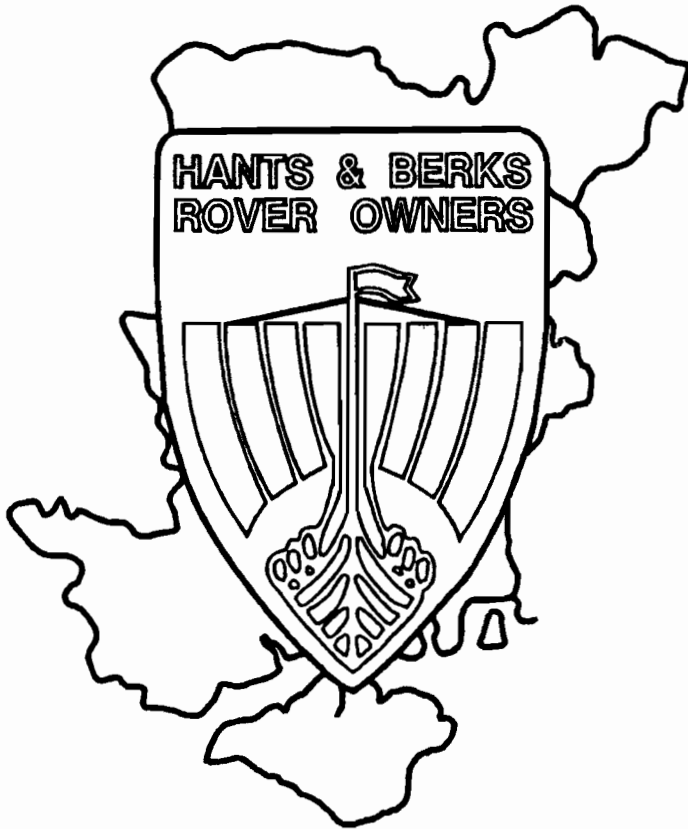


# Pants & Barks

September 1991



Newsletter of the Hants  
and Berks Rover Owners

## Officers of the Club

*CHAIRMAN	Malcolm Whitbread, Flat 1, The Post Office, Hampstead Norreys, BERKS	0860-578-152
*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	0329-220859
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...

We have a handful of interesting articles this month.

There is a wonderful account of a weekend of adventures by Adrian Bolge. In it he describes walking, driving, doing indescribable things to his 110 and he succeeds in resisting the purchase of a 101. A hard thing to do. Colin gross tells all in HBRO's continuing attempts to win the War of the Roses. ...and how to do in yet another diff and Nick has a ramble.

Your editor has been on a well earned holiday in the Peak District, hence the delay in the production of the newsletter.

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Keep the articles and letters coming in, folks. If you're typing or printing them yourself, please make the block of text match the rest of the newsletter. For those of you with access to IBM PC or compatible computers, I can accept articles on 3½" and 5¼" discs. Better still, send document files from "XywriteIII", "DCA-RFT", "RTF", "PC-Write" "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.

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I know I've written this bit before, and the old hands will be getting fed up with it, but we are still gaining members week by week....

Are you a new member attending the pub meet? Please don't just "Hover" in the background! There are about 190 members in all and the regular members of the club don't know everyone by sight and so won't know whether you are new or not. We aren't ignoring you, promise! Come and say Hello.

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## YROC Rally, Dronfield, Easter 91

I saw this advertised in LRO, along with seat boxes for my 110. The latter were at PRB in Leeds and the former was near Sheffield. Two trips for the price of one, I thought. The same weekend the Mountaineering Club were holding a meet in the Lakes, and Series I were on parade with an autojumble at Skipton on the Thursday, and I have cousins in the Yorkshire Dales. An ambitious weekend! Time, as usual, beat me.

I started late Thursday evening and managed four of the five events. By 1 am I was akip in the tent on the verge near Towcester. - until 4:30 when some wag saw fit to wave at me as he roared past... BEEEEEEEEEEEEEEEEEEEEEEEEEP! I wasn't too upset as I wanted to be on PRB's doorstep when he opened. I was on the M1 soon after 5 and reached Leeds at 8. Paul was in, directing me "round the corner" for the seat box where I just had my nose in front of Ian who was to open up. The seat box? I have ideas of fitting a suspension seat in the 110 and don't want to cut the original box to accommodate the hydraulics. Paul was ready to talk, on my return, plying me with mugs of coffee and trying for two hours to sell me a 101. "You can have one of EVERYTHING WEVE GOT" was what he said. "You can have one of everything WEVE got was what I understood." How much had HE got? Good question. However I've no room art present so he was out of luck. Anyone know of someone wanting a C A Ambulance? I made my breakfast porage outside the "chapel", covetously eyeing the 101 on the front, but for its petrol engine, before heading back to Dronfield.

Late afternoon and I'd found Woodthorpe Hall and checked in. "Don't go down the bottom 'cos it's VERY slippery. Otherwise pitch where you like." The flatter ground near the bottom suggested a more comfortable night's rest. The atmosphere in the vicinity of the only tent already there was of such a deep azure hue that I promptly settled in the opposite corner of the field where the company was much more civilised.

Saturday dawned fine for the RTV. There were about ten others in my class. To my surprise we were accorded TWO shunts per section, and the course was more rigidly defined than we are used to at home. The worst part was walking the course - young or dwarf brambles making a tiresome network to ensnare the feet of the unwary. This was YROC's first

use of this site. It was well supplied with tree stumps - (non damaging?). MY o/s chassis rail got massaged somewhere along the line.

Section 1 was straightforward, although I heard that some RR's had managed to get their front bumpers stuck in what I had considered to be an insignificant dip. On section 2 I was not concentrating so scored 10 - less said the better. Section 3 went well till I took a shunt among tree roots on a slope and couldn't resume forward progress, 3. Section 4 was taken in reverse, much better, 0, confidence restored. Section 5 had a big ditch with a V bottom, my shunt in preparation for crossing it took me off track so I scored a bent bumper and 6 for my pains. Section 6 was much easier with a tiny stream, 0. Section 7 needed a shunt before gate 11, then I went straight where I should have shimmied and picked up a 9. I couldn't understand why the marshal gate 6 was standing in my way waving at me! Section 8 was on level ground, 0. Section 9 was more of a challenge with one of the aforementioned stumps at a critical point and a big gully to cross. I passed the stump but felt it bite me on the way, 1. Section 10 had a large puddle whence the roots of a fallen tree had been plucked but was otherwise OK, 1. Section 11 was becoming notorious. There was a confusion of ridges and rocks and dips in a pile of the clarty stuff. I headed boldly for what I hoped was the right line with a good supply of revs. I lurched through it, wrestling with the steering wheel. Through the flying mud and the violently moving screen in front of me I was aware of people fleeing for their lives before me. Then the action stopped. I thought it was all over. However before I could lift my right boot she found some traction and set of again!. A clear!

Section 12 had a slough from gate 6 down to gate 2. I made it as far as gate 3. Section 13 was not too well planned - a sharp ditch which I took at the wrong angle, 9. Total 41. First in the class scored 10, second was 40 and the next two were 41. My highest was 10 and his only 9. No medals this time.

I escaped that evening to Buttermere and Sunday joined the mountaineers for a walk. Pity it was misty above 700 feet. The new waterproofs I'd made were very well fitting - and breathed. I put them on while feeling not a little sticky. Buy the time they came off about an hour later I was quite comfortable.

The weather forecast promised strong SW winds. In the mountains the directions are much less reliant on account of the turbulence among the peaks and valleys. It certainly blew that night. Dawn, and there was a

blustery southeasterly heading down the coombe. One tent had been blown down and several others were the worse for wear - pegs out or missing - not mine, I hasten to assure you. A red bowl I'd left under the LR was missing so I went down wind across the field in search. No luck, though someone found it for me later.

As I returned towards my tent there was a sudden rustle and whoosh and a black bin liner broke cover from where it had been lurking under the LR, making off frantically in an arc around the field. Taking it to be the cover from my sleeping bag, I set off in pursuit. I was more than outpaced - so I stood and waited. Round it scooted - - - until - - - splat! There it was spreadeagled on the square mesh fence. Before I could get there the wind changed. A quick upward circle on the top wire, a rip of the fingers, and it was away - - - and up - - - away up - - - and over - - - AWAY and up - - - and twist and turn - - - around and up - - - then drifting - - - and up and away. It gained a thousand feet, just in a twinkling. Then the wind lost interest and it drifted away to settle in some trees about half a mile off. What an exciting adventure to watch!

Oh well, back to more mundane matters, have to find another bag. When I reached my tent, what did I find? My bin liner! The one performing that marvellous choreography, courtesy of the wind, hadn't been mine after all. So pack up and head for the Dales and Aysgarth. Find cousins. Sleep in a bed. The wind was very strong down the M1. At times I couldn't do more than 35 up the grades in 4th. Eventually it eased a bit and Portsmouth came into view

Adrian Bolge.

## 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

**£9.99 a copy (plus £1:50 p&tp). VHS video.**

### **Hereford 4x4 Off Road Show 1991**

All the action and interest of the 1991 event

**£15 a copy (plus £1:50 p&tp). VHS video.**

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

**Coming soon.....**

### **War of the Roses '91**

All the clubs in action in the 1991 event

**£15 a copy (plus £1:50 p&tp). VHS video.**

Phone Richard at "Stewart Vision"  
on 0635-297443

## RAMBLINGS FROM THE TREASURER

The clubs annual bash at Harroway farm has come and gone. I, for one, really enjoyed the weekend and it was a great pity that the weather let us down at the eleventh hour. Here's looking forward to next year....!!!

It was nice to see the club flag at the rally. A very impressive sight it was. Lets make sure it goes where ever club members get together to compete in the name of the HBRO.

I must admit that the bones are still sore from the War of the Roses. The Hants & Berks team came fifth this year which was a bit disappointing. Perhaps 1992 will be our year. The Yorkshire team won again, and by their usual margin. They are going to take some beating. The team performed very well considering that it was the first time some of us had met. I think Colin Gross is writing an article on this subject so make sure you read it. Applications are now being taken for next year's team.

I took the 110 to Cumbria for the W.O.T.R . I did not think that it would stand the round trip of 560 miles unaided so we put it on a trailer. The trailer itself was big but with a fully loaded 110 on and 100 litres of diesel in jerrycans, that made one big load. What did we tow it with? I can hear you all asking. The spare van from the business... a Mercedes 207D. This has done 150,000 miles and went like a dream. Not a problem (unless you count getting stuck about 20 feet inside the camp site. We were rescued by Steve Kirby)

The competition side of the club has been a bit quiet of late. Things will get better in later in the year September is looking promising. The club has been invited to other club's trials in the past couple of months. This is in fact a very economical way (club wise) to have competitive events. We get to trial against each other and all the members of the other club for only the cost of an entry fee. There is no risk to the HBRO of losing money on the event. We must of course invite other clubs to our trials but the risk of losing money on an event is lessened by the probable increase in entries. Lets see how it goes.....

Does anybody have any comments about the method of publishing Green Lining dates. The new idea was brought about by a comment from a reader of the mag..... Anybody else got any ideas.....?

Now what about the Magazine.....? Steve Kirby does a very good job editing it , but it seems that all he has to edit are his own articles. In a club of about 180 members there must be some one who wants to say something, or who has some photos of interest. It really is not difficult to put pen to paper or finger to typewriter. Lets have a bit more audience participation.

Anybody fancy themself as Competition Sec.?

Monsieur Allan Tew will be standing down at the next A.G.M. I believe he is off to the antipodes. Would all applicants please form a queue at the A.G.M. behind Allans chair....!!

Well I think that's enough from me this time . See you around at the trials.

Nick Jennings

# ROVERTUNE

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## RANGE ROVER SPECIALISTS

### REPAIRS - SPARES

### JOHN WINTOUR

The Forge,  
Whitchurch Hill,  
Nr. Reading,  
Berkshire.  
RG8 7NU

Telephone:  
Pangbourne (0734)  
842777 or 843019  
Mobile: 0860-560556

## War of the Roses 91

This was the fourth time that HBRO members had taken part in the War which as usual was based at Ayside in the southern Lake District, and the first time that Steve Barnwell and Dick Corking had not been part of the team. This year they had decided to have a break from the task of organising the team and equipping vehicles with winches etc. After the struggle I had to find a team, and the even harder time I had to find a vehicle to fit Steve Kirby's winch to, I would suggest that the club's heart felt thanks should go to Steve and Dick for all their previous efforts. So for this year the HBRO team was as follows:-

Nick Jennings with his 110 and PTO winch together with most of the equipment.

Malcolm Whitbread, driving Geoff Thaine's 80" trialer fitted with Steve Kirby's PTO winch.

Me (Colin Gross) with my Range Rover/Land Rover thing. No winch but the only V8 in the team.

Ian Piggott, Andy Harwood, and Terry McGerr. Our commiserations go to Mike Docherty who should have been in the team, in place of Malcolm, but who the Army decided to send elsewhere; and our thanks go to Geoff Thaine for the loan of his vehicle and trailer plus Steve Barnwell for the loan of his trailer. Richard Stewart should also get a mention as the Official Video maker of this year's event. You will be able to buy copies of the video from Richard shortly, so perhaps there is no need for me to continue writing this narrative? It may also be best to ignore the RTV held on the Saturday (Steve Kirby may wish to explain why!), but it did give us the excuse to drive some very good Green Lanes in Lakeland in company with the North Wales Club. So with all the preamble out of the way I can now concentrate on the War itself.

Sunday the 14th of July, 9.00 am, and all eight teams of three vehicles were ready on the start line for the prompt 9 o'clock start. At 9.03 we realised that the event officials had sneakily stuck the envelope containing the starting instructions onto the lead vehicle, so we had lost three minutes of the first travelling time. Luckily I recognised the site and the map as that we had used on the first War, and the backwards reading map coordinates thus gave no problems; so we arrived at the first task with time in hand. At least one team failed to find their task at all because

the organisers had managed to hide everything in the dips and hollows of the site.

Task one was a relatively simple one of moving a large log around a course up and down the hillside. Naturally the log must not be moved by any means other than towing between some gates, and winching between others; NO manhandling of the log in any way was allowed. The trick was to use the natural rock outcrops on the course to guide the winch cable, and hence the log, around the twisting uphill section. This proved a good first task for the HBRO as it wasn't too difficult and gave the team members a chance to work together for the first time. (No, we hadn't even been together before for a team practice.) Finishing early allowed us to review our errors, and re-stow the equipment before being given the first parts of an ongoing puzzle and the map reference for task two.

The drive across the site was uneventful, and we found task two by a large gully with a tripod construction on either side. An aerial ropeway was obviously going to be involved. The task turned out to changing a wheel on one team vehicle. The problem however was that it had to be done on the other side of the gully without the use of anything other than a wheelbrace and some logs provided near the start. Naturally only the vehicle and its two occupants could be driven round the gully, everything else had to go across the ropeway that was constructed using the winch cable of Nick's 110. Our first problem was that Nick's winch cable was only just long enough (130 feet or thereabouts), but we soon had all the short logs and Malcolm across. Problem two was that Malcolm thought he had a better idea than mine, and in fairness it may have worked; but it didn't. Hence some time was lost in bringing across the long log. Since we didn't have the muscle of some teams, who simply levered the vehicle up with the log, we built a ramp under the rear axle, reversed up it till the wheel was in the air and changed the wheel. Getting off the ramp proved harder than expected, but it all worked out in the end and everything was sent back over the gully. Our secret weapon, several hundred feet of thin cord, proved very useful for hauling the snatch block and load across the ropeway.

Task three was back at the other end of the site, and just getting there involved crossing some boggy ground, which could have led to problems reaching the task on time if any vehicle had become stuck. Our secret weapon again came in useful since the task again spanned a gully. This time we had to retrieve small steel discs from flower pots in the



bottom of the gully whilst the team members remained in boxed areas on either side. Nick and Malcolm performed fantastic feats of fishing with a magnet attached to the centre of the 100 foot line, recovering all 14 discs in very short order. Unfortunately the organisers didn't think any one would finish the task, so only one team failed to achieve a perfect score here, and with no bonus for early finishing the HBROs fastest time gained us no extra points. The North Wales team even managed to construct a breeches buoy system with their winches to move a team member around over the flower pots and retrieve the discs; and still finished in time.

Task four was back at the other end of the site, at a map reference I remembered as being at the big bog. We weren't disappointed as the task involved getting all three team vehicles around a rectangular course, the last leg of which involved a 100 foot winch through a bottomless peat bog followed by the ascent of a 10 foot high rock cliff face. Not surprisingly this section was a favourite with the spectators. Nick's 110 got the first two vehicles through in short order despite the bog reaching to the top of the front wings in places, but using his winch to pull himself through with the other two motors as ground anchors proved more difficult. Never the less we made it with time to spare, but lost some time when a six foot crowbar was left on the course; the clock isn't stopped till everything is back in the start/finish box. Some ominous crunches from the back axle of my vehicle when being used as an anchor also left me wondering about the health of the rear differential. That worry was settled the following weekend when part of a planet gear emerged through the diff casing!

Task five, drive each vehicle around a very large trials course for a distance of 0.45 Kilometres at an average speed of 3 miles per hour. Easy wasn't it? Our solutions were said to be ingenious, but we achieved an average score here.

Task six, tow a heavy barrel on a sledge around a course, winch the contraption up a hill, then sling it across a gully on a breeches buoy before towing it back to the start. Using the roll cages on mine and Geoff's vehicles to support the winch cable from Nick's 110 gave a very quickly constructed aerial ropeway, and we achieved a very good score here. Luckily we also had time left over to visit the remote map reference to find the cryptic clue. Since anyone could have solved the puzzle without the clue I think the organisers just wanted to see us rushing about the hillside like lunatics, but every team completed the same panicky search for the clue.

Task seven was our downfall. Nick's 110 bent its trackrod just before the task time commenced, so eight minutes were wasted getting the vehicle mobile as all three vehicles were needed for the task. All you had to do was use one vehicle to haul the other two (as dead vehicles) up two steep hills. Unfortunately the winch vehicle had to stay at the bottom, and the winch cable was not long enough the reach up and down the hill three times to use a snatch block. All we succeeded in doing was to winch the 110 around the base of the hill; Geoff's much lighter 80" trialer refusing to progress up the slope. All our efforts with wheel chocks, ground anchors, rocks etc. were in vain, and we scored a maximum. Still it had been going well until then.

The final task, number eight, involved loading a platform mounted eight feet above a trailer with six straw bales, and then using two different vehicles and drivers to each drive the rig around a forward and reverse course. Another fairly respectable score was achieved.

Finally after 7½ hours of solid competition we had finished, coming fifth of the eight teams; and just being beaten by the North Wales team. Another classic and unique event was over, and I for one look forward to next year when the HBRO again hope to compete in the War of the Roses. Our thanks go to the Red Rose Land Rover Club Ltd. for all their effort in arranging the event; and to 4x4 Driver magazine who sponsored it. Long may the War continue; there really is no other event which combines so much fun and humour with serious competition and requirements for ingenuity.

Colin Gross

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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.

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## GREEN LANING 1991

In an attempt to improve the organisation of the club's green lane outings, Nick Jennings has provided this list of proposed start points. Of course this does not preclude members capable of organising their own trips from so doing. This list is for those who need guidance.

MONTH	VENUE	MEET AT:-	GRID REF
SEPT	HOOK	HOOK STATION	186 / 726 539
OCT	ALDERSHOT	WANBOROUGH STATION	186 / 931 504
NOV	WOOLHAMPTON	LAY BY ON A4	174 / 585 666
DEC	WEAVERS DOWN MEETING		

THE MEETING TIME WILL BE 10.00 AM UNLESS SPECIFIED.

CB channel 2. (If you're arriving late, call as you approach!)

PLEASE CONTACT 0734- 471258 OR 0836-604885 IN THE FEW DAYS PRIOR TO THE MEET TO GIVE AN INDICATION OF NUMBERS ATTENDING.

Nick Jennings

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Unless otherwise indicated, articles and items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that the author and the HBRO are acknowledged. References to forthcoming events may be published only with prior written permission from HBRO.

## 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 to members.

### BUILDING SERVICES:-

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

### CARPENTRY (CONTRACT & HOUSEHOLD)

Nick Woodage. Liss, HANTS. 0730-894418

### ENGINEERING, :-

BETTAWELD. Roll-Bars & Cages, components machined to order, etc.

Simeon Hill, Doncaster. Tel:- 0302-842682

### ELECTRICAL:-

J. W. Bull, HANTS Tel: Southampton 865675

### FENCING MANUFACTURERS & ERECTORS:-

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

### FIRE PROTECTION:-

Romsey Fire Protection Consultants/sales. HANTS. Tel: Romsey 514700.

### INTERIOR DESIGN, UPHOLSTERY etc.

Winsdale Interiors Ltd. Design, upholstery, furniture restoration, carpets etc.

Bruce Cowan, Southampton. Tel:0703-555585 Fax:0703-559541

### PLUMBING/CENTRAL HEATING:-

Dave Ridden, HANTS. Tel:-Romsey, 0794-514834

J. W. Bull, HANTS Tel:-Southampton 865675

### TRANSPORT:-

"Group Lewis Industries". Heavy vehicle and other transport. Reading area.

Call Mark Ambler on 0831-345485(mobile)

### VEHICLE REPAIRS/SERVICE/SALES/RECOVERY:-

John Dowdeswell, "Traction Force Rescue". Recovery and Transport.

Fareham, HANTS. Tel:0831-551055 (business) 0329-220859 (residence)

P. J. Cooke, Tel: Headley 234 (workshop) Thatcham 62163 (Home)

James Wallis, "Red Rover Services" Petersfield. Tel: 0730-62057

Chris & Georgina Noel, "GLE", Service, Recovery, Hire, Boston, LINCS.

Tel: 0205-352683

Steve Barnwell Motors, Newport Pagnell. BEDS.

Tel: 0908-611413 (Works), 0908-616878 (Home)

Andy Flanders, "Tring 4-Wheel Drive", Tring, Tel: Berkhamstead 872523

### WATER TREATMENT/FILTRATION (Domestic):-

Kevan Chippendall-Higgins, Havant, HANTS.

Tel:0705-470183, 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!

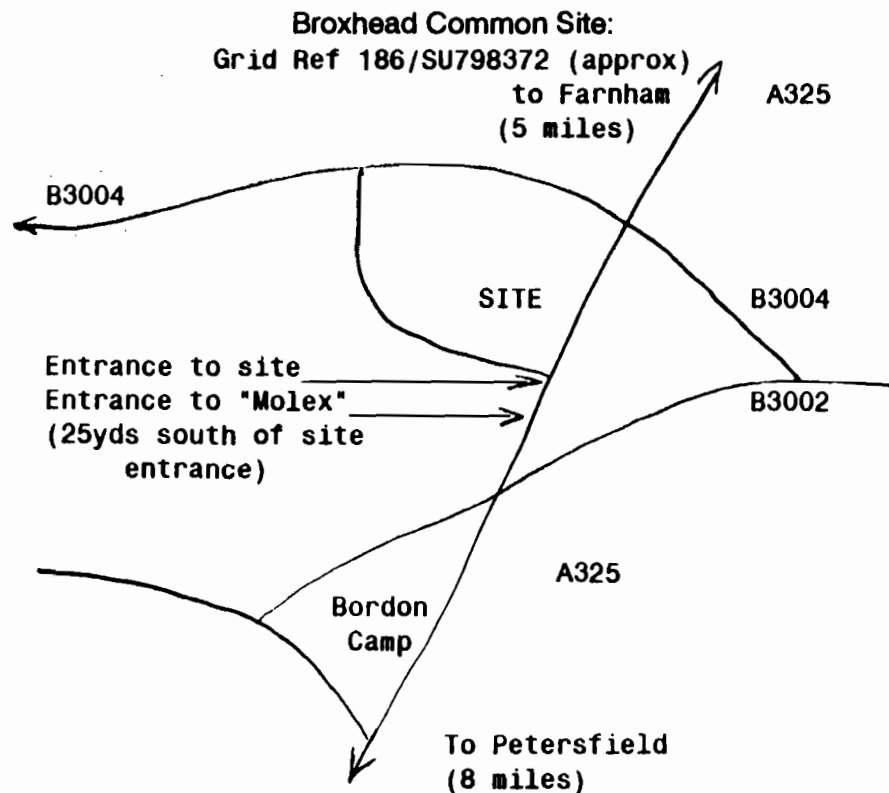


## RTV & CCV Trial

### Broxhead Common, Sept 22nd

We are holding an RTV and CCV trial at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 22nd of September. 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!



## THE MIDLAND ROVER OWNERS CLUB

### WARMLY INVITE YOU TO

# MAJORS 91

ARC INTERCLUB EVENT FOR THE MAJORS ROSE BOWL

5th & 6th October

Sponsored by

## M.J.FEWS Ltd

at

EASTNOR CASTLE, LEDBURY, HEREFORDSHIRE

With

CARAVAN & CAMPING facilities in EASTNOR DEER PARK  
(by kind permission of Major B.Hervey-Bathurst, OBE)

Marquee Bar & Food From Friday Night

Saturday 5th

## THE MAJORS TRIAL

EACH ARC CLUB MAY ENTER UP TO THREE TEAMS OF THREE DRIVERS

Sunday 6th

For Individual Drivers

## COMPETITIVE SAFARI

Both events are sponsored by M.J.FEWS Ltd.

The Old Station, Charfield  
Wotton-Under-Edge, Glos

tel: 0453 844131

ARC RULES AND REGS APPLY  
No Classes in Trial

Trial entries now full.  
Contact Steve Kirby or Allan Tew  
for Comp Safari entries.



# P. J. FURNELL & SON

REPAIRS & SERVICING TO  
LANDROVER - ALL 4X4'S - CARS  
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## 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!

\* Hugh's Summer Clearout. Land Rover Series II gearbox and Series IIa gearbox, both for 2¼s - £75 each. LR series III gearbox for 6 cyl - £75. LR 2¼ diesel engine £250. LR series III petrol engine - £100. Range Rover bonnet - £100. SWB LR front and rear axles - £75 each. LR series IIa chassis - £75. SWB LR rolling chassis - £250. LWB LR rolling chassis - £250. Call Hugh Glossop in Mortimer on 0734-333409.

\* Mick Maskelyne's Miscellaneous Market:-

Breaking SWB IIa. All parts available. Call. 4 SATs on Range Rover rims, as new £50 each. Perkins 4203 complete diesel engine, £300. Adaptor plate for above, £125. Range Rover and 110 spares/bits. Phone Mick in Newbury on 0635-74013.

\* John's Autojumble:-

- 2 front, 2 rear Woodhead shock absorbers for 109" LWB. Brand new, waxoiled, ready to fit. Not suitable for 110. £45 for the set.  
-Series IIa military/strengthened front axle complete. In need of rebuild although passed last MOT. Good 4.7:1 diff. £75.  
-Firestone SAT. 100 miles only. Kept as spare. Offers please.  
Contact John Dowdeswell on 0329-220859

\* Hard top for 88" LR £80 Call Roy Michael in Eastleigh on 0703-611491

\* 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.)

Traditional or trendy



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Need professionally drawn adverts?



**Standard or special Graphics**

*Almost any typeface matched*



*Dainty or* **MACHO STYLE!**

See ads elsewhere in this issue for examples.

Phone Steve Kirby on 081-894-3961

Various frames too...

## For Sale

### \* PAUL'S CLEAROUT:-

- 2¼ petrol engine stripped for rebuild, all parts available,
- Rover V8 inlet manifold and carbs.
- Various aluminium castings and twin Solex for Jaguar straight 6.
- Max-Arc industrial arc-welder. Heavy duty. Single phase.
- Canoes, water-worthy. Needs tidying.

Any offers on the above to Paul Barker in Basingstoke on 0256-469674 after 6 pm.

\* 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.

\* Range Rover diff Good condition. £80. Call Brian in Oxford on 0865-63985.

## Vehicles for Sale

\* Land Rover Series Ila, Rolling chassis. Part restored over 13 months but forced to sell due to expected arrival of twins and a bank that likes to say NO! Fully rebuilt chassis - a back end from a 6 wheeler giving 7" more body clearance. Front and rear axles rebuilt with new bearings, seals and gaskets all round. New crown wheel in rear diff. Brake system totally replaced. Gearbox rebuilt and engine reconditioned. New shocks and springs all round. Only major operation to complete is the installation of electrical system (wiring only) Photographs available from every stage of rebuild. Reluctant sale but has to go. Open to any reasonable offer. Call Paul Barker in Basingstoke Hants on 0256-469674.

\* 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. Contact Steve Barnwell on 0908-611413 (days) or 0908-616878 (evenings)

## Vehicles for Sale

\* LandRover Series 1, 86" 1955 Hard top with side windows. 47000 genuine miles. Two previous owners. Full history known. Original number plates, logbook and owner's manual. Chassis and bulkhead rebuilt and Waxoyled. Bodywork repainted. No rust. FWH. Many new parts - springs, shocks, wiring loom, tyres, front hubs, carb, copper brake pipes, silicon brake fluid. All receipts. MOT to December. £2750 ono. Contact Paul Snow in Caversham, near reading, Berkshire on 0734-477781

\* 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.

\* 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.

\* 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.

\* 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.

\* Lightweight Series III. \*\*\*PRICE REDUCED\*\*\* Standard. 2¼ petrol, 24 volt. Truck Cab. Spare set of wheels and tyres. Taxed. MOT. £1500 ono. For more details, phone Simon Hazell in Oxford on 0865-714153.

\* 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)

Have you got an advert in P&B? If so, is it still valid? Please do let me know when your sales and wants are finished. Sometimes I get a comment from a buyer who says he phoned someone up only to find the items sold 6 months ago! Apart from the inconvenience, the mag is getting cluttered with old adverts. Are they yours?

## Lend a Helping Hand

We have mentioned several times before that setting out a trial can be great fun. You get a whole day driving round the site for free! Try it; and take the load off some of the others who seem to do it all the time. We have the use of military sites on several occasions in 1991. It's worth giving up the chance to compete in exchange for a whole day driving around at Broxhead or Weaver's Down while setting out!

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## 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 usually be on the second Sunday of the month. See list elsewhere in this issue. There will be someone present 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.

Sept 14th	ARC meeting, Solihull.
Sept 22nd	RTV & CCVT at Broxhead Common. Details elsewhere this issue.
Oct 5-6th	MAJORS 91. The Major's Trial on Saturday. Comp Safari on Sunday. See advert elsewhere. All trial entries are in now but the organisers say Comp Safari entries can be taken on the day.
Oct 27th	Trial. Broxhead Common. Details Later.
Nov 3rd	Bonfire and BBQ at Harroway Farm. Firework "do". Bring your own. Details later.
Dec 7th	ARC meeting, Solihull.
Dec 8th	Trial. Weaver's Down. Southern are invited as are the Anglian Rover Owners. Details Later.
Feb 11th 1992	Visit to Land Rover Factory, Solihull. Contact Gary Hodgson to book a place. (24 only)

## 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.