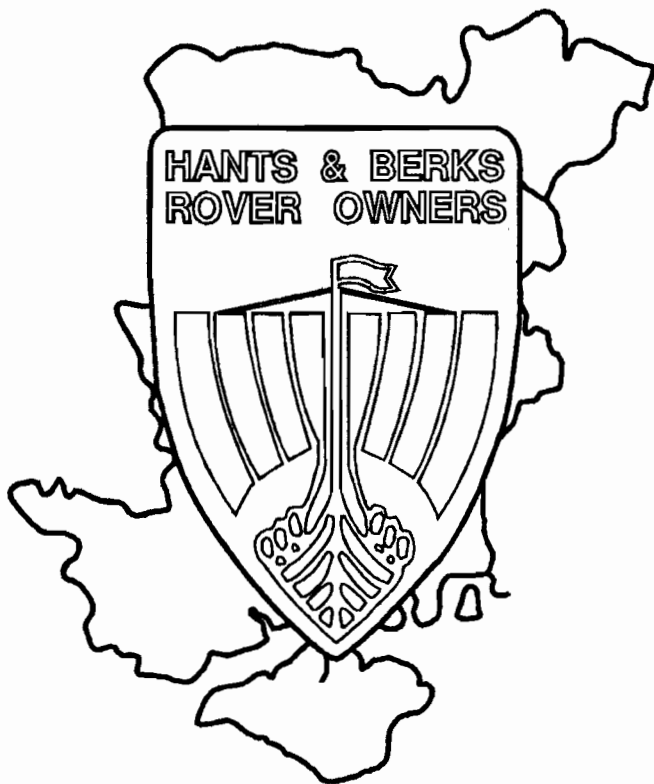


# Pants & Barks

March 1992



**Newsletter of the Hants  
and Berks Rover Owners**

## Officers of the Club

*CHAIRMAN	Malcolm Whitbread, 7, Wyldcourt Hill, Hampstead Norreys, BERKS	0860-578-152
*SECRETARY	Gary Hodgson, 5, Beckham Lane, Petersfield, HAMPSHIRE GU32 3BU	0730-67146
*COMPETITION SECRETARY	Tracey Doherty, 82 Alamein Road, Waterloo Park, Aldershot, Hants. GU11 IQ2	0252-27198
*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...

I expect the grapevine's been active enough for most of you to know that the ARC National Rally will not be held at Preston after all, this year. Difficulties with the land are a dreadful let-down and an embarrassment to the Red Rose club who were so sure, a couple of years ago when they staked their claim, that all would be well. The good news is that the event may be run at Cannock by the combined efforts of the whole of the ARC. A special meeting at Solihull laid the groundwork for this. As agreed at the last meeting, I offered help from HBRO in the form of marshalling and general help on the weekend. We cannot really offer much in the way of preparation working parties due to the distance involved. Entry forms are to be found in this issue. Send them in promptly.

I sincerely hope that the illegal activities of a few H&B members don't spoil things for us by making land difficult to get. You'll have seen reference to this last month and all I can add is to urge you not to get involved in events that are run with no permit or insurance. If you DO find a site, let us know so we can run an official event there for the benefit of all.

Thanks to all those who sent in the ARC survey form. I shall copy these so we have our own records and then I'll send them *en masse* to the ARC.

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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" (most versions), "Wordstar" (most versions), "Windows Write" and "Word for Windows" (versions 1 & 2)) 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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## 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.

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

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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

### 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!

## King's Dyke Comp Safari

Sunday the 26th of January saw me leaving my house at 5-00am, to drive to Whittlesey 5 miles east of Peterborough on the A605, to take part in the Anglian R.O.C.,s

Kingsdyke comp-safari as a passenger with Colin Gross in his racer. Colin has just fitted an auto-box into his racer and this was to be it,s maiden safari with this box in place.

Mark Ambler and Tony were due to take part as well but Saturday was to see Mark getting his fair share of problems. He was fitting the five speed box out of Colin,s racer into his, when he was beset with clutch operation problems, this being due to the different thickness flywheel fitted to his Land-Rover.

After sorting out this problem and testing the racer out, the engine decided to seize solid.!

Not Mark,s day.!

Meanwhile Colin and I were waiting for a phone call from Mark to let us know if he had sorted out the gearbox and to see what time he would be picking Colin and his racer up.

At 00-35am Sunday morning Colin rang to let me know the tale of woe and said that Mark was still going and that they would see me at the site at 8-00am that morning, oh well who needs sleep anyway !.

Upon arrival we said hello to Dick Corking and friends and attacked Pat,s Pantry the on site caterer for jumbo breakfast roll,s, filled with sausages, bacon and eggs, all washed down with mugs of piping hot coffee, just the thing at 8-00am on a cold frosty morning in Cambridgeshire!.

The site is owned by the London Brick Company and consists of a large clay quarry, which on the morning was frosted solid, but as the sun rose and the vehicles

started running this soon gave way to a greasy morass of clay that literally stuck to anything it came into contact with!.

We unloaded the racer and went through the preliminaries of signing on and getting scrutineered. The drivers briefing told us that the course was approx. 2.5 miles in length and that we had to do 10 laps by 3-00am and that a max lap time penalty of 20 mins stood.

After this we took a walk around the course. The start must have been the most difficult part of the whole course, requiring you to come of the start line and take a left hand straight up the steep side of the quarry and onto the top ledge which was only approx 15 metres wide and a drop of about 20 metres into the L.B.C. production area!.OUCH!!.

You then turned hard right along the crest then turned hard right down into a V gully that ran back down into the quarry, ""What a start!"" After much deliberation it was decided that this would cause to many problems for racers to get up onto the crest, so the course was rerouted to run from the start as before up the side of the quarry and then turning right before reaching the crest, then running paralell with the crest to enter the gully from the side, followed by a quick right hand turn down the gulley.

This manouvere left you with no control of the vehicle as gravity took over and you went down the gulley like a rat down a drain pipe!. Most interesting!. It was here that we almost rolled, running down part of the gully on two wheels!, as i said that was only the start!.

A fast section then followed across the bottom of the quarry, back up another side with a hairpin right and then back along a parallel track, followed by a hard left into a mud hole climbing out up a bank.

Further on a section of the course was so rutted that this combined with the tenacious, gripping qualities of

the clay meant that you didn,t go anywhere fast, just bouncing up and down like Zebedee!.

After this was a fast run along the top of the quarry through thick mud and water covered in sheets of ice, but not for long!!..Dodging an old war pill-box in the center of the course a tight right led you into a section of hollows and ditches, to a slight descent with a 90 deg. right hand bend along the edge of the quarry. Get this wrong and it was the quick way down, literally!. Then back along the fast section past the pill-box and down into the fastest part of the course.

This track ran from the very top of the quarry right down to the far side and was formed out of millions of broken house bricks, here we were touching approx. 60 mph, with the added spice of not really being able to see where we were going. With no door tops there was as much mud inside the windscreen as on the outside, and this combined with a low January sun led to some exhilarating moments!.

If you saw the next corner you executed a right and left then ascended back up the side of the quarry. The clay here was so smooth with a lip to climb over as you crested the slope, that quite a few racers were struggling for grip, including us on one lap. At this point we were motionless with all wheels churning looking for the traction that wasn,t there, as we straddled the lip!. A cople of reverse shunts saw us climbing over the top and then through a long mud splash, which caught out a few unfortunate,s. From here it was a quick descent to the finish.

As the day wore on vehicles started to retire, but Colin,s high level of build quality in his racer was starting to pay dividends, with all that being required, was a de-clagging of the windscreens both inside and out, every couple of laps.

Dick Corcking wasn,t having as much luck with first a rear half-shaft snapping, to be followed later by the

front diff self destructing thus putting him out of the days running!.

Midway through the day Tony sat in with Colin for a couple of laps,"just to get a taste of the mud "literally!.

Andy Flanders had entered his Suzuki Vitara,you know the one you read about in a certain magazine,sorry no free publicity,but by midday we heard a rumour that he had retired it due to the doors being hard to close,was this the BANANA SYNDROME!.

Colin later found out that it was mud collecting under the plastic sill trims that was the source of the problem and not a case of the bends,much relief in the Flanders camp!.

Altogether 6 out of 18 entrants retired and we came 4th in class.A most enjoyable day on an interesting site and our thanks go to all that organized and ran this event,well done the A.R.O.C.

My thanks go to colin for asking me to passenger for him and give me the opportunity to experience this site first hand."Thank you".

As a closing shot i think i can say that the auto-box proved it,s salt and was worth the time and money that colin spent on it in preparing his vehicle!.

Richard Stewart

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## War of the Roses 1992

Here's another chance to participate in that great annual inter-club challenge, the War of the Roses. 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!

Our entry to this event has been confirmed and relevant rules and regs should be with me by the time you read this. •

The date is the weekend of the 11th and 12th of July. There is an RTV on the Saturday followed by the main event on the Sunday. I wasn't asked to detail the team so there may be places for new faces this year. Please let me know if you are interested. 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 if you have a suitable vehicle but no winch. Any ARC legal vehicle will do. If you can't compete, 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 just to the south of Windermere, you may phone 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 call:-

Red Rose Land Rover Club,  
c/o Howard Blakeley,  
0772-312119

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.



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Kevan Chippindall-Higgin,  
5 Beechworth Road,  
Havant, Hampshire PO9 1AX



# Brooklyn Engineering RTV and CCVT Trial at SLAB

We are holding an CCVT & RTV trial at Slab Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 8th of March. The event will be 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 Tracey Doherty. (Address inside front cover.)

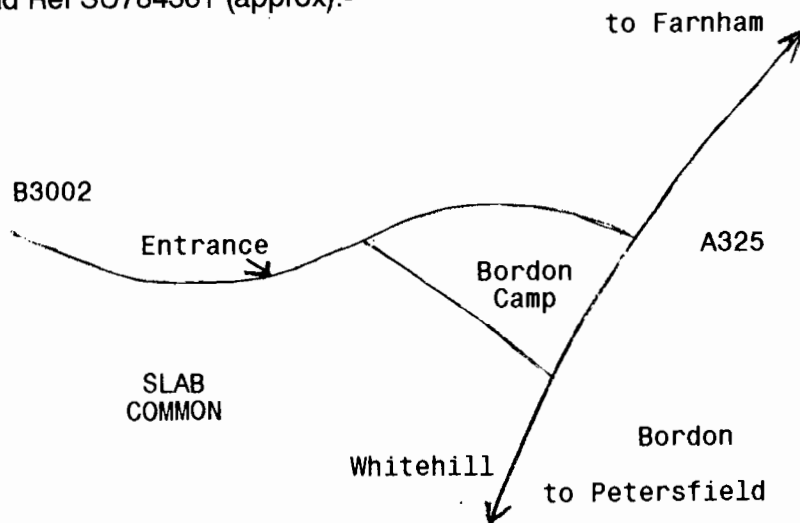
Scrutineering start at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. The vehicle regulations in your ARC Yearbooks is now out of date. If you haven't got a new rule book yet, please contact Steve Kirby for one. It is still up to you to ensure your vehicle complies. Roll bars are now compulsory for CCVT; see the ARC yearbook for information. Don't forget your MOT certificates, and driving/competition licence.

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!

Slab Common Site:-

Grid Ref SU784361 (approx):-



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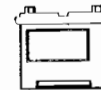


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Since I had an article published in the Home Office Civil Protection Magazine, which concerns itself with all aspects of Emergency Planning, Disaster Relief and coverage of various exercises, the telephone has been ringing almost continuously, with calls coming in from all over the country and even over the border from Scotland. I have had County Emergency Planning Officers, Fire Brigades, Police Forces, various Raynet operators and the WRVS (Womens' Royal Voluntary Service) all call me in the last six weeks or so, but alas, a deafening silence from both Hampshire and Berkshire.

At the first meeting of the Rover Rescue core, various points were addressed, some of which need to be dealt with in the longer term and some of which need looking at now. Rover Rescue is an essential service for the community when conditions hamper the effective use of regular transport and it is the role of difficult condition driving rather than trials type conditions which have emerged as the most important aspect of what we can offer.

Two basic decisions were reached at the meeting last month. The first was to encourage people within the club to learn how to drive their vehicles. To this end, the suggestion was made that a very simple, non damaging course be laid out independently of the main trials for this purpose, with skilled drivers on hand to help novices break the "incredulity barrier."

The second decision was to draw up a list of essential basic equipment, without which a vehicle could not be regarded as a basic Rover Rescue vehicle. In fact, the kit list is no longer than what would normally be needed when Green Lining, and Dave Ridden has kindly agreed to be the focal point for kit enquiries. He has up to date knowledge of where to buy basic equipment locally at the best possible prices.

As we progress, so more information and regular pub meets will come forward, but at the moment, the group simply wants to encourage membership so that the various skills within the group can be used to mutual benefit. Therefore, at the forthcoming Slab Common Trials, to be held on the 8th March, a simple driver training section will be set up for those who simply want to experiment in safety and security, with help on hand. Do come along and try your hand. Equally, come forward to join Rover Rescue. It is unlikely to take up much time, but participation could, one day, help save a life.

## The Hants & Berks Trip to "Green"Land

Well the day finally arrived, Solihull here we come; eleven of us piled into a Tranny van making tracks for the Land Rover factory "God help them." We entered the gates of the factory at 12:15, the guard met us all at the gate. "Hants & Berks" we said. I nearly said "Have you seen yourself in the mirror with that hat on" but I thought better of it.

Well we parked the tranny in the car park and headed for the local pub where liquid refreshment and rolls were the norm.

Suitably refreshed by 13:00 hrs, we were waiting next to the main gate where two Land Rover 110 TDi were waiting to take us to the Presentation room where the tour guides were "psyching" themselves up for the 3 hour trip, whilst showing us a video "Welcome to Land Rover". We were handed a set of ear-phones so we could hear what the guides were saying as we walked the factory. We were split into two groups "Well you could do more damage that way". Our group made its way to the waiting 110s and taken to the engine assembly line, where you could see the stages of build then to the engine testing rooms. Very impressive!

Next the cup-of-coffee-and-biscuit time and a video of the 110 on the Jungle track, plus a request for a trip on the track: but request denied. Refreshed, we went to the Discovery and Defender lines. As we got near to the building, this year's Camel Trophy vehicles came into view, all rigged up for some distant land. No time to stop to study them properly, Discovery shells were being cradled to be fitted out with roof lining, carpets, lights, etc. etc., then on to the chassis. What I couldn't fail to be impressed with was quality, conscientiousness and enthusiasm of the factory line workers. Next to the Discovery line, the Defender was starting to take shape, I felt green with envy as I spotted a white 110 CSW on the finishing line. One day, when I've saved up enough, I'll have a serious talk with Mike and Ken at Brooklyn. When we had recovered from the assembly line, we made our way to the rolling road where a 90 and a Discovery were being checked for transmission and braking. We had a chance to pile into the back of a Discovery while it was being checked. The vehicle is driven onto some rollers and there is a "television" screen in the corner of the room from which the driver gets instructions on how the vehicle is to be tested. On one test, the vehicle to be driven up to 50 mph up the 'box' and down then reverse; once the test is over any faults found will be rectified.

Then a walk back to the presentation room where a complementary booklet was handed to us each and a glance at a "Camel Trophy" video brought the trip to a close. We made our way back to our vehicles for the trip back home. Is our hard earned cash wisely spent on the vehicle? After what I have seen - yes! Hants and "Berks"? You can answer that yourselves, thank you Gary.

Mick Clark.

---

## 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, Slab Common or Weaver's Down while setting out!

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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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## 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!

\* LandRover spares:- Fairey overdrive, 6 months use, £200. Tirfor TU8 winch with accessories £150. Hard top with safari door, £100. Five 900x16 Bargrips on split rims, £80. Ladder rack £30. Two rear bench seats with cushions, £30. Rick Shepherd, Fareham 0329-286466

\* Set of 5 General Grabber Mud Terrain tyres (235x85x16). Two new and three part worn. Normally about £80 each. All five for £160. Contact Richard Stewart on 0734-815495 or 0635-297443. (FEB92)

\* Land Rover Bits:- 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 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.

## For Sale

\* 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.)

### \* John's Autojumble:-

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Contact John Dowdeswell on 0329-220859

\* 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.

### \* Roger's Magazine Sale

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! Call Roger Pattie on, 0734-842884 (FEB92)

### \* 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.

## For Sale

\* Four cross-ply 7:50x16 road tyres suitable for a trailer. Done about 9000 miles. Offers to Mick Clark in Hook on 0256-766409. (FEB92)

## Vehicles for Sale

\* Lightweight. Series IIa, V8, Truck cab, overdrive, FWH, electric fan, spotlights, 7:50x16 tyres, radio, good chassis and bulkhead. Q plate. Used daily. Genuine bargain at £1500. Rick Shepherd, Fareham 0329-286466. (FEB92)

\* 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 Eastleigh 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

\* 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.

\* 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.

## 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 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 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.

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## Not Wanted?

Many of the adverts appearing here are out of date. If you want me to continue to print them, please let me know. So please let me know if they are still wanted or send me an updated copy; otherwise they will all go and I will start from scratch! Ads will be dated from now on so I can keep track of how old they are. Some new ones can be seen marked (FEB92) and all new or "still wanted" ads will be marked with their date of origin.

## 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 preceeding days, anticipate postponement.

March 8th	Brooklyn Engineering RTV & CCVT at Slab Common. Details elsewhere.
March 14th	ARC AGM Solihull. 10 a.m.
April 5th or 12th	Trial at Alton. Details to be confirmed.
May 3rd	Trials at Broxhead Common. Details later.
July 26th	Invite from Anglian to trials at Slab Common. Details later.
October 11th	Trials at Broxhead Common. Details later.
December 20th	Trials at Weaver's Down.

NOTE:-	*for Anglian ROC invites, contact:- Trials:- Robin Warrington 226 Telscombe Way, Stopsley, Luton, BEDS, LU2 8QR. Tel: 0582-415183 Comp Safaris:- Andy Flanders, 3 Mortimer Hill, Tring, HP23 5JT Tel: 0442-822565 (home), 0442-872523 (work)
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