

## Forthcoming Events

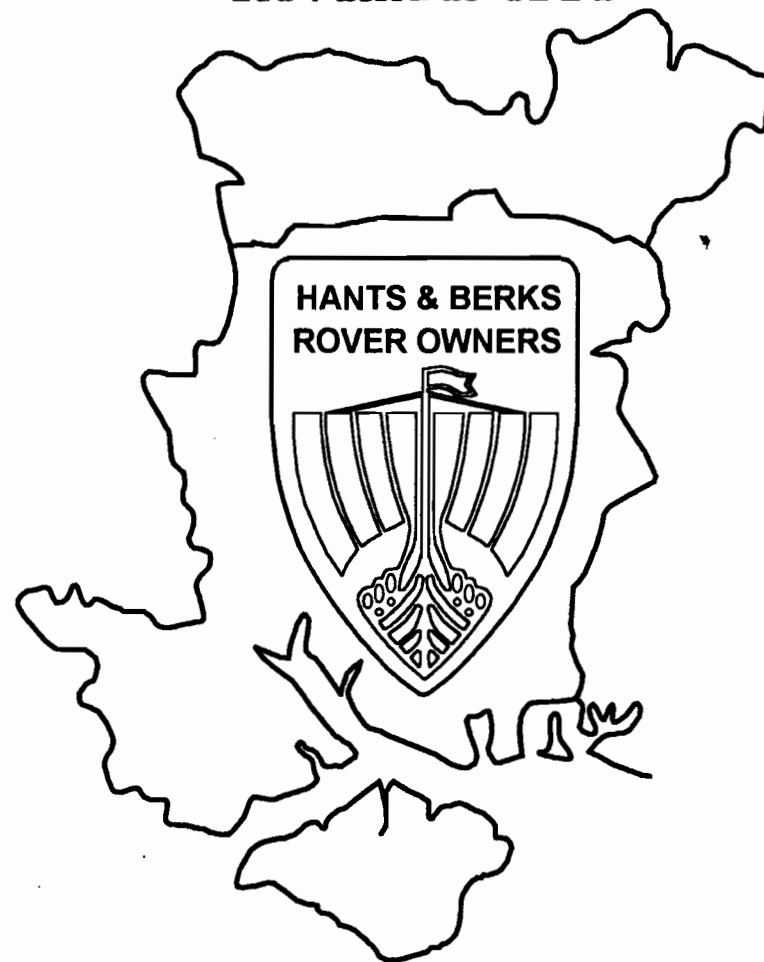
November 4th-5th	Nelly's Dell. BBQ, Fireworks on Saturday. Trials on Sunday. Details elsewhere this issue. First round of the Winter Series.
November 24 - 25	Exercise Road Master. Details elsewhere this issue.
November 26th	Invite from Lea Valley LROC. Inter-club trial and Off-Road Drive. Arena Essex. Details elsewhere this issue
Dec 6th	Nothing! No meeting at the Hind's Head this month. An alternative venue <i>may</i> be arranged.
Dec 9th	ARC meeting at Solihull. Birmingham.
Dec 9th	Xmas Dinner White Swan. Details elsewhere.
Dec 17th	Trials and scenic drive at Broxhead Common. Second round of the Winter Series.
Dec 17th	Invite from Somerset & Wilts to their Mendip Challenge which is RTV and CCVT. Contact Steve Kirby for entry form. Entries to be in by 30th November.
Jan 21st 1996	Trials Brick Kiln Farm. Winter Series. Details later.
Feb 18th 1996	Trials Harroway Farm. Winter Series. Details later.
Mar 17th 1996	Trials Hook End Farm. Winter series. Details later.
April 21 1996	Trials and Camping at Nelly's Dell. Details later

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# Pants & Berks

November 1995



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

## Officers of the Club

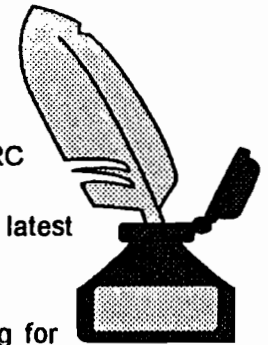
*CHAIRMAN	Nick Woodage 22 Sherwood Close, Liss Forest, HANTS GU33 7BT	 01730-894418  0850-408161
*SECRETARY	Gary Langton, 29 Eagle Avenue, Cowplain, HAMPSHIRE	 01243-869008 (18:00 to 19:30 hrs only please, thanks)
*COMPETITION SECRETARY	Ashley Pocock, 132 Badshot Park, Badshot Lea, Farnham, SURREY. GU9 9NF	 01252-310893
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	 01252-835821  01252-334600
*RIGHTS OF WAY OFFICER &	Mike Dyer, 2 Poplar Avenue Windlesham, SURREY GU20 6PL	 01276-473907
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SCRUTINEERS	Steve Kirby #, Chris Homewood, Neil Shawyer. Gary Hodgson, JJ Walker.	

### Notes:-

- \* denotes committee member.
- # denotes member 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...



Don't miss this month's exciting lowlights:-

- **Thrill** to the drama and excitement of the ARC meeting report....
- **Laugh** as you read the hilarious details of the latest events....
- **Cry** as you read your atrocious scores....
- **Cringe** at the scary prices members are asking for their spares in the "For Sale" section....
- **Wonder** at the superb maps the editor draws....
- **Sigh** at yet another round of rule change proposals....
- **Feel Ashamed** that you didn't support our gallant teams at the Majors Trial (Mike Clark tells all.)
- **Groan** at the inexcusable mistakes the editor makes (Did YOU spot last month's deliberate mistaek?) (What dew yu mean wich wun?)

*Right! Stop! That's silly enough. People will think you're enjoying editing this stuff if you're not careful.*

OK. Serious stuff now. Sorry to those of you who turned up on Saturday for the AGM. You can kick me next time you see me. The date was everywhere and that was correct. If in doubt, just phone.

It's nice to see articles continuing to arrive on computer disc. It really does save me so much time not having to re-type everything. If you've just bought a computer and want some advice on how to submit material on a disc, give me a call. I'll return your disc(s) if requested.

Please note the revised fax number for me. 0181-562-4660. Please do NOT use any other number.

Please forward details of forthcoming events to me at the address opposite or use the phone / fax numbers listed below. If published details are wrong or need to be changed, please let me know ASAP. Ta.

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. Practically any word-processor format will do. If you have a fax machine, send any faxes to 0181-562-4660 (anytime 24 hours) prominently marked "FAO: Steve Kirby" and if you can't get me on the phone at home, leave a message on the answering machine in my work office on 0181-562-9604 (anytime 24 hours). Thanks.

Steve Kirby

## Exercise Road Master 1995. Weaver's Down, 25th November.

This is an exercise in driving skills for members of the British Army, Royal Air Force and the Royal Navy.

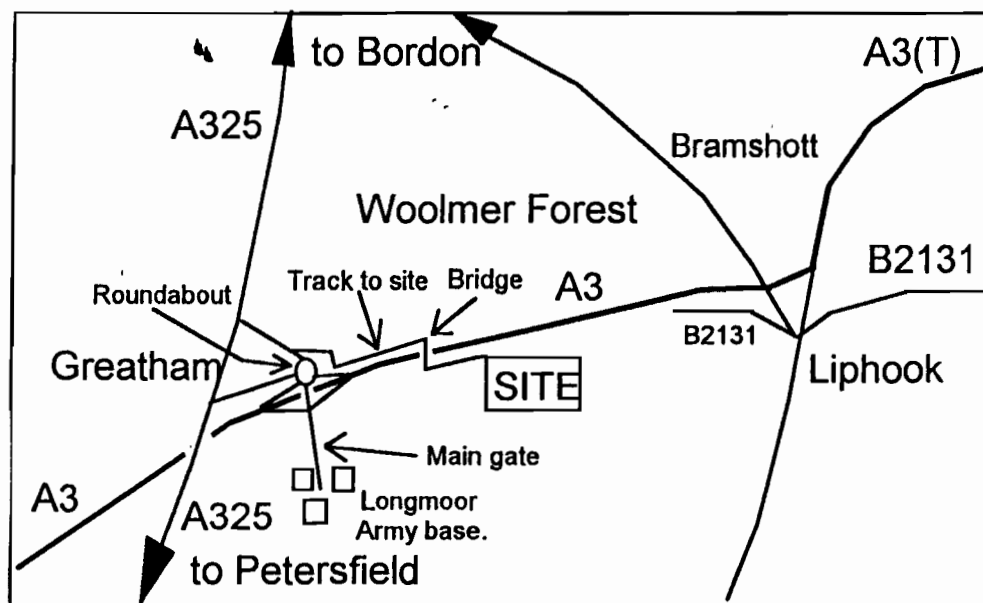
We have been asked again to set out and marshal the off-road driving sections, giving us a rare chance to drive, get stuck and lost on the infamous Weaver's Down. Anyone interested in helping set out or marshal or both please ring Gary Hodgson on 01730-267146. A list of names of those attending is required for security reasons.

Schedule is:-

11:00 a.m. Friday 24th Nov - setting out.  
07:30 a.m. Saturday 25th Nov - marshalling.

Last year the competitors were finished by 12:30 giving us the whole afternoon to drive the sections ourselves.

Gary Hodgson



## ARC Meeting September 16th 1995.

My long trips to Birmingham are lonely no more. I now take Mum to visit friends near Stratford so the long day is broken up in an agreeable manner. So what happened at the meeting this time? As before, the numbers relate to agenda items and any missing ones indicates nothing significant to report.

### 4 Matters Arising from previous meeting.

- ◆ RAC Recovery scheme. Those of you who use this scheme should not rely on the RAC sending renewal reminders as they aren't too hot on this!!
- ◆ Rover Runes on the Internet? A disc of the contents of Runes. can be supplied if someone wants to do the deed.

### 5 Chairman's report. Peter Oakden.

- ◆ Gaydon. The museum was well pleased with the event. The "old boys" reunion was a good idea and went down well. The event was also financially rewarding and will be on again next year when the theme will be "100 Years of Motoring" (or something similar)
- ◆ Perhaps a non-competitive club could 'run' the Gaydon event in the same way that a competitive club runs the National Rally.
- ◆ Log books - the reason for these still needs to be explained despite persistent explanations already published. Basically these are:-
  - ◆ a) They allow old-design roll-bars to be used, and
  - ◆ b) if the ARC doesn't have its own log-book, then the RACMSA may well impose theirs upon us.
- ◆ Future financial matters. We are getting in a tangle regarding the number of members paying for the competitive member levy.
- ◆ The Green Book, the ARC Handbook, has been published and should be on its way to club secretaries already.
- ◆ 1996 AGM posts. We will need a new Secretary, Treasurer and Overseas Liaison Officer. The secretary is vital of course as we can't have an organisation without one!

### 6 Secretary's Report. Andrew (Andy) Stavordale.

- ◆ Gaydon - raised £600(ish)
- ◆ Favourable comments about the Gaydon event have appeared in several magazines / newsletters. (I take it that no-one from HBRO went? I haven't received any articles yet.)
- ◆ When an event is held under the ARC name, copies of the permit and supporting documents are to be sent to Andrew Stavordale, ARC Secretary.

### Correspondence:-

- ◆ Leicestershire & Rutland have offered to run the 1998 follow-on rally for the National.

- ◆ "Classic Motor Sport" magazine will advertise any event free of charge.
- ◆ NWLRC have expelled two members for unacceptable behaviour. (So watch it!)
- ◆ Copy of Rover Runes to go to every member? (despite the cost). If you haven't seen Rover Runes, then you haven't been to a Hind's Head pub meet as there's always a copy there along with all the other club newsletters that get sent to me.
- ◆ The Mitchen Industries Cup (for best Range Rover in the CCVT at the National Rally) has gone, vanished, disappeared into thin air. In fact even the reference to it in the list of trophies has been omitted from the 1996 Handbook. (Soon to arrive. Believe me.) Who or what are Mitchen Industries? Several "winners" of this trophy never actually received it (*I highlighted its absence to the ARC in 1989 when I won it at Rudding Park and again in 1991 when I won it in Cornwall.*) The winner in 1987 (*Former HBRO member Alex Waugh*) didn't actually get it then either so it's been missing for a long time. Control of the trophies should be the duty of the National Rally Liaison Officer. It appears that because the ARC didn't pay for any of the trophies (*They were donated, not stolen, idiot!*) they weren't insured. It was agreed that they should be insured.

#### 7 & 11 Treasurer's Report. Lawrence Johnston.

- ◆ Still a good income from the Gaydon event (£650 profit) and RAC Recovery membership (£900 commission) and from the log-books (although most of the latter is expected to be consumed on printing and travel expenses for the scrutineers.)
- ◆ Membership subs are down, particularly following the RRR not being a competitive club any more.
- ◆ Cost of Rover Runes (ARC Newsletter) is down.
- ◆ No invoices for the advertising in the Handbook have been sent in yet.
- ◆ Overall, we may see a small loss or even some profit. So he proposed a 5% increase in fees. This should enable us to pay our way (just!)
- ◆ Discussion followed a complaint about the proposed increase. The club concerned has fees of £9 for full membership and £6 for associate members. Nevertheless, a 10p a year (*Yes you read that correctly - 10p a year*) increase still seemed too much for them!
- ◆ The discussion continued on the basis of how many competitive members and non-competitive members there are in each club.
- ◆ An ARC competition Licence was proposed - just one licence regardless of how many clubs that competitor is a member of. Perhaps clubs should simply pay for the services they require i.e. Competitive members, camping members etc. A definitive list of competitive members was suggested. Can we send these figures to AJS? (*I can do that easily for HBRO as I keep a cumulative listing of competition scores and so I have a listing of names too.*)

#### 8 National Rallies

- ◆ 1996 - Forms should be with this issue of the Newsletter.
- ◆ 1997 - North Wales to run. Progressing OK.
- ◆ 1998 - Lancs. & Cheshire to run. It's a small club and they request that other clubs run an event within it. Other than that, nothing grandiose is planned - just the normal core weekend. It may be a mile-stone (*kilometre-30.8kg?*) in the history of Land Rover Ltd, but it's a normal bank holiday weekend otherwise.

#### 9 LARA Presentation by Tim Stevens.

- ◆ Who is LARA? Well, it's all of us. Members of ARC, ACU, BMF, RACMSA and many others.
- ◆ It's financed from the "grass roots" and requests for things that need to be done should also come from the same "grass roots" source.
- ◆ Communication is the key. If LARA News were in A5 format, maybe more club newsletters would print it and spread the good word.
- ◆ Why one core organisation? When the government wants to talk 'motorsport', they want to talk to just one organisation, not lots of smaller ones. They can't talk to the ARC, ACU, BMF, RACMSA etc., they talk to LARA who then consults the ARC, ACU, BMF, RACMSA etc. for relevant information and details.
- ◆ DO SOMETHING. When anti-4x4 letters appear in the newspapers, write to your MP about it giving the other side of the story - otherwise the MPs will think it's all true.
- ◆ Green -laners - If you find a road that out of repair, invoke section 56 of the Highways Act. This is the bit about the duty to keep up the condition of the route. Ask the Highway Authority "Is it a public road and do you intend to repair it?" and see what their answer is.
- ◆ The much maligned Criminal Justice Act can work in our favour as it renders illegal any act carried out to prevent a legal activity. So if someone tries to stop you legitimately driving along a right of way, then they are breaking the law *even on their own land*.
- ◆ There is currently under discussion in the Lake District National Park the establishing of a "hierarchy of sustainable routes." This principle could be applied almost anywhere. The basic principle is to ask "Do you accept that we have the right to use all these Byways?" "Having accepted that, we won't need to assert our rights by driving them come-what-may just to make a point. So lets discuss which routes we can use safely and regularly, which ones we can use when the weather allows and which ones we'll agree to by-pass because they really aren't passable."

Something along the lines of:-

#### LIST 1

All year  
round

#### LIST 2

OK under  
certain  
conditions

#### LIST 3

Totally  
impassable /  
unsuitable.

◆ The term "Byway Open to all Traffic" causes much grief. "All traffic includes heavy lorries doesn't it?" In theory yes but perhaps the terminology should be changed to "BYWAY" or some specific limitation put on it. One suggestion was to use the Motor Vehicles Construction and Use Act definition of a 'Heavy Motor Car' (>3500 kg) and make that an upper limit. Any observers / witnesses can note the registration number and the DVLA can state the registered weight of the vehicle. But wait! Is that GVW or unladen weight? Some ARC members object because a 101 ambulance is rated at over this limit.

11 Rule changes. Only four this year.

- ◆ Range Rover roll-bars
- ◆ LWB class to be split into coil-spring / leaf-spring.
- ◆ Roll-cage or roll-bar for CCVT?
- ◆ Petrol injection for all.

12 a) Caravan Secretary. Jim Campbell.

- ◆ A warning was given about infringements of permits. They MUST be relevant / correct to the event. The ARC could lose its exemption certificate.

12 b) Overseas Liaison Officer. Position vacant. Any offers?

12 c) Rights of Way - Tony Kempster.

- ◆ Training Courses on rights of way are to be held at Shire Hall in Reading but the price is frightening!
- ◆ The 1996 LARA Conference will be in April. Date to be announced. This is the Centenary year of motoring and a showcase event will be held at Gaydon. Land Rover and Rover will support this.
- ◆ 1996 will also see a "Green Lane Day" hosted by LARA. Details later.
- ◆ LARA will run some seminars for those attending rights of way enquiries.
- ◆ Tony also mentioned the "hierarchy of sustainable routes" programme that is going on in the Lake District National Park. Tony requested financial support for the team carrying out the survey. The sum proposed was £250.
- ◆ Any objections to the 3½ tonne weight limit (mentioned by Tim Stevens) should be addressed to Tony Kempster. (Address in the ARC Handbook).

12 f) Press, Publicity & sponsorship. . Position vacant. Any offers?

12 g) Rover Group Liaison. Peter Oakden.

- ◆ He has met Rover Group people to tell them that SROC want LR to have considerable involvement with the 1996 Rally. He asked for more support and the response looked favourable.

12 h) Technical Officer. Ken Knight.

- ◆ He is dealing with occasional queries although he never comes to the

ARC meetings. So what were the queries and what were his responses?

12 k) RACMSA Liaison Officer - Harold Carman.

- ◆ "Standard Vehicle" trials and Comp Safaris. Land Rover are to sponsor AWDC events. Cheek.
  - ◆ Rear Radiators. Vehicles so fitted may need a bulkhead up to the roof.
  - ◆ AFFF and ZERO2000 now fully accepted as fire extinguishants.
  - ◆ Roll-bar working group. 3mm plates should be OK (but the ARC will still require 6mm plates.)
  - ◆ What is an RTV? Steepness of slopes, proximity of wall and trees etc. and aggressiveness of tyres are to be considered. A showroom class perhaps?
  - ◆ Noise - 108db at 5000 rpm is the standard, but an alleviation allowing 80db at 75% of that (3750 rpm) may be allowable for Land Rovers whose engines won't get to 5000 rpm (well not in one piece anyway!)
- (NOTE: the above comments are at RACMSA discussion level but some of these may affect us unless we can secure an exemption.)

12 l) Shows and Displays. June and Jack Green.

- ◆ The show circuit is nearly finished now. Good news is that some clubs are promoting the ARC at local shows. (As HBRO did at Bagshot)

12 m) Scrutineering. Dave Marsh not present so I raised the main items.

- ◆ Roll-bars for 101s. Designs submitted have been accepted by the ARC council. They do not constitute a rule change. The new designs supplement the existing set to enable 101s to comply with the rules.
- ◆ Steve Kirby (That's me) report back on the scrutineers meeting of 28-10-95.
- ◆ The scrutineering committee were criticised for not holding the requisite four meetings a year. These meetings are held when there is something specific to discuss or when a member specifically requests this. No such requests have been made.

AOB

- ◆ Tim Steven says the British Horse Society wants to know why we drive around the countryside. THEY know why they go on horseback but want to know why we find it enjoyable to do it in a car.
  - ◆ Certificates of membership will be issued to all clubs soon.
  - ◆ Next meeting 9th December. The formula for calculating when an ARC meeting is to take place is that it is on the Saturday *nearest* to the 15th of March, June and September and the Saturday *before* the 15th of December.
- Steve Kirby

EXTRA BIT

There has been much discussion on noise regulations. For those interested, I have some detailed information from Dave Bowlas about noise measurement.

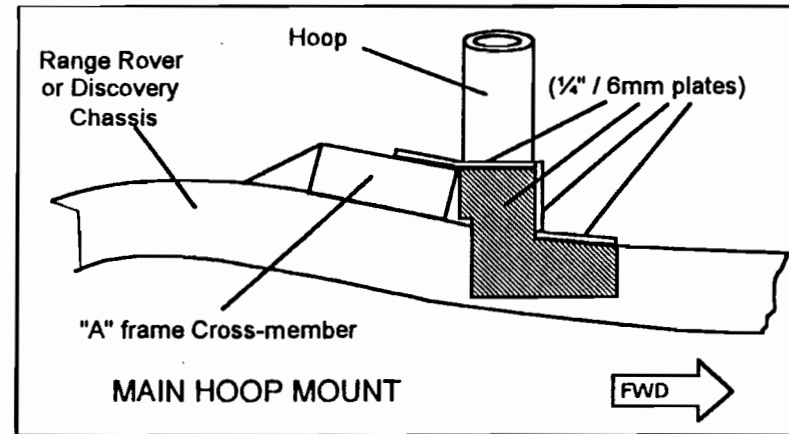
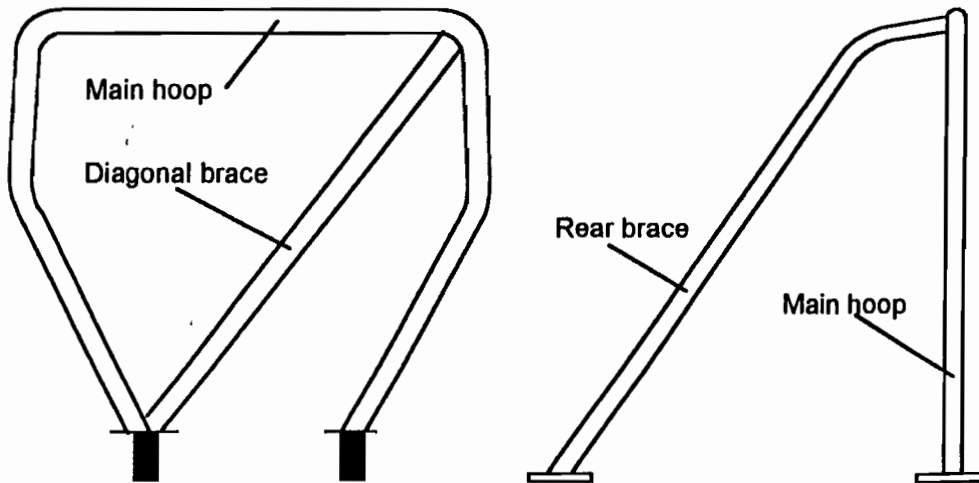
# ARC Rule Change Proposals 1995

1) Yorkshire Rover Owners Club.

"All existing diagrams & wording relating to Range Rover & Discovery roll bars & cages be removed & new regs be drawn & worded from photos, because old regs don't fit in vehicle.  
 Front hoop to be of 2" int. dia. minimum (as weight of vehicle is at front).  
 This type of rear bar is to be used only on the inside of a Range Rover, Discovery with a full h/top (Truck cabs and open tops can be fitted with "A"-type bars)  
 The bend in the rear braces is to facilitate the rear seat. The rear braces must go to the outside of the hoop at the top & have a minimum bend approx. 16" from the top end. The rear feet must go onto a pedestal attached to the rear cross-member & to the floor level.  
 The main hoop will fit in just in front of the seat & behind the step. There is about 2½" at this point.  
 If a full cage is to be fitted, it is advised to be an external front hoop that goes to the shape of the "A" posts through the scuttle panel & onto purpose-built outriggers.  
 The front hoop must be of 2" i/d blue band tube or larger."

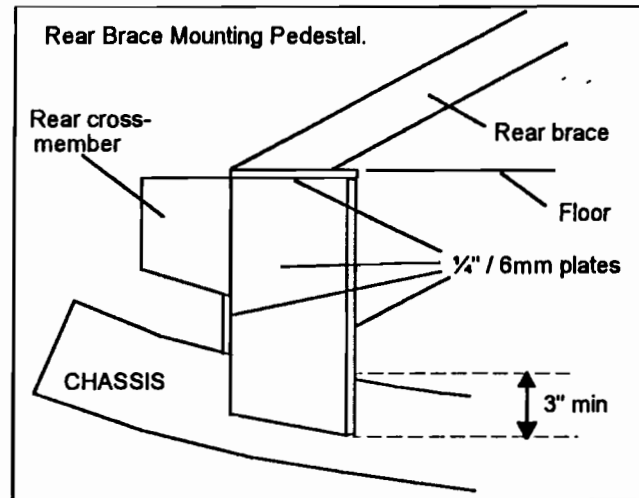
*Copies of the photographs mentioned are available for perusal for interested parties. I have used the photos as the basis for the diagrams shown below. These have been verified by the proposers.*

Main hoop and rear braces. (Below)



Para Q.3.1. will need to be amended, something like this:-

Q.3.1. The minimum material specification for all tubing will be nominal 38mm / 1½"



bore steel "blue band" tubing to BS 1387. (This will actually be nearer 42mm / 1½") This has a minimum wall thickness of 3.2mm / 1/8" and a minimum outside diameter of 48.3mm / 1 7/8" except for the front hoops on Range Rovers and Discoveries which need a 2" / 50mm inside diameter tube. See table below for practical imperial and metric stock sizes. Tensile strength will be between

320 - 416 N/mm<sup>2</sup>. Yield strength will be at least 195N/mm<sup>2</sup>.

.....and the table on tube / plate sizes will be amended to read:-

ITEM Q.3.7. (TABLE)	Imperial size(")	Metric size	Practical Metric size
Outside diameter for all tube including bracing / supporting bars.	1 7/8"	48.3	48
Inside diameter for front hoop on Range Rover & Discovery.	2"	50mm	To be advised.
Tube wall thickness	1/8"	3.2	3
Any other plate / bracket thickness.	1/4"	6.4	6
Mounting bolt sizes (HTS)	3/8"	9.6	10

Q.3.8. All of the above are minimum sizes and may be exceeded.

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2) Peak & Dukeries Land Rover Club.

Proposal to split the present class 5 into separate coil-sprung and leaf-sprung classes.

P&D provided a page of details. Briefly, they feel that class 5 should be split in two, separating the leaf-sprung vehicles (to be class 5) from the coil-sprung ones, new class 6). Existing classes 6 to 11 would be renumbered 7 to 12.

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3) Somerset & Wilts Rover Owners Club Ltd.

Proposal to revise the recent change requiring roll-cages for CCVT vehicles.

SWROC simply want the old wording retained but with the following added "An ARC approved roll-cage is strongly advised for serious, arduous and regular competition."

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4) Hants & Berks Rover Owners.

Proposal to extend the use of Petrol Injection Engines to all classes.

Since October 93, all normal civilian production vehicles with petrol engines have fuel injection and consequently the supply of used carburetted engines will dwindle eventually. We are in the situation where it is increasingly difficult to make a road-legal vehicle pass the emission regulations which we can expect to be tightened up in the near future. It is these very regulations that lead Land Rover to abandon the use of carburettors and fit fuel injection in the first place. Petrol injection is allowed in Range Rover, Discovery and Defender vehicles but if another alteration is made to that vehicle that makes it into a special, then the injection system must be replaced with carburettors. This is a ridiculous state of affairs.

The argument about EFi V8s being more powerful than the carburetted engines really isn't valid now. Where petrol injection is used, the parts must all be standard Rover items and the pump(s), filters and all the plumbing MUST be up to the full specification for a fuel injection system.

The proposal is that the relevant rules be changed as follows:-

Fourth paragraph of **SPECIAL CLASS, C.2. ENGINES** to read:-

**C.2.4. The following are prohibited:- Forced induction petrol**

engines; slide throttles; the inhibition of the firing of one or more cylinders to gain advantage. Where petrol injection is used, the parts must all be standard Rover items and the pump(s), filters and all the plumbing MUST be up to the full specification for a fuel injection system.

This proposal constitutes a relaxation of existing rules and we request that if accepted at the AGM, it should be implemented immediately.

Steve Kirby

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## Broxhead Common 20th August 95 Wessex Land Rovers RTV Safari Engineering CCV Results.

OFFICIALS:-

Secretary of the meeting - Ashley Pocock.

Clerk of the Course - Ashley Pocock.

Scrutineers - JJ Walker, Brian Frankland.

Steward - Jackie Pocock.

Marshals - Nick Wilder, Niall Banyard, Ashley Pocock, Roger Hardwick, Nick Bolton, Ian Copplestone.

Safari Engineering CCV :-

Brian Frankland - 29. Mark Ambler - 35. Mark Tester - 39

John Tester - 52. Gary Langton - 55

Wessex Land Rovers RTV

Class 3

Russel Vare - 19 (3 clears) Nick van den Braak - 19 (2 clears)

Neville Dewdney - 23. Dave Jennings - 25. Alwyn Roberts - 26

Matthew Hewitt - 42 Sue van den Braak - 44 Andy Bridger (Ret'd)

Class 4

Hugh Duffett - 5. Pam Duffett - 22.

Roy Michael - 22. Alan Smith - 30

Class 5

Allan Tew - 11 Chris Homewood - 19. Neil Shawyer - 20 Steve Kendall - 23

Class 10

Dave Wimborn - 19 JJ Walker - 28

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## Hook End Farm 10th September 95 RTV / CCV Results.

### OFFICIALS:-

Secretary of the meeting - Gary Hodgson.  
 Clerk of the Course - Mark Ambler.  
 Scrutineers - Gary Hodgson, Steve Kirby.  
 Steward -  
 Marshals - Niall Banyard, J. Ambler, Steve Kirby.

### CCV

Mark Furnell - 57.            Gary King - 81

### RTV

#### Class 3

Neville Dewdney - 7            Nick van den Braak - 28            Russel Vare - 50  
 Matthew Hewitt - 42

#### Class 4

Hugh Duffett - 26.            Drew Egleti - 43

#### Class 5

Steve Kendall - 49            Neil Shawyer - 52

## Nelly's Dell Gymkhana 3rd September 1995

Lots of silly people doing silly things in serious vehicles:-

Neville Dewdney - 10	Roy Michael -13	Chris Homewood - 13
Nick van den Braak - 14	Ian Copplestone - 14	Paul Webb - 17
Hugh Duffett - 18	Dave Henry - 18	Pam Duffett - 24
R. Kennedy - 24	Keith Jones - 26	Allan Tew - 28
Gary Langton - 29	Nick Woodage - 39	

Sorry, no other details at time of going to press.

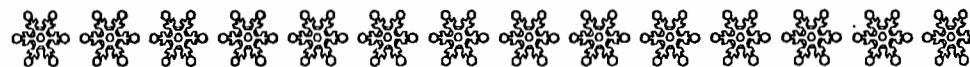
## Red Leader Shield

This is presented annually to the best performance by a Standard Class leaf-sprung Land Rover. The trophy was donated by founder member Dave Cuthbert before his departure to the wilds of Wales. I expect there is a long story as to why Dave has the nickname "Red Leader" but he felt it would be a catchy name for his trophy. In defining the requirements, Dave felt that the ARC National Rally should be a qualifying round. Only three HBRO vehicles met these criteria during the year, Russel Vare, Neville Dewdney and Fred Southey. Fred attended only the National Rally and his score there of 46 rather puts him out of the frame. Russel attended 9 meetings with an event average of 35 while Neville's attendance at 12 meetings gave him the winning average score of 18.6. Well done Nev.

## Pilot Trophy

This is presented annually to the best performance by a Standard Class Range Rover running on "standard" road tyres. The trophy was donated by founder member Roger Pattie and although he is still a member, family and work commitments have kept him away for far too long. Roger is an airline pilot, hence the name of the trophy.

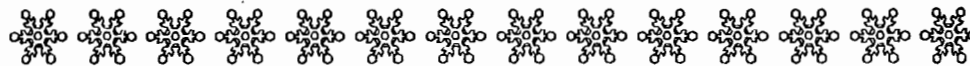
No Range Rovers on factory *standard* tyres have competed this year other than perhaps one or two appearances. So we looked at factory *option* tyres and found several entries on XCLs (used on Camel Trophy Range Rovers) and others. Steve Kirby came out the best with an average over 6 rounds of 20.16. The others were Mike Hobbs with a very close 4 round average of 21.5, Paul Webb's 4 round average of 24.75, Keith Jones on a 5 round average of 38.6 followed by Gareth Chambers on 4 rounds with an average of 41.75.



## WINTER TRIAL SERIES 96 - 96

The Winter Series is upon us again. The third running of it is a new improved version. This time, there will be five rounds, each of which will be a stand-alone trial as before, but to qualify for a Winter Series award, you must compete in three rounds and officiate in one. This will enable you to miss one round completely and still be in with a chance. Seems a bit fairer, doesn't it?

Steve Kirby





**Inter-Club Trial and Off-Road Drive.  
Invitation from Lea Valley LROC.  
Arena Essex.  
Sunday November 26th 1995**

Price £15 in Advance (by 15th Nov 95) or £18 on the day,

Lea Valley LROC regulations will apply. \* (Note these are not ARC reg's, however ARC vehicles will meet them.)

**TROPHIES**

**BURGER VAN**

**TRADE STANDS**

St. John's Ambulance will be in attendance

**THIS EVENT SUPOORTS DORA  
(Disable Off-Road Access)**

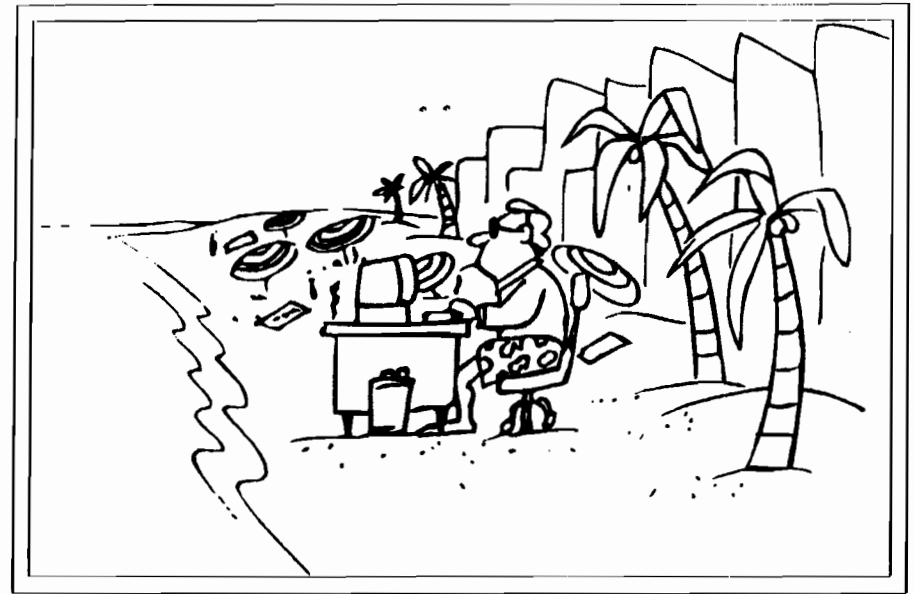
“ Applications on HBRO forms will be OK  
Send advance applications to Ashley Pocock  
(Address inside front cover)

**XMAS DINNER**

Christmas Dinner has been arranged at the White Swan in Bishops' Waltham on Saturday December 9th. Price is £10 which includes a drink. Contact Nick Woodage for details.

If any members want a "northern" area dinner, please contact Mike Dyer who will arrange something suitable.

Phone numbers inside front cover.



*I spotted the HBRO Comp Sec "on holiday" recently. Ashley tells us he has been off on business. I had run out of film but made this sketch showing Ashley (workaholic) Pocock at "work"*

*HBRO Spy.*

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**Oh Deer!, who slipped up at Eastnor?!**

As this was to be my fourth visit to my favourite off-road 'do' at Eastnor, (three Major's) and one Easter-at-Eastnor, I was asked by a mate, Rick, would I take him, as he was only used to "Camel Trophy" events and Land Rover Agents open days, to Eastnor Castle. It was agreed that we would take the one vehicle, a Discovery and leave the Ninety at home. I know! But I had to rough it, for one trip! With "Jethro" on the cassette we had an enjoyable trip up. At 0600 we arrived at Eastnor, fees paid, the usual gang of triallers found.

We headed for the top end of the Deer Park for the start of the twelve sections with deep holes and plenty of slopes with very greasy surfaces, the teams had a fight on their hands. Dick Corcking was to suffer a front off-side puncture on the first section, luckily he was one of the first into the sections so he had time to change his tyre before section two. By the time section five came it was off to the "ridgeway" which included a ten minute run through some of the loveliest places of Eastnor, with the "pheasants" running all directions having their own trials dodging the "Flying Rovers". The rains came back turning the

sections into a Muddy Morass. About this time an odd sort of wildlife came back to the fold usually found near muddy areas, "the great mud-splattered plodder" which by this time we were started to resemble. About this time "Our Guide and Mentor" the great Steve Kirby a legend in his own right!@#\* (*indecipherable and possibly insulting word here*) appeared looking very clean, well most Range Rover types usually are! So felt left out as you do!! He decided to do a great impression of Orville & Dean (*I think he means Torville & Dean or even Pearl & Dean*) Splat! Hit the ground on all fours, I didn't laugh- - - - much! (*Hang on! I'm typing out your crummy hand-written article and all you can do is insult me, so I'm not going to type any more.....*)

....*Oh all right then, I'll carry on; but watch it!*) Southern Rovers and Devon & Cornwall were well supported with a few members who had braved the weather and turned up to lend their support. (*I hope it fitted them! - Ed.*) I looked around and found only Steve and myself and my mate (not a member) here to support Hants & Berks. I couldn't understand why no-one else came being that Eastnor is "the place" for off-roading. We must have only about 4 CCV triallers in the club. I don't know what happened to the trials vehicle that our Chairman & Co built. I was expecting them to be there having a go but fair do's, Eastnor is a "professionals" day out where men are men and sheep get nervous. (*The sheep are actually deer, Mike.*) Next year the chairman might allow me & Rick to borrow the trialler so we could do it?! The sections were well chewed-up being that the other groups had been there first. Anyway, the trials came to an end with a very commendable points score. Dick Corking - 60, Brian Warn - 68 and Malcolm Whitbread - 54. Total 182.

Saturday night we cleared off to Ledbury for a well deserved fish & chip supper washed down with a few bevvy's. At 1:30 a.m. I awoke to the sound of a stag letting rip at the top pastures. (*It's all that grass they eat that does it - Ed*) At 2:30 a.m. I fell asleep again rather upset in not seeing an old friend on Saturday night. I suppose some things are better left in the past.

Sunday morning - The safari was held in a valley known to the locals as Bronsil. The three lads entered. The terrain was very greasy. The Rovers fought for grip but still didn't stop the vehicles doing a good impersonation of speedway antics. At approximately 12:30 p.m. Rick & I headed for Hook (*The town or the Captain?*) A very enjoyable weekend. At time of writing, comp safari results unknown.

Fans of the 101 should take a good look at Malcolm Whitbread's with its coil springs and new chassis which he built. Very clever piece of engineering and very fast as a test drive proved!

Any CCV drivers who are contemplating the rigours of Eastnor only need apply if you have the bottle. Roll on Majors '96.

Mike Clark

## CB Radio

In a desperate attempt to stop Alan Smith writing all the extra articles in "Pants and Barks" I've put together a few timely words on using CB radio with your favourite vehicle.

### Specifications

Things are afoot on the CB radio front with the specs being changed. This seems to be confusing everyone, not least Tandy! If you're buying a CB you may come across rigs of three different specs:

CB 27/81 - this is the current UK spec. Rigs to this spec are legal to use in the UK but not in continental Europe. If you've bought a rig in the last few years this is probably the sort of rig you've got.

CEPT (PR 27 GB) - this is the current EC spec. Legal to use in the UK and Europe. CEPT rigs are not compatible with CB 27/81 rigs and came on the market later. As a result CEPT has never been very popular in the UK, despite Tandy's best attempts to sell them some years back.

MPT 1382 - this is the new UK spec. It replaces CB 27/81, using exactly the same frequencies but with a higher standard for filtering, case radiation, channel rejection etc (the long term aim being to cut down interference with domestic TVs and radio). MPT 1382 rigs are entirely compatible with CB 27/81.

Retailers will not be able to sell CB 27/81 rigs after Jan 1996 however they will remain legal to use and can be sold second hand. The bottom line for you and me is that if you're after a new CB 27/81 rig you should buy one in December because they're going to be cheap. In fact, judging by Tandy pricing lately this is already starting to happen.

### Buying a CB

Having told you what good deals there should be around for new rigs I have to admit that buying second hand is usually far better value for money. £30-40 should get you a good CB 27/81 rig. You'll know if it's legal because it will be marked CB 27/81 on the front somewhere. Keep an eye on your local rag or second hand shop. Breakers World at Borden usually have a selection. They're also a good source for aerials and accessories.

You also need an aerial. This must be a CB aerial, an ordinary radio aerial simply won't do and may actually damage your rig. The longer the aerial is the better range you'll get and the easier it will be to set up. It also needs to be very flexible so it won't get damaged when you're off roading so a bottom weighted one is best (essentially a 4-5' stiff wire with a wound coil at the bottom).

## Installation

Installing your CB is really no different to wiring in a radio/cassette. The only extra work which may be worthwhile is running an earth wire from the aerial base to a good earth point rather than relying on the contact with the aluminium.

Since your vehicle is made of finest aluminium you can't use a mag mount to hold the aerial so you're left with two options: drill a hole somewhere, or fit a gutter mount. Most people seem to prefer a hole, and the front wing is the favourite place (both my landies came with holes there anyway!). Some people use the bumper but I'm dubious about this since most aerials rely on the surrounding flat surface of the landie to enhance the gain.

The thing you must do having installed the rig is to SWR the aerial. In essence what you're doing here is getting the length of the aerial exactly matched to your rig and the landie. If you miss this step then you'll find that you won't "get out" as well as you should, and in extreme cases you may damage your rig when transmitting. SWR'ing isn't difficult but you will need an SWR meter. These cost £5-10 but if you ask about you should be able to find a tame breaker who'll lend you one, and may even help you to SWR the aerial.

## And Finally

Your questions answered:

1. Do I need a licence? Yes, you should really, if only because if people don't buy them then HMG may assume that CB is getting less popular and take the frequency away. They cost £15 a year and are no longer available from the Post Office. Instead you need to write to: The Radio Licensing Centre, SSL, PO Box 884, BRISTOL, BS99 5LF.

2. Whatever happened to AM, LSB & USB? They're still illegal.

3. Are we still restricted to 4 watts in UK? Yes. And a good thing too. You can buy amplifiers ("burners") to boost your power but using them is both anti-social and illegal. In any case 4W will give you a range of up to 10 miles with a decent aerial, so who needs them?

4. Do I have to have a "handle"? If you like. If you don't then don't. No one's forcing you to. If you use CB just to talk between yourselves on a quiet channel then you probably don't need one but they're useful for hailing friends on channel 19.

5. Channel 19? The hailing channel, where you ask for directions, warn of traffic queues, call up friends. You're then meant to go off to another channel for extended talks - but this doesn't always happen.

4. What about channel 9? Channel 9 is/was the distress channel but, with a few exceptions, there's not many people monitoring channel 9 any more. Use 19 if you need help. However you still shouldn't use channel 9 for chit chat.

If you want help or advice on buying or setting up a CB and you're near Yateley I'm happy to help. You can contact me by phone on 01252 878778 or by email as poldham@cix.compulink.co.uk. Alternatively have a word with me at an H&BRO trial. I seem to be making about 1 in 3 at the moment. I drive "Baby Blue" (which is also my handle), a blue SIII SWB diesel with a white roof.

Paul Oldham

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## Harroway Farm Trials Results. 15 - 10 - 95

### OFFICIALS:-

Secretary of the meeting - Ashley Pocock.      Scrutineer - Gary Hodgson  
Clerk of the Course - Barry Simpson.      Steward - Jackie Pocock.  
Marshals - Ashley Pocock, Andrew Simpson, Barry Simpson, Paul Blay,  
Joanna Lyon, Gary Hodgson.

### CCV

John Tester - 53,      Brian Frankland - 60      Mark Tester - 69,  
Alan Smith - 77

### RTV

Class 3  
Neville Dewdney - 1      Nick van den Braak - 15      Russel Vare - 21  
Matthew Hewitt - 42

### Class 4

Roy Michael - 0      Hugh Duffett - 18      Dave Ridden - 30  
Pam Duffett - 52

### Class 5

Gary Langton - 0      Chris Homewood - 15      Nick Woodage - 18  
Neil Shawyer - 24      Dave Henry - 35      Steve Kendall - 40

### Class 10

Steve Kirby - 36      Ian Copplestone - 41      Malcolm Whitbread - 56

No report submitted. Come along chaps and chapesses, if you were there, write something or we'll have to point the finger again!!

**"GUNPOWDER, TREASON AND PLOT"**  
**Camping Weekend with Bonfire, Fireworks**  
**display with BBQ and RTV / CCVT Trial at**  
**Nelly's Dell. November 4th & 5th.**  
**First Round of the WINTER SERIES\***

We are holding a Bonfire night with barbecue and RTV / CCV trial at Nelly's Dell, about 6 miles south of Alton, Hants on the A32 on November 4th and 5th. The event will be open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock. (Address inside front cover.)

**Saturday:-**

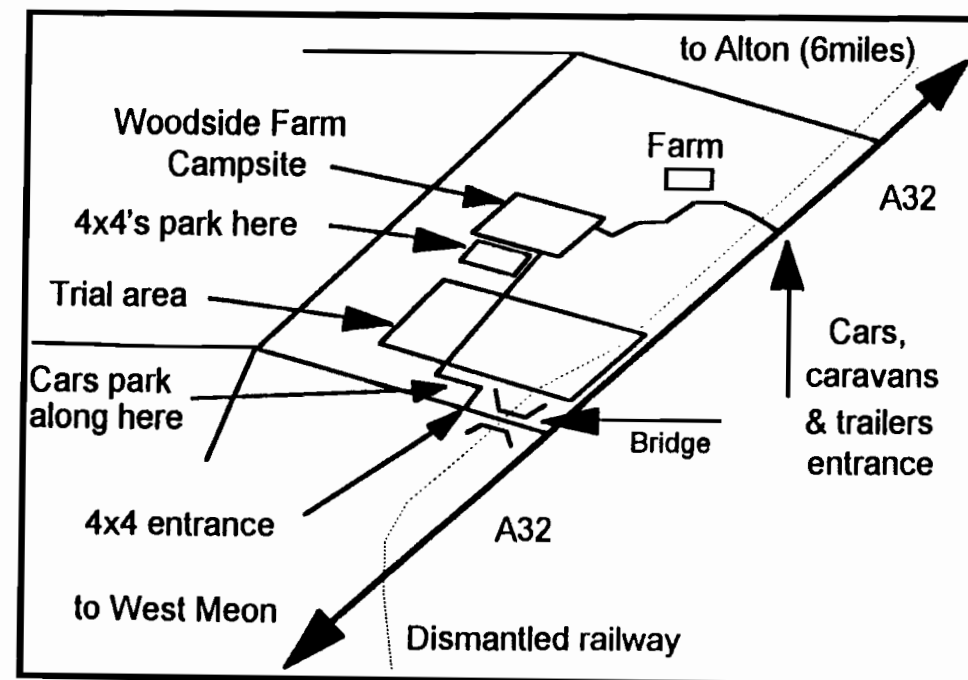
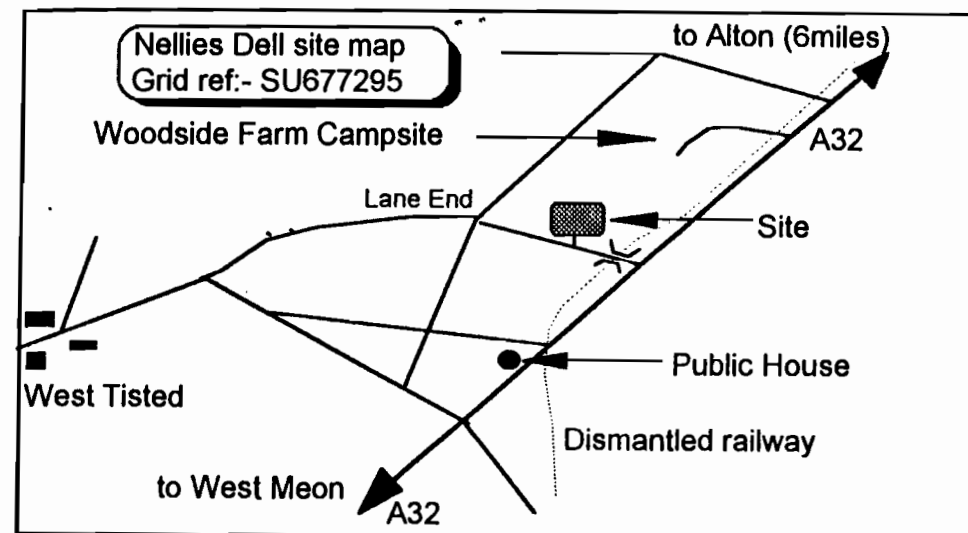
General get-together with building up the bonfire (bring as much inflammable junk as you can carry) and setting up the barbecue. Contact Nick Woodage in advance for your food requirements if you want him to supply some. Bangers and burgers with rolls/buns will be available. Bring some fireworks too. The trials sections will be set out as well.

**Sunday:-**

Scrutineering start at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. The new ARC Yearbooks are being handed out now. These contain the new vehicle regulations (Those in all pre-1995 ARC Handbooks are out of date.). It is still up to you to ensure your vehicle complies. Don't forget your MOT certificates, and driving / RACMSA competition licence. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy".

Please come along on Saturday to help set out the various parts of this event including designing the trials sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal and we'll show you how to score if you've not done it before!

\* See details elsewhere in this issue.

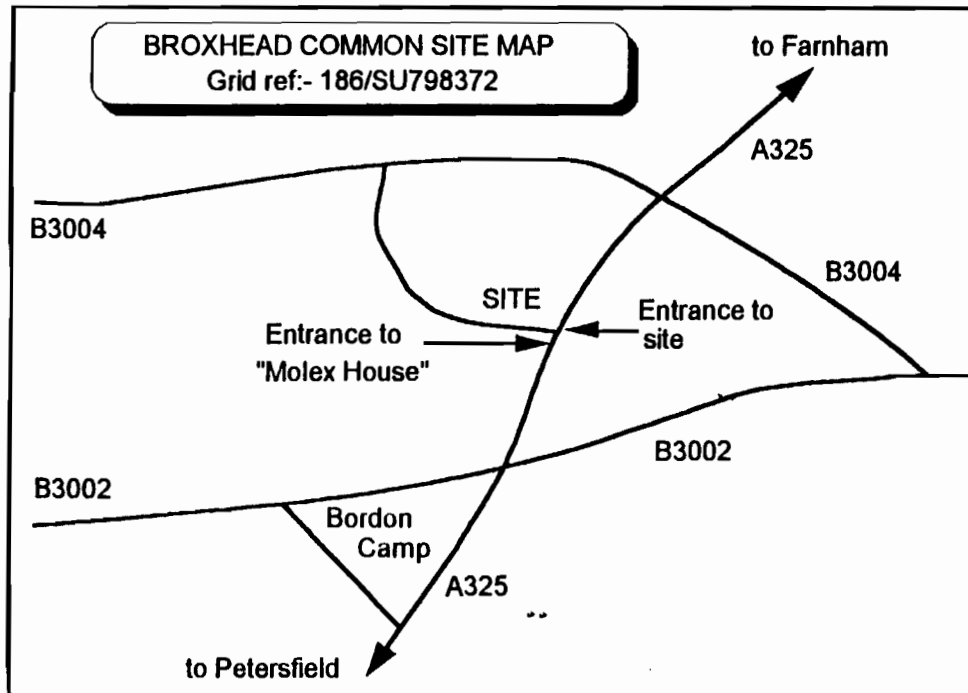


## RTV & CCV Trial, Scenic Drive. Broxhead Common, December 17th Second Round of the Winter Series\*

We are holding an RTV and CCV trial (and probably a scenic drive) at Broxhead Common, near Bordon, halfway between Petersfield and Farnham, HANTS, on the 17th December. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £12 in advance or £15 on the day. Payment to Ashley. (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. You should have your 1998 ARC Handbooks by now. Contact Steve Kirby or Alan Smith if yours hasn't arrived. Don't forget your MOT certificates and driving licences. This will be the second round of the Winter Series, and the RTV will be a qualifying round for 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!

\* See details elsewhere in this issue.



## BAGSHOT 95

This is the fourth running of the Bagshot Heath Off-Road Show, the first having been held on 27th September 1992. The event is the brain-child of Chris Jones and, as on previous occasions, Mick "Doc" Doherty and I were joint clerks of the course with Tracey D doing masses of administration in the background before the event. Not many people realise how much work is done outside the view of the public or even the marshals on the day. Each event really starts almost as soon as the previous one is over. What were the good and bad points? What should we change for next year? Who can we rely on to do the vital jobs and be there when they're needed?

For me, the 1995 event really started with the meeting at Sunningdale Village church hall quickly followed by a couple of visits to the site. The first was in my Range Rover when Chris and I investigated the possibility of a new route all the way along the side of the M3 from the beginning of the Alpine course to a point part way up one of the hills at the Eastern end of the site. Although this is a comparatively narrow strip of land, a series of splits and rejoins made an almost endless choice of routing possibilities. Several large trees were getting in the way of a smooth flow so we returned a week later with chain saws, giving my 101 its first real off-road experience. The course was eventually finished and driveable by a 101 with its wing mirrors out - so that should be wide enough for anything! At this time, the whole site was as dry as a bone. It was beginning to look as if the event would be very dry. What we need is some water. ...

What a silly thing to say! Within days, the heavens opened and filled all the hollow bits with some strange clear sloppy stuff. By the weekend of the event, the rain had stopped leaving masses of water for the visitors to play in and turn brown. (The water and the visitors). There was a bit of topping-up on Sunday afternoon (it bucketed down) but all in all the weather was fine for the event.

The event seemed to run more smoothly this year, possibly due to the fact that we didn't try to over-control it as I feel we may have done in the past. We waited for trouble to happen rather than to anticipate it. Trouble was rare and we had less aggro than in previous years. Some marshals abused their privileges but as all marshals vehicles had numbers on, we know who they are and they won't be invited again! So if you want to play all weekend, put your money down and come as a paying visitor. If you want to marshal, then you get in free but you will be expected to WORK for a reasonable time.

Thanks go to those HBRO members who marshalled and also thanks to Nick Woodage, Alan Smith and others who manned the club stand. During the pouring rain, we were impressed by a free-standing framed awning type "tent" called a gazebo that one of the Rover Dealers had. They cost only about £60 and we feel that such a device could be useful, particularly as it can stand on a hard surface, unlike the flysheet / awnings we already have.

Steve Kirby

## Rights of Way News

Many apologies for the patchy coverage recently, but by the time you read this my act will have hopefully been put back together.

Firstly....I now have the privilege of being the RoW Officer for the HBRO. As some of you know, I already sit on the Berkshire County Council RoW Liaison Group, and after quite a few years of messing around with LR's and RR's, I think that RoW's and laning are the issues closest to home. I really enjoyed trialling, but I decided to bow out in order to give other people the chance at last place. 'Sonly fair, innit?'. However, should any of you feel like a really good laff at any point I'd be only too happy to enter the odd RTV. (Film rights negotiable).

I'll be craving the Editorial indulgence until next October by doubling up the RoW column with a roundup of progress on the North-to-South Run. Mick Doherty (latterly of this parish) is probably going to be one of the project drivers, so there's going to be a lot of HBRO involvement.

On the laning front, I have to report that the number of people who come along is well down on the heady days of Adrians 'massed convoys'. Is it the political climate? I don't think that what I organise is wrong, because I get some very kind comments from the participants. Is it perceived as too lenient by those who used to attend. Give me a ring and tell me what you want.

The battle for RUPP1 Hermitage was unfortunately lost; there was no doubt that the lane needed to heal, but I believe that the method that was eventually used to ensure that it does - a TRO - will eventually prove to be no more effective than voluntary restraint and that it may well prove to be a thin edge of a wedge - 'Oh, didn't it work well over the winter, lets extend it to the summer months as well, no-one will object.' I just hope I'm wrong on this.....

The big gap between New Year's day and the Welsh trip will probably be filled by the Rickshaw Ramble (you know, that's the one where a certain Army Captain shows us how its done in 2WD and I blow an engine). Until we know the exact date of the Rickshaw, I'll not set a date for the laning. By the same token, any laning which conflicts with an HBRO Trial or other event will be deferred unless members phone me up to organise a trip. Additionally, if any shiftworker wants to go laning in the middle of the week, give me a ring and we'll organise these dates ad-hoc.

### LANING DATES FOR THE WINTER SEASON

1995	1996
29/10 Berkshire	01/01 Wiltshire New Year's Day Party. Fun! Balloons! Champagne! Joy!
12/11 Wiltshire	18/02
03/12 Hampshire	19/02 - 26/02 (or any part thereof) Wales. Itinerary to be decided
17/12 To be notified	10/03 (Possibly) & 31/03

## 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 (nearest large well-known town) and dialling code in your adverts. Thanx.

Commercial Adverts:- £50 for half page, £100 full page and £150 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 3 months old, they will be dropped unless the "owners" renew them!

- \* Wheels & tyres Five with serviceable 600x16 bar-grip tyres. £25 the lot. Bull-Bar for Land Rover. Slight damage. £25. Call Hugh in Fareham on 01329-220181 (NOV95)
- \* Michelin XCL tyres Brand new. £85 each. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893 (NOV95)
- \* Wheels and tyres. Four six-spoke alloy wheels with 205R16 standard tyres plus two loose tyres. Various amounts of tread. Call Mark Ambler, near Pangbourne on 01491-671846 (OCT95)
- \* Range Rover wrapround Bull-bar. Good condition. Bargain at £15. Gary Langton, Cowplain, HANTS, 01243-869008 (SEP95)
- \* Range Rover Spares to go. Shocker turrets - £15 pair. Decker panels - £5 each. Rear wings - £25 each. Rear bumper - £10. A-frame - £10. Wiper motor - £10. Bonnet - £40. Rear axle less diff - £60. Pedals - £20. Radius arms - £20 a pair. Drag links - £15 a pair. Dave Hatch, Fareham, HANTS. 01329-314998. (OCT95)
- \* Land Rover Spares to go. Lightweight rear body (less sides) - £20. Series IIa rear body (damaged rear quarter) - £20. Series IIa grille - £5. Series III grille panel - £10. Truck cab rear quarter glass - £3 each. Oil cooler - £5. Adjustable seat frames - £5 each. Sila steering wheel - £5. Dave Hatch, Fareham, HANTS. 01329-314998. (OCT95)
- \* Range Rover Bits. Roof - very good condition. White. £75. Slatted front light guards, £15 set. Contact Steve Kirby in Twickenham on 0181-287-0377. (AUG95)

- \* 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 or 0181-287-0377. (AUG95)
- \* Chassis Jig. Rectangular frame 104"x30" made of 4" square steel box section. Used as a jig for Series One chassis repairs but can be modified to suit any SWB. £25. Call Tony in Cowplain, near Waterlooville, HANTS on 01705-254977. (JUL95)
- \* SCALE MODELS. I have a small selection of LandRover model kits which are available to club members at a special price. LandRover 101 GS £21.00 each, LandRover 90 Defender Station Wagon £17.50 each, Series II/III Hard Top or Station Wagon £17.50 each. Others available on request. Call Alan Smith on 01252 835821 . (JUL95)

## Vehicles for Sale

- \* Series III SWB Land Rover. Hard Top. T reg, 1978. 2½ petrol 5 bearing engine. Alpine lights and sliding windows. Full tilt and sticks etc. available to convert to soft-top. 205 size tyres and spare set of 600x16 tyres. Weber carb fitted. Bull-bar. MOT to end of year. Good condition. £1595 o.n.o. Call Ian Rose in Newbury area on 01635-578840. (NOV95)
- \* Range Rover 1974. "Q"-plate (ex channel islands). White. No tax or MOT. Needs welding to front footwells. Slight welding to rear wheel arches. Needs new seals and upper tail-gate. Has new clutch and slave cylinder. Engine runs well. Ideal for restoration or hybrid. Drive away for £600. Dave Hatch, Fareham HANTS. 01329-314998. (OCT95)
- \* 1980 Series III LWB Hard Top. 2½ diesel. Engine reconditioned:- rebore & pistons, crankshaft, regrind and shell bearings, full gasket set and cylinder head overhaul. Injector pump and injectors reconditioned. Engine needs some attention to complete. New items include thrust bearing, alternator, battery, glowplugs, heater fan, oil switch, thermostat, exhaust, 2 Avon Ranger tyres, fuel leads, starter motor, rewired. Service include oil filter, earth lead, starter lead, antifreeze, screen wash, new u/j and diesel engine oil. Vehicle has two towbars, 4 Mud Terrain tyres, overdrive. MOT to end April 96. This is a bargain at £1000 o.v.n.o. Offered for sale as I am getting married! Contact Andy Willis in Fleet, Hampshire on 01252-621510 or 0831-355938. (AUG95)
- \* Rover Maestro 1.3 City X D reg. (Jan 87). Maroon. 116k miles; recon engine at 90k. MoT to April 96. No tax. Bargain at £600. Call Sheena Guizani in

Bracknell on 01344-59423. (OCT95)

- \* Land Rover 90 Tdi Hard Top. 1992. White. Low mileage (7,400) Roof rack. HRW. Dixon Bate tow hitch. Rear seats. Good tyres. Long MOT. FSH. £11750. Call Ashley in Badshot Lea, Surrey, on 01252-310893. (AUG95)

## Wanted

- \* Sound gearbox case & top cover suffic C for Series III 109. Can accept clapped / naff internals with above to save dismantling. Contact Adrian Bolge (Portsmouth) on 01705-377488 (JUL95)
- \* ELECTRIC GENERATOR. Small petrol driven electric generator required with at least 1KW power output. Call Alan Smith on 01252 835821. (JUL95)

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## WARNING

Any adverts dated up to and including JULY 95 may disappear next month unless you renew them!

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## SERVICES

- \* WHEELS & TYRES:- Call Sean Murphy of "Just Tyres" (One of the Southam Tyre Group) on 0836-516937 (mobile) for all your wheel and tyre needs. (BFGoodrich and Bridgestone mainly.) Discount is variable and there are very special deals available on wheel/tyre pre-assembled combinations. There are depots in Reading and Southampton for example so they're not too far away. Several club members have already found the deals to be very good.
- \* VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.
- \* Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-28185
- \* Pressure Cleaning Low cost pressure washing service and equipment hire (with full accessories). Great for spring cleaning or assistance with restoration. Also wet sand blaster for chassis cleaning and stripping. 15 mile radius of Tadley (North Hampshire) Ring Bob Lloyd on 01734-816318 anytime.

Members' Discounts		
Company	Facilities	Discounts etc.
Brooklyn Engineering 01703-252281 01703-269990 (fax)	Spares, servicing	Depends on what you are buying, but about trade prices.
RoverTune. 01734-842777, 01734-842000, 0860-560556 (mob) 01734-843019 (fax)	Spares (new and s/h), servicing. (Range Rovers a speciality)	Trade prices, regular special offers.
Safari Engineering tel: 01734-732732 fax: 01734-732732 mob: 0836-384505	Series I, II & III, 90 / 110 bits new and s/h.	No specific discount, just a jolly good deal!
Urquharts, Petersfield. 01730-261022	Spares.	Cost+20% on non-franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Calcott, Reading. 01734-412412, 0836-577892 (mob)	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. 01703-270600	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.

# U.K. COVERS

**Glebe Farm House, Fringford, Bicester,  
Oxon OX6 9RJ. Tel: 01869 277679**

ARE YOU WET OR DIRTY OR EVEN BOTH ?

**PROBABLY  
FED UP  
AS WELL**

**THEN SLIP A U.K. COVER ON YOUR SEAT IN SECONDS**

Go Home.... Change for an evening out.... Remove covers in a flash and.... Hey Presto ! Clean Dry seats (no more hoovering)

\*Our front seat covers fit all cars, Land Rovers and 4x4's \*Washable \*Durable  
\*Fold up into their own pouch \*2 year guarantee \*100% waterproof material

**SAVE YOUR CAR AND YOUR POCKET**

**Front seat covers - Single £15.45 - Pair £29.95**

**Back seat Covers - £24.95**

**Completer set £49.95 All plus p&p**

**AS SEEN AT WEST WYCOMBE 4x4 SHOW  
AND BAGSHOT 4X4 SHOW**