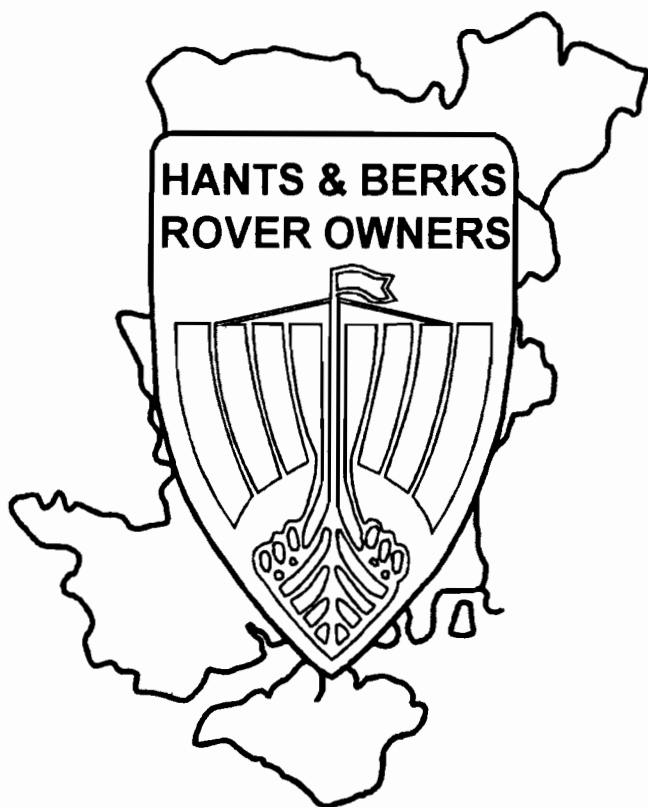


# **Pants & Barks**

**April 1994**



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

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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...

You can stop looking for the map of Nellies Dell in the March issue now. It wasn't there. That map and the Slab Common map WERE both there until the Nellies Dell meet was cancelled in favour of the Slab Common one. I forgot to delete the reference to it in the Editorial.

This month sees the second part of Adrian's epic tale of last year's French National Rally.

We also see more contributions from Dave (Red Leader) Cuthbert. Those new to HBRO may not know Dave but he is one of the very early (if not founder) members of HBRO and put in many years hard work as secretary and rights of way officer whilst living in Basingstoke. He moved to North Wales some years ago but still keeps in touch and is an active committee member of the North Wales Land Rover Club; or should that be Land-Rover club? See his letter elsewhere in this issue on whether the hyphen should be there or not.

As mentioned above, Adrian's story continues in this issue. One of the problems with using "oven-ready" copy is that it gets into the newsletter without being thoroughly read by me. Yes, I know I'm the editor but pre-printed copy does make life a little easier. Having subsequently read Adrian's piece properly, I had to re-read a bit because I couldn't believe my eyes. Adrian simply recorded what he saw so there is no criticism of him at all but have a look at the following passage from last month's episode:-

"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"

Can you imagine anything more indescribably stupid than this? Being a bit of a Francophile, as I imagine Adrian is too, I sincerely hope the driver wasn't French (or English for that matter). How can anyone submit their children to such a dangerous activity? A sharp stamp on the brakes and you'd get eight broken legs in an instant. No further comment needed, I hope.

NATIONALS WARM UP WEEKEND  
 NELLIES DELL, WOODSIDE FARM, NR PRIVETT.  
 APRIL 29th-2nd MAY

FRIDAY	12.00	Site opens. Setting out
SATURDAY	8.30-9.45	Scrutineering
	10.00am	CCV Trial
	4.00 pm	Team Recovery/Winch Recovery
	6.00 pm	Mountain Bike Race/Trial (All Ages)
	7.00 pm	Barbecue will be lit
SUNDAY	8.00-09.45	Scrutineering
	10.00am	RTV Trial
	5.00 pm	Mountain Bike Race/Trial (All Ages)
	6.00 pm	Tug of War Practice
	Evening	Barbecue will be lit
MONDAY		Lazy Day - Farm Walk? - Watercress Line? Any suggestions welcome 6.00pm Site Closes.

To keep traffic to a minimum through the farm all 4x4s must follow TRIAL SIGNS and enter the back way. Cars, Caravans and trailers must follow the CARAVAN SIGNS. Spectators should follow the TRIAL SIGNS and park on the grass verge. 10 MPH maximum every where on the farm please.

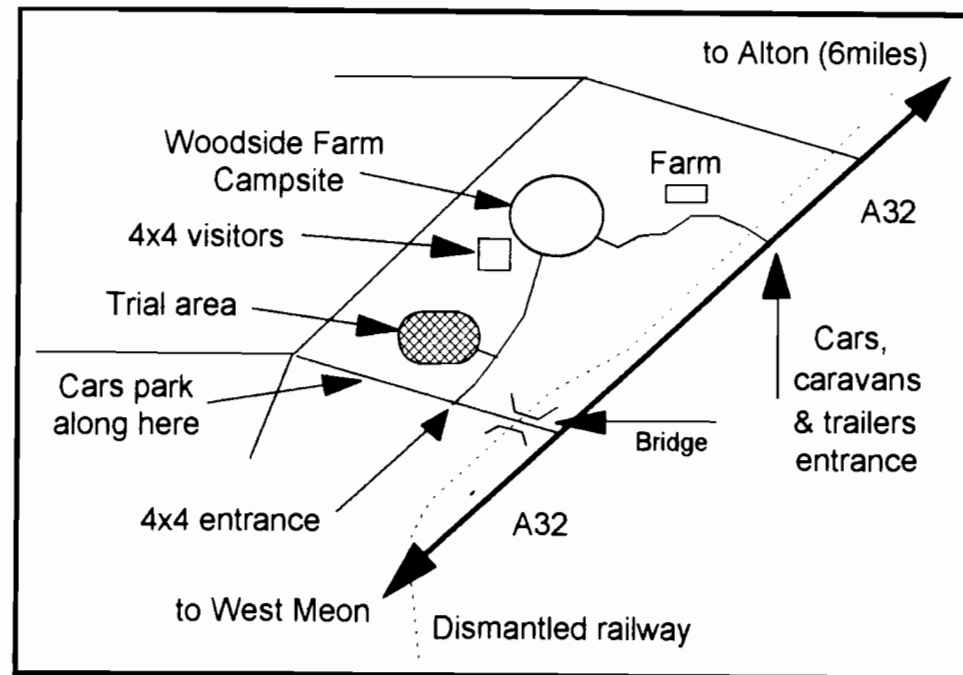
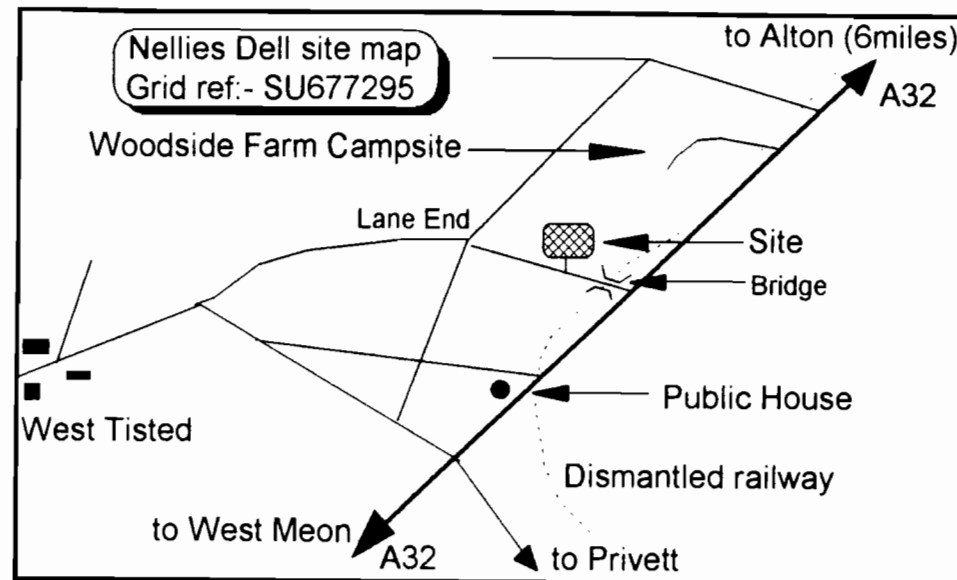
Entry fee for RTV and CCV will be £10.00 prebooked and £12.00 on the day.

Camping is £3.50 per night or £10.00 for the weekend per unit. Water and chemical waste disposal on site. The Club Caravan will have a toilet in it for campers. There is no need to book, but it would be nice to know if you are coming.

The event is open to all fully paid up members and will be held under RAC General Regulations and ARC regulations including the camping and caravanning code. RTV will be a qualifying round for the "Red Leader Sheild" and the "Pilot Trophy". Dont forget your driving/RAC licence MOT and membership cards.

All pre-entries and enquiries to Gary Hodgson, 5 Beckham Lane, Petersfield, Hampshire GU32 3BU Tel: 0730 267146.

Nationals Warm-up Weekend  
 Nellies Dell, Woodside Farm, Near Privett.



"Maryland",  
Hook,Nr. Basingstoke,  
HANTS

Dear Steve,

## GB For Sale

By now the full story of BMW's take-over of land Rover is now common knowledge, but what does that mean for us, the "buyer", dearer parts, dearer vehicles?? I for one am very upset at this news. Granted! BMW is going to invest a further £500,million in Rover Cars and not expecting an immediate pay back, but they will in the END won't they!? Then what! Investing in land Rover Cars could mean a possible mortgage loan if BMW motors are anything to go by. At this rate Rolls Royce will be sold to some foreign country, Russia, Germany, Malaysia perhaps. I have always been very proud of our country and "her" achievements. We have always shown the rest of the world, we won't be pushed around, various conflicts prove this point as Germany found in the 39-45 war But!! We are very easily bought as the sale of land-Rover has proved.

Signing off  
Mike Clark

PS

Note:- P&B FEB 94

Page 8 "What do you drive"?

Page 17 Your own advert , quote "Lots of 2 door RANGY bits"

"He who lives in green houses should never throw stones"

Editor's comments:-

- a) Note the various spellings of Land Rover in the above letter, printed as written.
- b) "Rangy" is a term of endearment, quite different from the name of the manufacturer which it appears should be written as **Land-Rover** or **Land Rover** depending on the date of the vehicle. See Dave Cuthbert's letter elsewhere in this issue.
- c) Rolls Royce Cars is owned by VSEL, a multi-national company by all accounts, that also owns Vickers. (Details anyone?)

## SECRETARY'S DRIBBLE

Hello all,

February has been a quiet month for the club, well it seems quiet when we haven't had a trial. Just as well we have not had a trial as the hybrid is a bit sick. I started to have running problems with the V8 - it seemed to be running on seven cylinders.

I thought I would investigate by giving it a thorough service. The motor would start and tick over OK but something was amiss. When revved hard, it would spit back through the left carb. Everything was checked, timing, carburation, points, plugs, leads, condenser, coil and distributor cap and still it would not run on song.

Cup of tea and five fags later, I came to the conclusion that it was the carbs. Off came both carbs for a thorough strip, clean and check. A lot of cursing and skinned knuckles later with both carbs back on, I fired the old girl up and it still would not run properly. By this time I was pulling my hair out.

What could I check next. HMMMM how about a compression check, I thought; maybe it could be a burnt or sticking valve. Compression check done and all cylinders showing a healthy reading on the thingy-majige. (*Note the technical terms - Ed*) By this time I was getting really pissed off. (*another automotive term, dear readers - Ed*) What could I possibly check next! A friend in the garage trade suggested that it could possibly be a worn lobe on the camshaft. Next job was off with the rocker covers and turn the engine over by hand and watch the rockers moving up and down (or they should move up and down every now and then) (*You don't get this in a Haynes Manual*)

So there it was, the last rocker at the back of the engine (number 8 piston) was not even moving. All that time wasted checking and stripping various components and it was the poxy cam that was *\*@#=%ed* (*yet another technical term*) Apparently this is a common fault with the Rover V8 engine and always with the same valve. This is due to oil starvation at the back of the engine. Probably my fault for not giving the engine regular oil changes and the internals sludging up slightly.

This oil starvation probably started to rear its ugly head about 18 months ago, the reason for thinking this is that every now and then I would get one noisy tappet. It would not last for long but I thought nothing of it. I now know better.

The best preventative measure is to change the oil more often than the manufacturer suggests, say every 3000 miles. Oil and filter change is fairly cheap these days and will prolong the life of the engine.

I had a new acquisition to the Langton fleet in the way of another Range Rover. I was offered a sad looking 1973 Range Rover. My intention was to do some repair work to the usual rot areas and convert it to diesel power and use it as a road car. But as with older Rovers, it was too far gone. The main structure that the front panels bolt to was absolutely knackered (Are you keeping a note of all these new technical terms, children?) However, the running gear and chassis are superb and it is ideal for a hybrid conversion. \*

So you're all thinking what am I going to build now? The answer is nothing as I just don't have the time what with the car I am restoring and the hybrid keeping me busy. The Range Rover has now passed into the hands of Ian Copplestone who will make a hybrid of it. Good luck Ian.

Before I go, how about some of you members sending in some articles. This is your magazine so use it. Your articles can be hints and tips or vehicles you are building / refurbishing or even green lane trips you have been on with or without the club. It does not matter if you are not up to journalist standards. I'm not by any means but I try my best to put some things in writing each month for the magazine

Gary Langton.

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## Off-Road & Four Wheel Drive Show '94.

No firm news yet but for the last couple of years we have availed ourselves of a free stand at the Off Road and 4 Wheel Drive Show West Wycombe Park Estate, BUCKS. (off M40) We may well be offered the same again this year. We had a 20 metre square club stand big enough for 5 vehicles and a couple of caravans. Four free exhibition passes were provided by the organisers. We had good displays for the last two years with several vehicles, the HBRO flag and pictures and display boards. More of the same will be needed this year please. Discounted tickets will be available for club members. This article is just to give an early warning. Using last year as a guide, the event will be around the weekend of July 16th - 17th. Watch this space!

## So What DO you Drive?

Following my article in which I tried to correct the way many members spell the name of their favoured brand of vehicle, (Rolls Royce?) Dave Cuthbert takes me to task.....

Editor, *Pants & Barks*.

Colwyn Bay  
February 94

Dear Steve,

### What do I Drive?

I have two vehicles, a 1950 80" (alright, I haven't actually driven it for about eight years) and a 1977 Ser 3 SWB. Reference to chassis plates, contemporary documents etc reveal both these to be Land-Rovers. Whilst I have been unable to ascertain the exact date, the hyphen was dropped somewhere around the late seventies or early eighties, presumably at the same time as the separate company Land Rover Ltd was formed.

To refer to either of these vehicles as a Land Rover would be wrong and would be akin to calling a Morris Minor a Rover, or any of the aforementioned a BMW!

See you all at Porthmadog.

*Dave Cuthbert*

## Bayerische Seerüber Motoren Werke

(with apologies to our German speaking members!)

For the third time in under ten years I find myself putting my thoughts on paper regarding a new owner, potential or actual, for Land Rover. Looking up my earlier articles shows that my crystal ball is not very accurate, so I'll try for third time lucky.

My first thought is obviously sadness at the loss of our final main British car producer, especially as I was one of those who supported the "Keep Land Rover British" campaign.

There are however many differences. Like it or not we are now far more European than we were in 1986. At the time the company for sale was Leyland Trucks, then struggling, which included Land Rover, some suggested the only attractive part of the package. Later of course Leyland Trucks, this time sans Land Rover, did go abroad, but this still did not save them, although there are hopes for their future. One of the phrases going round at Battersea Park was that Land Rover should "Do a Jaguar." Jaguar had split from British Leyland a few years earlier, then seen a turn round in their fortunes. Since then things have turned sour, and Jaguar are now part of Ford.

The reasons for British Aerospace buying Rover have always been a bit of a mystery. There were various suggestions at the time, including using car factories for aircraft production and linking Land Rover closer to BAe's other defence interests. Apart from renaming Land Rovers as Defenders, none seem to have come to anything. However with assistance from Honda Rover's fortunes were improving, whilst BAe's were not, largely as a result of the ending of the cold war.

But enough of the past, what of the future? This time Land Rover are part of a thriving Rover Cars, currently one of the most successful car makers, increasing their sales in a reducing market. Although there is some overlap it would seem unlikely that BMW are merely trying to dispose of an opponent, in fact they have promised just the opposite, and that production of the full range will continue in Britain. Personally I cannot see this situation going on forever, but

would hope to see an adjustment of both marques, rather than just a dropping of the top Rover models.

Where does this leave Land Rover? In terms of sales, they really are the jewel in the crown, mainly thanks to the Discovery. Although BMW have nothing to compare, there is a small amount of conflict with the Range Rover, as most buyers are not concerned with its world beating off road performance, and many buyers will have included BMWs on their short list (and vice versa).

The biggest losers would appear to be Honda, who quite reasonably feel a bit let down by the way this deal has gone through, but I can't honestly feel much sympathy for them.

One of BMW's assets is its diesel engine, thought by many to be the best in its class, and for some years there have been rumours that this would be fitted to the Range Rover. Despite fitting the Tdi last year the rumour persists that the new RR (later this year?) will have a BMW diesel. Here by is a problem. Last week such a move would have been hailed as a bold step to keep the Range Rover on top with the best engine. Will it now be greeted as the thin end of the wedge leading to Rovers being assembled from Germany parts? A case of heads they win, tails we loose for Rover perhaps?

One final thought, BMW's greatest rivals have to be Mercedes Benz. Up until now they have had nothing to fight the G-Wagen. It is easy to write it off through UK marketing as being a 90 County equivalent at Range Rover prices, but in other markets it is a utility vehicle, used by many armed forces. I'm sure BMW would love to hit those markets hard with the Defender!

Red Leader

*(This was written the day after the sale was announced, just too late for the newsletter, and I apologise for any bits that have since been overtaken by events.)*

New arrivals were directed onto the grass (best 'keep off' variety) beside the main drive, to 'rally control'. On the left of the drive was a concours line up, including a fire engine and an ex Her Majesty's 'parade' Land Rover. Behind this collection, what seems in the past to have been a walled garden, was now tightly packed with earlier arrivals from all over Europe. On the right was a row of trees beyond a stream. Everywhere was a hive of activity. I was officially welcomed by one Phillip Bouillette to whom I explained my UJ failure. "No problem." (Just like that!) "I know someone who has one." Jean Paul and I would be put in touch. I was directed up the drive, passing to the right of the Château, over the stream, through the first camping field and up into the second, some two hundred yards from the Château and separated from it by the thin belt of trees beside the stream.

By the time I'd pitched and unpacked, my tent-neighbours had arrived with an intriguing caravan pod. It was all home-made, born from experience, what was wanted or needed, fashioned from what was available and what Pierre could cope with. Its demounting and commissioning were wonderful to behold. First poles with skids on their lower ends were attached to the tailgate hinge mounts with a pulley amidships between the mounts for the pod to roll rearwards over. A small hand winch was attached to a bar joining the skids to start the process. Planks were laid down outboard of the skids to receive the castors already in place under the back of the pod. When the pod had tilted back over the pulley more casters were fitted to the front of it. The LWB was driven off and the front end of the pod skidded down the poles with the castors landing neatly on the planks. A further plank across the wheel arches with a couple of cushions and another just behind as backrest completed the rear seat. A small tarpaulin stretching from the windscreen over a pair of sticks fore and aft of the loadspace finished the cabriolet.

Pierre and his wife Eveleyne, nephews Sebastian 15 and Nicolas 12, daughters Cecile 11 and Marjolaine 9 and son Yoann 3 climbed aboard and they too were straight off to the pistes. I fitted my remaining four extra-grips and followed suit. More of that in a moment.

I know, you've been counting, seven, albeit one very small, in a pod that fits on the back of a 109, must be very cosy akip. When it's just family, Pierre and Eveleyne sleep on the benches down the sides and the children occupy an elevated roof space. This time they had a frame tent as well.

Land Rover fanatics among the locals make the most of weekends like this, even if they're too young to drive and their parents don't have a Land Rover. So it was that I was met at the gate on my way out by a couple of lads with an eye open for a less populated vehicle.

Was I going to the pistes? Could they come too? Why not! My guides came from a few kilometres down the road and were well informed on the subject of pistes. The routes were colour coded. The green ones were very easy, I was told. To save time I had left the roof rack in situ, and so elected to at least start on the green. The graduation of difficulty was well contrived. The green route had an uneven surface with plenty of room. I switched to blue to find the way more narrow and winding. With the rack on I decided not to risk any arboreal modification and stayed at that level. After twenty minutes my guides said they had to go. I tried the pistes on the other side of the public road that cut through the woods. I had already broken one rule and changed colour mid-stream without penalty. The next time I was not so lucky. I stayed on blue but tried to go in the opposite direction to the arrow. The terrain was not difficult until I came to a giant mud-pan! (Shades of Ham Lane in rain.) There were three Germans in two SWB's trying to escape its slippery tentacles. It was too late. I too was caught. With two puny human tugs they managed to extricate the cars with some multi-point turns.





Hand winch cable enhanced back to tow-ball



Accueil - Welcome



Roofrack-mounted awning



Castor foot and Pierre's fingertips enhanced



Trophée des Pyrenees



All three of them immediately set to to get me out. We retraced the route by which I had arrived until I couldn't follow them on a particularly bony hill. Whether it was because my tyres were now greasy from the mud-pan, or their tyres had just greased the bones of the gradient I had to admit defeat. I escaped by following some Swiss along a stretch of yellow piste till I found myself back at the foot of the dreaded incline. This time regular work with the steering wheel, weaving from side to side, produced results.

It was getting on. My return to camp was almost solitary. As I contemplated the scene in the valley below I was puzzled to see a collection of rugby posts. What a lot of pitches, I thought, in this out of the way place. My illusion was short lived, as a long sausage with its orange snout raced the length of the pitch. TGV! I had mistaken the overhead gantries in the evening light. "Will you join us for supper?", invited Eveleyne, "It's plain fare, but you're welcome." Spaghetti-frankfurters was followed by fruit yoghurt. My weariness was marginalised when Pierre inquired if I would accompany them on the "Night Roadbook". (Green Laning) It was now about half past nine. The event attracted such support as to lead to a queue for the books.


"Do you speak french?" assailed my ears as I waited. "Can we come with you?", was the sequel to my affirmative "Assez bien". Eva, 13, and her elder brother Nicolas' parents had retired for the night but seemed quite happy for their offspring to solicit a lift, (if they knew?). I started by following Pierre, soon to be warned by Nicholas that Pierre's route did not correspond to our road book. Pierre said I should lead, using his road book. Nicholas and Eva took turns at "navigating". A sharp left-hander caused much confusion to the drivers of the leading cars, who had failed to observe the annotation: "Suivez la piste principal" (follow the main track) and gone straight ahead. I soon persuaded Nicolas of the correct line and found myself being followed by the whole entourage!


## 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.

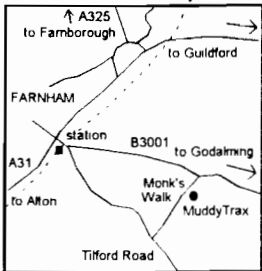
Steve Kirby






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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.

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## 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!

---

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## A Journey of Discovery

I have a terrible confession to make, until last week I had not driven a Discovery. I suspect that that makes me no different from the majority of members, who will defend the vehicle against all critics, with no personal experience. In fact the opening statement isn't quite true, I have driven one a short distance round town on a couple of occasions but not far enough to get a real feel for the vehicle.

Then last Tuesday I had to make a return trip to Denbigh, about ten miles each way, the first time I had driven one out of the thirty limit. By pure coincidence come Friday afternoon I found myself using it again, for my usual afternoon deliveries, on this day taking in Ellesmere Port, Mold, Ruthin, and Bala.

First impressions are good, a nice high seating position giving a commanding view. Although the eyeline is probably similar, it doesn't feel quite as commanding as a Range Rover, perhaps the bottom of the windows as well as the transmission tunnel are a bit higher. The controls look good, although I'm not too keen on the little switches built into the stalks, I'm not sure I understand the logic (not unique to Land Rover) of giving the master light switch, which you may use once at the start or during a journey, the same status as say the horn and wipers. It makes even less sense when the rear wash/wipe is relegated to the dashboard. The instruments are good and clear, with most things covered by lights, although I've long passed the stage of fitting all my cars with rev counters, what purpose do they serve? Moving across to the centre is a radio/cassette with all the features we have come to expect, scan tuning, presets etc. It's a long reach, but there are buttons on the dash, reachable from the steering wheel, to control the volume, scan tune and waveband (rear wash/wipe now relegated to equal status too the radio?). Unfortunately the scan only works one way, it's a bit annoying when you know you want a lower frequency to have to step up through Radio 3, 4 Classic FM etc, just to get back to Radio 2. I think I would rather have lost the waveband selector and gained a down scan button. Further over to the left is a small

digital clock, which needs too much concentration to read. It would be OK on the dashboard, or where it is if it were analogue.

There seemed to be little nooks and crannies for storage all over the place, but how they work in practise I don't know. They look a bit thin, suitable for maps etc, but would they be adequate, but then I suppose not many people carry full Ordnance Survey 1:50 000 cover of all of North Wales plus adjacent parts of Shropshire and Cheshire.

The driving position seemed good, I didn't even need the seat fully back, although I did find the steering wheel a bit of a stretch (I am used to an Astra which encourages a bent arm position, which fits well with driving a Series 3!). I soon discovered the same was true of the gearlever, which had a nice precise action, but was perhaps a little heavy. The steering I liked. Most of the (few) power steering vehicles I have driven have been far too light and twitchy, but the Solihull products seem to be about right. (Again of course I am used to a Series 3 and an Astra, not renowned for its light steering).

Initially the performance felt adequate, but I soon realised that on pulling way I was changing gear almost continually, a glance at the speedo revealed that it was accelerating far quicker than I realised. Although there was no obvious kick from the turbo, let the revs drop and you go nowhere fast. Similarly it soon runs out of puff with the rev counter not far over the halfway point. It didn't feel as if I had hit the governor (it would be a bit pointless providing a rev counter that read speed well excess of what the engine could attain) but it was getting noisy and felt as if there was little to be gained by revving it harder.

By now however the snags were appearing; I was finding the angle of my foot on the clutch pedal uncomfortable. This was cured by sliding the seat back a bit more, however this in turn meant setting the back in a more upright position than I like in order to reach the steering wheel. If anything this worsened another problem, lack of left knee space below the wheel, were I to own one I would have to look seriously at a none standard more dished

wheel if I were to drive any distance. By now my left arm was getting tired. Part of this was because the lever was unaccustomedly high, and heavy, coupled with the Astra one being a long way back (almost between the seats) so it may improve with familiarity, but in first and third my arm was straight, so I doubt it would go away entirely.

By now I was at Bala, having covered about a hundred miles, and was feeling quite at home in the vehicle, and so was able to undertake a spirited drive home across the Denbigh Moors. Whilst I didn't push either handling or performance anywhere near the limit, the vehicle belongs to my boss's wife and my future plans included still being in employment on Monday, it was not found wanting. I particularly liked its ability to overtake uphill at around fifty, something I am not used to being able to do.

But what was it like off road? I can hear you all asking. I haven't a clue. Obviously the idea of heading of down the nearest green lane occurred to me but see above about future plans!

So, given the choice of the two vehicle parked out side, Discovery Tdi and Range Rover Vogue 3.9 Efi, which would I choose to drive off in. Well the Vogue of course. However how much of that has to do with it being an auto V8 I don't know. Most members will know the delights of the V8, and I have always liked autos, the fact that it would eliminate the two main problems I encountered with the Discovery is a bonus. Of course if I had to pay for the fuel, then my choice would be different, as for the difference in purchase price, well I'm not at all sure.

Dave Cuthbert

## 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!

\* Tyres Five 205 x 75-16 Pirelli Akros (OE Discovery) for sale. One unused (spare) with 10mm tread and four with between 5 - 6mm tread. All VGC. £70+VAT each when new, now £150 the lot. Call Ian Brandon on Bracknell on 0344-420176. (APR94)

\* Tyres Two Avon Ranger 7:50x16 as new, very little used, and one 7x16 with good tread. £80 the lot or will split. Contact Ian Bailey in Alton on 0420-89010 (APR94)

\* Tyre One 7:50x16 Traction King. Done approx 100 miles. 14mm centre tread depth. Inspection invited. Start haggling above £50. Call Adrian in Portsmouth on 0705-377488 (APR94)

\* 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)

\* 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

\* 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)

\* 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)

\* 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)

\* 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)

## For Sale

\* 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)

\* 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)

## Vehicles for Sale

\* Land Rover Series One. 1953, 86", full length soft-top. Good condition. Standard except for 2¼ litre engine. Taxed and tested for six months. Offers around £850 or will consider part exchange for Series III or lightweight. Call Charles Best in Windlesham on 0276-476223 (APR94)

\* 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 2¼ 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)

\* 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)

## 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 2¼ 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 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

\* Canoe Canadian style, not kayak. 16 or 17 foot. Contact Ian Bailey in Alton on 0420-89010 (APR94)

\* 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.

## Copyright Notice:-

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## Events for Your Diary

\*First Wednesday each month, Noggin & Natter at the Hind's Head, Aldermaston. (From 7:30 p.m. Plus Land Rover related videos if possible)

\*Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 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.

Green Lane Trips:-

Those marked with an asterisk (\*) opposite, please call Adrian Bolge on 0705-377488 if you are coming.

April 1st - 4th	Invite from MROC to their annual Easter do at Eastnor Castle. RTV, CCVT and Comp Safari. Details from Gary Langton.
April 10th	Green Lane Trip. Meet at "The Percy Hobbs" north edge of roundabout at the junction of A3 and B340A. Ref: OS Sheet 185, SU520295. *
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. Details elsewhere.
May 8th	Green Lane Trip. Meet at t Granada Services, SE corner of junction of A34 and A4. Entry is on south-bound A34. Ref OS Sheet 174, SU481726. *
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 12th	Green Lane trip. Meet at Petersfield Station (East side). Ref OS Sheet 197, SU744236 *
June 25th - 26th	RTV, CCVT. Details later.
June 28th	An afternoon at the Solihull Land Rover (BMW?) factory. Details later.
July 10th	Green Lane Trip. Meet at the filling station on the A33 south-bound approx 1 mile south of junction M4 and A33. Ref OS Sheet 175, SU707672 *
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.