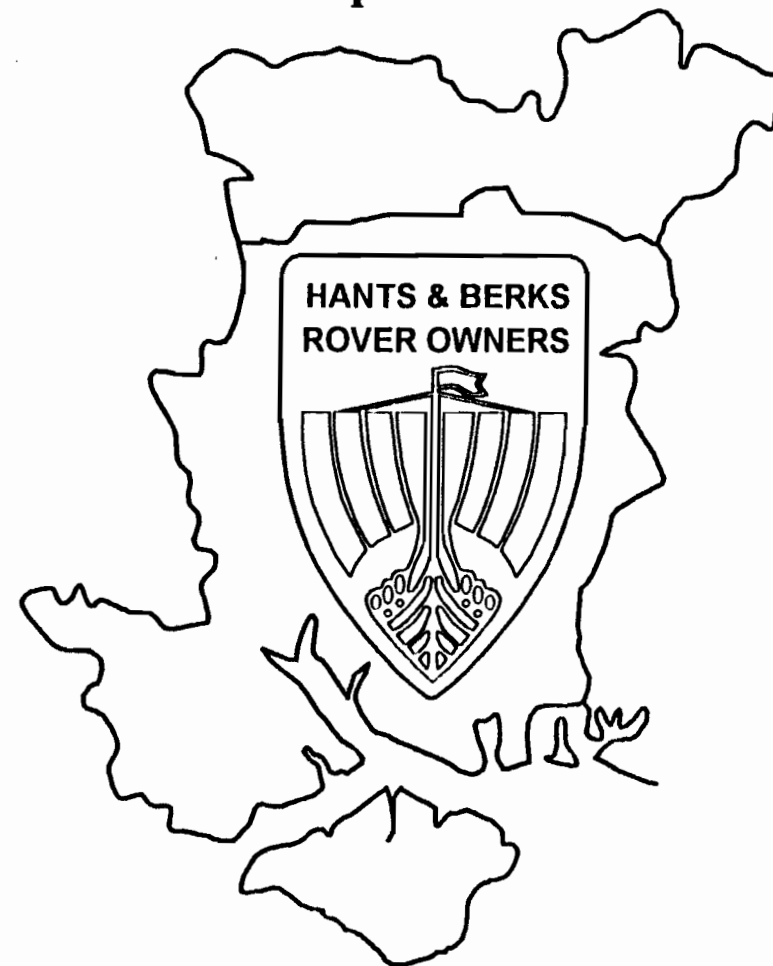


Forthcoming Events (Continued)

June 9th	AWDC invite to their event at Slab Common. RTV, CCVT, Comp Safari. AWDC rules. Call Ashley for details.
June 19th	Solihull factory visit. £2 fee this time as it's a charity do.
June 22nd - 23rd	Stag Owners event in the New Forest. Provisional.
June 22nd - 23rd	Goodwood Festival of Speed.
July 6th - 7th ?	AWDC Scenic Drive at Slab Common.
July 12th - 14th	Gaydon Heritage Meeting. ARC event. Details later.
July 12th - 14th	National Off-Road & 4 Wheel Drive Show. West Wycombe, Bucks. Just off the M40.
July 12, 13, 14th	Scottish Hill Rally. Call 0141-221-3850 for details.
July 13th - 14th	War of the Roses. 10 year anniversary. Details later.
July 19th - 21st	Billing Off-Road Show. See Land Rover Owner magazine nearer the time.
August 3rd - 4th	Battlehurst Farm. Interclub RTV / CCVT event with SROC.
Aug 16th - 19th	Trials and Camping at Nelly's Dell. Confirmed. Details later.
Aug 16th - 18th	Southern Hill Rally. Confirmed.
Aug 23rd - 26th	Porthmadog, North Wales. Details elsewhere.
Aug 25th	Yorkshire ROC Reliability Trial. Middlewood Hall near Sheffield. Call John Bradbury on 01706-38801.
Aug 31st	Start of North—South Run. (Scotland). Contact Mike Dyer for details.
Sept 21st - 22nd	Bagshot Heath Off Road Show. Confirmed.
Oct 4th - 6th	Majors Trial and Comp Safari. Eastnor Castle. Confirmed.
Oct 6th	Dunsfold Land Rover Trust Open Day. Confirmed.
Oct 18th - 20th	Welsh Hill Rally. Provisional dates.
Oct 25th	HBRO AGM. Any preferences for the day of week?
Nov 3rd	Trials at Nelly's Dell. Winter Series. Provisional.
Dec 1st	Trials. Military Site. Winter Series. Provisional.
Dec 15th	Trials at Brick Kiln Farm. Winter Series. Provisional.
December	Xmas dinner(s). Any offers to organise?














Pants & Berks

April 1996



Newsletter of the Hants
and Berks Rover Owners

Officers of the Club

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*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	 01252-835821  01252-334600
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Notes:-

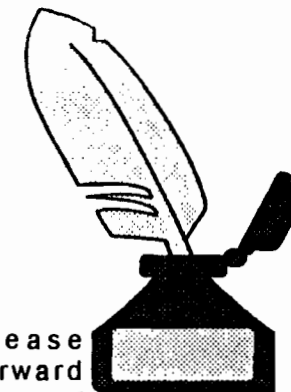
- * denotes committee member.
- # denotes member of ARC Scrutineering Committee.

"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.)

Editor's Bit....

This month...

- ARC News appears again. Geof Miller is doing a fine job.
- Rights of Way matters from Mike Dyer.
- North - South run and Open Day latest.
- Welsh Green Lane Trip described by Mike Dyer (Does this man have time to go to work?)
- Dave Ridden describes the visit by himself and Hugh Duffett to Wessex Land Rovers.
- Paul Oldham gives a few warnings to those taking diesel engine vehicles for an MoT
- Stuart Diack investigates a bargain that isn't.
- Steve Kirby attempts (unsuccessfully?) to unravel the complexities of the Ferguson Four Wheel Drive System!!
- Peter and Lena Hubbard bring us the long awaited Land's End to John O'Groats part two!
-and more.....



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.

Steve Kirby

DID YOU KNOW.....?

...that a 110 with a roof rack is 6'9" high and doesn't fit under a 6'7" height restriction bar at the entrance to a car-park?
Don't tell Mike Dyer.

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 or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you use a PC, please send articles on disc (3½" or 5¼") if you can 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). Alternatively try e-mail:- (Please indicate in the text of your message what code you used.)
X.400:- C=GB A=ATTMAIL P=BA O=British Airways PLC G=STEVE I=J S=KIRBY
Internet:- /g=steve/i=j/s=kirby@mhs-ba.attmail.com
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Chairman's Chat.

Wessex Land Rovers Visit:-

On 21st Feb., the club received an invite for two to attend an evening with Wessex Land Rovers in association with Land Rover Ltd. Hugh Duffett and I went along to represent HBRO.

Along with Wessex staff were representatives of Unipart and Land Rover. On show was a cut-away and chromed 300 Tdi with gearbox dressed in the same manner. We were given an explanation on Unipart who are now distributors of all LR parts. Details of the series Parts & Replacements were given. Engines and boxes are now available for most if not all LRs and it's now possible to buy a Tdi 300 engine plus auto box complete to fit with no extra parts needed.

Videos were also shown which we will try to borrow for club pub meets all followed by a large spread which could have fed the whole club. There was a raffle with some good prizes. No, we didn't win! At the end of it all Wessex didn't want to wash up so we were told to take the coffee mugs home and do it ourselves. Many thanks to Chris Douglas and Wessex LR.

Club News:-

The club now owns two video players and TVs to match, one set for each of the North and South area pub meets. So bring along your video tapes to show the others. These will also be used with club promotions at any main events HBRO might attend. The money saved by Alan Smith producing the newsletters has enabled the club to afford these nice items with ease. What's more, Alan found a shop with a sale on that had just what we wanted.

We still have boxes of 1996 ARC Handbooks, yours for free! Please ring any committee member if you want your copy and can't collect from a trial or pub meet. Being priced at £5.50, we could offer them outside the club if you do not want yours.

War of the Roses:-

Names are still wanted for War of the Roses event whether you have a car or not. It's a great weekend and the club will pay for your entry. The camp site has loos and is only yards from the village with fine pubs. It would be nice not to have a "last-minute" team this year! Phone us if interested.

Dave Ridden

THE FAMILY FUN DAY AND OFF-ROAD EVENT

April 28th 1996

Well, after the drama, nail-biting and all the other clichés, we're left with the potential for a very good day out. I'm writing this on March 13th, and you'll be reading it about two weeks before the event itself, so a lot of things might change in the meantime....but we are reasonably sure now that the fabric of the day is set in, er, concrete.

Despite my attempts to get them there, the military will not permit hot-air balloons and clay-pigeon shooting on their land, so that's them off the menu. Most of the other attractions previously mentioned are now booked; the Range Rover Register are kindly doing their 'Courtesy Rides', the REME Museum of Heavy Recovery will be displaying a selection of their vehicles, as will the Stag Owners Club and the Hants & Berks Motor Club, who are celebrating their 50th anniversary. Many Land Rover-related companies will be selling goodies, and there will be emphasis on 'Family' Fun, with electric Go-Karts, bouncy castles, face-painting, 'Paint the Land Rover' and other colouring competitions, a horse show (pending MoD approval), a coconut shy, and others. 3 Para have offered to lend us tents by the ton, so no-one will get wet if the weather turns typical.

HBRO have a good track record of supporting events like this, and this is possibly the biggest event that we as a club have ever taken on ourselves. It will be a success only if two things happen - that Joe Public actually turns up, and if there are plenty of HBRO members to help. The first is easy....at the pub meets, a ton and a half of publicity material will have materialised, so pass it out...to friends, neighbours, at your school notice board, in your local newsagents, anywhere. If you want more, phone me, I will arrange for you to get it. As far as the help.....we will need help with everything from putting up tents to directing the traffic, so if you're not already marshalling please phone me now and register as a helper. Oh, by the way, did I say that pre-designated helpers will get in free? No, I didn't did I? Well, they do, so what was going to be a very good value day now seems like an excellent value day, doesn't it? And don't worry about having no 'time off', either....we will make sure that every helper, no matter what they are doing, has enough time during the day to wander around the exhibitors and try the off-road drive.

Mike Dyer

Rights of Way Matters

LARA has suggested something that may well reap great rewards for 4x4 clubs everywhere...reprinted as it came, so the formatting isn't my usual style....

A Rapid Response System For Problems On 'Green Lanes'

1. The CLA(Country Landowners Assoc.) and the motoring organisations' Land Access and Recreation Association (LARA) have jointly agreed to establish a "Rapid Response System" for "Green Lanes". The aim will be to report problems on "Green Lanes", to investigate them, to secure appropriate action, and to monitor the situation to avoid the problems recurring.
2. For the purposes of the System, 'Green Lanes' are defined as "highways which carry a public right of way for vehicles and which are not sealed for the majority of their length". "Sealed" means impermeable to water. 'Green Lanes' may be: not recorded on definitive maps and statements at all; recorded incorrectly as footpaths or bridleways; recorded as roads used as public paths (RUPPs) but not yet reclassified; recorded as byways open to all traffic (BOATs); or reclassified under the Countryside Act 1968 as bridleways or footpaths on grounds of suitability with the possibility that they may, in the future, be up-graded to BOATs.
3. Problems experienced in relation to 'Green Lanes' can be divided into three groups: legal definition, maintenance, and management. Problems of legal definition arise where there is uncertainty about precisely what access rights exist. For example, on the basis of historical evidence, motorcyclists may believe that they have a right to use a "Green Lane" shown on the definitive map as a bridleway. This may be disputed by horse-riders who use the bridleway and by the landowner, leading to conflict. Similarly, there may be uncertainty over the existence of vehicular rights on a "Green Lane" shown on the definitive map as a RUPP.
4. Problems of maintenance arise from the interaction of the characteristics of the surface and the quantity and nature of the traffic using it. Damage may occur if the surface is inadequate for the traffic using it: unless its surface is particularly robust, every "Green Lane" is going to need some maintenance at some time or another. Drainage is particularly important: many "soft" surfaces have become so simply through neglect of the drains. Damage may also occur if the traffic is unsuited to the surface: e.g. where 'Green Lanes' are used at vulnerable times by pony-trekking enterprises, by commercial four-wheel-drive operators, or by farm or forestry vehicles.

5. Problems of management arise where there are conflicts between different interests. For example, many walkers and horse-riders use 'Green Lanes' precisely because they wish to escape from the vehicles that they find on surfaced roads and may object to any vehicles which they do meet. Walkers may similarly object to poaching of surfaces caused by horses (or livestock) and motorcyclists may object to severe rutting caused by other vehicles. Farmers seeking access to fields can be concerned at any damage caused by horses or recreational vehicles. There may also be concern about possible interference with wildlife, farm stock or amenity. Conflict can also arise from users practising winching or other recovery techniques.
6. The Rapid Response System will focus on problems of physical damage to 'Green Lanes' from vehicles. Action to address these problems - whether they arise from problems of legal definition, maintenance or management - will be taken where necessary. The System will operate for a trial period from April 1996 to April 1997 and will be regularly monitored. Following the trial period, the System will be reviewed and a decision taken on whether to continue it.
7. The System will involve LARA and the CLA both collecting reports of problems on specific 'Green Lanes' from their members and exchanging details. For each problem LARA will then seek to contact the member involved within seven days. LARA will discuss the problem with the member and suggest possible action (on legal definition, maintenance or management issues as appropriate).
8. LARA (and the member, if s/he so wishes) will then pursue the suggested course of action with the highway authority. LARA will report back to the CLA on the action taken. Regular progress reports will be made by LARA until all those involved agree that a specific problem has been appropriately dealt with.
9. LARA Members who wish to use the System should phone or fax details of the problem to Mr George Dunn at CLA Head Office (Tel: 0171-235 0511, Fax: 0171 235 4696). It will help if members can provide as much of the following information as possible:
 - (a) their name, address and daytime and evening telephone numbers stating whether a call after 9:00 p.m. would be acceptable (this will enable LARA to make contact and to allow action to be reported back);
 - (b) the name of the "Green Lane" (if any), and its location (e.g. "running between Blasket Farm and Blasket village"), with National Grid Reference numbers for both ends.
 - (c) the status of the "Green Lane" (if known) (e.g. Road Used as a Public

Path, Byway open to All Traffic, unclassified road);

(d) the nature of the problem (the nature of any damage, the date of the incident(s), number of vehicles involved, any registration numbers which were noted, etc.);

(e) details of any action taken to date (e.g. report to the highway authority and any consequent action by the authority) and whether the problem is new or one that has been on-going

10. Once reports of problems on 'Green Lanes' have been received, a rapid response should follow. A dossier will be maintained of the problems reported and the action taken. Over time, this should provide a useful store of information which can be used in influencing national and local policies and practice. It is hoped that LARA and CLA members will use the System so as to help LARA and CLA establish an effective partnership in tackling the problems associated with 'Green Lanes'.

Tim Stevens, LARA Information Officer, says: This is an idea from the TRF, so that farmers who are concerned about green-laning can find out the facts. Up to now, they ring the police, or the parish council, and as no-one knows where to get proper advice, a misunderstanding can rapidly get blown out of proportion. The scheme works both ways, of course. Trail users may need advice about the actions of farmers, and you, too, should follow the advice above. Be prepared, too, for a phone call asking you to look at a problem lane. The scheme cannot work without local advice.

Lets support this one wholeheartedly...like Tim notes, it can work both ways.

This was written before the last issue was put to bed, but since it wasn't immediately important I didn't shout 'Hold the Presses! (or should it be 'Hold the Ctrl/Alt/Del Keys!' in this day and age?). John Gummer has announced a moratorium on those Local Authorities whose future structures as Unitary Authorities have yet to be announced. This is good news for Berkshire, who were planning a legal challenge to the Secretary of State. Its not totally good news for HBRO members though, since we still have to deal with the 'devil we know'.....

THE WALES TRIP:

On the whole, it was a brilliant few days....we had a local 'guide' in the form of Brian Edwards -Thanks Brian if you ever read this - and he was very willing to sort out some really interesting routes. The weather was very English, i.e. if you don't like what you've got, wait ten minutes for something else. We had T-shirt weather, snow, stair-rods, the lot. The second hotel we stayed at had frozen pipes, so the cold water disappeared quite quickly. HBRO was well represented by Terry Griseley, Peter Webb, Cathy and myself; 3 vehicles out of 7. All the rest were LRs of one kind or another, save for a Trooper. A wheelbase of 114" would not normally make for an agile laner, but the LSD kept it out of trouble. We stayed round the Devils Bridge area for a couple of days, then moved up to Dylife.

For those of you who contemplate a repeat, its maps 124, 125, 135, 136, 146,147,148, 160. Good places to stay are the Hafod Arms in Devils Bridge (01970-890232) and the Star at Dylife (01650-521345).

Oh and by the way my gearbox decided to stick in reverse so the Rangey was Relayed back, we came home with Peter and Terry. Thanks lads.

Here is a rather sobering round-up of the way Europe sees 'classic cars'....The following is taken from a recent issue of the 'TR Register' magazine and is republished with their permission; please acknowledge the source if passing it on.

It has all come down to any 25 year old car being exempt. That's it. Or is it? Now I don't wish to sound ungrateful to our Kenneth, but before you all start cheering at the thought of the financial saving involved, (and I have two 25 year plus classics on the road) don't forget that all of us are now an easily identifiable motoring group and therefore potentially much more vulnerable to any punitive legislation in the future. At the European TR clubs' annual Co-ordinators' meeting, which as your representatives John Soffe and I attended recently, we did an audit from the countries represented on both present as well as potential future legislation in relation to classic car motoring. The results were quite interesting and I thought you might like to know something of current legislation as well as that soon to affect fellow enthusiasts on the continent.

Italy is without doubt the country which welcomes you and your TR the most. Cars older than 20 years are exempt from road tax, 4-star petrol is freely available and cheap (25% of normal premium) insurance is on offer if you are a member of a recognised club.

In Switzerland on the other hand there is an increasingly virulent anti-"old car" lobby and life is made more difficult for owners of older cars wanting to use them on the roads. Once a car is over 30 years old an engineer's report is required before an MoT is issued, plus a higher rate of road tax is levied and although 4-star petrol can still be found it is shortly to be withdrawn completely.

In Sweden cars older than 30 years are exempt from road tax and only need to pass an MoT on alternate years, however 4-star petrol has already been withdrawn from sale although an (expensive) additive is available. The catch though is that older cars can't be used for "normal" road use and owners are not able to get insurance for such use. "Fun" use is the only insurable condition, so you always have to have a watertight reason for using your TR in case of an accident or insurance (Just consider the ramifications of that!)

Denmark is fairly tolerant of our sort of cars, indeed they don't need an MoT at all at present although in 1997 one will be needed on alternate years. Full road tax is payable but again in two years time vehicles over 35 years old will only pay 40%. The 4-star petrol situation is the same as in Sweden.

In Belgium vehicles over 25 years old pay less road tax and no MoT is required, but if you have no MoT you cannot drive your TR at all at night and certainly no further than 15 miles from home! (unless you can prove that your are attending an "Organised Activity"). 4-star petrol is being priced increasingly expensively and the insurance companies don't like "everyday use" and load their premiums accordingly. Finally in Germany there are three classes of road tax, depending on whether the vehicle is fitted with a three way catalyst, a two way catalyst or has none at all. There are no prizes for guessing which is the most expensive! Furthermore in conditions of "high pollution", vehicles without catalysts are not allowed on the roads at all until the situation has improved. Notification is via the media and can be at very short notice indeed. Because of this most owners of TRs now feel that they will have to fit two way catalysts in the immediate future. Although at present 4-star petrol can be (expensively) found, once again it is shortly to be phased out completely.

Obviously the above information isn't in any way comprehensive but the drift is clear enough. So our strategy should be too. We must be constantly alert for potentially punitive and restrictive legislation, whether it emanates from London or Brussels, (thank goodness we have the F.B.H.V. C. in the UK and a paid lobbyist in Brussels) we must resist the exhortations of the car makers who pressure governments to outlaw older cars and induce them to offer cash incentives if owners scrap such vehicles, (as has already happened in some countries) and in this connection we must repeatedly underline the difference between old bangers and classic cars, reinforcing the point that in sharp contrast

to the former, cars such as our TRs are cherished vehicles and are, for the most part, maintained in excellent body and mechanical condition.

Above all we must "Use 'em or Lose 'em", for the British Public clearly enjoys seeing cars like ours on the roads and if this becomes an increasingly rare occurrence the bedrock of public support which we currently enjoy will, all too soon, be eroded away and our position will become increasingly isolated and exposed to political whim.

Many thanks to the member who anonymously sent me a press clipping about RUPPs 44 45 46 in East Woodhay, it seems that the HCC don't entirely agree with his reasons, and I am in the process of writing to the Secretary of State to object.

LANING DATES FOR THE SPRING SEASON

31/03 Berkshire, but there's an RTV as well....
9/4 Hampshire
16/4 Wiltshire

E-mail, the Internet and the World Wide Web

I know this is rearing its ugly(?) head in this newsletter, but an increasing amount of newsletter content is arriving by this means.

If you have WWW access, try looking at:-

[HTTP://DS.DIAL.PIPEX.COM/TOGGY/](http://DS.DIAL.PIPEX.COM/TOGGY/)

Toggy is the nickname of an old friend of mine (Peter Gott) who was once a rights of way officer with the AWDC. His Web site contains info on motor sports and Land Rovers among other stuff. If any of you knows of any other LR oriented sites, please let me know and I'll publicise them.

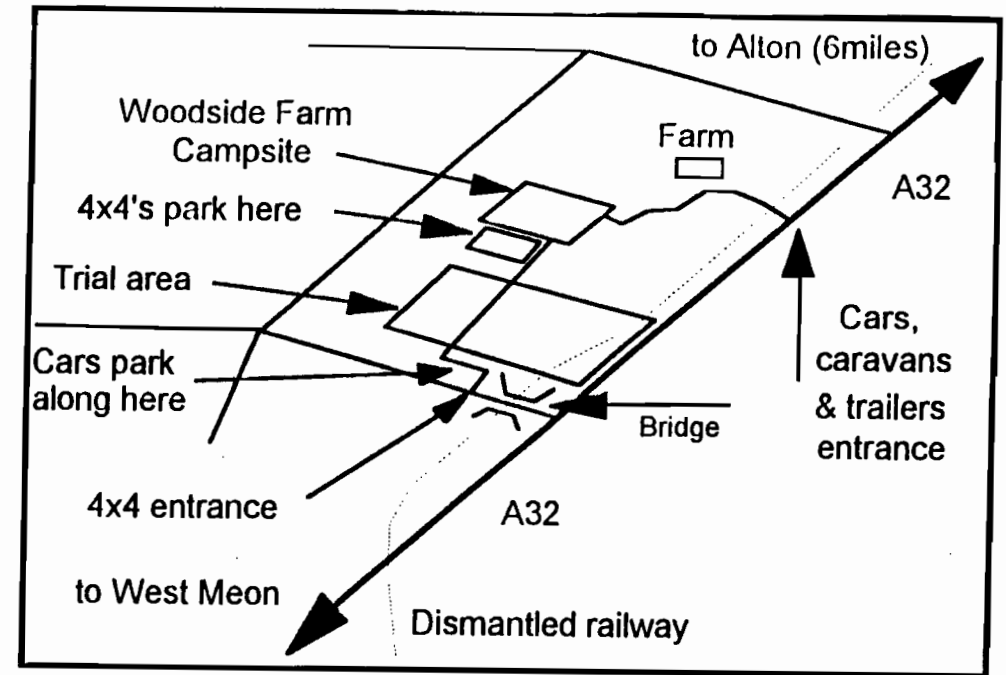
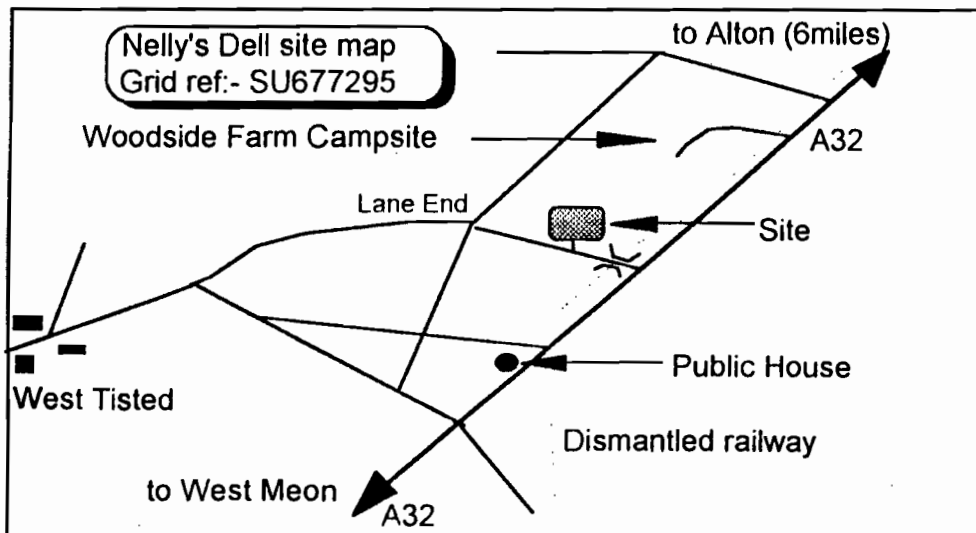
RTV Trial at Nelly's Dell with Camping. April 19th to 21st

We are holding an RTV trial at Nelly's Dell, about 6 miles south of Alton, Hants on the A32 on the 21st April. Camping facilities are also available from 09:00 on Friday 19th - so make a whole weekend of it! 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 Askley Pocock. (Address inside front cover.)

Scrutineering start at 08:30 a.m. and the competition will start at 10:00 a.m. prompt, so please be on time. Classes will be as per ARC rules but experience has shown that amalgamations are probable. The new ARC Yearbooks are being handed out now. These contain the new vehicle regulations. 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 sections, it's always the same few who get lumbered with this. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!





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From: Paul Oldham
Subject: Letter for Pants & Barks

Dear Steve

A word of warning to all owners of diesels registered before 01/08/79. The new MoT rules which came into effect on 01/09/95 state that the test for a diesel of this age is as follows: with the engine warm the revs must be raised to 2,500 rpm or half the maximum engine speed, if this is lower, and held steady for 20 seconds. The engine is then allowed to return to idle; if it emits blue or clearly visible smoke for a period of five seconds it fails the test (for pre-1960 examples smoke is not a reason for failure).

The problem is that this doesn't seem to have got through to some MoT stations. On my MoT in January my '76 diesel was subjected to the post 01/08/79 test. The procedure is somewhat more complicated but in essence is involves putting probes in the dip stick hole and exhaust and running the engine up to maximum revs at least three times. This is not the sort of treatment an elderly diesel appreciates and I failed very badly. When I discovered afterwards that I didn't have to submit my diesel to this torture I was livid. I complained to the vehicle inspectorate and they have just upheld my complaint against the testing station.

So if you're going for an MoT do check in advance that the station understands the rules for pre-79 diesels. If they don't then don't just go elsewhere, contact the Vehicle Inspectorate on 01635-47649 and complain so that no one else gets caught the way I did.

And before I go can I recommend Hopkinsons of Eversley (01734 732177) for your MoT. I took my second test there. Oddly although they are aware of the regs they use the smoke meter but they treat the engine with respect and I passed without difficulty. They also understand Land Rovers (they see a lot from Safari just down the road) and they quite correctly failed me on things the first station missed and I was grateful for it. Nice people with the right attitude. They deserve our support.

Regards



poldham@cix.compulink.co.uk

JOHN O'GROATS TO LANDS END

BY LAND ROVER

Part 2: A Modest Expedition

Part 1 was about preparations made in advance of the trip, mainly to do with surviving if we were caught by extreme weather in the Highlands of Scotland. Here are a few images from the two thousand mile, ten day round trip by Land Rover Discovery in April '95. But, April was already too late....

Letter from JOHN O'GROATS

The drive from the South Coast to the 'Start Line' took a leisurely four days, camping in the Midlands, and on the shores of Lake Windermere and Loch Long. On the afternoon of the fourth day we reached Wick in the far North-East of Scotland.

Wick itself was bright, busy and cheerful, but on the last few miles towards John O'Groats, the landscape looked increasingly empty and forlorn. On a sunny afternoon, with a moderate Easterly breeze, there was no reason why the small farms and open land should seem desolate. Expectations too high? No traffic or people in sight? Later that day we heard a different explanation, in a tale of English greed, treachery and double-cross, allegedly.

North of Wick we saw low, dense clouds far ahead and off to the West. They seemed much too large to be smoke and it was some time before we made out flickering lines of flame advancing towards the road. Further on, the vegetation along the left side of the road was alight, but the road formed a firebreak and the fire couldn't cross it into the wind. We drove on slowly, on the right and away from the flames. After a while bored looking Firemen with beaters, strung out along the road, waved us through. 'Peat diggers, burning it off, then the wind picks up, happens all the time'. Peat? What happened to North Sea Oil?

At the campsite on the exposed North Coast the elderly and wiry Scottish lady owner couldn't contain her bitterness for what 'that b---y cow' had done to Scottish industry, agriculture, fishing, tourism, jobs and North Sea oil. In her little shack of a souvenir shop she blasted our ears for half an hour, often incoherent with rage, pounding her fist, and ejecting and reloading her false teeth. Caught like rats in the headlights, we slowly redeemed ourselves by buying faded maps with pin-holes in the corners, non-absorbent tea towels and dog-eared postcards. I hoped there'd be no further setbacks to the Scottish economy during the night. Tomorrow's weather? B---y weathermen haven't got a b---y clue North of b---y WATFORD! Right.

So, after four days driving we'd reached the start of our first modest Land Rover expedition. The wind backed into the North and picked up to an icy Force 6, the tent flogged, waves burst over Stroma, the Orkneys disappeared into the mist and then the mist disappeared into the darkness. The only hot tap

in the washroom had been turned off with a torque-wrench setting of forty megaton-miles (times being hard), and being English in the North-East of Scotland can seriously damage your eardrums.

CAMPING - Jim, but not as we know it!

Sailing small boats for many years on the East and South coasts, and previous camping experiences, had left us well prepared to withstand the cold, wet, muck, tinned slop, sickness, hangovers, fear, pain and marital breakdown of a typical camping holiday in Britain, but we'd hoped to do without a tent and live in the back of the Discovery. However.....

Various experiments including a trip into the Brecon Beacons in February showed that we needed more sleeping space than is available in the back even with the seats removed. Also, aiming to be prepared for bad weather in the Highlands, and even the possibility of being snowed in for days, we'd be carrying a lot of gear and food. Like it or not, we needed a tent.

The Caranex was the final choice, expensive at £250 (inc. VAT and delivery) for the large model, but it turned out to be ideal. When making camp it's first out of the back and up in ten minutes. The Discovery rear door opens fully inside the tent, and unloading is done under cover. There's room enough to sleep on the floor of the tent but we have a better arrangement: a folding table and chairs in the tent, and two berth-cushions (narrow mattresses) in the back of the Discovery. With the back seats removed (before we leave home) the mattresses extend to the back edge of the step. Across these, a double sleeping bag and plenty of pillows make for real comfort.

In the morning everything's reloaded in reverse order and under cover, and when we we're ready to roll, the tent's dropped and shoved in the back in five minutes. It makes living, while on the road every day, comfortable and simple.

HEADING SOUTH - But why no GREEN LANES?

It seems a pity to do a trip like this without spending at least part of each day driving green lanes and doing what a Land Rover does best, and good advice about driving responsibly on unsurfaced roads is readily available. But we were (and still are) inexperienced in off-road driving and recovery. We were travelling alone, quite well prepared for static survival but in a standard Discovery without winch, high-lift jack or even jack-points, and without time to properly research the routes. Also we were concerned about the possibility of angry confrontations with walkers, riders and landowners.

But all was not lost in this respect, and we fell into a pattern of doing about three quarters of each day by the most direct route and the rest on the most devious of back roads. Even some 'A' roads in North-West Scotland are single lanes with passing places, so we weren't too disappointed!

Postcards from the WESTERN HIGHLANDS

Heading North, before the start of the trip itself, from the peaceful Forestry Enterprises camp at Loch Long towards Fort William, we passed through Glen Coe. The weather was ideal. By this I mean that it was every shade and depth of grey, windless, with great sheets and tendrils of water vapour hanging in the air and a fine saturating drizzle. Approaching from the South-East we made a long, climbing turn, slowly overhauling a lorry, but there was no other traffic and we slowed right down and let it disappear ahead. We remained alone for miles, including the whole transit through the pass. Between the mountains water tumbled down into the River Coe, lay everywhere on the boggy ground near the road and filled the air with mist and drizzle. Perhaps, in these conditions, the infamous event that took place here just over three hundred years ago contributes to the mood.

Days later, heading South on a sunny afternoon, we were driving along the bottom of a shallow valley. The road was a single strip of tarmac with the odd indentation into the hillside to serve as a passing place. The surface sagged away along the downhill edge, and all the twists and turns, humps and dips were cracked and potholed. Overhanging branches slid along the roof. You could almost say it was off-roading with just a bit of tarmac to take care of any legal complications. We met two other vehicles in

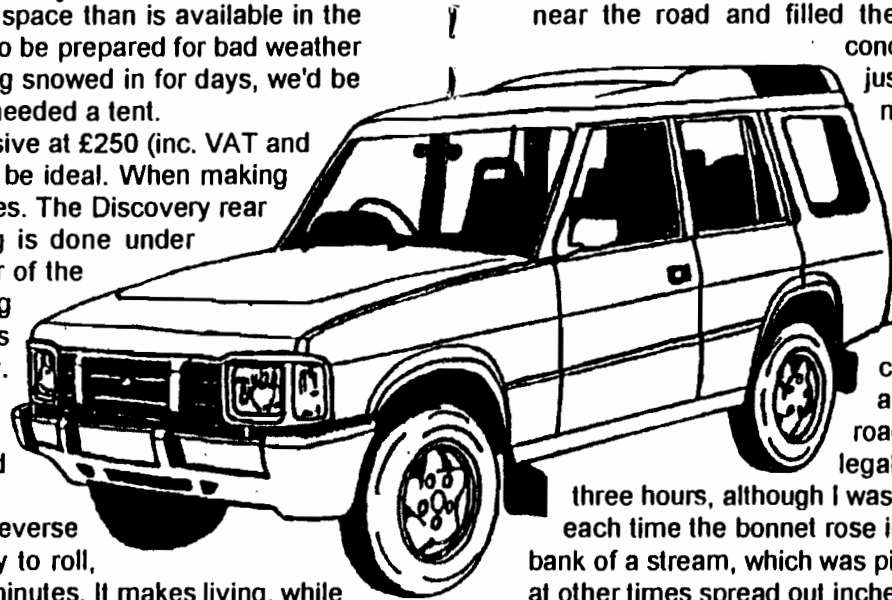
three hours, although I was tense as we crawled round each blind corner and each time the bonnet rose into the sight-line. For miles the road followed the bank of a stream, which was pinched off into waterfalls by piles of boulders, and at other times spread out inches deep over wide areas of rounded stones. In the sunshine, it was all very beautiful.

THE LAKE DISTRICT - Resident Permit Holders Only?

Driving South into England we made our last peaceful camp, before the Bank Holiday onslaught, on a hillside above Lake Windermere, and spent the evening climbing the hill behind the campsite. Although there were many miles to go to Lands End, I think of this quiet, sunny evening as THE END of the best part of the trip. On a local radio station they talked of the coming invasion and how best to man the defences: War talk of tolls, permits, fines and wheel clamps. The storm-clouds gathered.

INTO (and out of) WALES - But no escape!

Bala, in North Wales, was bedlam. A wild party in the corner of the campsite generated it's own gravity, growing louder as it sucked in people, booze and campsite furniture. We must do it again sometime. No, just kidding,



it wasn't us, although in a different mood we'd have been in the thick of it. It jarred against all that had peacefully gone before, and we beat it up the wooded hillside for a quiet evening walk. But there was no escape until the morning.

Meandering South from Bala we drove an excellent unclassified road over the hills to the RSPB Reserve around Lake Vymwy. In the afternoon the Brecon Beacons beckoned but so did Lands End, and we crossed the Severn Bridge and turned South-West.

The campsite in North Somerset was like a Five Star Refugee Camp. The Discovery and Caranex didn't match any of the little silhouettes on the booking form, but resistance to classification was not tolerated. They got us on No Dog. In the field for People With No Dog (who often have two extra kids to compensate) the only space was in a corner formed by a dual carriageway and a railway line. The ground shook. I was pleased that the ranks of camper vans made our dusty green, insect splattered Discovery look as capable and functional as a Morocco-bound one-ten!

THE VERY END - of Lands End..

Many attractions on this journey had to be left for another day. The North coasts of Devon and Cornwall, Exmoor, and later Bodmin Moor joined the list. On this last day our prize was to be the granite cliffs of Lands End, 873 miles from John O'Groats. In the afternoon, and with much satisfaction, we made it. But there was a bluebottle in the ointment.....

Theme parks are popular family entertainment, good luck to all who enjoy them, but some places should be left alone to speak for themselves. This point of land has significance and deserves better than the hotel, marquees, fake pirate ship, bouncy castle (don't you wish they were filled with helium?) ice-cream and burger vans that littered the end of our journey.

AND FINALLY.....

The Discovery was ideal for the job, because we could live in it, because of its carrying capacity and because it was just as comfortable chugging along the back-roads in the mountains as it was making tracks down the motorways, and so were we. There were no problems, but this was hardly a challenge for a Land Rover. A challenge came in August on the dirt and gravel mountain roads of Norway, with four on board, plus kit, two sets of camping gear and provisions for two weeks, and we'll meet more of a challenge in August '96 on a three week, three thousand mile round trip to Lapland and the Lofoten Islands.

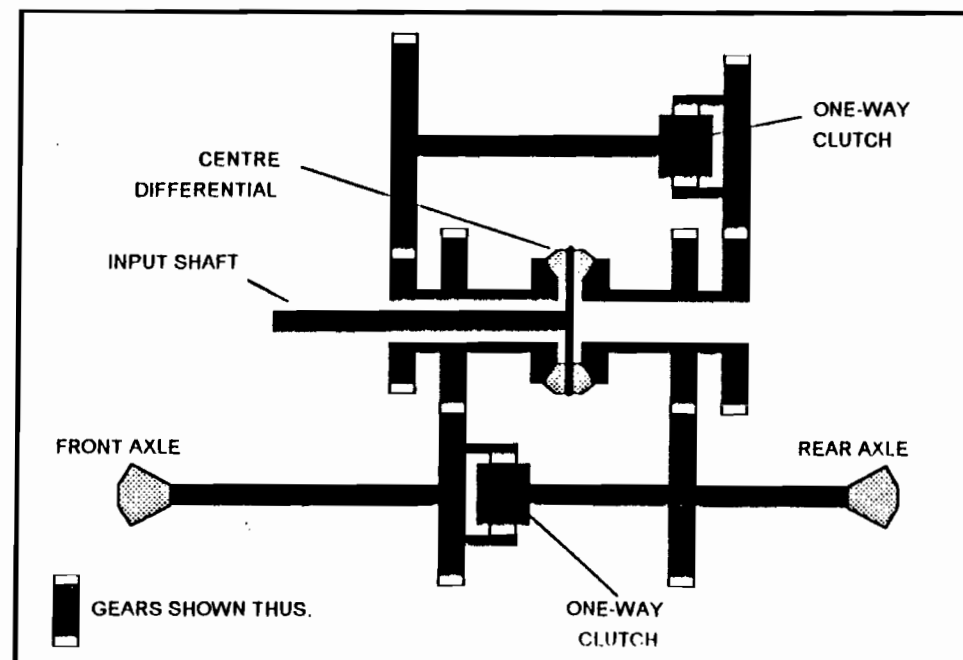
So this little trip, from John O'Groats to Lands End, was meant to be a gentle introduction to Land Rover expeditions and succeeded in that, but the timing was wrong. I suppose the choice is either to experience the power and atmosphere of places like Glen Coe on the edge of winter, or wait for the spring or summer holidays and queue up for 'Massacre Theme Park'. You own a Land Rover, so I know which one of those you will choose.

Peter & Lena Hubbard

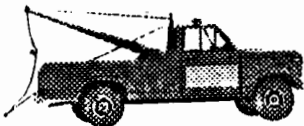
Ferguson Formula Four-Wheel-Drive

It is oft quoted that the concept of the centre differential was invented by Harry Ferguson. Well that's basically true but his set-up wasn't the simple centre-diff arrangement we know today. He used it in conjunction with two opposite-acting one-way clutches, one on each side of the differential gear. See drawing below. The driving ratios front to back were slightly different so that the power went mainly to the rear wheels. If wheel grip faltered, the clutches would lock and take the power off the slipping wheels. The VW Synchro system achieves a similar effect using viscous couplings. In that system, the vehicle is normally two-wheel-drive, the other two wheels coasting with the viscous coupling doing nothing. When when the driven two wheels slip, the speed mismatch results in power being transferred through the viscous coupling to the other two wheels. The viscous coupling on the later Range Rovers (post 1989) merely acts as a differential brake and is effectively a diff-lock which "breaks" when the vehicle turns on a firm surface or when one or more wheels slip. The drawing below shows the layout of the Ferguson Formula system but if anyone can come up with a better description of how it works, perhaps you could explain it!

Steve Kirby





PETER GREAVES



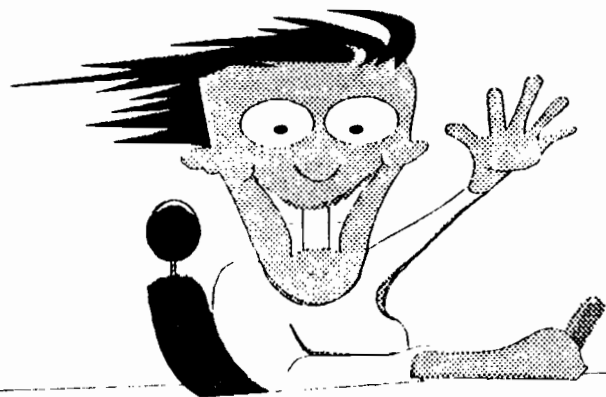
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**North Wales Land Rover Club Ltd.
PORTHMADOG 96
AUGUST BANK HOLIDAY INTERCLUB
WEEKEND**

Following the recent years successful events the North Wales Land Rover Club is holding Porthmadog 96, an Interclub Competition Weekend, at Dolbenmaen, near Porthmadog, over the August Bank Holiday, 23-26th August 1996, using a breathtaking 400 acre mountainside site in Snowdonia.

The following events will take place:-

Cross Country Vehicle Trial.

Road Taxed Vehicle Trial.

Competitive Safari.

Team Recovery.

Winch Recovery.

Scenic Drive.

This weekend should give everything the seasoned competitor could desire, but as those of you who have met us will know, we place great importance on the social side of Land Rovering.

In particular this event will ideally suit the family man who wants a weekend away in one of the most beautiful areas of the country, convenient for the ever popular beaches of the Llyn peninsular and right on the edge of the mountains of Snowdonia. There are many other attractions in the area including four steam railways within 30 minutes driving (even in a Land Rover).

The site is on the border of the National Park and although the final approach is narrow, it is only a mile from the main A487 trunk road, so the journey will be easy in any vehicle. The campsite, although having all basic facilities, will suit the self sufficient.

For more information and entry forms contact the Entry Secretary:-

Alan Brown, (Porthmadog 96),

Tai'r Ffynnon Ganol, Cyttir Lane, Bangor, Gwynedd. LL57 4DA - (01248) 352645.

or the Event Secretary:-

Dave Cuthbert, (Porthmadog 96)

25 Sunningdale Avenue, Colwyn Bay, Clwyd. LL29 6DF - (0492) 534417

Hi Steve!

I am a relatively new member of Hants and Berks Rover Owners, having joined around April last year, just after I bought my first Land Rover - a green 90 Tdi.

I intend to go green laning with Mick Dyer towards the end of the month; a friend of mine hopes to come along also. What is the best way to find out where is legal (and, more importantly, driveable) to drive off road in these parts. I was thinking maybe just go along on 31/3 and copy all the legal routes off Mick Dyer's maps on to mine. Or does the club have a set that they could send me to use for this purpose?

I have read the magazine for a while - I must say that it seems to be very well put together and is always an interesting read. I have not entered any trials yet but I may get round to it in the near future - I have just got some more serious tyres so I am a bit more confident about taking the 90 off road.



There are two main points to this message:

1. Tyres - following the suggestion in *Pants & Barks*, I contacted Southam Tyres to find out their prices. I wanted 5 BFGoodrich TracEdges in 235/85x16 size, mounted on white 8 spoke steel wheels. They initially quoted a wallet-frightening £779, but after some persuasion got it down to £700.

I contacted Nene Valley Offroad and, even including carriage, their price was £611, including VAT and balancing. Considering that Southam are supposed to give us a discount, the fact that they are some £100 more expensive is not very encouraging.

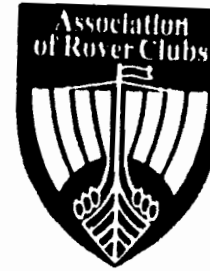
2. Trials - I have read that a standard vehicle should be able to enter an RTV. As regards damage, I am not too worried about scratches or dents, but mechanical or roll-over would not be pleasing. The marshals should ensure that anyone who looks likely to risk serious damage or mechanical failure is aware of this before they continue with the section. My query is about any mods required for scrutineering - as I understand it a road legal vehicle needs none except for the 'extra throttle spring'. What is this? How is it fitted; I hope that with some guidance and a Haynes manual I could do this myself.

I don't mind if you want to print this for the magazine, but if you could reply direct I would appreciate it. As requested, my E-Mail address included in the message. Otherwise phone 01344 54445 (work), or 01628 22876 (home).

Regards,

;-) Stuart Diack

E-MAIL: Stuart_Diack@deloitte.touche.co.uk



A.R.C. NEWS

From A.R.C. Press & Publicity Tel: 01789 731660
Geoff Miller, Brandelbow, Wolverton, Sturford-on-Avon CV37 0HF

Issue 3 March 1996

1. First of all, many thanks to all those clubs who have responded to my request for Newsletter Editor's addresses, and copies of club newsletters, 16 UK clubs have responded, 20 have not!
2. Whilst mentioning club newsletters, many quote "all material is copyright of the XYZ Rover Owners Club, and is not to be reproduced without written permission" Surely this is rather restrictive (do I need written permission?) and not really within the spirit of the ARC. Could I suggest that:-
 - (a) by all means put the Copyright restriction on organisations outside the ARC, but,
 - (b) allow all ARC clubs freedom to reproduce "provided the author and/or newsletter is acknowledged"......as practised by Ted Ivory in *Runes* magazine
3. If you need to contact Andrew Stavordale, his telephone number has changed to 0161 292 0539
4. How often to Club committees talk at their committee meetings about ARC matters? Club committees are always appealing for club members to come forward and play an active role in the running of the club. Look in the mirror again, folks, and make sure your club is represented at the forthcoming A.R.C. AGM to be held at the Presentation Suite, Lode Lane factory on Sat 16th March 1996 at 10 00 am
Nominations (or enforcement orders!) will be required for several important posts.
5. If you're 'into' 4 x 2s, that is, Rover cars, there are one or two changes within the *Rover Sports Register*. This is the only club I know of which boasts two magazines, and there have been some editor changes recently.
The editor of 'Freewheel' magazine is now Ian Elliott, 29 The Common, Earlswood, Warwicks B94 5SL, available on fax 01564 703177
Longship News is now edited by Adrian Chandler, 67 Red Oak Avenue, Barrow-in-Furness, Cumbria LA13 0LJ and by telephone on 01229 821647.
6. Material is being collected for the 1997 ARC Handbook, and more material is required from the clubs, not just the recruitment handout, but something interesting about what the club has achieved i.e. Range Rover's 25th year, SD1's 20th year, 101 FC's 21st year, etc., and a touch of humour wouldn't go amiss! Tell the others what you're proud of
The deadline is end of April, we hope to elect a new handbook editor at the AGM, but in the meantime feel free to send any material to me for onward transmission
7. If you want to send club info or newsletters to *Land Rover Owner* magazine, you should now address it to Emma Taylor at Bushfield House, Orton Centre, Peterborough PE2 5UW.

Events - General

Trailmasters are offering discounted off-road adventure holidays to Canada - May to September, Romania - 4th/ 11th/ 18th August, and Morocco (22 days) - 16th April/ 1st June/ 19th Oct/ 8th Nov 1996
For more details send me a 19p stamped DL or C5 SAE

There is an Old Sodbury Sortout on Saturday March 30th 1996 at Old Sodbury near Bristol. Clubs are allowed a free "club recruitment" pitch based around one vehicle only. Other dates are at Harrogate (alongside Great Northern 4 x 4) on Sunday 11th August and at Old Sodbury again on Saturday October 26th.
For more info call the 'old Sod' himself on 01454 321010 or fax 01454 273054.

A Viking ship (the stuff that Rover logos are made of) is sailing from Sigtuna in Sweden to Novgorod in Russia and then to the Black Sea during June to September. It will have land based back up from the Swedish and Norwegian Land Rover Owners Clubs.
If you fancy helping out for any period between June 18th and Sept 15th, send me a 19p stamped DL or C5 SAE for more info.

Off Roading Holidays in France, in the Auvergne region, are available via Cooper Brioude Limited, in groups of up to six vehicles. A guaranteed group of six vehicles for a seven day excursion would qualify for a 'group discount'. For more info send me a 19p stamped C5 SAE.

Have you heard of EuroLink, it's a sort of European version of ARC, aimed at creating contact between all European Land Rover owners, and having regular rallies, but with a particular view to a major rally in 1998 to celebrate 50 years of Land Rover. More news later.

Cornwall & Devon Land Rover Club have a feather in their cap!
Round 2 of the 8 round series of the RAC National Off-Road Championship 1996 is being hosted by the above mentioned club at Newnham Park, Plympton, Plymouth, on Sunday 5th May.
The event is open to all RAC registered off-road clubs, and full camping facilities will be available. Regulations are available from -
D. Dion, Hunters Oak, Trendle Lane, Bere Alston, Yelverton, Devon PL20 7HT

The Lightweight LRC are planning a big celebration event at Billing in 1997, and want as many Lightweight Land Rovers as possible to attend. If you own such a vehicle, and would like more info, contact Sue Foster on 01204 396449.

The LARA Anniversary Conference is being held at Gaydon on 17th April 1996 to discuss the way ahead for the next ten years. Starts at 9.30, ends at 15.30, includes lunch and museum tours. Cost £30 for club members. Booking form is in the Spring 1996 Runes.

CLUB EVENTS 1996

- Apr 5/6/7/8 Easter
1. MROC's usual Eastnor Event - Caravans, Trials, Bike Trial
Contact Steve Cook on 01527 525021
 2. Lancs & Cheshire Interclub Event at Trentham - Caravans, Trials, Comp Safari, Team & Winch Recovery
Details from Andrew Stavordale 0161 292 0530
 3. Greystoke 96 - a joint Cumbrian Rover Owners and Red Rose Land Rover Club event at Greystoke Castle Estate, Cumbria - Caravans, RTV, CCVT, Gymkhana and Winch Recovery
Contact Lynn Jeary on Tel 01772 671333 or Fax 01772 687174
- Apr 21st/22nd
- North Wales Land Rover Club's 10th Anniversary Rally at Rhydyglafes, Cynwyd, Corwen. Gymkhana on Saturday, Trials on Sunday and camping for the weekend
Contact Dave Cuthbert on 01492 534417.
- May 5th
- RAC National Offroad championships - Plymouth
- May 5th/6th
- Breckland 25th Anniversary Rally at Bircham Newton
All ARC clubs invited. Camping, RTV & CCV Trials, gymkhana, offroad route etc.
For details contact Wendy Chandler 0169 240 4453
- May 4th/7th
- Staffs & Shrops are holding an Interclub event at Lower Wallop
Contact Andrew Bayliss 01782 627101
- May 4th/6th
- Lincolnshire LRC are holding their 3 day event (open permit) at Manby
Contact Frank Champion on 01427 677357
- May 24th/27th
- International Rally run by Southern Rover Owners Club, at Uckfield, East Sussex. Your entry forms should be in by now!
- June 13th/18th
- Range Rover Register celebrate Range Rover's 26th Birthday at Manby Showground, Lincolnshire
Contact Mike Perretta on 01732 350854
- June 22nd/23rd
- Rover Owners Club of Holland 25th Anniversary rally
More details now available - send me a 19p stamped C5 SAE.
- August 25th
- Yorkshire ROC, 4 x 4 Classic Reliability Trial at Worrall, Sheffield.
Suitable for vehicles with spoilers and tow hitches!
Contact John Bradbury on 01706 38801
- August 23rd/26th
- Porthmadog '96 - North Wales Land Rover Club's Bank Holiday Inter-club event in beautiful Snowdonia
Contact Dave Cuthbert 01492 534417

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!

- * Range Rover Spares. Chassis, needs slight welding, ideal for hybrid - £80. Front axle complete with diff, radius arms & steering linkage - £120. Rear axle c/w diff, radius arms & A-frame - £100. 4-speed Gearbox - £150. Rear wings - £20. Rear axle less diff - £50. Front axle case - £20. Radius arms - £10. Drag links - £10. A-frame - £10. Radiators (not perfect but don't leak) - £25. Bumpers - £15. Passenger door - £25. Tinted side glass - £15 the lot. Dash - £15. Lots of other bits. Call Dave Hatch, Fareham, HANTS. 01329-314998. (APR96)
- * Zenith 361V Carbs Brand new. Fit Series IIa or III. £55 each. Paul Bass. Frimley. Tel: 01276-500056 Mobile: 0836-713677 (APR96)
- * Rice trailer LOA 12'6"; 5'8" wide; 3' high sides and front panel, double axle, manual winch, will take an 88"LR. In need of some TLC on the woodwork but it is NOT a wreck. Sue Lea 01276-857174.(APR96)
- * 5 White 8-spoke wheels with 205/16 remould tyres. (Good condition) £250.00 ono, Tirfor winch £150.00, Series II cab top (offers), Series II 109 new hard top sides with window apertures (offers), Rear door (offers), V8 inlet manifold and Carbs (offers). Telephone Rod Robertson 01734-811831. (APR96) E-mail address RROBERTSON@MEMTELEX.CO.UK.
- * Series III diesel engine and gearbox. With all ancillaries. Needs attention. Dixon-Bate adjustable coupling. Never been fitted. £40 o.n.o. Call Neil on 01705-267070 (MAR96)
- * Range Rover Bits. Roof - very good condition. White. £75. Slatted front light guards, 2-door rear wings (fair), pair front wings (fair), old but useable bull bar. Offers on unpriced items. Contact Steve Kirby in Twickenham on 0181-287-0377 or e-mail as on page 3. (MAR96)

- * Wheels and Tyres Four 205x16 Firestone Town & Country on SWB rims in good condition £100 the lot, also one 205x16 Avon Rangemaster on SWB rim, brand new never been used £25. Two 7.50x16 Firestone Transport 1000's on LWB rims in good condition £40, also three 7.50x16 Michelins on LWB rims worn but still serviceable £30. Call Jeremy Matthews, near Alton, on 01420-563663. (FEB96)
- * Roll-cage for 88" Fits around truck-cab. Complete with all brackets to fit to chassis. Home made. ARC spec. Offers around £150. Call Mark Ambler on 01491-671846 or 0831-345485 or fax 01491-671010. (FEB96)
- * Standard steel wheel rims. Four from 1995 110 Brand-new, never been on the road, make me an offer. Prices open to discussion. Call Mick Dyer in Windlesham on 01276-473907. (FEB96)
- * Full length roof rack for 90 hard-top, 2 x county style rear folding seats, Tirfor hand winch, exhaust jack, and various other bits and bobs. To view any of these items see me at any of the club trials or club nights at Aldermaston or call Nick Jennings in Caversham on 01734 471528 / 475172 Works number, 01734 471258 / 543056 Home number, 0836 604 885 Mobile number. (DEC95)

Vehicles for Sale

- * Land Rover lightweight series IIa. Fully refurbished, 12volt. Petrol. Soft top or truck cab. Too many parts to list. 12 months MoT. Road tax exempt. £2500. Paul Bass. Frimley. Tel: 01276-500056 Mobile: 0836-713677 (APR96)
- * Range Rover 1976 White. V8. Good oil pressure. Weber carb conversion. BFGoodrich tyres on chrome modular wheels. Alarm. Fibreglass head-lining. Stereo cassette. Straight body. Solid inner wings, sills, etc. Long MoT. Taxed. Spare lower tail-gate. £1200. May p/x SIII LR. Dave Hatch, Fareham, HANTS. 01329-314998. (APR96)
- * 1979 88" Genuine County Station Wagon. Sound diesel engine and gearbox. Body a bit bruised. Full MOT. £1800. Call Neil on 01705-267070 (MAR96)
- * 1974 SWB Land Rover. 2¼ petrol. Truck cab. Free-wheeling hubs. Overdrive. Green. No tax. No MoT. Suitable for spares or repair. Offers around £350. Hard-top available if required. Call Dave Baldwin on 01734-462906. (MAR96)

- * Radio body Land Rover 101 Forward Control. 2.5 turbo-diesel fitted by Dunsfold Land Rovers. £7000. Fine expedition or support vehicle. Would part exchange for Land Rover 110 Station Wagon. Call Mick or Tracey Doherty in Aldershot on 01252-27198 (FEB96)
- * Rover 3500S P6 1972. Almond with black vinyl roof. On-going restoration. Jobs done to date include:- new shock absorbers and springs all round, rear end re-bushed and fettled, new inner sills both sides, new exhaust, doors ½ completed, nearside refurbished & sprayed, offside in primer. Base unit good condition, engine sweet as a nut, spares include a complete second car, can be heard running. Shed and garage full of spares too many to list but includes doors, boots, bonnets, switches, lenses etc. Very reluctant sale as new job and V8 hybrid Land Rover do not permit it. Offers around £1500 to Steve Hallam in Basingstoke on 01256-768494 (JAN96)
- * Land Rover SWB SIII. On shortened Range Rover chassis. R/R running gear. R/R box. SD1 V8. SD1 seats. New full harness belts. New swivel seals. New exhaust down-pipes and Y-piece. Needs minor things done e.g. balancing carbs, wiper blades, paint spraying and a decent set of wheels. £1500. May p/x Range Rover or Land Rover. Dave Hatch, Fareham HANTS. 01329-314998. (DEC95)
- * Land Rover SWB Series IIa Hard top. 1970. Petrol. Average condition. Tax & MOT. £1100 o.n.o. Call Andy Bridger in Fareham on 01329-238674 or mobile 0802-253778 (DEC95)
- * 1986 Land Rover 90 V8 auto Station Wagon. Superwinch X 9000 in winch bumper. Spot lights. Up-rated camshaft, 4 in to 1 exhaust headers, Disc brakes all round, 4 pinion heavy duty diffs front and back, heavy duty half shafts all round, side mounted protection bars, chassis mounted spare wheel carrier that operates with the rear door, 3 speed auto conversion by Ian Ashcroft, 5 x 265/75 B.F. Goodrich Mud Terrains on Disco rims, locking wheel nuts, Glass panel sunshine roof, 12 months tax, 12 months M.O.T. , New exhaust ½ system. Offers are invited in the region of £7000 o.n.o. Call Nick Jennings in Caversham on 01734-471528 / 475172 Works number, 01734-471258 / 543056 Home number, 0836 604 885 Mobile number. (DEC95)
- * Series III SWB Land Rover. Hard Top. T reg, 1978. 2¼ 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)

Wanted

- * CB Radio and Accessories Steve Hallam, 01256-768494 (JAN96)

WARNING

Any adverts dated up to and including JAN '96 may disappear next month unless you renew them!

SERVICES / ONGOING

- * WHEELS & TYRES:- Call Southam Tyres on 01865-716777 for all your wheel and tyre needs. "Just Tyres" (One of the Southam Tyre Group) have depots in Reading and Southampton for example so they're not too far away. Discount is variable and there are very special deals available on wheel/tyre pre-assembled combinations. Several club members have already found the deals to be very good.
- * Michelin XCL tyres Brand new. £85 each. Contact Ashley Pocock in Badshot Lea, near Aldershot, on 01252-310893
- * 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
- * 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, Land Rover 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.
- * 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.
- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0181-546-5301 or 0181-715-4861.

U.K. COVERS

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Events for Your Diary

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

*Last Wednesday each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m.). See OS sheet 185, SU555175 approx.

*Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire, or borrow the club's set. If there is a lot of rain on the few preceding days, anticipate postponement.

There seems to be masses on the calendar so I've printed the dates of everything I know about at the moment. Below and back page.....
(Please Note! Some imminent items that have been cancelled are marked as such.)

Forthcoming Events

April 5th - 8th	Lancs & Cheshire invite. RTV, CCV, Comp Safari. Trentham Gardens. Call Andrew Stavordale on 0161-292-0539 for details
April 5th - 8th	Midland Rover Owners Club invite. RTV, CCV, Bike Trial. Eastnor Castle, near Ledbury. Call Sue Cook on 01527-0525021 for details
April 12th -14th	Bagshot do. Details elsewhere.
April 19th - 21st	Trials and Camping at Nelly's Dell. Details elsewhere.
April 28th	North-South Run Open Day. Broxhead Common and Martinique Military Sites. Some details elsewhere and much more later.
May 5th - 6th	Invite to Breckland LRC celebration of 25 years of the club. RTV, CCVT, Scenic Drive, etc. Details elsewhere.
May 25th - 27th	ARC National Rally. Entries still open. Book now!
May 28th - Jun 3rd CANCELLED	CANCELLED Trials and camping at Harroway Farm. Follow-on rally from the Nationals. CANCELLED
June 1st - 2nd	London 4x4 Show, Southmere Park. Details later.