 6'9" at the cross-members for the cargo carrier. Yes, that's nearly a foot wider than a standard 110. Track is 5'8". Wheelbase is 119.7" from the front axle to the forward rear axle; the aft rear axle being another 35.5" further back. The rear axles are leaf sprung, the leaves being set at different widths on the two axles and overlap by about a foot. The ends of the springs between the wheels are connected by cranked load sharing rocker beams; a very clever space saving arrangement that enables the two rear axles to be placed very close together and still have very good articulation. Without a tape measure, we couldn't make out where the extra track came from. The axles (described in the brochure as being "Wide Track" types) certainly seemed to be wider and the wheels are a type we've not seen before, (they're not 127 wheels). The chassis rails could have been wider apart too, it was difficult to tell. The brake discs on the front axle seemed to be very exposed, a clear giveaway that the front wheels certainly had a lot of offset. With that front axle and those wheels fitted to a 90 or a 110, you could get a much improved steering lock even with wide tyres on!

The "new" engine is the 3.856 litre Isuzu 4BD1T, a four cylinder turbo-charged diesel of around 120 bhp. That may not sound terribly impressive but the torque of 230 lb-ft at 2200 rpm is. Bear in mind the basic chassis-cab weight of 2600kg, (2.6 tonne) rising to 5600kg gross unladen, 7100kg fully laden. The vehicle we saw at Solihull had a V8 engine, however. The Isuzu engine, having a Rover part number, is ARC

legal of course, being freely interchangeable with any other Land Rover turbo-diesel. Interesting.

The gearbox is a standard fourspeed LT95A unit but the transfer box is something to behold. On the front face, there is the normal output shaft to the front axle, a smaller transfer case providing an output shaft for the front mounted drum winch (like Nick Jennings' 110). On the rear face are two more output shafts. One goes directly to the first rear axle in the usual way, the second shaft runs over the top of the first axle to a chassis mounting and thence down to the second rear axle. The second axle is not driven when on metalled roads; being disconnected by a clutch in the transfer case. The rear axles are 4.7:1 Salisbury 8HA units with a choice of drum or disc brakes as required. Some previous 6x6 conversions have used a standard transfer box but with a "drive-through" on the first axle. The former method uses standard axles with the special transfer box described. I wonder which is the most reliable.

The chassis is fabricated from square section tube, not the usual pressings. Although the vehicle clearly uses many Land Rover transmission, steering and suspension parts, the chassis, bulkhead and body area parts are all new. The cab unit is a steel space-frame with the usual aluminium body panels and a new fibreglass bonnet. At a guess, only the front wings and the doors being inherited from the 110. The original idea was to use as many major standard parts as possible but this doesn't seem to have happened in practice.

The range of variants is huge. Anything from an uprated "Pink Panther" type of desert patrol vehicle, ambulance, personnel carrier, fire truck, gun-tractor etc to a 2.5 tonne capacity cargo carrier towing a 3.5 tonne AUW four-wheel trailer. The vehicles are manufactured in Liverpool, New South Wales by Land Rover Australia and are available through Land Rover's worldwide distribution network (it says here!). Price on application.

Land Rover documents consulted:- LR 552 and R.O.W. 3-May 1990.

Steve Kirby.

A Comedy of errors.

Arrived at the meeting point at approx 9:30 am. Met up with all the other club members. Divided into two groups. In our group we had Gary and his friend and Andy and our friend. I was on Dave Ridden's Land Rover "Beastie" with my dad, Dave and Dave's friend Norman.. After a small delay we set off in a southerly direction. All was going well until Beastie cut out as we were pulling out of a green lane. Gary towed us and she started up again. We were then on our way to the notorious wet forest .All as going well until Beastie cut out again. The general suspicion was that the alternator was knackered as the ignition light glowed slightly (but Dave hadn't told us that it always had done ever since he built it!). The batteries were changed over then Gary towed it again into the wet forest and soon disappeared from our sight. Five minutes later we were informed over Andy's CB that she was running and was coming out backwards. "Hurrah". We were mobile again. We then entered for our first time and Dave's second time into the Wet Forest which I soon discovered lived up to it's name. The water was well up over the bonnet at times and into the distributor. We then found that Beastie was only firing on two cylinders! but no worries we got through it (God knows how!)

Lunch time - up went Beastie's bonnet. After lunch we headed Winchester direction. Our next dilemma was when Gary got stuck and Dave towed him out. Gary then went another few feet and got stuck again and Dave tried to tow him out backwards but with our luck that day, the winch broke. Then just by way of a change, another disaster occurred, Beastie overheated. Steam everywhere, Antifreeze pouring out. Once it had cooled down we resolved back to our original task of towing Gary out. Once we had done this we got stuck in Beastie and with a lot of revving we got even more stuck. (sorry Dave). Andy then towed us out from behind. We then got back on the road again. We headed for another green lane on going down the road trying to keep up with Gary we started to hear a loud rattling noise coming from the engine. After a few minutes it stopped and we pulled up to see what it was. We saw that Andy has also stopped a little way back up the road to pick up part of Dave's winch which had made the noise and dropped off in the road. Norman trundled off to get it. By this time it was mid-afternoon.

On again returning to the road we went down a wrong lane and had to back out. Once heading in the correct direction Gary who was in

front stopped. We weren't aware that anything was wrong until he walked down to tell us that Andy Had radioed through to him to say that one of beastie's back wheels was wobbling. He was right - all four wheel nuts were loose!

The rest of the afternoon was uninterrupted with mishaps. At about 4:30pm we decided to go as the light was beginning to fail and we had no headlights, only dim sidelights and no indicators. We drove all the way back to Romsey like this with side lights getting dimmer and dimmer, going at about 50 mph round windy lanes to try to get home before she cut out again. By the sound of the engine we were lucky to get back. I can definitely say I was glad to arrive, back safely. I think the moral of this story must be avoid green laning on the 13th!

Sarah Bull.

Films by Richard Stewart

Raid Aneto 90
60 minutes of action packed driving
along the Pyrenees

War of the Roses
All the clubs in action in the 1990 event

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

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!

* ROB'S CLEAROUT:- Five Range Rover steel rims..One SIII truck cab for 88". One set of sticks for 88" LR. Two 7:00x16 SAT lookalikes on SWB split rims. One 7:50x16 Bar Grip on rim. Two tailgates for SIII 88". One bonnet for SIII 88". Offers to Call Rob Hoare in Hillingdon on 0895-71408.

* HUGH'S CLEAROUT:- RR bonnet, no rot, £125. RR roof, straight, £80. RR nearside door, £50. RR 4-speed gearbox, good, £250. LR 2¼ petrol engine, can be heard running, £100. LR series IIa gearbox, can be tested, £75. LR series IIa axles - front, £100, rear £75. LR LWB chassis, £70. LR series III gearbox, good, £100. Heavy duty 4-Wheel Vehicle Trailer. Bit basic.Needs some attention. Contact Hugh Glossop in Mortimer on 0734-333409.

* 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.)

* 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.

* Land Rover bits.... Series I 88" windscreen frame £5. 90/110 dog guard, £10. Two high back Corbeau style seats, one very good, one torn, £20 pair. Phone John King in Maidenhead on 0628-25909.

For Sale

* Pair of hard-top sides for LWB Land Rover. Glazed with fixed windows. Brand new genuine parts. **SOLD** Call Carl Cuthbertson in London on 081-446-9698 after 6 p.m.

Vehicles for Sale

* Land Rover 110 County V8. Many extras including Husky winch (with new motor), roof rack, overdrive, Dixon-Bate rear coupling. Recent new tyres, complete exhaust and engine rebuild to latest spec. Personal plate (valued at £1000). Reluctant sale. £6995+VAT or vno.

Mazda/Perkins 4.182 diesel engine with fitting kit for RR or LR 110 4-Speed gearbox. £1250 ovno. Contact Steve Barnwell on 0908-611413 (days) or 0908-616878 (evenings)

* 1967 SWB SIIa Land Rover. Fresh Bronze Green paint with white hard-top fitted with safari door. All new suspension, propshafts etc. SIII gearbox. Recon head and many other new parts. £1200 ono. Phone Nick Woodage in Liss, Hants on 0730-894418.

* Range Rover Special. 1980. Two door. Sprintex supercharger. Warwick-Banks handling kit. Electric windows. Alarm. Specialist upholstery (Wood & Pickett). Vinyl roof with sunroof. Rear window conversion. Rear seat-belts. Overdrive. Extensively reworked and restored. Immaculate. £8950. Electric winch for RR, £400. Contact Mike Dunne in Little Chalfont, BUCKS on 0494-764877.

* Land Rover series III SWB. 2¼ petrol. Hard top. Bull bar. FWH. Middle cross member damaged in accident so needs repair or new chassis. It was a fine running vehicle; it's all there but not driveable at the moment. Offers around £300 please to Cliff Winckless in Bracknell on 0344-54309.

* Land Rover, 1961 SWB Soft Top. Original registration XJB 347. MOT to Aug 1991. £1100. Call D. Hutchings in London on 071-931-4327 during the day or in Basingstoke on 0256-478159 in the evening.

Vehicles for Sale

* Land Rover SWB Hard top. K reg. 2¼ petrol. Rear seats and windows. Recon gearbox. This vehicle was featured in the 1988 Land Rover calendar. £2300. Call Dave Buzza on 0491-671243 (near Pangbourne)

* Range Rover, 1981 White four-door. Taxed, MOT. Five good tyres. £4500. Sound and tidy vehicle. Contact Nick Jennings on 0734-471258.

* 1984 Range Rover Vogue, Phase Two. Left hand drive, automatic, central locking, electric windows, air conditioning, new tyres, bull-bar, new MOT, new brake pads, fully serviced, extras. £6500. Contact George Lawrence, Sunbury-on-Thames, (West London) 0932-787485.

* 1971 LWB Hardtop. Ex MOD and RACAL ANNTENNAS. Engine rebuilt by Rapid Rovers in Feb 90, new rear cross-member and partial rewire. Rear windows and seats. Overdrive and Freewheeling hubs. Deep Bronze Green with White roof. MOT to Sept 91, Six months Tax. Phone Gene Maxwell on 0420 85444 (Alton) with offers around £2200. Vehicle currently garaged in Winchester.

* 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.

* Land Rover Series IIa Dormobile Camper. Rare vehicle suitable for a bit of restoration into a classic. i.e. it is complete but needs a little tidying up. It is a genuine Dormobile conversion based on a late series IIa 4-door safari and has a six cylinder engine. It has a lift-up roof and folding bunk beds. An overdrive is fitted and it has a capstan winch and new tyres on the front. This impressive collector's vehicle is now available for £2295. Contact Hugh Glossop in Mortimer on 0734-333409.

* 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. Offers to Dave Ridden, Romsey, Winchester, 0794-514834.

Vehicles for Sale

* Lightweight Series III. Completely standard. 2¼ 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.

* Range Rover 1974. Olive green. Rebuilt Engine/gearbox/overdrive. Waxoyled. Bull-bar. Tow-bar. Very clean, good condition, much recent restoration. £3000 or haggle. Phone Jonathan Scurlock on 071-603-2790. West Kensington.

Wanted

*.LWB rim with or without 7:50x16 SAT. SWB hard-top (sides only) with or without windows or what have you. Call Rob Hoare in Hillingdon on 0895-71408.

* FC101 Workshop Manual to buy or borrow. Contact Adrian Bolge in Portsmouth on 0705-377488.

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Events Hot-Line

In order to provide late information for changes relating to HBRO events, Roger has set up a telephone line with an answering machine. So please call 0734-842884 on the **Friday** or **Saturday** only prior to the event.

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 preceeding days, anticipate postponement.

March 16th	ARC AGM Solihull.
March 24th	Trial at Frilsham. New site. Details elsewhere.
Apr 21st	Broxhead Common. Details elsewhere.
May 26th	Weaver's Down event CANCELLED.
	ARC Nationals. Newnham Park, Plymouth.
June 16th	HBRO Annual Rally. Harroway Farm, Hants.
July 7th	Weaver's Down. CANCELLED.
July 12-15th	WAR of the ROSES weekend in Lake District. RTV on Saturday, War of the Roses on Sunday.
Aug 31st	Broxhead Common. CANCELLED.
Oct 27th	Trial . Broxhead Common. Details Later.
Nov 3rd OR 10th	Bonfire and BBQ at Harroway Farm. Date to be announced soon.
Nov 20th	Broxhead Common. CANCELLED.
Dec 8th	Trial. Weaver's Down. Details Later.