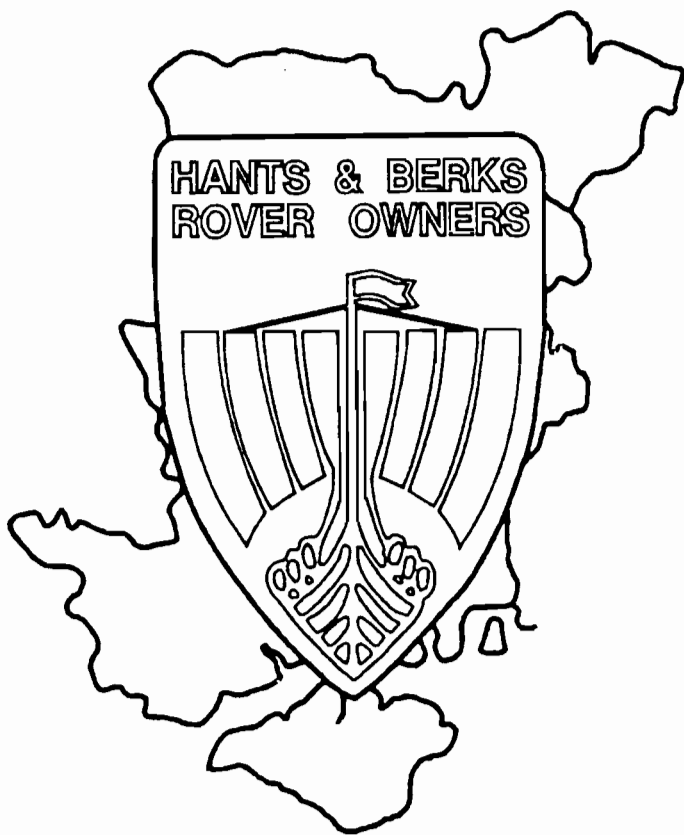


Pants & Barks

January 1992



Newsletter of the Hants
and Berks Rover Owners

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| | | |
|---|---|--------------|
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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...

I hope you all had a Happy Christmas and look forward to a prosperous New Year.

In this month's issue:-

In case any of our new members don't really know who the much-mentioned ARC is, there is a brief article of explanation. Colin Gross relives a Comp Safari at Slitting Mill and I give a brief account of the December ARC EGM.

Egg on Face Dept.

Having rather criticised the membership for failing to respond to my comments regarding the vehicle survey, an official form has now arrived unannounced from the ARC. Some time after the meeting, the ARC secretary felt he should produce such a form. Unfortunately it arrived just too late to get into the December issue! So sincere thanks to those who have already responded but it would be of great help if you could fill in the official form in the middle of this magazine. If you send it to me, I can take a copy and then forward them all to the ARC., This way, we will have the results too. Thanks all.

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.

This is the ARC.

It has come to my attention that there may well be members of this club who don't know what or who the ARC is. No, it's not just an anagram of RAC, but they are certainly connected.

The ARC is the Association of Rover Clubs; they oversee the running of all clubs that are interested primarily in the use of, preservation of and enthusiasm for all types of Rover vehicles past and present.

Whilst there is a Council of the ARC, there is no committee as such, all transactions being carried out at quarterly general meetings which are held at the Rover factory in Lode Lane in Solihull. Any members of any affiliated clubs may attend but it is usually club officials or the very keen who make the trip there. These meetings are usually noisy vociferous affairs as the most enthusiastic of Rover owners air their views! Any proposals have to be noted and forwarded to all clubs for them to discuss; the representatives returning to Birmingham for the following meeting. It is therefore a long process for any changes to be made. If a vehicle specification change is decided upon, then at least a year will be allowed to pass to give members time to modify their vehicles.

As I said, any club member is entitled to attend but as the ARC cater (literally, a buffet lunch is available for £1) for only two or three representatives from each club, please let the Secretary or Chairman know if you are going so they can forewarn the organisers to bring in more chairs! So what do we get out of the ARC then?

(a) The association and fellowship of being with other like-minded enthusiasts and owners.

(b) The National Rally.

(c) Insurance cover under the ARC's Department of the Environment exemption certificate for camping and caravanning.

(d) The ARC has a representative on the RACMSA (RAC Motor Sports Association), the governing body for motor sport in the UK.

(e) Representation on MOLARA (Motoring Organisations Land Access & Rights Association, formerly LARA), the only national organisation that acts on behalf of 4WD vehicle owners and deals with problems of rights of way on green lanes. This costs the ARC about £2000 a year plus representative's expenses. (A bargain.)

(f) The entitlement to participate in other club's events without an RAC competition licence. This is a special dispensation by the RAC for ARC members.

(g) Official recognition by Land Rover Ltd, enabling ARC clubs and their members to use the Land Rover title and Logo. They've discovered that Rover clubs are good for business!

(h) Discounted RAC motoring services membership.

Transactions of the ARC are published in a quarterly newsletter called Rover Runes. As you will have seen, I do report back on the highlights of these meetings using notes made at the time. The minutes of the last one ran to nine pages, so I don't always report in detail but full length copies are held by me. Recent items discussed include sponsorship (the object being to direct it at events rather than individuals) and vehicle regulations for the forthcoming Nationals.

There are also many overseas clubs in the ARC; contact being through the overseas liaison officer. Most of the last meeting was taken up with discussions about the vehicle regulations. I have already reported on this at length.

A recent innovation is the holding of pre-meetings of an hour or an hour and a half when groups with specific interests get together before the main meeting in order to discuss items in detail that would otherwise take up too much of the main meeting. My loyalties are split between Rights of Way and Scrutineering/Vehicle Regs items. Currently, scrutineering matters are taking most of my attention - would anyone with Rights of Way interests like to attend to enter that forum?

Steve Kirby

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Slitting Mill Safari.

by Colin Gross

Only eight weeks after our foray Northwards for the Eckington inter-club weekend we made a return visit for a weekend long safari organised by our previous hosts, the Peak and Dukeries Land Rover Club. The competition was scheduled to run in three sections; Saturday afternoon, Saturday night, and Sunday (with all runs to count for the total time) and a condition of entry was that each competitor had to provide a marshal. I persuaded Richard Stewart and Hugh Glossop to accompany me, which meant that they each had a chance to ride as passenger as well as having to marshal. Hugh also generously allowed me to borrow his trailer to transport my "racer" (the V8 coil sprung Land Rover thing) but best of all he towed his caravan up there to provide our accommodation. This was to prove invaluable as the weekend although dry was very cold, with a ¼" of ice on the inside of the caravan windows in the morning.

The safari was organised and set out by Bob and Tony of the P & D club with support from other P & D members as marshals, scrutineer, time keepers etc. The DRESS communications people provided the marshals radios and the Red Cross the first aid facilities (whose services didn't need to be called upon). On site catering was also provided throughout the entire race period. My thanks go to all these people and the others I have undoubtedly missed from the list. Your hard work provided me with a weekend of superb offroad action.

The course itself was set out on an ancient household rubbish tip, the surface of which was quite soft and ash like, and covered with large quantities of broken glass and pottery. Huge craters and deep holes littered the site where "bottle hunters" were mining for ancient, and now valuable, old glass bottles etc. Our initial walk around the course showed that straying from the route could easily cause the vehicle to disappear down one of these workings, but that for most of the route the surface was hidden by the long grass and general undergrowth. Sizeable trees fortunately never encroached onto the route, so we didn't have to worry about colliding with anything too solid; and although punctures looked very likely only one vehicle suffered such a misfortune all weekend.

The first racing session started about 1 o'clock in the afternoon and continued until 5 p.m. With Hugh acting as navigator I set off on what looked like a fast course and had the first interesting moment on only the

third corner. This bend we had been warned during the drivers briefing had a very large hole on the outside of its exit. Hugh therefore called for me to keep tight to the inside; which unfortunately had a very large bump. The result was a short spell on two wheels, but luckily the Land Rover decided that it would prefer to stay the right way up! My first lap time was 3 minutes 28 seconds which wasn't too bad. It also showed that my choice of using the top three gears (of five) in low range was better than fighting the still baulky third to second change that would have been required in high range. By lap three I was getting the hang of the circuit and actually managed a quick look at the speedo on the fastest part of the lap. Over fifty m.p.h. on those bumps wasn't bad by my reckoning. By the end of the afternoon's racing there had been three roll overs, one of which was end over end, and several vehicles had needed major work in the pits. However we only had a one hour break before the restart for the night runs.

Four hundred watts of halogen lighting on a clear and cold night made it reasonably easy to keep up the pace and my lap times dropped to around 3 minutes 6 seconds.

Keeping warm however was a different problem as the temperature dropped to around freezing. This was where the benefits of racing a road vehicle really showed, my vehicle is fitted with a heater and even with the door tops removed we stayed comfortably warm. Lap seven of the night was notable for that third corner again. As we went round I noticed a Land Rover tail gate on the ground, however Richard who was navigating pointed out that it was actually a whole Land Rover down the hole. Recovering it, and the marshal's vehicle which subsequently fell down the same hole, closed the course for one hour and reduced the night runs to ten laps. I finished the night after one rerun with some good times, and even managed on one lap to catch up with the vehicle which had started one minute ahead. Great fun and the motor still in one piece. What more could we ask for at that stage of the competition.

On Sunday morning my motor was back on the start line for the ten o'clock start, but no other competitors were to be seen. So with all the officials in place they let me start and I promptly managed two runs before any other motor appeared for the day's racing. Having re-walked the course we had noticed a couple of alternative routes. The first allowed a smoother run along the second fast section, providing you could drive flat out between two mounds of debris about seven feet apart. The second

offered a way around the heavily corrugated section that had made the night runs so rough. The fastest run anyone had made until then had been a 2m 59s on the previous night, so I was very pleased to clock a faster first lap. With so few competitors still about my runs came thick and fast, and gradually the times fell further. One point where we made up time was on the fast left / right bend that led to a 45 degree climb onto a plateau about 8 feet higher than the surrounding area. My last lap with Hugh aboard actually had all four wheels off the ground. On the next lap with Richard I managed the corners even faster. Net result the Land Rover launched into the sky, while the video cameraman took to his heels. Although I had hit the ramp square the Land Rover had still been drifting sideways from the right hand bend, so as soon as we took off sideways flight ensued. Hence the fleeing cameraman who swears that he was looking up at our front wheel! Flying a Land Rover and searching for the landing site is a weird experience and one which I made sure not to repeat. However the landing was very uneventful and made on all four wheels some 40 feet further on; it even felt smoother than some of the other jolts we suffered around the course. For the rest of the day everyone we met commented on the leap.

A by product of making all Sunday's ten runs before the first hour of the day's racing had passed was that I could help Hugh and Richard with the marshalling and also watch the other drivers in action. When all was over the tally was as follows: 11 coil and 10 leaf sprung motors had started 7 coil and 5 leaf sprung motors finished the required 29 laps.

The winning time was 1h 28m 9s to my 1h 31m 57s.

The fastest lap was 2m 47s to my 2m 55s.

I had finished in 4th place overall.

As for the vehicle the only damage that could be attributed to the hectic weekend was two cracked windscreens. Once again a magic weekend had been provided by the P & D club.

This newsletter is printed by:-



79 Mitchley Avenue, Sanderstead, South Croydon,
Surrey, CR2 9HN Telephone 081-651-1861

ARC Meeting 7-12-91

HBRO fielded quite a team to go to the December meeting. Adrian Bolge with Tracey and Mike Doherty went in one car and Steve Barnwell, Colin Gross and Steve Kirby went in another. Mike, Tracey and Adrian came along in response to my request for someone to attend the Rights of Way preliminary meeting. Colin and the two Steve's main interest being in scrutineering and vehicle regs matters.

As I usually say, much went on but here are some highlights:-

Chairman:-

Peter Oakden said he was pleased, nay amazed at the size of the turnout; around 64 people. Attendees are usually rather thin on the ground at the December meeting. The new format with its preliminary meetings on specific subjects seems to be working and to be attracting more members.

Secretary:-

Andy Stavordale's main contribution was to go through some of the mail he has received. Here are a few samples:-

- Brooklands Books are now producing all Land Rover's Technical books.
- Application received for Surrey Land Rover Club in South London. Bit close to Southern's area!
- Proposal that the upper limit of £90 per club be removed. (Each club contributes 30p per member to the ARC; up to a maximum of 300 members at which that price is locked. 300x30p=£90) This would bring more money into the ARC. See later.
- RAC ruling on fireproof overalls being mandated for any event in which crash helmets are worn. We are exempt from this.
- John Dominy, (Breckland member) to act a proxy representative for Scottish LRC who can't always get to the meetings.
- The age of marshals came up. There is no set minimum age for a marshal. Would YOU trust a 6 year old marshal's decision?
- The land agent for the 1992 ARC National Rally wants a £10k bond to cover damage.
- "Rover Rescue". This is a registered name and cannot be used without permission.

Treasurer:-

Sue Whiteley said "Everything's fine at the moment" unquote.

Caravan Officer:-

Bill's for caravan permits for 1991 will arrive early in 1992.

Rights of Way Officer:-

Long report with much detail. I will get the official report later. However, if anyone is going green laning in Wales, please contact the administrator of a forum, the details of which I did not grasp, before you go. He is on 0633-895241.

Overseas Liaison Officer:

Dave Jenden provided a printed report. Basically, he has been writing to many overseas clubs with Rover connexions. The fee to overseas clubs is £10 for which they receive only the quarterly copies of Rover Runes. This doesn't seem much. Should we reduce the fee or scrub it altogether? Should we continue to send copies of Runes simply in exchange for their magazines? I suggested that it would be good PR to carry on for the next year to see what response there was. A list of all the overseas clubs we have been dealing with to date is available if anyone is interested.

National Rally Liaison Officer:-

Tom Boydell went over some old ground relating to the 1991 National Rally. Land Rover Parts soon will be no more - all LRs spares handling will be done by UNIPART. So any pending arrangements/ sponsorship with LRP are now at an end. The local dealer (with some sort of background support from LR Ltd?) will be the main sponsor.

Magazine Editor:-

Discussion mainly revolved around the status of the rules previously printed therein. Most members are waiting for these to appear in the ARC Yearbook (as yet stillborn). As I hold the master copy of the ARC vehicle regulations, I agreed to send each club secretary a copy of the currently definitive set. Some HBRO members already have the HBRO issue of these; they're the ones with the green cover with pictures on and 1992 in the centre. More being printed, ask at events or club meetings.

Press & Publicity Officer:

Dave Barker said he now has a list of companies and organisations willing to sponsor the National Rally.

RACMSA Representative:

Among other things, Dickie Day mentioned:

- 70 mph speed limit for Comp Safaris. Actually, this applies to the design of the course where it is envisaged that vehicles will not exceed 70 mph.
- The Road Traffic Act 1991. Details of Dickie's contribution on this subject are elsewhere. What we may need in the near future is a strong voice in the RAC to oppose such changes in the future. There is also nothing to stop the RAC increasing drastically the fees and charges. One way we can get this strong voice would be for all competitors to get a Competition Licence. This costs only £9 p.a. and you get an RAC Yearbook thrown in. On its own, the yearbook is £16. If all ARC competitors got one, those ARC members would form one of the largest (if not *the* largest) group within the RACMSA.
- Some kind of permit must be obtained for ANY kind of event. be it a Comp Safari, Gymkhana or driver training/fun day.

Scrutineering Matters:

Steve Barnwell raised a number of points....

- There was a discussion about the very knobbly tyres currently appearing. It will take a year or so to introduce a rule to ban these tyres, should such a move be desirable. However, any club can ban them by issuing an ASR (Additional Supplementary Regulation) The following proposal was made:-

"That there should be a strong recommendation to issue an ASR to ban Canonica, Babcross, Maxicross and similar small block open-tread tyres."

This was accepted. So if a club wishes to prevent these tyres being used, they simply issue an ASR to that effect with every announcement of an event.

- During the above discussion, it was inferred that a set of tyres like those being discussed could be cut from a set of SATs. This brought out the comment that it is not legal to run recut tyres on a Land Rover Ltd. vehicle on the public road.

- As mentioned earlier, the matter of speeds in Comp safaris came up. Steve Barnwell asked if anyone has any ideas as to how speeds can be controlled.
- Steve also pointed out that scrutineering begins at home and that any reasons for vehicles being failed by scrutineers should be brought to the attention of the club committee.
- There was also mention of mods to steering rods. The SUMO bars are acceptable if stronger rods are needed. Sleeving or tubing of the existing rods is also acceptable, but as the rules clearly say, welding is not permitted.

ARC National rally 1992:

Red Rose reported that the land owner wants a £10k bond for any damage to the land! Should the ARC underwrite this sum?

ARC National rally 1993

Midland ROC have an agreement to run this one. Anyone for 94?

Financing of the ARC:

Briefly Land Rover Parts have withdrawn their support of the ARC. i.e. their annual £5k cheque is no more. ARC's income is now £2200 and outgoings are £5k. Shortfall is thus £3.8k. Should the ARC be self financing or should we seek sponsorship. All sorts of ideas came up. There was a proposal that the "Club fee per member should be increased from 30p to 50p and to keep up with inflation." starting on Jan. 1992. A proposal to put this off to 1993 was accepted. The rest of the proposal was also then accepted.

Sources of sponsorship were then mentioned. These included the National grid and Trans-National affinity credit cards. Not much interest was shown in a credit card for £15 p.a. Not surprising really when there are still so many free ones around.

"Privilege Days" The enabling of ARC clubs to co-promote or invite a non-ARC club to an event. This can be done twice a year and is up for annual review. In practice, only two clubs availed themselves of this facility despite previous fears that the floodgates would open. This facility is still valid for 1992.

Steve Kirby

OUR FUTURE

A quick but rather disturbing look at recent changes in the law and how they affect the ARC.

by G.R (Dickie) Day. RACMSA Representative.

In the past I have painted some gloomy pictures of the environmentalist lobby and their outrageous claims and aims. Now we are under attack from Parliament, not just under attack, but have already been defeated without even a declaration of war being made.

The problem lies with the next Road Traffic Act wherein lies a section - intended to gather in the likes of road car thieves - which has extended the concept of certain driving offences to LAND TO WHICH THE PUBLIC HAS ACCESS and not just the public highway. On the face of it, no problem, but - hold on a minute; what is a car racing circuit, a stock car track or even (don't hold your breath) a competitive safari or any venue for an off-road CCV event? It's LAND TO WHICH THE PUBLIC HAVE ACCESS.

Got the picture? You go for an overtake but, because of the course you bounce across, hitting the motor next to you - what have you got? A spectator is hit by a motor or just has to jump aside to avoid a motor, it doesn't matter that he is stood in the middle of the course - what have you got? All are offences against the new Traffic Act! Now have you got the picture?

All manner of things which the legislators didn't mean to include but, because they are blinkered and the "tablets of stone" have been etched, they are now our problems.

SOLUTIONS

- i) Stop all motor sport. Don't be silly!
- ii) Stop the new act. The new act has already passed the committee stages and is, I understand, just waiting to go through the House "on the nod". As mentioned earlier, we didn't even know that war had been declared and we've been beaten already, we're too late.
- iii) Reword the Act so In part this has been done but, - get the it doesn't include subtleness of Big Brother in this one - by motor sport on permitting motor sport which has been issued a private land. permit by a recognised authority!

What is a recognised authority? Well to us it is that wonderful group the RACMSA. Deals with them and other "ruling bodies" mean that they are now in a position of strength, one that has totally and utterly wiped out the ace card that all off-road eventing enjoyed. The MSA now, by law, control motor sport both on and off road (whereas before they only controlled motor sport on public roads). This has ended the last remnants of freedom we ever had.

What is the future we look forward to? How can we regain the independence we have had up to now? Is the future one of being forced to become RAC competition licence holders, will registration and permit fees be raised, will more upon more regulations be forced upon us? The unwitting acts done by so few are bearing down heavily upon us. The Royal Automobile Club Motor Sports Association is in a position of strength, we are not.

What can we do? Possible solutions include:-

i) Get the ARC to become a recognised authority.

This may not be as silly as it seems, however. It is probable that the ARC would have to become the fully professional body that we are progressing to, an awfully lot quicker than we currently are.

ii) Get a better bargaining position within the RACMSA.

This option is probably the easiest and, in the short term is probably the only practical solution. Although our large percentage of non-competitive members may not be advantageous. It would mean the adoption of a Competition Licence policy. If this were done it would give CCV Sport a full voice within the MSA and not just a voice on the Joint Committee as we have at present.

iii) Complain to our MPs about the Bill.

This is far too late to be viable.

iv) Allow Big Brother to win - again!

We might just have to - this time!

Conclusion:-

Route ii) followed by or conjunctionally with i), would appear to be the only way forward. If we declare U.D.I. we will break the law at our first event and if some Green Brigade Crown Prosecution Service lawyer (there are plenty of them!) starts on the glory run, we'll all hang.

Those of you who know me will also know what I feel about route ii). If you can think of a way round it, please call 0706-30200.

ARC Vehicle Regs

From time to time I mention the ARC Vehicle Regulations. The ones in the yearbooks you all have are now out of date so I have produced a booklet containing the new set. Some of you may already have something along these lines. The current one is green and has two vehicles and 1992 on the front. All others are now out of date. Please bear in mind the Roll-bar rules and the Scrutineering article in the Yearbook are still valid. Members of the committee will endeavour to hand these out to regular competitors at events or club evenings. Please write to me or phone if you want me to send you one.

Steve Kirby

Hi There!

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.

Steve kirby

Come and Play

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 while setting out!

Steve Kirby.

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

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Mark & Isobel Wardley, "KEYLINK" Croydon, SURREY.

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Nigel Leak. "MULTIPLEX". Hungerford, BERKS. Tel: 0488-685213.

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

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

Steve Barnwell Motors, Newport Pagnell. BEDS.

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

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

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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!

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!

* Land Rover Bits..... 110 Hard-top and rear door, £400. Land Rover 110 Roof rack (Brownchurch & ex-camel Trophy), £100. Land Rover 5x Wheels and tyres (Tyres not much cop) £100. Capstan Winch to fit Range Rover together with rope, £150. Ammo box, £5. Contact Nick Jennings in Caversham on 0734-471258.

* 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, waxoyled, 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

For Sale

* Land & Range Rover bits... Pair V8 cylinder heads. Good condition, £10. Pair of V8 carbs. £10. 2 diffs, series IIA. Good condition £15 each. Series III windscreen frame £2. 1 split rim 600x16 wheel. £2. Pair rechromed LR Series I, II or III swivel pin housings, £25. Call Robb Unsworth on 0703-260501.

* 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.)

* 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.

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

Vehicles for Sale

* Range Rover. 1973, 3-speed auto, P.A.S. recent engine rebuild. £2300. Call Robb Unsworth on 0703-260501.

* Land Rover Series III 1972, hard-top, side windows, sun roof. Resprayed Stratos Blue with white roof. Many new parts. Taxed. MOT. £1895. Call Roy Michael in Eastliegh on 0703-611491.

* Land Rover SIII LWB.V8 1974 Ex MoD 109" Hard top with SD1 V8 engine. Very good condition. Recaro seats. Lots of money spent including new brakes, rear cross-member, starter, petrol tanks. Superb BFGoodrich tyres. This is a real power wagon which is together and ready for work or play. Taxed and MOT. £1800 or near offer. Phone Nick on 0730 894418

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

* 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

* Land Rover Series IIA, 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.

* 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.

* 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.

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 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.

Special Sale/Giveaway

S2 2¼ petrol engine, no pump or carb, condition unknown. Dismantled LWB S2 front axle, no diff. S2a front springs from SWB petrol, used. Radiators:- S3, no leaks but serious descaling needed. S2, condition unknown. Range, slight leak in usual places. S2a steering box. V8 heads from P5B saloon. All the above free!! Come and collect.

Bonnet from S2 c/w spare wheel fixings, not dished. 2 windscreens, one with soft top fixings, all very cheap. Starter, dynamo, alternator, instruments, brake & clutch bits, air filters - all very cheap or donation to charity.

TYRES:- 4 Mansfield (bar tread) 700x16 on SWB rims, £25

4 Goodyear G800 Wingfoot 205SR16 + 1 town & Country, £20

4 Michelin 205R16 XM+S. £20 All loads a tread.

LRO magazine, all issues plus 4 LRO binders, plus a few early Overlander mags and a few 4x4 Off Road action mags, £25

Range Rover Register, THE newsletter from issue 1 (less #13), £10

All prices negotiable but I won't pay you! Roger Pattie, 0734-842884

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.

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| Dec 29th | Comp Safari at Wapsey's Wood (W London) Invite from Anglian ROC* |
| Feb 11th 1992 | Visit to Land Rover Factory, Solihull. Contact Gary Hodgson to book a place. (24 only) This is becoming popular and Gary may well arrange more. |
| Feb 16th | RTV and CCV Trials at Broxhead Common. Invite from Anglian ROC.* |
| March 8th | Trials at Slab Common. Details later. |
| May 3rd | Trials at Broxhead Common. Details later. |
| July 26th | Trials at Broxhead Common. We hope to change this as it clashes with an AROC event (to which we are invited) at Slab Common on the same day. Details later. |
| October 11th | Trials at Broxhead Common. Details later. |
| December 20th | Trials at Weaver's Down. |
| | |
| NOTE:- | *for Anglian ROC invites, contact:- Trials:- Address to be announced later. Comp Safaris:- Andy Flanders, 3 Mortimer Hill, Tring, HP23 5JT Tel: 0442-822565 (home), 0442-872523 (work) |