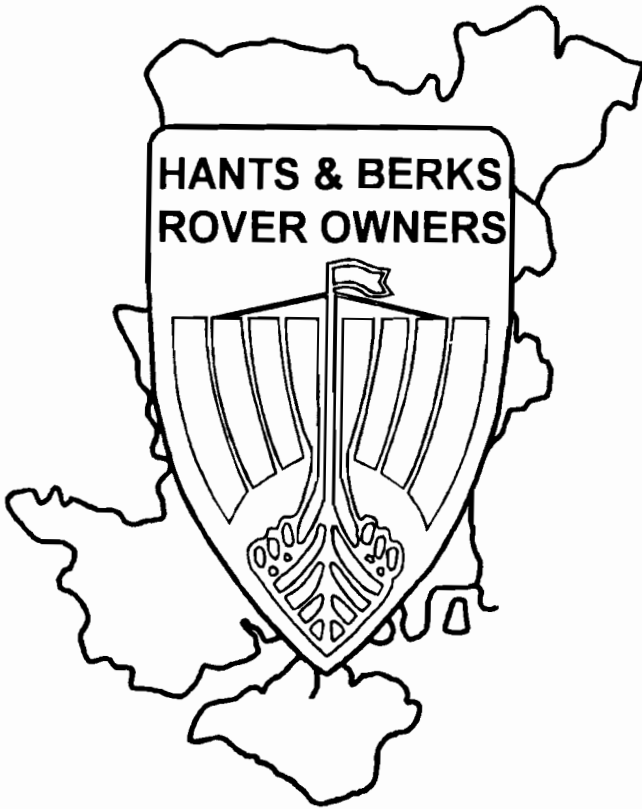


Pants & Barks

March 1994



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

Officers of the Club

*CHAIRMAN	Nick Woodage 22 Sherwood Close, Liss Forest, HANTS GU33 7BT	☎ 0730-894418 Mobile 0850-408161
*SECRETARY	Gary Langton, Flat 1, Hillside Court 16 Solent Road, Drayton, Portsmouth, HAMPSHIRE PO6 1HH	☎ 0705-388929
*COMPETITION SECRETARY	Position Vacant Enquiries to Gary Langton above.	
*TREASURER,	Adrian Bolge 36 Rectory Avenue, Farlington, Portsmouth HANTS PO6 1AL	☎ / Fax 0705-377488
*RIGHTS OF WAY OFFICER	Steve Kirby, 244 Staines Road, Twickenham, MIDDLESEX TW2 5AR	☎ 081-894-3961
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Judith Frisby, 16, Lunds Farm Road, Woodley, Reading, BERKS, RG5 4PY	
SCRUTINEERS	Gary Hodgson (0730-267146) 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...

Two exciting things this month. Only two?

We see the start of Adrian's epic tale of last years French National Rally. Adrian's computer isn't compatible with mine, so to save me having to type it all again, he has kindly sent this in ready printed in appropriate size blocks of text - so excuse the different typeface!

We also have a new trials site. I don't know at the time of writing who found it but details are in this issue. The map showing the Nellies Dell site bears an uncanny resemblance to the Brick Kiln Farm one although the railway in this case has now gone leaving only the track bed. There is a Brick Kiln Farm only a few hundred yards / metres away but it's NOT THE SAME ONE as the farm of the same name only three or four miles to the North. I have not shown this farm on the Nellies Dell map in case it causes confusion.

Annual International Off-Roading Weekend, Portugal, 22nd - 25th April.

This will take place in the wild and spectacular region of DAO-LAFOES. Participants stay at the GEROS COUNTRY CLUB. Full itinerary of off-road trails will be provided. Prices are 65000 Escudos for a vehicle with two occupants. Each additional passenger is 27000 Escudos with children from 5 to 12 costing 17500 Escudos each. These prices assume that all occupants of the vehicle will share the apartment accomodation which is included in the stated prices, as are 6 meals and a video of the event.

If you're interested, the contact address is:-

CLUB LAND ROVER DE PORTUGAL
SECRETARIADO DO PASSEIO '94
RUA DUARTE LOPES, 67
4100 PORTO PORTUGAL
Tel: 758 42 39

Contact Adrian Bolge for more details.

The Rickshaw Ramble

Sadly, no-one who participated in this has sent any description of the event. Congratulation go to Mick Doherty and his team mate for their class win in an army lightweight, beating many other more powerful and specially built (but not so well driven / navigated) entries!

We have, however received a letter of thanks from the organisers:-

65 PETROLEUM SQUADRON
The Royal Logistics Corps (Volunteers)
Portsmouth.

Dear Gary,

The 1994 Rickshaw Ramble has set tongues wagging among competitors, in the specialise press, in the domains of the major manufacturers and I even had a comment from the depths of the RACMSA! Why? Because of the cross-country test. Not because it was innovative or deviated from the acceptably normal way of trialling nor even because of the snow. No. it was because it was so incredibly well well run and so professionally marshalled.

I write to thank both you and Adrian for coming in on Friday to set up and recce, but more so to say just how grateful I am to all members of your club who so generously gave up their Saturday to allow others to compete. I really am very grateful to you all for your unselfish dedication to motor sport. Thank you.

I hope to run a similar phase for the Army Driving Championships in October (29th) if your members are interested in helping they will be more than welcome

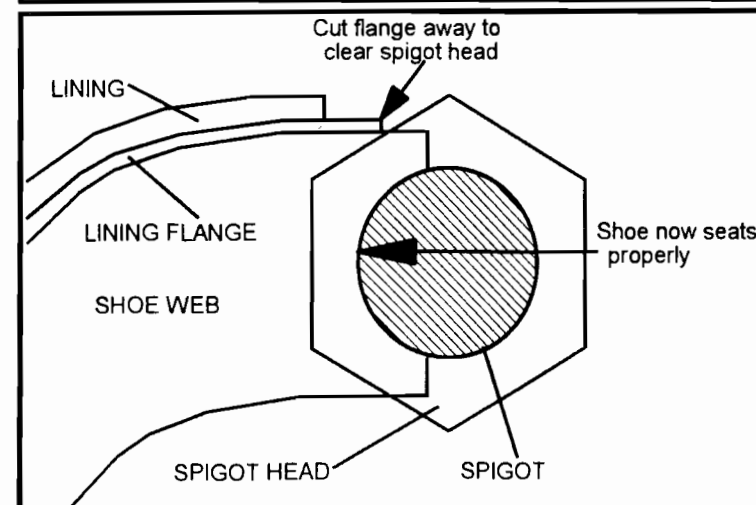
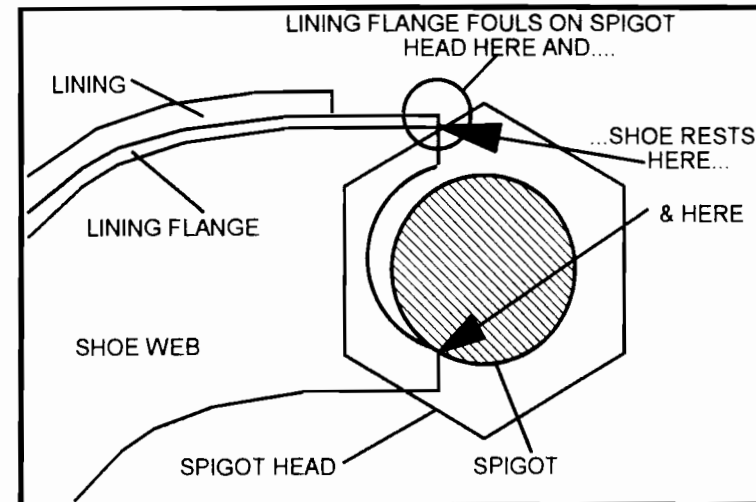
Very many sincere thanks

Bernie

Captain B. R. Stevens.

A Bit of a Bind, Part II

Last month I suggested a cure for ineffective Range Rover handbrakes. In practice, the addition of about 1/8th" (3mm) to the transverse lever does improve matters enormously. But there is another design fault here. In truth, it's probably a manufacturing fault by the shoe- makers. (Cobblers?) On the shoes I use (Genuine parts - yes really!) the lining flange extends right to the end of the shoe web. I expect the manufacturers thought this would add strength but in fact it fouls on the hexagonal head of the thrust spigot before the C-shaped cut-out on the end of the shoe web sits properly on the thrust spigot shaft. This causes the shoe to lift



(as you can see in the accompanying diagram) causing sudden locking of the hand-brake. If you trim this flange back by about 1/4" / 6mm, the shoe will sit properly on the spigot. Result? A working hand brake.

Steve Kirby

Fire Extinguishers

If you look carefully at your National Rally entry form, you will see that all competition vehicles need a fire extinguisher. ARC rules don't require these for RTV vehicles but the organising club does, so you will have to comply.

Romsey Fire Protection Limited can supply fire extinguishers of all types for all applications and they can also give you advice on types/sizes to suit your requirements including domestic and industrial. Contact:-

Romsey Fire Protection Limited
24, Bell Street,
Romsey, Hampshire.
SO5 8GW.

Our RFP contact is Dave Ridden and he can be contacted on 0794-514834 and he can bring one to the next meeting or event.

Steve Kirby

Scrutineering Matters

Are you entering another club's event? Have a good look at their SRs (Supplementary Regulations) if any. We recommend that you all carry a suitable spare wheel and tyre and paint your tow-points in a contrasting colour in accordance with RACMSA rules in case the scrutineers request it. HBRO's SRs (published last month) do not require tow-points to be painted nor for CCVTs to need a spare wheel. Also check that your wheels are covered by mudguards, flares etc. and that your engine bulkhead has no holes in it. Note too that engine air intakes / filters are not permitted inside the cab.

HBRO Scrutineers

SECRETARY'S DRIBBLE

Hello all,

Who is interested in FVT? (Family Vehicle Trials). I know that there may be members in the club that have relatively new vehicles or very little experience who do not want the possibility of any damage by entering an RTV (Road Taxed Vehicle) trial. I must stress that RTVs are set out to be non-damaging but there is always a risk.

The FVTs will be run along RTV lines but with easier gates and terrain. What I need to know is how many of you would be interested. Please ring or write to me (address and phone number inside front cover of P&B) and if the response is good enough, the club will accommodate FVTs and events will be publicised in P&B.

Next - Where are all the specials in the club? When I say Specials, I refer to coil-sprung RTV specials not CCVT specials which are steadily growing in number. There must be a few of you out there building some super-duper specials. I am getting fed up with being first in class every time; the reason being that until recently, I was the only special in my class regularly competing. But lurking on the horizon is Peter "Smarty-Pants" Jeffs (*I wish I hadn't coined that phrase now - ED*) with his 90 special which as from January the 1st will be in my class.

So if you are in the process of building a special, hurry up and get it finished; or if you are thinking of building one, go for it. There are plenty of people in the club to give you advice

So what I need from you lot is plenty of members to contact me about the Family Vehicle Trials and more special to be built. That's not a lot to ask for, is it?!

Well I think that's all. Bye.

Gary Langton.

Winter Trials Series.

3. BRICK KILN FARM, 23rd January 1994

Whooooeeeee, the first trial that I have ever won overall in five years of trialling and I also took the award for winning the Winter Series overall too. What a result and I got to take home two trophies, wow! Either my trialling is getting better or maybe I should put it down to the hybrid!!

Anyway, enough of the headswelling. The conditions for the trial were excellent, lovely gooey thick sticky stuff. *You could hardly walk the sections let alone drive them. I think w only had one casualty, Alan Smith ending up on his rear end in the mud. I'm still giggling as I write this. Somewhere else in this edition of P&B you will read that I stated that RTV was non-damaging, well, er, gulp, I have been proved wrong. Hugh Duffett had a nasty set to with a rather arrogant tree stump resulting in a largish dent with a five to six inch slash in the passenger door. Can't blame that one on Gavin. Is "She who has to be obeyed" talking to you yet, Hugh? Any how, as a rule, damage to this degree is very rare, but you must expect to get the odd scratch or ding. It gives your motor a bit of street cred, Hugh. Well hard! *(I'm sure that's the sort of cred he can do without, Ed)*

The first section was very interesting. First a couple of gates through level rutted ground turning down the bank then back to a very muddy hump then back down the bank again. Very few people made this section to the end due to the lack of traction available; it even caught out the Range Rovers of Mark and Steve.

Section two was equally sticky with the start gate on a steep down slope running down and back through trees on most of the gates.

Section three was a series of axle twisters over on the rubble. This was a test of skill with nobody getting further than the two gate.

Section four was on into the woods; a fairly easy section with most members getting a clear. This was a long and twisting section finishing off down a slope into a water splash on the last three gates.

Section five was very tight; I don't think anyone got further than clearing the eight gate.

Section six was the reverse of section two. It was more difficult driving this section the opposite way.

Section seven was the reverse of section three and was t prove very interesting with some competitors only clearing the start gate! This

was the section that I had to make sure I cleared or got the least points possible as Neil Shawyer was my nearest enemy. Neil was on thirty two points and I was on twenty-six. A plan of action was needed so I let Neil go before me. Guess what? He only cleared it. My heart sunk. It was shit or bust time I got as far as the the five gate and clipped the cane with the wheel-arch eyebrow. Those arches are about as much use as a bull-bar is. *(You are illegal without them, Gary. Ed)* But by then I knew I had beaten Neil. Hooooooray!!

Thanks to the Clerk of the Course, our ever suffering Chairman Nick Woodage, Secretary of the Meeting Garuy Hodgson who sat n the caravan al day fiddling with the Winter Series scores; thanks Gaz. Also not forgetting the the Marshals (I can't remember all the names) who as always do an excellent job for little thanks, so I will say a BIG THANKS from everyone. Last but not least thanks to the members who set out a very demanding trial.

Gary Langton

RESULTS:-

RTV

Class 2:

Vic Maddox - 36

Class 3

Neil Shawyer - 32

Neville Dewdney - 44

Class 4

Hugh Duffett - 37

Steve Creamer - 47

Dave Ridden - 51

Alan Smith - 61

Class 5

Steve Kirby - 36

Mark Burrell - 61

Class 10

Gary Langton - 31

CCVT

John Tester - 29

Roy Bowerman - 36 Mark Furnell - 36

Mark Tester - 39

Setting out on Saturday:- John and Mark Burrell, Peter Swales, C. Lea, R. Mathias, I Brandon. Marshalls:- Helen and Paul Cole, Karen and Martin Pike, Simon Ashbrook, Malcolm Whitbread and others.

Scrutineering by JJ Walker and Neil Shawyer.

Stewards Adrian Bolge and Nick Jennings.

Winter Trials Series Epilogue

No. I don't know how the scoring was done! But here are the results. If you missed an event, you got stuck with loads of penalty points.

The CCVT classes were all lumped together and they are listed below in order of points score. Close, wasn't it!!

Roy Bowerman - 156	John Tester - 157	Mark Furnell - 194
Brian Warn - 206	Mark Tester - 239	"J" Walker - 273
Brian Frankland - 273	Judith Frisby - 274	Gary King - 274

The RTV entries are listed below in ARC class order.

Class 2

Vic Maddox - 186

Class 3

Neil Shawyer - 94	Neville Dewdney - 162	Russel Vare - 166
Brian Clayton - 176	Roy Michael - 199	Andy Bridger - 202
Trevor Clayton - 206	Keith Smith - 207	

Class 4

Hugh Duffett - 107	Steve Creamer - 135	Alan Smith - 157
Peter Jeffs - 174	Andrew Egleti - 181	Gavin Duffett - 181
Alf Biershenck - 191	Dave Ridder - 201	Nick Jennings - 203
Dave Cole - 206		

Class 5

Steve Kirby - 138	Mark Burrell - 188	Nick Troth - 198
Keith Jones - 199	Clive Parker - 202	Rob Hill - 206

Class 10

Gary Langton - 91

The scoring system unfortunately didn't allow for those who helped run the events and hence gave up a chance to figure well in the results. However, I'm sure all who attended had a good time. Thanks again to all those who put in all the work behind the scenes and on the day to make it so good for those who competed. Next year, you'll have to officiate in some capacity in order to qualify for a place.

Steve Kirby

My interest in such an event was prompted by a report in LRD in October '92. Clearly, this was a meet for the enthusiast! That's me, but how do I get there? The title of the gathering led me to believe in a French equivalent of an ARC. Just get an address from our ARC. My letter was returned "not known". A set back. Where now? The French consular office in Portsmouth drew a blank. Motor Press International in Belgium could not raise a contact. Land Rover France was sure there was no such organisation. Attempts to phone the editorial office at LRD proved unsuccessful. Eventually the administrative section came up trumps. My best french was brought to bear on obtaining the necessary application form. Success at last! Off went the form, together with eurocheque, and back came all the details.

While this protracted search was in progress I still had to find Thénissey on the map. It's a tiny village and all I had to go on from the original article was "the mountains of Burgundy". Wine buffs would doubtless have no problem with this, but you try to find the boundaries of this region marked on a Michelin map. Comb the area as I might I could not find it. Finally I enlisted the help of the central library. Thénissey is very small beer indeed! As the crow flies it is about forty miles northwest of Dijon, or three hundred miles southeast of Le Havre. "Can we get there now and get on with the show? This preamble is tedious." ('TD'ous!). No, not yet. Be patient. With the many road miles in view - "Only three hundred" - via Narbonne - "Where?" the Med coast - "But why on earth?" - Never mind, just listen. I wanted to carry the knobbles and still have room inside, hence the roof rack. "So what?". Well they were so heavy I felt it was OK to leave them on the rack held down by their own weight. "Idiot!". Well I was trying for "Wally of the Year". "Oh". All was well until I'd nearly reached Narbonne. I was doing sixty east and the wind was doing sixty west.

This was enough to lift the roof ply and one of the wheels went awol, lost without trace, it was nearly midnight. "Tough, but serve you right!". I'm not moaning. "Well get on with it then" OK I will, but there is a reason for all this prevarication, your sense of anticipation needs to be enhanced.

I came off the autoroute from Narbonne about eight pm Friday evening and headed for a camp site near Beaune, just south of Dijon. As I did so there was a squeak/warble from underneath. Alternator? No, too slow. It was a UJ. May be able to get one in the morning. I passed a four by four (quatre - quatre) garage on the way to the site so I enquired there first thing Saturday. "The Rover man is over the other side of town." Sounded promising. "No, I only do saloons. You need Landrover. They're on the outskirts of Dijon, opposite Géant Supermarché." Off I went, hopes rising. It was not to be. No parts on Saturdays. The sales man did try. The 110 was hoisted on a four poster. The offending part was duly identified. If you ever need one, it's named according to its shape rather than according to its function, a croisillon, pronounced krwazzyon, (cross-shape). The sales man phoned the parts man at home to see if they had one. Unfortunately the sales man did not understand parts and the message came back that they only had them for nineties. There was nothing for it but to coax some oil onto the offending part and hope for the best. Dancing's OK, but I didn't fancy an all-singing 110 for the rest of the weekend. It was now two pm and I headed for Thénissey. (Yes, nearly there.)

I had just pulled over outside Dijon to offer more oil to the troubled UJ when a Frenchman stopped ahead of me and ran back to see if I was going to Thénissey. He offered me, from his local knowledge, an alternative route, which I was glad to adopt. Sure enough, at one cross roads out in the sticks there was propped against a finger post a white board bearing the word "LANDROVER", underlined with an arrow.

No sign appeared for Thénissey itself until about three miles out. The rest of the world fails to realise its importance.

So there I was in the village, all two farms and eight houses of it. Turn left, squirm under the railway, only two inches clearance for the roof rack!, fifty yards more, left again through the entrance gateway. Overhead and on either side were Landrover banners. Other makes were not allowed in, on any pretext, they had to park outside the railings. At the end of a wide two hundred yard avenue stood the Château. (This is nearly the moment I've been making you wait for.)

To the French Landrover enthusiast the chance to go off road is much prized. Those gathered had been eagerly looking forward to it for months, anticipating it through the preceding weeks. (paragraphs in your case) They had talked of it as if nothing else in the world mattered. This growing excitement enveloped whole families. Imagine what it would be like to be a small child in such a family, to reach the point where the waiting was over, to be there, to be actually living the dream! You've arrived and pitched camp, you can hardly wait while the knobblies are fitted, and you're off to the pistes in the woods. Now for something REALLY special. It would NEVER be allowed under normal circumstances.

Coming towards me down the drive was a series three hardtop with roofrack. Sitting on the rack, with their knees through the front and their feet resting on top of the screen were four such youngsters. Weren't their faces lit up! And how! They were ecstatic, as only four year olds can be! This was a picture that comes on the folder that your snaps come in. I'm sorry, I didn't have my camera ready. I've tried to describe how they looked but, no, words can't tell the half of it. If I'd seen no more than that for the rest of the weekend I would not have felt hard done by. It was, for me, a wonderful welcome.

Part two next month.


Adrian Bolge

ARC YEARBOOK


May I remind you that the vehicle regulations in the many 1987 and 1989 ARC yearbooks still around are now out of date. 1993 vehicle regulations and a host of other information can be found in the new ARC Yearbook. For some strange reason, this is dated 1994! These yearbooks are available free to members. Initially, we will be handing these out at meetings and events in order to reduce postage costs. The 1994 regs (Valid from January 1st 1994) are available now from Steve Kirby - just ask. Please bear in mind the Roll-bar rules and the updated scrutineering article in the 1994 ARC Yearbook are also valid. Remember too, that the regulations in the RAC Yearbook apply to us too. Such a lot to read!

The contents of the HBRO Trials Handbook has now been incorporated, albeit in a modified form, into the ARC Yearbook. The dedicated HBRO version is still available and can be distributed to members at club meetings. So if there is an argument about crossing tracks, looping or taking a shunt, then the solution is now in writing.


Steve Kirby

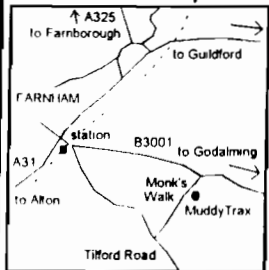


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T-Shirts and Sweatshirts

Fancy an HBRO sweatshirt or T-shirt? Gary Hodgson has arranged production of these in a range of sizes and colours. They're good quality but delivery might be a tad slow as he has to order a dozen or more to get the very good prices quoted. See the order form elsewhere in this issue. Sweatshirts are £12, T-shirts are £7 and baseball caps £5. Contact Gary Hodgson.

Come and Play

We have mentioned several times before that setting out a trial can be great fun. Try it; and take the load off some of the others who seem to do it all the time. There are several events advertised this month. Please contact the event secretary who will put you in touch with the clerk of the course. He or she will tell you where and when to meet the setting-out team so you can sign on and then help with the design of the course. Please don't just turn up "sometime" during the day and expect to find them. You may not even be able to get onto the site as they may well lock up behind them to prevent "strays" getting into the land uninvited. You need to sign on for the setting-up day in order for you to be insured. Don't land the club in the mire by disregarding this important requirement. It's worth giving up the chance to compete in exchange for a whole day driving around the site while setting out!

Hi There!

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 deliberately, we are probably just carrying on with the conversation we left last time! Come and interrupt.

I know I say this every month, and the old hands will be getting fed up with it, but we are still gaining members week by week....

Members' Discounts		
Company	Facilities	Discounts etc.
Brooklyn Engineering 0703-252281 0703-269990 (fax)	Spares, servicing	Depends on what you are buying, but about trade prices.
RoverTune. 0734-842777, 0734-842000, 0860-560556 0734-843019 (fax)	Spares (new and s/h), servicing. (Range Rovers a speciality)	Trade prices, regular special offers.
Wadham Kenning, Guildford	Vehicle sales, spares, servicing	To be advised.
J.W.Clark's Exhaust and tyres 0705-671231	Exhaust systems, tyres. Good selection of exhausts from Series One to RR.	Trade price less 10%
Urquharts, Petersfield. 0730-261022	Spares.	Cost+20% on non-franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Calcott, Reading. 0734-412412, 0836-577892	Spares (new & s/h), servicing. (Range Rovers only). Custom bull-bars by SIMBARS.	No set discount but very hard to beat prices!
Southern Winch Centre, Southampton. 0703-270600	Superwinch, Warn, Ramsey, Rule winches. Winch accessories, ropes (£2.60/m incl loops), Hi-lift jacks, spotlights etc	Discounts vary but very competitive prices and free fitting on winches

These companies / dealers are offering discounts to HBRO members on items specified.

Don't forget to take your membership card with you!

If anyone can add to this list, please contact Steve Kirby with the details.

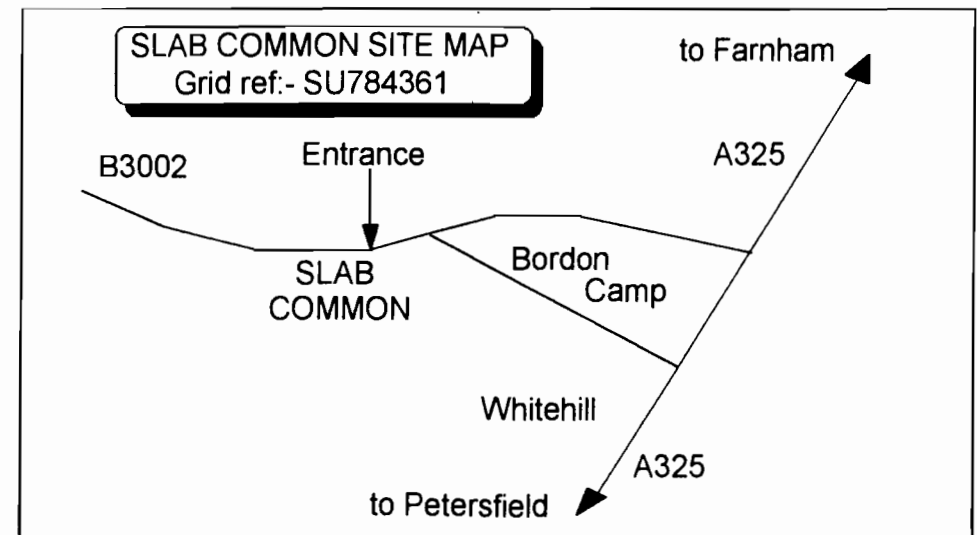
RTV and CCVT Trial at Slab Common March 20th

We are holding an CCVT & RTV trial at Slab Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 20th 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 £12 in advance or £15 on the day. Payment to Gary Langton. (Address inside front cover.)

Scrutineering starts 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. You should all have received your new ARC Yearbooks by now. These contain the new vehicle regulations. It is 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 / RACMSA 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!



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. I know I forget sometimes so you may need to remind me more than once! Please help potential customers by quoting location and dialling code in your adverts. Thanx.

Commercial Adverts:- £50 for half page, £80 full page and £100 for whole back page per annum; payable in advance. These rates are very good considering the perfect targeting. Current circulation is over 200.

All adverts are dated as to their first month of publication. When they become about 6 months old, they will be dropped unless the "owners" renew them!

* SD1 Auto-box. Working order. Only £30. Large trolley jack, not yer Halford's cheapy! £50. Contact Michael Dyer in Windlesham on 0276-473907 or 0831-466306 (MAR94)

* 5-SPEED GEARBOX 1992 spec Discovery gearbox with double synchros; no transfer box. Removed for auto conversion and is complete with the bell-housing and the flywheel casing for Tdi engine. Less than a year old when removed. Offers to Colin Gross in Ruislip, Middlesex on 0895-638957 (FEB94)

* 2¼ Petrol engine Stripped ready for rebuild. All parts available. Rover V8 inlet manifold c/w twin Strombergs. Twin Solex carbs from Jaguar straight six, aluminium sump, water thermostat housing and breather / water casting from Jaguar straight six. Any offers on the above to Paul Barker in Basingstoke on 0256-469674. (FEB94)

* Chairman's Wares & Spares:- 90 bonnet, needs tidying - £30. 'Dead' tow-ropes, hemp, 20' with soft eyes - £10 each. Made to order RR tow brackets with permanent rope fixing ring - £52. Mountain bike racks; carries bikes and tows trailer on same hitch - £25. Series IIIa handbrake lever (new) - £5. RR heavy duty tow bracket with two available tow-ball heights, easy to fit - £30. Contact Nick Woodage in Liss on 0730-894418 (DEC93)

For Sale

* Two kayaks water-worthy, ideal for beginners or improvers. Fibreglass construction, similar to Snipe Tourers, c/w paddles and spray decks. £35:00. Call Paul Barker in Basingstoke on 0256-469674. (FEB94)

* Fairey Winch. Engine driven type, complete with chain drive transfer case, levers, drive-shafts, etc. Fits series I, II and III Land Rovers. Used on 1991 and 1992 Wars of the Roses by HBRO team. New cable last year. Can bring to club evening or event. £350. Call Steve Kirby in Twickenham on 081-894-3961 (DEC93)

* Discovery gearbox £350. Three various ratios transfer boxes from £200 each. 2-pin diff centres, £30-35, 4-pin diff centres, £85. 90/110 bonnets, 1 good, 1 fair, offers? Paint - deep bronze green, 5 litre cans, £20. Mike Doherty, Aldershot, 0252-27198 (FEB94)

* 1952 Series 1 80" Rolling Chassis. Complete with diffs, shock absorbers and steering rods. £250:00 o.n.o. Call Trevor in Great Bookham,, Surrey on 0323-457984 weekends, 0374-223520 weekdays. (OCT93)

* Caranex H4 Land Rover tent. Very good condition, used only once. Fits rear of Land Rover. Same height and width as vehicle, 7'6" long, 2 berth. Includes free-standing kit. £150. Contact Mick Pinchbeck in Pagham near Bognor Regis on 0243-267591 (JAN94)

* Land Rover bits Breaking SII 1969. Good (later) 2¼ petrol engine - £50. Axles (rear has recent casing) £40 rear, £50 front c/w SIII ends (good balls!). Also Hardtop with side windows; SIII type radiator; front panel; etc. All to sell. Make me an offer for the lot? Call Charles Best in Windlesham on 0276-476223 (DEC93)

* JJ's Spare Part Service NEW - SIII shocks, track rods, draglinks, halfshafts, 7x50 XCLs and tubes, heater components and clutches various. Second Hand - 600x15 Firestone SATs complete with rims and tubes, VGC. Nudge bars etc. You want it I can probably get it. Contact J Walker on 0252-28494 (ansafone) (FEB94)

For Sale

* Bits and pieces Complete set Ila brakes (Master cyl, backplates, shoes, drums, etc.) £50. Jerry can holder, brand new, £10. Army bumper stops, £10. Cibie Super Oscars, brand new, £45 pair. Lucas 20x20 spots, £20 pair. Driving lamps, square, £15 pair. Five 16" wheels, £50 set. Range Rover EFi fuel pump, brand new, £80. Lightweight rear brake light in box, £8. Front wheel ground anchors (boxed) £60. P6 V8 engine, needs rebuild; includes most ancillaries i.e. starter, Strombergs, inlet manifolds, flywheel, oil pump, water pump housing, PAS pump. All bits cheap. Call Tom Owen on 0734-343400 (OCT93)

* Load Luger 380L Box Trailer. Large four-wheel braked trailer. Body is about 10' long, 6' wide, 7' high (approx. dimensions.) Over £2000 new, used for hot-air balloon, now going for £1300. Contact Mick Corbett on 0344-778284 (SEP93)

* Range Rover Windows Lots of Two-door Rangy side window glass including door glass. About 10 assorted panes going free to a good home. Who will take them all? Can bring to club evening or event. Call Steve Kirby in Twickenham on 081-894-3961 (DEC93)

Vehicles for Sale

* Range Rover Pick-ups, two. First vehicle 1977 reg. Recently fitted with recon SDI engine. Full roll-cage and front bar. Five Firestone SATs on 8-spoke wheels. Five month's tax, tested until May 94. Used daily. Second vehicle 1975 reg, suitable for spares / repair. No tax or MOT. £1500 the pair. Call Robert Shirvell at home on 0256-478821 or at work on 0256-397948. Basingstoke. (FEB94)

* Trialler + trailer Series One 80" ARC spec trialler with 2½ engine and full roll-cage. Four-wheel trailer with hand winch. Complete ready-to-run CCV package for £750. Call Steve Barnwell in Newport Pagnell on 0908-616878. (DEC93)

Vehicles for Sale

* SERIES IIA LWB Land Rover. Truck cab (1965). Fully rebuilt chassis including new outriggers and back. Renewed braking system including new slaves and pipes all round New suspension all round. Recon 2½ petrol engine from Brooklyn. New hubs and swivels with all bearings and gaskets being replaced in the transmission system, including wheel bearings. Rebuilt steering box. Reworked gearbox with all bearings seals and various gears being replaced. In all, many new parts on the vehicle. This is a restoration project started about 4 years ago but the last 10 months have seen no further work on the vehicle. Unfortunately it has now got to go. It is still unfinished with bodywork and electrics still to do. All body panels are on the vehicle. The Land Rover is open to any offers. Call Paul Barker in Basingstoke on 0256-469674. (FEB94)

* Series III SWB Hard top 1974, diesel, MOT till June 94, 5 new tyres, new exhaust, new cross member, side windows, safari rear door, safari roof-rack and ladder, spot lights, radio cassette. £1795:00. Call Tom Owen on 0734-343400 (OCT93)

* Series Ila Hard top Fitted with brand new V8 EFi engine, (4000 miles only) 190 bhp 25 mpg on unleaded, 3.9 heads, oil cooler, Kenlowe fan, K&N filters, 5 newish Wrangler 205x16 tyres, Range Rover diffs, taxed, MOT'd, adjustable tow hitch. Will break. £2495:00. Call Tom Owen on 0734-343400 (OCT93)

Wanted

* Small flat type oil cooler, RR radiator and RR headlining. Contact Nick Woodage in Liss on 0730-894418 (DEC93)

* Items for HiCap Defender 110 Two headrests, Interior pack, fuel tank sender unit, fog light lens. Also wanted is a capstan winch for V8. Call Tom Owen on 0734-343400 (OCT93)

If your advert has disappeared and you didn't want it to, give me a call and I'll reinstate it and redate it. This is the process described in the heading to these adverts.

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Regular Competitor?

If you pre-enter HBRO events on a regular basis, please let Steve Kirby or Adrian Bolge know and we'll send a wad of entry forms. In the past, we sent these in P&B to everyone 3 or 4 times a year but only about half a dozen members pre-enter on a regular basis; hence most of you are amassing a stack of waste paper. We have worked out that it's cheaper to send forms directly to those who need them most, so it is for them that we offer this service.

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 p.m.). See OS sheet 185, SU555175 approx.

*Green-lane trips will usually be on the second Sunday of the month. See list below. If this second Sunday clashes with an HBRO trial, then it may be moved to the first or third instead. Tracey will try to book trials on dates other than the second Sunday where possible. 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.

Events for Your Diary

March 19th	ARC AGM, Solihull.
March 20th	RTV, CCVT Slab Common. See details elsewhere.
March 26th	Old Sodbury Sort-Out. Details from Gary Langton.
April 1st - 4th	Invite from MROC to their annual Easter do at Eastnor Castle. RTV, CCVT and Comp Safari. Details from Gary Langton.
April 29th - May 2nd	Nationals. warm-up weekend at Nellies Dell, a new site 6 miles south of Alton down the A32. This is quite a small site in an old chalk / flint pit. RTV and CCVT. This site is ideal for practicing your team recovery and winching techniques. Camping is on Woodside Farm with water and chemical waste disposal. Full details next month.
May 27th - 30th	ARC National Rally, Lawn Farm, Shottle, Belper, Derbyshire.
May 31st - June 5th	Follow-on rally organised by the Southern Rover Owners.
June 25th - 26th	RTV, CCVT. Details later.
June 28th	An afternoon at the Solihull Land Rover (BMW?) factory. Details later.
July 15 - 17	War of the Roses. Details later but same as 1993. HBRO has been invited to participate again - contact Adrian Bolge.
July 15th - 17th	"All Rover Weekend" Gaydon. Just off J12 M40. Details later.
October 7th - 9th	Majors weekend at Eastnor Castle. Details later.

March 13th Green Lane Trip. Meet layby 100yd E. of Viables Roundabout B'stoke. OS sheet 185 Grid Ref 631504. Please call Adrian 0705 377488 if coming.