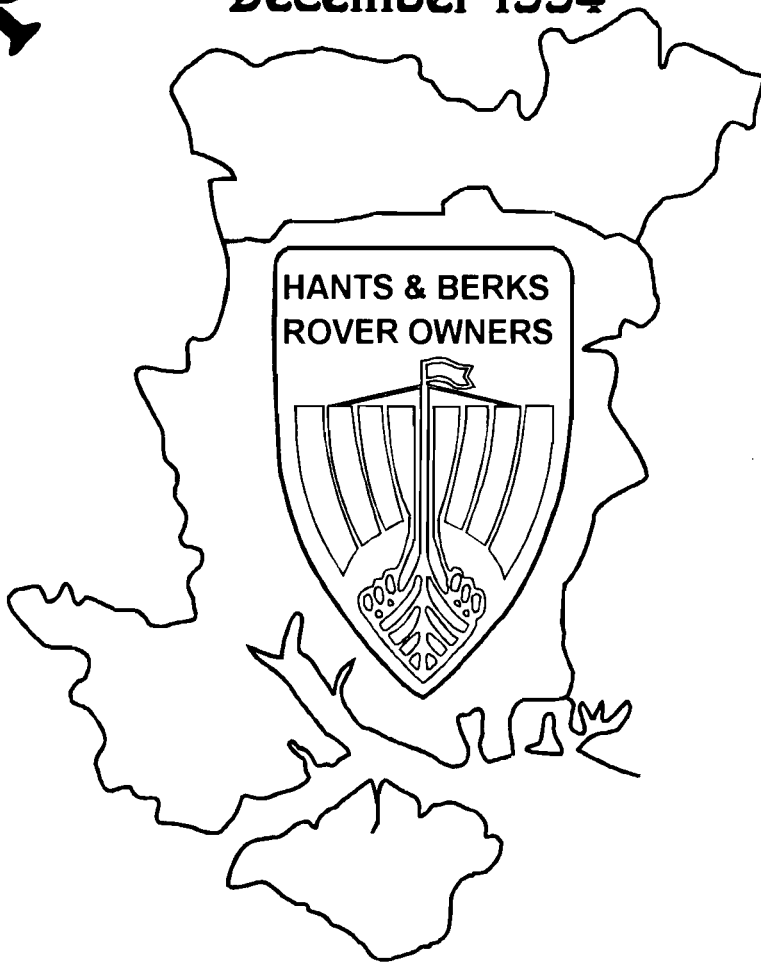


Pants & Barks

December 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...

May I start by wishing all our members a Happy Christmas and a Prosperous New Year.

The HBRO AGM was not as well attended as we had expected bearing in mind the effort put in to find spacious comfortable surroundings and to hold it on a Saturday so more members could attend. The major changes to the committee are that we now have Alan Smith as treasurer and Ashley Pocock as competition secretary.

This month:-

- ◆ Secretary's Dribble returns.
- ◆ A report on the Hill Rally by Steve Kirby.
- ◆ Steve continues the saga of his petrol tank.
- ◆ Halnaker Pit report from Alan Smith.
- ◆ We conclude Dave Cuthbert's article that started in October's issue.
- ◆ Alan Smith introduces himself as treasurer and also describes the Halnaker Pit event. Alan is a professional model maker and elsewhere in this issue is a generous offer to provide model Land Rovers to members at very reasonable prices. These models are not toys - they are very high quality detailed metal models available in kit form or assembled. He can also personalise them to match the colour and registration of your own Land Rover. See details elsewhere.
- ◆ Nick Woodage describes no end of aggravation that went on behind the scenes of the Bonfire Night Barbecue.
- ◆ Green Lane News from Mike Dyer.

If you know of any event coming up, tell me. DON'T ASSUME I KNOW ABOUT IT BECAUSE I MAY NOT. Please forward details to me at the address opposite or the phone / fax numbers listed below.

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting something to me, give me a call to let me know it's coming in case it gets delayed. If you use a PC, please send articles on disc (3½" or 5¼") and I'll return it afterwards. If you have a fax machine, send any faxes to 0181-562-6660 marked "FAO: Steve Kirby" and if you can't get me on the phone at home, leave a message on the answering machine on 0181-562-9604. Thanks.

Secretary's Dribble

Hello all.

It's been some time since I dribbled on; so here goes:-

The last couple of months seem to have been busy with two trials. Bagshot heath, AGM and Bonfire Night.

The AGM went well, this being my first AGM and first full year on the committee and subsequently voted on for another year.

Two new members were voted in: out went Gary Hodgson and Adrian Bolge and voted in were Alan Smith as the new treasurer and Ashley Pocock as comp Sec. Firstly, thanks to Gary Hodgson for stepping into the Comp Sec position at short notice as the position was vacated by Tracey Doherty. There were a few moments where things did not go quite to plan but this could not be blamed on Gary. He did a good job under the circumstances, thanks Gary from the committee and the members. The last thing I must say is that Gary Hodgson has bought himself a new means of transport - a 2CV thingy! And guess what? He's going to do car trials in it; sad man Ha Ha ha. Good luck Gaz.

Also Adrian Bolge has done us proud as treasurer. As well a treasurer, Adrian also took on the green laning which happened normally on the second Sunday of the month but alas can no longer make this commitment as he wishes to pursue other projects like being fully retired (not part-time) and his motor-bikes. Is it six bikes or seven you have Adrian? Anyway, good luck to you Adrian and many thanks for your service.

HMMMM What next? Oh yes - Bagshot. Did you see me in LRO (I thought I would get that in) (*We knew you before you were famous - Ed.*) Anyhow, another excellent weekend. There seemed to be more marshals than visitors! Friday was set-up day and I was told to get there by 12:00 to help set out. I arrived at 12 to find the setting out almost complete. Oh well. Some of the club members who marshalled at the weekend camped at the marshals camp site. Thanks Neil for letting me squat in your caravan. That reminds me, I must buy myself a tent (*and a chair so you don't have to squat - Ed.*)

Last but not least - Bonfire night. This was a very last minute arrangement and thanks to Nick Woodage for all the hard work he put in the make this a success. I turned up to build the bonfire on Saturday afternoon which turned out to be absolutely pouring down with rain, so I sat in the car for a while waiting for the rain to stop and for some helpers. The rain did not let up but Roger turned up (sorry, I do not know your surname) and we set to. With only about three hours daylight left, we managed to build a superb bonfire even if I say so myself. Thanks must also go to Nick Jennings who donated the meat and who also helped cook. Thanks also to the members who brought along the fireworks.

Before I sign off (I can hear you all say "Thank Christ for that") if any of you have photos of my old Range Rover pickup in action, reg. number JVF 818N or as it is now a hybrid, I would like to buy the pictures off you or get them

copied. Can any of you help? If so give me a ring please. All I want now is a 101 Forward Control for Christmas. Will that fit down the chimney? Full minutes of the AGM will be supplied in the next issue.

Gary Langton.

BBQ & Bonfire Night 1994

Well, even with all the planning and preparation beforehand, unfortunately things still go wrong on the day.

7:45 a.m. and I go to where I keep the Tardis (my caravan) when I'm not using it. Like its nickname, yes you guessed it, the Tardis had vanished. Gone. Been stolen. Fighting back the tears and memories, I return to Wendy, my wife, with some bad news.

Still, the show must go on and I'm meeting Neil Shawyer with his trailer to collect the usual load of removed doors for the annual bonfire burn-up. I'm using my van as the Range Rover is still not taxed. We loaded 28 doors onto a very heavy-duty trailer which could easily take the strain, but "WOW" its a good load to pull. Still, with an automatic gearbox which my van has, it's quite easy really. Neil departs in the opposite direction as he has other work to do in the day. My journey was interrupted about five miles later by a graunching noise coming from under the van. Yes, the tow-bar (handmade) had come off. I had to brake and in so doing redesigned the rear of my van using the front of the trailer! Have you ever tried to move a four-wheel trailer without using the vehicle. It would not move. Panic was setting in as was the time. A few phone calls later on the pocket phone as I was still on my own and it's up to me. I know - stand in the middle of the road and wait for, well of course a Land Rover. Ted. I didn't know Ted before, but I do now; and being a true Land Rover man, he agreed to help me out. I convinced him that he wanted to extend his journey by about four miles. He pulled up at Liss Forest only to complain that the trailer was very heavy. After a small chat and the passing of a bribe he also had been a keen trialler with his brother for many years previously. He had just purchased his present Land Rover only a few weeks before and very nice it was too. Many thanks Ted, see you again sometime maybe.

Next task was to fit the towbar back on the Range Rover. Try not to let the constant rain put you off Bonfire Night. Hitch up, reverse, turn, snap! The bloody electric lead is not long enough and has pulled out of the plug itself. Patience is running out quickly now and well "Sod it" I'm going anyway, lights or no lights.

Nick Jennings rang earlier just to say he might be a bit late as his auto gearbox has failed and he was waiting for the AA. This is definitely not a good day. When I get to the site, Brick Kiln Farm, there's not a soul in sight. Twenty eight doors to unload on my tod and these are heavy doors indeed. Gary Hodgson had already started a heap so I just added to it. No time to spare, rush

back home to meet Gary Langton to go shopping for salad stuff etc. and lots of red wine. Mulled.

Too many cooks in the kitchen so Gary goes off to the site to meet Dave Henry to build a much better bonfire (it really was great.) As usual I've cooked far too much rice but never mind. Clear the van out, load up and off we go into the darkness. We set up camp with lots of help from early arrivals including Nick Jennings in his company van. Mulled wine simmering, charcoal flaming, generator buzzing, we had made it. Let's have some punters. Gary can't wait to light the fire and the rain stopped. No more hitches apart from the fire brigade checking out reports of a massive fire seen from the road!

Many thanks to Nick Jennings for donating the meat to the club. It's a pity a few more didn't turn up especially as they had pre-booked in advance but not paid. The club should have gained funds if you had. Your donations will not be refused. Thankyou.

Nick Woodage
Chairman.

Step on the Gas; The story continues.....

Whilst on my way home one day, the engine faltered for a hundred yards or so then picked up and continued smoothly until I got into my driveway whereupon the engine went rough again. Revving it produced only fits and starts. I'd already looked at the fuel state - about a quarter full and certainly no warning light showing so there was plenty of fuel there. With carbs and a conventional fuel pump, there's something to look at but injection's a different matter. You can't even run the fuel pump on its own to check the flow. The pump runs only when air is flowing into the engine; a flap in the airflow unit is opened by the flow of air (even when cranking the engine) and a signal is sent to run the pump. This is an excellent safety device in that if you have an accident, the fuel-pump will stop if the engine stops even if the ignition is still on. To get the pump to run on its own, you have to take the air duct off the air-filter and push the air-flow valve flap.

On re-trying, the engine would start OK but run very slowly and erratically. A distant wailing took me round to the back of the car where the fuel pump is. I could hear the pump for the first time ever - screaming and growling as its speed rose and fell. Normally it's so quiet that you can't hear it as it's right inside the tank, immersed in fuel. Faulty pump? A call to Hugh Glossop who's an expert on these systems yielded a "shopping list" of connectors to clean and units to check. The problem persisted. At one stage, I pulled out the fuel-pump relay whilst the engine was running and nothing changed; i.e. the engine continued to run albeit slowly and lumpily. (An EFi engine will run without the pump going as the injectors will draw enough fuel through to idle the engine but not to pull the car.) All the symptoms were that the problem was fuel supply. I

knew the fuel tank sender unit was working OK as I'd run it low enough to light the warning light a couple of times since replacing the tank. Other friends suggested that the screaming non-pumping pump may have a sheared drive or a broken impeller. A call to Terry Vincent (0734-412412) produced a replacement pump. £115 including VAT is in fact a very reasonable price for this item but still heavy on the wallet which was still reeling from buying the new tank. As with the new tank, there didn't seem any point in getting a second hand pump bearing in mind the work involved in getting the tank out again.

The jerry-can was liberated from the back of the garage again and I set to, to drain several gallons from the tank. Only a dribble came out. I had run out of fuel! With the "Wally of the Year" trophy looming, I re-checked the fuel gauge to find it still showing $\frac{1}{4}$ full and no low-level light. It seems a fault in the sender unit had caused all this aggravation, cost and a week off the road waiting for bits. When I dropped the tank, I fiddled with the sender unit in an effort to isolate the problem. At one end of travel of the float, the gauge dropped to zero and the light came on. A full tank being indicated, not surprisingly, with the float moved the other way. In other words it was working perfectly. I cleaned the rheostat and re-assembled the whole thing again and put it all back in the car. I refilled the tank a gallon at a time and observed the indicator rise and watched the low-level warning light extinguish. Upon re-trying the engine, my heart sank as the engine wouldn't start. I prodded the air-flow meter flap with a screwdriver to run the fuel pump for a few seconds more and then tried again. A lot of lumpy running and clouds of smoke soon cleared as the whole system self-bled with the efforts of the pump clearing any air-locks. The engine soon settled down to smooth running again. If there is a lesson to be learned, it's to trust your senses and go for the most obvious thing. That is, if the engine won't go, try more fuel first regardless of what the gauge says. I can only assume that the float got hung up on one of the baffles in the tank but I'll keep a wary eye on it from now on (and I'll keep a 2 gallon spare can in the car instead of the old one gallon one.) I now have a spare EFi fuel-pump still new and boxed. I'm keeping that as insurance. Sod's law decrees that if you hold a spare unit (whatever it is), the one on the car won't go wrong. If you're having pump problems and you're in the West London area, give me a call as I now have a spare pump. I've also got a normal facit type as well.

Steve Kirby

1994 ARC International Rally Video

Produced by B.H.Videos, Available now at £14.99 plus £1.50 p & p.

Order from:-

P & D Video, 96 Ridgeway Road, Gleadless, Sheffield, S12 2SY.

Cheques to be made payable to Peak & Dukeries Land Rover Club (1983) Ltd.

More Discoveries Part 2

James remarked that the diff lock had at last freed, so I decided to use it sparingly in the hope that it would be unlocked before hitting tarmac. All too soon we were back on the road, right at the T-junction, down the hill - wait a minute, isn't that the junction we turned round in, yes, there's the start of track one! Soon we found the next track, those who have followed me will not be surprised that we went straight past it and had to turn round in a car park. I maintain it was intentional so that I could check the lorry's lock, it is tight. This lane proved to be a long attractive one, just about wide enough with a slightly muddy surface. No problem until we were suddenly faced by a tree trunk lying lengthways in a muddy bit. Fortunately I spotted a way round up the bank on the left, but came to a halt with, I was later told, a back wheel about eighteen inches in the air. Back off and lock the diff and try again. This time it climbed the bank, but slid into a tree, cracking a mirror glass. The One Ten sailed over as if it wasn't there, although I believe he had locked the diff for the first time of the day. Further on we found two more trees lying in the track, but these were passable, if a bit suspicious. A mile or so further on we came across the hazard I had been dreading, a tree across the track that we had to drive under. I was just explaining to James that he had better guide me passed it when we stopped. He was out like a shot shouting to blast it through. Meanwhile I locked the diff again (which had been unlocking promptly, obviously just lack of use earlier), backed off and drove through on tick over. Fortunately there was about a foot clearance under the fallen tree so on we went, with the track getting gradually narrower. Soon the end was in sight, with the track splitting in two. The righthand one became a surfaced track past a house, so I chose the left had track as looking like the original way. Unfortunately this involved dropping off a bank and halfway gravity took over and I slid sideways into a tree. James was out again, showing far more concern for his canopy than he did for mine in May, and before I could wind a bit of left lock on and reverse off he virtually pulled me from behind he wheel. Whilst the rest of the party started talking about pulling the tree back with ropes James got in, wound on left lock, and backed off! We gave up thoughts of the left hand track and drove out, with the One Ten (still with mirrors extended) following with ease. Interestingly although the track had been waymarked along its length as a Byway, the sign off the road said Bridleway!

One reason for our activity was that we were to be joined the next day by my sister-in-law's cousin, also David, a former L&C member. It was suggested that he should bring his Ninety. Unfortunately for various reasons he came in the Cavalier, and our plans were further dashed when James's girlfriend phoned to say she would be on an earlier train, so he would have to leave to meet her. We were saved from a bracing walk when he handed me the keys to the 1 tonne.

Now I had the chance to drive it on the road, an interesting experience.

Unfortunately it was soon apparent that all was not well in the steering department, later found to be play between the drop arm and the steering box. To be fair I have driven far worse, but coupled with the extra width and left hand drive, it made life interesting. For those who have not driven LHD there are two potential problems. Firstly positioning the vehicle on the road, the natural reaction is to line yourself (as driver) in the right place, leaving a lot of vehicle sticking out to the right. Secondly, changing gear; not the actual change with the right hand, but holding the steering steady with the left hand whilst you do. Neither problem is to bad on its own, but coupled with a vehicle which wants to wander any way, life can get a bit hairy. I had been a bit surprised when James had told me that it would only do around 79-80 kph (being LHD it has a Ks speedo) but sure enough I found that at around 65 it was getting noisy a felt it was going as fast as it wanted to. I feel there was plenty more for the mechanically insensitive (and brave) that was more than enough for me.

Soon we were back at our previous finish point (more "do as I say", not "do as I do", driving the same lanes two days running!) turning in at the Bridleway sign. This time I turned into the other track, rather than driving past the house, only to get caught on another tree (stuck 75 metres into the first lane). This time a rope round the tree was needed but the 101 was extracted back to terra firma with ease. Driving past the house we had confirmation of the lane's status, as the householder was standing by his gate watching our progress (lucky we didn't damage the tree) and the look on his face showed that had we not had a right to be there we would have been told in no uncertain terms!

The rest of the trip caused no real problems, we knew where the slightly dodgy bits were and were ready for them. I am told that when backing up past a tree root to let some trail riders through I had two wheels (on the same side) in the air. It seems to have frightened the spectators more than the passengers. However the actions of other users faced with the lorry was enlightening. A Series 1 met minutes earlier headed straight up a two foot bank, despite the fact that I had already engaged reverse and only had two vehicle lengths to back to a wide bit, which the 110 hadn't even reached. Whether it was fear or respect I have no idea.

It was shortly after this, knowing we had passed any dodgy bits that we moved my mother, on her first green road trip, from the comfort of the 110 to the 101. I think it is safe to say she was amazed, especially with the water, she wouldn't believe that if it only just reaches the bumper it isn't deep. The only hazard left was the final chalk descent, that was beginning to worry me, especially as the tickover was rather high. As soon as we started to drop I stopped to engage first, so creeping along for a good half mile more than I needed, but I've always been as bit cautious of descents as some of you will know. When we reached the steep bit it turned out to be far drier than the previous day, and the ultra low gearing more than compensated for the fast tickover, and all to soon it was over and we were on our way home, my mother finally realising what the attraction of Land Rovers is!

So would I have one? Well it was all good fun, but they do seem totally

impractical. To add to the problems this particular one is turning in 8-10 mpg! I feel sure that my Series 3 would have found those lanes easy, certainly for the 110 they were a doddle, steps, tow bracket, mirrors and all, whilst the lorry at times as verging on hard work, and was certainly a tight fit in places, so unless I find a better use for one. I think I'll manage without.

Dave Cuthbert

Welsh Hill Rally

Regular readers may recall my report on a "dummy run" to Wales last year with Peter Jeffs to spy out the land for an entry to the Hill Rally. This year it was for real. The Rally is a series of road sections and special stages in the hills, through mud and bogs and along / across rivers, uphill, down dale, etc. etc. Navigation on the road sections is by the use of "Tulip" maps in which each junction is indicated by a little sketch resembling a... err.. a tulip would you believe. Therefore, each turn is relative to the previous one, rather than being an absolute reference as on a normal map. So if you get it wrong, the consequences are serious. (i.e. you get lost). Servicing is allowed at specified points only - illegal servicing carries penalties or exclusion. Scoring is a complex affair with penalties for being early or late. If you're very late, then you can be excluded. Vehicles must all be road-legal. So how did it go? Well it was an extraordinarily hectic 96 hours from Thursday to Monday.

Thursday:- I drove to Hook (the one near Basingstoke) to meet Peter and Lorna Jeffs and load up the support equipment. I needed a support of another kind after loading it all! Co-driver Rob Sutton (An RAF officer who teaches navigation) arrived by train from Dudley. Rob is Pete's co-driver / navigator. If he can manage a Tornado at 500 kt, then a Land Rover should be a doddle. We all set to, amid cups of tea and sandwiches to finish the odd details on the race-car, like painting it! Replacement front wings and bonnet needed to match the "corporate livery" (white). The team name is Mild Red (and not Mildred). So why is the car white? Answers on a postcard please..... We loaded the vehicle on trailer (now for sale, see advert pages) and stuffed it full of just about everything bar the kitchen sink (although that may have been in there somewhere.) During this preparation, we thwarted an attempt by a lady from a florist to deliver some flowers to someone with a surname none of us had heard of. She was to deliver them to the house with a white Range Rover outside and Pete didn't know of any neighbours of that description or name. The only white range Rover around was mine, but I didn't live there. It turned out that they were to be for the nanny who was minding Pete and Lorna's children while we were away and indeed the aforementioned Rangy was mine as Lorna had only just ordered the flowers after my arrival! Quick call to the florist to bring them round again. Red face (mild red?) for Peter for not knowing the surname of his

children's hired nanny.

With the 90 on the trailer behind the Disco containing Peter and Lorna, and with Rob and me in my white Rangy, we set off for Wales. I kept looking in the mirror to see if the florist's van was still following, but we managed to shake it off at the Severn Bridge. We stopped off at Ponthir Tyre Services to collect the fifth (spare) maxicross-type tyre and have a natter with Pete's brother, Rob Jeffs, the brains behind the excellent Mud-Plugga tyres. The final target for the day was the Pencerrig Garden Hotel, a couple of miles north of Builth Wells, where we arrived in failing light. Super hotel, excellent evening meal. That evening, Lorna went to Leominster to collect John Bell, the last member of the team, arriving from Scotland. John is a management consultant, an old friend who Pete invited to manage / administer the team. John is a closet rain-God and if he utters the word "Barbecue" it rains for several days. This was to have serious repercussions for the rest of the weekend. With Rob Sutton, a professional navigator, me (a professional engineer as head of the service crew) and Pete's wife Lorna (a regional manager with Mothercare and well used to looking after "children" playing in the mud), the only amateur is Pete himself!! (That's me out of the team next year!)

Friday:- Up with the lark to set off for the National Showground at Builth Wells for scrutineering and classification runs. Raining. Pete has the magic number 42. "Hitchhiker's Guide to the Galaxy" fans will understand this as the answer to life, the universe and everything; but it isn't enough to stop the rain. Classification runs for start position are in the afternoon and consist of a blast round a tight and rather dodgy track in the showground itself. Raining. Pete comes in 49th out of about 78 entries. Not bad for a rookie. To be fair, Peter and Rob have competed (compote?) in many Comp Safaris, but this is quite different. Several drop out on, or rather at the bottom of, some very steep and slippery slopes on this test section. We clean the car with the pressure washer which is acting strangely. The rain is harder than the flow of water from the nozzle. Quick disassemble of pressure regulator - looks OK. Still raining. We all attended the drivers briefing in the evening which described the manner in which the event was to take place, required behaviour by the participants and to advise any course changes. It was a good briefing for experienced drivers but rather short if you've not entered before. Still raining.

Saturday:- Up early again. Raining. Sort out the kit and lash spare wheels, jack, pressure washer, water, tools, spare track-rods, etc. onto the trailer with the kind help of Nick Jennings, Roy Bowerman and spouses (spice?). Roy lent us a handful of mini-ratchet straps to secure everything. Equally generously, Nick lends Peter his mobile phone so we have his one in the rally 90, Peter's one in the Discovery and Roy retains his own in his 110 carrying Nick etc. Nick, Roy and respective wives head off to watch the event while maintaining a listening "watch" should they be needed. We leave Peter and Rob at Builth and we drive through the rain to muster in Newtown. John Bell driving the disco with the trailer and I follow up with the Rangy. Diversions around roadworks at Newtown result in a perilous drive through a housing estate with the trailer; how the Simmonites

and others got through with their big trucks I don't know. We find a place to "pitch" in the car park of the Coleg Powys (Powys College) theatre car park and await the arrival of our protégé. We are right opposite the Simmonites truck and observe their activities with interest. Another £100,000 invested by Peter and we could have the same facilities. Lorna is filmed making sandwiches for us. We knew her before she was famous. There then followed a long disconcerting wait (the rain is intermittent now) during which time we test-run the pressure washer. It's not playing ball again. So we strip it down to have a look inside. Still looks OK but only dribbles. Hope the car is more reliable! Peter and Rob arrive a little late but many don't arrive at all. Doubtful about a full pressure wash anyway in the carpark, due to signs asking for litter not to be dropped. I can't imagine a few kilos of mud being very popular. A quick look round indicates a similar viewpoint; even the thoroughly professional and hard-nosed Simmonites are giving their cars only a sponging down of the windows, mirrors and competition numbers. Mind you, they are fitting a new set of maxi-cross tyres for the next stage. Eventually, the 90 arrives OK with only a broken wire in the driver-navigator intercom. A quick phone call to Roy to ask for advice brings Roy and Nick Jennings and entourage to the pit area! Dive into foyer of the Hafren Theatre to find a power point and solder the offending electronic wizardry back into working order. Staff there are concerned that we have unplugged their micro-wave oven to get at the socket for the soldering iron but they're happy with the explanation. Peter can now hear Rob on the intercom but not vice-versa. Rob likes it that way!! Vehicle and crew fed, watered, refuelled, oiled and have loose nuts tightened as applicable and they're off again. We pack up the kit and return to the Showground at Builth. Rob Jeffs, Pete's brother, arrives in the Ponthir Tyre Services van along with one of his staff, Lloyd Robinson who teams with Rob Jeffs when he comps. Rob Jeffs is another professional (a Polymeric Vulcanised Latex Torus Technician; look that up in your Funk & Wagnell's). We strip and rebuild the pressure washer yet again to clean the car when the team return. Lloyd is clearly a pressure-washer fetishist and everyone stands back while he indulges himself. Lloyd's Action-Man Garage Set clearly lacked this item when he was a child. Lorna please note - there's a Mothercare niche product there somewhere.

Sunday:- Target is Sweet Lamb today and it's not raining. Yes, you read that correctly. John, Rob J. and Lloyd go off in the Disco with the trailer and Lorna and I get fuel for the Rangy and fill the back-up Jerry cans. We'll soon catch them up, I thought. We arrive at the entrance to the Sweet Lamb rally centre at Llangurig still without seeing them. Slightly worried, we drive the gravel tracks through the hills and finally spot them on a parallel track a few hundred yards to our right! The tracks merge eventually *and we've gotten ourselves a convoy* (to be spoken in an American accent) to the service area among picturesque hills and rivers.

We configure the trailer as a servicing ramp and await the arrival of the "Great White Ninety". There are several stages centred on the Sweet Lamb complex and we service the car and send it on its way countless (2) times during

the day. We while away the time servicing the pressure-washer again. Eventually, we dump all 75 litres of water from the tank, flush it all out, clean the filters and bingo! It works. The team next to us return to report seeing car 42 bogged down and stationary but eventually they arrive with only minor damage. Fuel, oil etc., dealt with. Nut behind steering wheel needs seeing to. Off they go again and soon reports of them having rolled filter through the rumour network. Lorna looks concerned but soon the crumpled front end of a white 90 appears looking like a UMM Alter. A few well brandished crow bars later and a bit of hammering to clear the bodywork from the tyres, they're away again over the horizon. Pack up all the toys and head back to Builth for the "Rover's Return". They're right on our tail as we return to the Show Ground having followed us for some miles on the road. Final blast round the showground stage again. Peter and Rob "Sooty" Sutton are delighted to have finished the whole course without breaking down and without being delayed long enough to be excluded. Thanks go to Honda for keeping us busy while the car was away - perhaps Rover should build pressure-washers! Lloyd indulges himself one last time with the pressure-washer culminating in Rob J. pressure-washing Lloyd! It seems that when it's not raining in Wales, they make their own. We pack up for the last time, zoom back to hotel to clean up and then return for prize-giving. Peter is pleased just to finish; half the entrants have dropped out at various points so just to be there at the end is an achievement. For the record, 75 started out of 78 entries and only 38 completed the whole course without exclusion. As Jackie Stewart once said "To finish first, you must first finish." The Simmonites take another well-earned outright win. Stephanie and Rachel Simmonite are a remarkable couple of young ladies who really know how to drive, and their father, David, really knows how to build a car. They are already well into rallying and we wish them success in the RAC Rally later this year. Competitors who were excluded for various reason on Saturday are allowed to continue on Sunday but without the ability to qualify for an overall place. Mark Ambler and James Monaghan came third in the "Sunday Run" in Mark's full-body Range Rover with standard engine. Some of the front-line teams who dropped out on Saturday due to breakages were there again on Sunday so Mark and James' achievement was a considerable one. The Sunday Run winner was originally seeded 19 with Mark being seeded 55, so to be only 27 minutes behind a special racer after a day's rallying in the hills was the result of a good drive. Well done. Final return to Hotel for a celebratory meal. Wine is, appropriately, Mild Red. Finally we all collapse into well-earned beds. (Separate ones).

Monday:- Up at sensible time (it's daylight!). Throw everything into cars, trailers, etc. and head for home. We go via Leominster to drop John Bell off and finally make the last long leg back to Hook. Help unpack, unload, more tea, sort stuff out and bid farewell to Rob Sutton who heads home for Dudley and I head back to Twickers. My odometer shows a 534 mile round trip. My fuel bill will be subject to the 30 year national security rule. Phew. See you all there again next year but don't say "barbecue" during the preceding week!

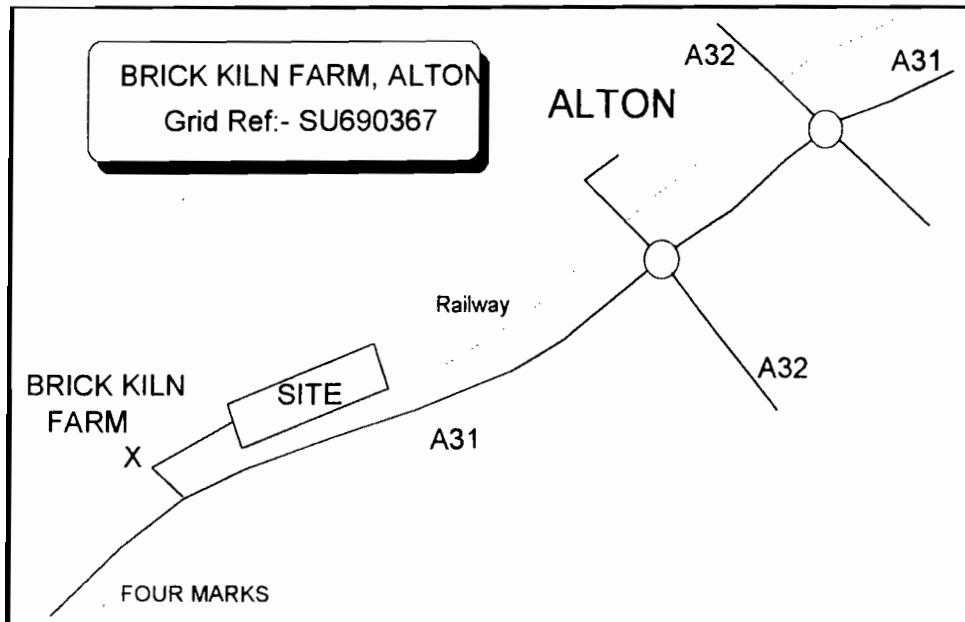
Steve Kirby

RTV & CCV Trial Brick Kiln farm, Alton, December 18th

We are holding an RTV and CCV trial at Brick Kiln Farm near Alton, HANTS, on the 18th of December. The site is right next to the steam railway. The event is open to all fully paid-up members of HBRO. This will be round one of the 94/95 Winter Trial Series. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Gary. (Address inside front cover.) Scrutineering will be at 9:00 a.m. and the competition will start at 10:00 a.m. prompt, so please be on time. ARC rules will apply as usual. New ARC Yearbooks are available now and they're free. Contact Gary Langton or Steve Kirby for your new rule book. Don't forget your MOT certificates and driving licences. RTV will be a qualifying round for the Winter Trials Series, the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help lay out. 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!

Finally, please don't all rush off at the end: those who add up the scores and deal with the paperwork need a bit of help. It's always the same few who do it. Thanks.



Rickshaw Ramble, Weaver's Down, 6th-7th January.

This event is run by the Army for members of the forces including the Police, Coastguards and members of the Civil Servants Motoring Association. The event consists of several driving and navigational exercises over the weekend of 6/7th January.

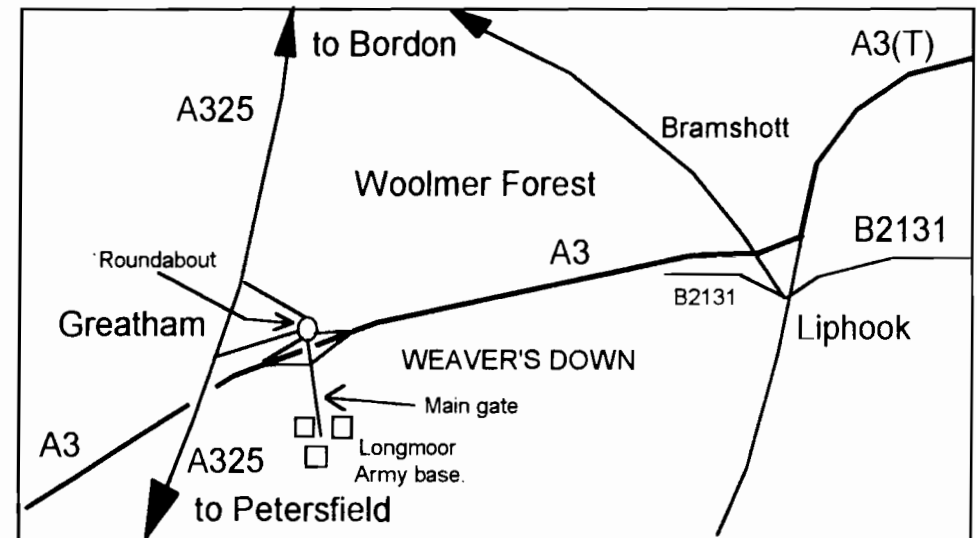
The tests include orienteering, Safari night navigation and an off-road driving course which is where our club comes in. We have again been asked to set out and marshal the observed sections around the course. If last year's scatter is anything to go by, it should be good fun.

As last year, we will meet for a briefing at the Longmoor Camp main gate at 8pm on Saturday. The route will be arrowed this year, so hopefully we won't get lost. All observed sections will be on Weaver's Down. The competitors are timed so the sections have to be set so they won't get stuck as they have to make it to the finish of each section, picking up an accumulative 5 points for each stop or cane hit. We will have to time any stoppages or hold-ups so it can be deducted from their final times.

Anyone who wants to help, contact me on 0730-267146 as soon as possible as I have to get passes sorted out. Entry will be via the **main gate** as everyone on the site must have a vehicle pass and personal pass. Don't worry if you've never marshalled before; full training will be given. If you can't make it all day, still ring me as I may be able to sort out late passes.

The description above may vary on the day(s).

Gary Hodgson



Treasurer's Introduction.

I would like to take this opportunity to thank Adrian Bolge for the many years he has served the club as its treasurer. He has vacated the post but we hope he will continue to attend and play a part in the club activities. As a fairly new member of the club (one full year to be exact) I am pleased to take on the position. In no way do I set out to replace Adrian, after all who could perform as Adrian does keeping us all in our place and still bring a smile to our faces as he did it. I hope he attends the next AGM just to keep us in line. Would he please let me know in plenty of time so I can arrange for a large box for him to stand on so he can attract the Chairman's attention from the rear of the hall.

One decision at the last AGM was to increase the subscription rates so we may keep our running costs in line with current and forthcoming increases. The new rates are £20.00 for full membership, £5.00 for associate, £2.00 for social and £5.00 for initial administrative charges. We have had to make this provision for increased ARC dues, increased insurance rates, postal charges and site rental costs. We continue to attract new members and should make extra efforts to continue this work. We would welcome any ideas you may have on this. Not only do we need to keep the membership numbers up but we must also try to encourage the new and existing members to participate or at least attend the trials organised by our new Competition Secretary Ashley Pocock. Remember that every entry for a trial keeps our running costs down and spreads the cost for the event. Some trials over the last few months have not even broken even due to lack of attendance. I appreciate that it was partly due to a clash of dates which took people to other nationally organised events. Perhaps members could flag up any future clashes and fore warn the new competition secretary. I also appreciate that the lack of a competition secretary at that time may not have helped.

Let us now hope that with new blood on the committee, the load on the original members will ease a little. Any hard feelings you may have had over the last twelve months please put them aside and let us all try and make the club grow. It would be nice to see the HBRO name mentioned a bit more in national results. As some one rapidly approaching the OAP status I feel I may have left it a bit late but some of you younger and more experienced members must keep on trying. That does not mean I am going to give up and will attend as many trials as possible, I may yet get lucky.

As your new treasurer I would appreciate any ideas which may help to keep our running costs down or generate new funds. I have some of my own which I will bring to the attention of the committee in due course. That is all for the moment. I will try to keep you up to date on any ideas which come to mind.

Alan Smith.

HALNAKER PIT RTV & CCVT TRIAL 18-09-94

Halnaker Pit was a new site to me, it was selected at a late date as an alternative to Slab Common which had been triple booked by HBRO, AWDC and the Army. No points for guessing who won. Halnaker Pit was an excellent little site that was able to give a good mix of sections for both RTV and CCVT. The lateness of the venue may well have been responsible for the low attendance. This was a shame since it was the first trial sponsored by the new WESSEX LAND ROVERS who are keen to promote themselves in the region.

We ourselves came home early from a holiday in France so we could take part. Not quite true since the weather had been very wet and my son was due to depart for France to study and was making demands on any French francs we had left.

The day for the trial was excellent and will be remembered for several reasons. It was notable for the way the good ladies of the club stripped the area of all available blackberries. They had every container they could find and filled most of them. If you put your sandwich box down it was gone. We must complain to Sainsburys as their polythene bags were just not up to job.

The second memory will be the first dent in my new Defender, not due to the trial but to my own stupidity. What do they tell you when you are about to go over a hill, GET YOUR FEET OFF EVERYTHING AND LET THE VEHICLE TAKE YOU DOWN SLOWLY. Over we went I lent forward and my foot went onto the clutch. A roller coaster had nothing on my descent and bang! we glanced a tree, the nudge bar gave and pushed the front wing in. The wife was terrified and considering this I was most surprised when for the first time she drove the defender correctly over a hill later in the day. My wife has been a passenger on every trial I have entered but has not yet had the urge to drive herself, come to think of it I have not had the urge to let her try either.

The third memory, selfish it maybe, but I won my class.

The sections themselves were well laid out and varied from open hill climbing to close tight turns in bushy terrain. The RTV drivers tackled the hill climbs well but the CCVT made hard work of it, OK their sections were a just little harder so we will make allowances for them. There was also some good up and down sections through the trees. On the whole a nice compact course which I hope we will use again if we can afford it. We need a few more entries to make this sort of site viable. It was good in that spectators could follow the day's events without having to walk miles.

Many thanks for the secretary, scrutineer and marshals who made the day a good one. Results of the day were given in the previous magazine. Paul Barton was the overall winner with just one point, maybe I will achieve it one day.

Alan Smith.

Winter Series

There will be a repeat of the Winter Trials Series again this Winter. (What a good time to have a Winter Series) There will be four qualifying events, each of which will be a "free-standing" trial with awards of some kind. To qualify for the Series Trophy, competitors **must** officiate at one and compete in the other three. If they miss one competing event, then they may opt to accept a set penalty to keep them in the running. Locations to be advised but will probably be two each at Brick Kiln Farm and Nellie's Dell.

Log-Book News

Due to the large amount of work to establish log-books for comp safari vehicles, the requirement for log-books for CCVT vehicles has been officially deferred until 1996. This was mentioned in October's newsletter but it's still not 100% certain whether the old roll-bar *designs* will be allowed to persist until then. I'll be able to provide confirmation at the next ARC meeting on Dec. 10th. Only then will I know if the "panic" is on.

Steve Kirby

20 Years of Land Rovers in Norway.

Norwegian Land Rover Club 20 years anniversary, LILLEHAMMER, NORWAY, 8th to 13th August 1995 Facilities for tents, caravans and motorhomes. Sightseeing, Green-roading, trials, social events, etc.

Enquiries to:-

ERIK WINTHER-SORENSEN
KONGSSKOGEN 34
N1370 ASKER
NORWAY
TEL: +66 98 90 03 OR +66 78 78 92.

Following some phone calls on the above event, I will write for more details. Meanwhile, please let me know if you would like to go as I have one fairly certain already on my "little list".

Steve Kirby

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.

HBRO Christmas Dinner

*Saturday 16th December 1994
to be held at*

*THE WHITE SWAN, BANK STREET,
BISHOP'S WALTHAM, HAMPSHIRE*

7:30 for 8 p.m.

MENU

Home-made Ham & Sweet pepper Soup

or

Fanned Melon with Honey & Mint

--o--

*Roast Turkey, Bacon Rolls, Chipolatas, Roast Potatoes,
Parsley Potatoes & Selection of fresh Vegetables
Cranberry Sauce & Bread Sauce.*

--o--

Christmas Pudding with Brandy Sauce

or

Mince Pies with Cumberland Butter

or

Ice Cream Sundae

or

Cheese & Biscuits

--o--

Fresh Filtered Coffee & Petit Fours

--o--

£10.45 per person.

*This includes ½ carafe of wine per couple
plus party crackers & novelties.*

Please advise Gary or Pennie Hodgson as soon as possible if you would like to reserve a place for you, stating your choice(s). A deposit of £2 is required for a booking. (Price quoted is last year's, but the 1994 price should be similar)

There is one room available for B & B at the White Swan and there are several alternatives in Bishop's Waltham.

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.

LAND ROVER MODELS

Anyone interested in scale models of Land Rover vehicles? I can obtain for HBRO members a selection of models as built or kit at very good discounts. The range is quite extensive, please send stamp addressed envelope to A. Smith, 34, Kingsmead, Frimley Green, Surrey GU16 6LU for more details.

The models can be customised to represent your own vehicle at no extra cost. I must point out that these models are collector's models and are not suitable for children. I must declare that these models are not produced by myself but are produced by a well established company who specialise in Land Rover models. Other models are available if the interest is there. The HBRO will gain a small income from the sales, but even so the discounts offered are very attractive. Would you like to see regular articles on scale models appear in the monthly magazine? Please enclose stamped addressed envelope if you require a reply to your correspondence.

Alan Smith.

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Green Lane News

For several reasons, Adrian Bolge passed those few people who wanted to go laning this month (November) on to me, and I'm more than happy to organise the monthly trips if no-one objects. I intend to keep to the second Sunday of the month, but in addition, being a shift worker, I'll be happy to organise more Sunday or mid-week laning trips. I have a growing list of people who have expressed interest in this idea, both from HBRO and the Range Rover Register, so if you fancy this, give me a ring. A 2 or 3 day trip to Welsh Wales or the Lake District is also a possibility; if there's enough response, I'll organise it. I'm in the process of marking up a new set of maps from the Definitives; it's not a quick job but it might be finished when you read this.

Anyway, what did we do last Sunday? Ian Rose phoned me mid-week asking where we were meeting, to which I replied 'Do what????' In the event, Ian couldn't make it on the Sunday, but Terry (Griseley) and myself met up with some Register members in Amesbury; a few quick lanes led us up to Sudbury Hill, where we spent the rest of the day thoroughly enjoying ourselves. (Actually, it was pretty sickening to watch Terrys 90TDI going where no Rangey dared to go). One of the RRR guys had a Canadian friend with him; this bloke was no stranger to 4WD, he reeled off a list of (to British tastes) exotica that he'd owned, and then said that the Rovers did everything in so much more *subtle* a manner, and he couldn't imagine any other vehicle doing what we'd done that day in as much comfort.

At one point we came across the remains of a Rover; not a wreck, just some charred bits and pieces loosely roped off. It mystified us until someone recollected that a female Army Captain had been killed in a Rover a week or so earlier whilst on exercise.

So then, anyone who has some ideas, phone me on 0276-473907 any time of the day or (up to midnight) and I'll do the organising.

Mike Dyer

Newsletter printed by:-



KeyLink

Business Supplies and Services

79 Mitchley Avenue, Sanderstead, South Croydon, Surrey CR2 9HN
Telephone 0181-651-1861

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!

* Wheels and Tyres Five Discovery steel wheels with 225x16 BFGoodrich Mud Terrains. Only 3000 miles, i.e. hardly used. Sell as set for around £300. Contact Colin Gross in Ruislip, Middlesex on 01895-638957 (DEC94)

* Wheels and Tyres Four silver eight-spokes; three fitted with excellent 225x16 BFG All Terrains with white raised letters; one fitted with standard 205x16 radial. Will fit Rangy, Landy or Disco. Make me an offer. Gary Langton 01705-388929 (DEC94)

* Land Rover Bits. 2 off Defender dickey seats, never been used £15.00 each. 2 off Trakkers forward facing fold up seats brand new £45.00 each. Dashboard console for Land Rover 90 to house radio, CB, extra display meters and switches £15.00. Slightly bent bumper and wiper motor for Land Rover 90 at £10.00 each. Brand new dog guard for Range Rover £50.00. Call Alan Smith on 01252 835821 or 01252 336994. (Frimley Green or Aldershot) (DEC94)

* Land Rover Bits. Series III hard top with side windows and alpine lights and rear door - £85. Three door tops; 1 N/S with glass - £10. 1 O/S with glass - £10. 1 N/S no glass but with runners - £5. Freewheel hubs, AVM, currently fitted to light-weight - £40 pair. Buyer collects or arrange delivery to a trial or club event. Call Nick Woodage at home on 01730-894418, Mobile 0850-408161, or Nick Jennings at home 01734-471258, Mobile 0836-604585, Business 0734-471520. Gary Langton at home 0705-388929. (NOV94)

* Caravan - CI Cadet 12. Toilet compartment, three berth plus Salou awning. Spare wheel. Many accessories. It's a 1980 model but it's still in excellent Condition. It's one owner has looked after it well. £600. Contact Len or Joyce Doughty on 0181-979-2839 or phone Steve or Pam Kirby on 0181-894-3961. (OCT94)

For Sale

* Land Rover Bits SWB Series II truck cab body - £130. Pair Series III front half-shafts - £25 pair. Tarpaulin, 25' x 18' - £40. Ian Copplestone, Fareham, 0329-827015 (OCT94)

* Michelin XC4 tyre. 750x16. Virtually unused; literally only a few miles. On RR wheel. £50, including wheel, £30 on its own. Ideal normal road tyre for 110 or similar. Only one though! Contact Steve Kirby in Twickenham on 0181-894-3961. (NOV94)

* NICK'S NICK-NACKS Two SD1 auto gearboxes, £30 each or £50 the pair. Ten Michelin 7:50x16 XCLs, £100 the lot. Various ropes and strops (call for details) Nick Jennings on 0734-471258 or 0836-604885 (SEP94)

* MICK's Miscellany Breaking Range Rover - all the bits except the engine. Any offers? SD1 manual gearbox, £50. Series IIa gearbox, good condition, £65. Front axle for 109 c/w diff and springs. Excellent swivel joints and brakes. £75. Contact Mick Maskelyne in Newbury on 0635-874013. (AUG94)

* Four Wheel vehicle trailer. £400 ono. Harvey Frost manual winch to suit; Offers. Call Peter Jeffs in Hook on 01256-768136 or 0860-695183. (NOV94)

* Parts clearance Flat type 2A heater - nearly new; £25. Pair brown cloth reclining seats on adjustable runners - will fit Land Rover OK. Good condition & comfy, £30. Good s/h 88" petrol / diesel tank, £15. Set of unused Goodrich braided steel brake hoses to suit 88" SWB LR, £25. Call Charles Best on 0276-476223 (AUG94)

* Land Rover 90 parts Petrol 2¼ engine with all accessories - £250. Land Rover 90 "A" frame link with new joint - £20. Call Robb Unsworth on 0703-260501 (AUG94)

* Series III top tail-gate. Has bigger than normal window. £30. Contact Mike Dyer on 0276-473907 (JUL94)

* Land Rover bits. SWB hard-top (no windows) with Safari rear door - £85. Series III gearbox - £50. Series I 86 / 88 windscreen (including glass and sun-visors) - £25. Incomplete vehicle: 110 chassis and wings, bulkhead, screen and truck-cab on axles. Many parts ready to put on and is complete with V8 but needs attention. - £1200. Call Chris Bowler on 0850-792374 weekends only please. (JUL94)

For Sale

* Tyres Avon Rangemaster radials 7:50x16, three available, only 4mm tread. Any offers? Call Adrian in Portsmouth on 0705-377488 (AUG94)

* Chairman's Wares & Spares "Dead" tow-ropes in hemp with soft eyes - £10 each. Mountain-bike racks for tow-bars - £POA. Range Rover tow bracket - £15. Range Rover bits:- New water pump, distributor & electronic ignition, inlet manifold & Strombergs, exhaust manifolds (1½ pairs!), flywheel & part-worn clutch. Any offers? Contact Nick Woodage on 0730-894418 or Mobile 0850-408161 (JUL94)

* Range Rover parts Rear axle casing £15. Call Robb Unsworth on 0703-260501 (AUG94)

Vehicles for Sale

* 1966 SIIa SWB Petrol Hard-top. Blue and cream. Tax and MOT for 6 months. £700 o.n.o. 01705-755561 (DEC94)

* Bowler 88" Safari Racer / Trialler 3.5 V8, Jag 66 auto-box, 5th in class in 1994 Hill Rally. Built 1991/2. For more details, call Dave Wallis in south Wales on 0834-83251. (DEC94)

* V8 90. Carter Carb on Offenhauser inlet. BFG Mud Terrains. Safety Devices steering plate. Boarded out rear. PAS. £5500 ono. Call Simon in London on 0181-397-5716 (NOV94)

* Comp Safari Racer. Full ARC spec. Competition winner. Available with or without race-tuned 4.2 litre V8. New project forces reluctant sale. For details, call Malcolm Whitbread in the evening on 0635-201673 or during the day on mobile 0831-281914. (NOV94)

* Series IIa Land Rover AMBULANCE. White, clean and tidy. 27000 miles. Blue lights and stretchers but otherwise not equipped. Ideal for paramedics or expedition vehicle. Bargain at £1400. Private sale. Contact Chris Bashall in Dunsfold on 0483-200046 (OCT94)

* Range Rover 1984 "B"-reg, 3.9 EFi V8, 5-speed, 4-door, blue/grey, spot-lights, bull-bar, Radio-cassette, electric windows and mirrors, MOT. Needs tidying. Financial reason for sale. £3800 o.n.o. Contact Jeff Maxwell in Bracknell on 0344-885089 (NOV94)

* Series IIa Land Rover LWB. 1969. Over £3000 spent including gearbox, transmission, brakes and starter overhaul. Any reasonable offer considered. Call 0923-853151 (evenings) or mobile 0836-730006. (SEP94)

* Land Rover 110 chassis and wings, bulkhead, screen and truck-cab on axles. Many parts ready to put on and is complete with V8 but needs attention. - £1200. Call Chris Bowler on 0850-792374 weekends only please. (JUL94)

* 1975 SWB Land Rover Hard Top, 2¼ petrol, Full MOT, 205x16 tyres, white colour. £1150. Call Mick Maskelyne in Newbury on 0635-874013. (AUG94)

* 1960 SWB Land Rover. 2¼ petrol, soft-top. New chassis in 1992. Alloy wheels with Kelly tyres (full set of 5). Kenlowe fan. Too many new parts to mention. £2000 o.n.o. or part exchange with Range Rover. Call Paul in Emsworth on 0243-376292 (JUL94)

Wanted

* Diesel Engine. Good working order. Normally aspirated 2¼ or 2½ for Land Rover. Call Ian Pattingale in Staines on 01784-460386 (DEC94)

* Series One wings. Pair front wings for 86" Series I. Straight ones please!! Contact Charles on 0734-832559 (OCT94)

* Set 7:50x16 SATs. Part ex possible with same size road tyres. Call:- Nick Woodage at home on 01730-894418, mobile 0850-408161, or Nick Jennings at home on 01734-471258, Mobile 0836-604585, Business 0734-471520 or Gary Langton at home on 01705-388929. (NOV94)

* V8 90, "D" or "E" reg. Contact Ted Marynicz on 0666-822348 (SEP94)

* Parts wanted Good s/h or cheap swivel housing for leaf-sprung LR (one only required). Full canvas and sticks for 109". SIII rad with duff / leaking core. Call Charles Best on 0705-377488 (AUG94)

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.

December 10th	ARC meeting, Solihull. Let Steve know if you are coming. Food is £3 or bring your own.
December 16th	Christmas Dinner at the White Swan, Bishop's Waltham. Details elsewhere.
December 18th	Trials at Brick Kiln Farm. First round of the Winter Series. Details elsewhere.
	1995
January 6th -7th	Rickshaw Ramble. See details elsewhere.
January Date not set.	Trials at Brick Kiln Farm. 2nd round of the Winter Series. Details later but it won't be the 1st of Jan!!
January Date not set.	Trials at Nellies Dell. 3rd round of the Winter Series. Details later.
February Date not set.	Trials at Nellieas Dell. 4th round of the Winter Series. Details later.
February 11th	DORA Inter-Club Day. Raising awareness and funds for the disabled. Reading Trial Park, Island Road, Small Mead, Reading, Berkshire. £10 to play all day. Jet-wash £1. Snack bar on site. Contact is Mick Fox 01923-444958
APR 14 - 17	Lancs & Cheshire invite to Trentham Gardens, Stoke on Trent, Staffordshire. RTV, Team Recovery, Winch Recovery, Off-Road Driving, Bike Trial, CCVT, Comp Safari. Autojumble, Camping. Details later.
MAY 26 - 29th	ARC National Rally, Blankney Park, Lincolnshire.
JULY 14 - 16	Gaydon All Rover Weekend.
AUG 8th - 13th	Norwegian Land Rover Club 20 years anniversary, LILLEHAMMER, NORWAY. Sightseeing, Green-roading, trials, social events etc. More later.

Does anyone want to go green-laning mid-week? If you do, contact Mike Dyer on 0276-473907 who is keen to give it a go.