

## 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.

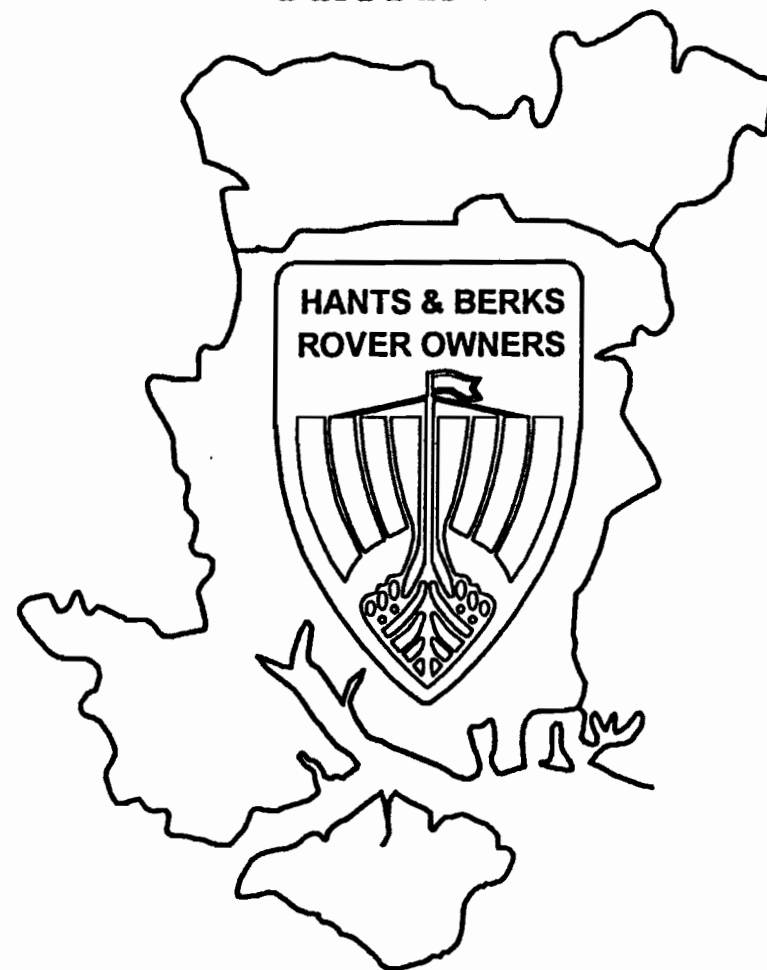
\*Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. It is recommended that those involved obtain current maps of Hampshire and Berkshire, or borrow the club's set. If there is a lot of rain on the few preceding days, anticipate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

There seems to be masses on the calendar so I've printed the dates of everything I know about at the moment.

Oct 4th - 6th	Majors Trial and Comp Safari. Eastnor Castle.
Oct 5th - 6th	Dunsfold Land Rover Trust Open Days. Details elsewhere.
Oct 13th	Camping / RTV / CCV Trials. Bowhill Farm on the Southdowns near Petersfield. Details elsewhere.
Oct 11th - 13th	Welsh Hill Rally. Based at Builth Wells. Come and watch our teams. Earlier published dates were wrong.
Oct 20th	Arena Essex. Invite from Lea Valley LROC. 5 competitors needed for a team. Location is M25 junction 31. Contact Ashley Pocock or Steve Kirby for details.
Oct 25th	HBRO AGM. Wandsworth College. Details elsewhere.
Nov 2nd - 3rd	RTV / CCV Trials at Nelly's Dell. Camping. Bonfire, etc. Winter Series.
Dec 15th	RTV / CCV Trials at Brick Kiln Farm. Winter Series. Confirmed.
December 7th	Xmas dinner. Grange Hotel, Alton. Details last month.
January 11 - 12th	Rickshaw Ramble '97. Setting out on Friday 10th. Details later.
April / May 97	Charity Event??
April 26th - 27th 1997	Military and 4x4 Charity weekend. Near Brighton. Organised by Twickenham Off-Roaders and Hillingdon Off-Road Club. Details later. Provisional.
June 21 - 22	All Rover Weekend, Gaydon. Confirmed. Details later.

# Pants & Berks

October 1996



Newsletter of the Hants  
and Berks Rover Owners

# Officers of the Club

*CHAIRMAN	Dave Ridden 9, Woodlands Gardens, Romsey, HANTS, SO51 7TE	☎ 01794-514834 ☎ 0378-705479
*SECRETARY	Mike Clark, 31 Oaktree Drive Hook, HANTS RG27 9RA	☎ 01256-766409 (Not after 22h / 10 p.m. please, thanks.)
*COMPETITION SECRETARY	Ashley Pocock, 14 Kingsmead, Little Ann, Andover, HANTS. SP11 7PN	☎ 01284-710546
*TREASURER,	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*RIGHTS OF WAY OFFICER &	Michael Dyer, 2 Poplar Avenue Windlesham, SURREY GU20 6PL	☎ 01276-473907 ☎ 01276-451994
MEMBERSHIP SECRETARY & NEWSLETTER DISTRIBUTION	Alan Smith 34 Kingsmead, Frimley Green, SURREY GU16 6LU	☎ 01252-835821 ☎ 01252-334600
*ARC LIAISON and NEWSLETTER EDITOR	Steve Kirby 244 Staines Road Twickenham MIDDX TW2 5AR	☎ 0181-287-0377 ☎ Same number but please phone first.
SCRUTINEERS	Steve Kirby #, Chris Homewood, Neil Shawyer. Gary Hodgson, JJ Walker.	

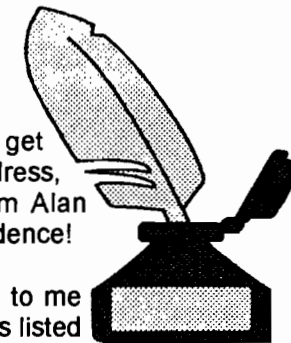
**Notes:-**

\* 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.)

## Editor's bit....

Our Comp Sec has moved. He thinks he can get away but I've found out where he's gone. From his address, it looks as though he's only a few doors down from Alan Smith but it's somewhere else entirely. What a coincidence!



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.

The Festival of Motorsport went very well, Ashley reports. The HBRO stand was next to the track and had the use of the Motocross track as our off-road courtesy drive area. The club was represented by Hugh and Pam Duffett, Pete and Maxine Leverett, Dave and Maureen Ridden, Nick and John Jennings, Ross and Karen Kennedy, Jeremy and Sue Lea & son, Ashley and Byron

**This month...**

- Super report on the War of the Roses from Maureen Ridden and Jeremy Matthews.
- Sue van den Braak describes the goings on (well some of them anyway) at Nelly's Dell....
- Oh no! Not again!. Yes folks, it's another ARC meeting report from Steve Kirby.

**Next month...**

- More on Nelly's Dell. This was obviously a spiffing do that has inspired more than one report.

Pocock. All gave much time to courtesy rides and the collecting tin was well supported. Most of the event was focussed on the track with Super-Coupes, BMW Touring Cars, Bikes, Caterhams and trucks. Great day, lovely weather, good turn-out. Hope we get invited again next year.

Steve Kirby

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 me at my home number. Phone first so I can set up the machine as it's not left on normally. Alternatively try e-mail:- (Please indicate in the text of your message the code you used and your own full e-mail address.)

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## AUGUST BANK HOLIDAY RALLY AT COSTA DEL NELLY'S

I am sure everyone who attended the August Bank Holiday Rally must have had a great time. Not only did we have a Men's Trial on the Sunday and a Ladies Trial on the Monday, but we enjoyed a superb Barbecue, followed by a Disco on the Sunday evening.

Having arrived at the site on the Friday evening and set up camp, we all ended up in Pam and Hugh's awning for a drink and a laugh.

Saturday was spent either helping the Simpsons set out the sections or just having a lazy time. However on Saturday evening some of us went to Gary and Sharon Langton's Evening Wedding Reception. Here we got in some practice for the HBRO formation dance team. A really great time was had by all. May I take this opportunity to congratulate the happy couple and wish them the very best of luck from all the HBRO members.

As usual Barry Simpson and family did us proud with the sections they set out. They had to do a lot of work opening up the site more, to create new areas. This meant working a previous weekend prior to the Trials, surveying and clearing new ground.

The weather changing as it did, from sunshine to heavy rain only made the Men's Trial more exciting and interesting. With Alan Smith winning. Well done Alan.

No sooner had the Men's Trial finished than the Barbecue Party began. With Gary, Penny, Ashley and Jackie providing us with a lovely spread at a very reasonable price. The barbecue party was not effected by the rain as JJ came up trumps and supplied us with a very suitable tent for the occasion. I had decided to let my hair down and have a really good time. (A very good way of putting to the back of my mind the Ladies Trial which Nick had persuaded me to enter on the Monday). The food eaten, the booze still plentiful, everyone enjoyed the Disco.

The turn-out for the Ladies Trial was very good, although I think only a handful of those taking part really wanted to do it. The others were only doing it to please their husbands and they didn't want to let the side down. I for one was very nervous, with terrible butterflies. (Now that it is all over, it was not too bad!!) We all gave each other a lot of support and encouragement. Barry and family had set the sections out to give us all a good chance. There were quite a few clears and the points were not too high. On one of the sections at the railway embankment, I was so nervous my legs went to jelly. When I had finished the section, I could not get out of the 90 for a few minutes, as the old pegs would not support me. (On this occasion I had not been drinking Archers the night before). Anyone who knows Nick and I, will know that we have not had the 90 very long and she is very straight at the moment. I was petrified I would be the first to put a dent in her, but I managed to finish the Trial without doing any damage.

It was a very close run thing for first place, needing a run off between Anita Bunyon, Karen Duvet and Penny Hodgson. Anita won by getting a clear on the deciding section. Well done Anita. Andy said she would be competing on a regular basis now.

We had two new members, a couple with their series 2A, who were camping and joining in the fun over the weekend. They competed in both Men's and Ladies Trials and they both did very well. (Sorry I can't remember names). Just watch out for them when they get good tyres on their vehicle!

Thank you Nick for staying calm with me during the Trial. (This is quite a task as I am not a particularly good driver). I would not have done as well as I did without your help and encouragement

Many thanks for all the hard work involved in making the weekend such a huge success.

Sue van den Braak

P.S. The Disco was only a practice for the Christmas Do. Anyone out there who has not booked yet, hurry up and phone Maxine Leverett, to avoid disappointment!!

Mike Dyer informs us that on the Sunday evening an impromptu raffle was held, with a first prize of a Hi-Lift jack going to Mike Clark. Well, that was a waste wasn't it? Good job the 2nd prize-winner, who thought he'd won a Hart 101 likes to get his Landy grubby, coz they swapped prizes and both went home happy. The jack was kindly donated by Safari Engineering - a Big "Thank You" to them - and the 101 model was kindly donated by Alan Smith - thanks also to him.

## Results

Secretary of the Meeting: Nick Woodage. Clerk of the Course; Barry Simpson. Chief Scrutineer; J. Walker. Stewards; Andrew Simpson, Nick Jennings. Marshals; Tricia Jacobs, Sam Parker, Ian Parker, A. B. Simpson, J. Lyon, Nick Jennings, P. Robertson, Dave Ridden, F. J. M. (full name indecipherable)

### Ladies Trial

A. Bunyan - 7	Pennie Hodgson - 7	Karen Duffett - 7
Jackie Pocock - 8	Joanna Simpson - 9	Sue van den Braak - 10
Tricia Jacobs - 12	Sam Parker - 12	Janet Vare - 14
B. Taylor - 30	Dot Smith - 12	Maxine Leverett - 15
Cathy O'Brien - 18	Sharon Langton - 23	Maureen Ridden - 26

## ARC Meeting September 14th 1996.

RTV

Group 1 (Classes 2 & 3)

L. Blay - 31

Roy Michael - 39

Russel Vare - 51

Matthew Hewitt - 33

Nick Woodage - 44

Neville Dewdney - 34

J. Taylor - 47

Group 2 (Classes 4 & 10)

Alan Smith - 21

Hugh Duffett - 30

Nick van den Braak - 23

Andy Bunyan - 37

Peter Leverett - 26

Steve Hallam - 42

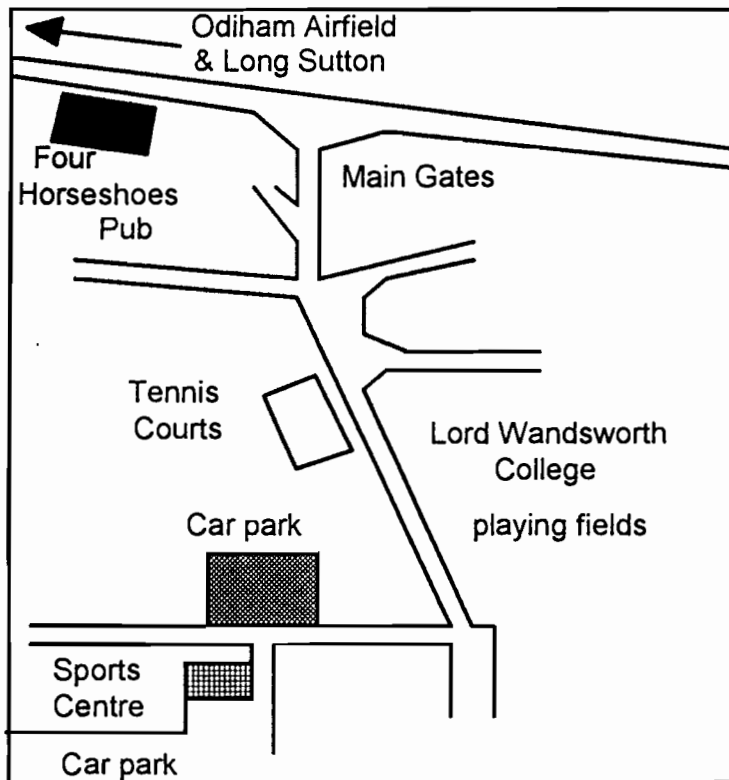
Group 3 (Class 5)

Steve Kendall - 37

K. Rumble - 46

### Annual General Meeting Friday, 25th October.

The AGM is to be held in the sports centre in the Lord Wandsworth College grounds on Friday, October 25th. This will enable more members to



attend who normally can't make it due to work commitments. There will also be fewer members needing to make an early start the following morning! The entrance is at SU748471 and is just to the south east of Odiham Airfield about half a mile east of Long Sutton. Start will be at 20:00, 8 p.m.

Any proposals should be made to the secretary as soon as possible.

On my own again this time. Nobody else interested? So what happened at the meeting this time? As before, the numbers relate to agenda items and any missing ones indicate nothing significant to report. The report is made from notes taken at the time so some bias is possible!

4 Matter Arising from last time.

- All matters will be dealt with in separate sections later on.

5 Chairman's report. Peter Oakden.

- Gaydon went very well. Good co-operation from the museum staff. The 101 club put on an excellent display. Thanks to Bonny and Chris Savidge and Geof Miller in particular for all their organisational work.
- Gaydon 1997. At the AGM in March, the Range Rover Register agreed to host the next event. There were options of moving the date to avoid a clash with the West Wycombe Show, the British Grand Prix, Billing and the War of the Roses among others. Taking all these into account, we have decided to move the Gaydon event to 21-22 June 1997.
- A consultative document from the DoT (Dept. of Transport) and DoE (Dept. of Environment) regarding the use of vehicles on byways has been issued. It's nice to know that the ARC is considered to be a suitable consultee by those two bodies. We will be fighting the restriction with determination as are LARA and others. Clubs and individuals should respond in their own right. Respond to your local MP or anyone else you think would be influential.
- We have approached several public figures to see if they will become the President of the ARC. The chairman of the Rover Company was also suggested.
- The 47-51 Register have stated that they will not renew their membership of the ARC. No specific reason was given other than the comment that most ARC meetings seem to discuss rules and regs endlessly. (*I can't believe that four boring meetings a year that they don't attend anyway puts them off!* - Ed.)
- A council meeting took place at Gaydon. (Council meetings are held between each E/AGM.)
  - It is clear that the running of the ARC is supported by a lot of individuals investing their own time and money.
  - We discussed the level of fees paid to the ARC and how they are arrived at. The arrangement is not ideal and some new system is being considered. However, a decision is unlikely to be made before the end of this year so 1997 fee format will be unaffected. Any change would probably not come about until 1998 memberships are due.
  - Membership lists on computer disc please. Andrew pointed out that many clubs are not computerised and their records are in manual form.

These aren't affected by the Data Protection Act which affect computerised records only. Some clubs are reluctant to supply this info unless written permission is obtained from Land Rover Ltd stating that the info will not be used for anything else other than distribution of Runes or other ARC approved documentation.

- We also discussed the relevance of the contents of RUNES. ARC News may go up to 4 or 6 pages and be mail-shot direct to all members by LR or someone. Thus any urgent stuff that needs to go out quickly would go straight to members (assuming their host clubs gives us their addresses!)
- The 1997 Handbook target is December 1996. Logbook holders could be mailed with info on rule changes from the RACMSA. This won't capture those new to the sport or building new vehicles and who don't yet hold a log-book. We have the addresses of all log-book holders.
- Where is the ARC going regarding competition vehicles. A new policy document is now in print and is being sent to all club sec's within a week so we should have ours by the time you read this.

#### 6 Secretary's Report. John Bradbury.

- John is now on e-mail. Address is johnb@arcsec.demon.co.uk
- North Wales LRC have invited me to inspect the site for the 1997 National rally. They are involving the local community and local businesses in this event.
- Ian Davis, who attended the June meeting has sent a formal reply to a couple of the questions asked then. *(These were published in the ARC News shown in P&B last month - Ed.)* The most important response bears repetition - You may NOT change vehicles DURING an event. If yours breaks down, then you're OUT. Understood?
- Government Consultation document. Useful figures to quote are from the CLA (Country Landowners Association) whose survey tells us that only 5% of vehicular rights of way are damaged. Half of that 5% is by agricultural vehicles and the other half is probably by recreational vehicles. So if there is any accusation of damage, then it affects only 2½% of the rights of way.
- ARC Council / Committee voting form for 1997 AGM will be sent out soon.

#### 7 Treasurer's Report. Andy Stavordale.

- ARC property (Trophies, flags, banners, photocopier and computer) are now insured, UK only, for £180 or so.
- The ESSO Uniflo trophy should be replaced. Perhaps we could contact ESSO for this!
- Club Shop assets are now held by Andy. New listings will be issued soon showing availability and prices. etc.
- Handbook 97. Figures supplied showing approximate membership numbers +10%

- Andy quoted ARC's current finances but as the figures hadn't been confirmed, he requested that they are not publicised.
- Expense submissions to Andy before next EGM please.
- Audits are not needed for clubs with turnover <£39K p.a. The ARC comes into this bracket but still needs an auditor because it is a "parent" company. It is a parent because it has the CCMSA as a subsidiary. If this can be 'split off' somehow, then an annual audit (which costs £700) is not necessary. A 'pre-audit' could be carried out which would reduce the time the auditor has to work on it and it is his / her fees which are so high. A proposal was made to look into alternatives.

#### 8 and 10 b. Club News

- Land Rover Club of Moscow - ARC Membership accepted.
- Land Rover Owners Club of Japan - visit by several members to Britain recently. They went to the Heritage Centre, Billing and the Land Rover Factory. They cancelled a trip to London in order to accomplish these Land Rover orientated visits! Club is three years old and has 350 members. They are interested in joining the ARC.
- The president of the Rover Owners Club of New South Wales has visited.
- Land Rover Owners Club of Greece are now recognised as an official club within Greece. There are complex legal requirements for a club of any kind to be constituted in Greece. They wish to join the ARC formally. >>



#### Hoods, Tilts, Upholstery of all kinds

For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made.

Repairs to hoods, upholstery, tents, etc.

There are very few people offering this kind of service.

9 All Rover Weekend at Gaydon.

- Next year, this will be 3 weeks after the National Rally.
- As the 'Land Rover' contingent run the National Rally, perhaps the 'Car' people could run the Gaydon do?
- Is there to be a theme each year? If the 101s hadn't been there this year, the attendance would have been very low.
- Cost of the event. Can the grounds area be separated from the indoor area. Zoned prices can be arranged. The trust is actually already trying this out.
- The museum publicises the Rover Club's presence for their own ends. £1400 was raised by the ARC this weekend and most of this (£1000+) as given to the Heritage Centre.

10 a) Caravan Secretary. Jim Campbell.

- Don't forget the SAE please!

10 b) Overseas Liaison Officer. Derek Spooner. (See 8 + 10b earlier)

10 c) Rights of Way - Tony Kempster.

- Please read current Rover Runes for info on motor sport and RoW matters etc. (Contact me for a copy - Ed.)
- #18 LARA News due soon. Tim Stevens edits it and is looking for input. Please do contact him. 01704-894136.
- User evidence wanted for mid Wales. John Bradbury will send relevant details to all clubs.
- Vehicles on Byways document mentioned earlier. We need a strong case to retain their use. A suggestion was made to contact Kevin Ryan, Traffic Policy Division, Dept of Transport for a copy of the document but the closing date will have passed by the time you read this.

10 d) National Rally Committee - Harold Lowe.

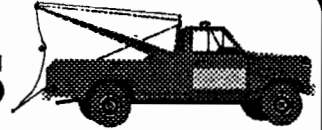
- 97 - North Wales are involving the local community and local businesses in the event. This was hailed as a brilliant idea.
- 98 - Going fine. 3000 place caravan site. Two miles from Knutsford services (M6 J19) just south of Manchester. Club involvement still wanted to run an event.
- 99 - YROC to run.

10 e) Magazine (Rover Runes) Ted Ivory. Not present.

10 f) 1997 ARC Handbook. Steve Kirby.

- Only 12 replies with club info. Shocking!
- Only ONE article from a club; North Wales. Where are you all?

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10 g) Press & Publicity. Geof Miller.

- Can he have addresses of club delegates so they can receive ARC News too.

10 h) Rover Club Liaison. Peter Oakden.

- Publications to be produced and distributed by LR Ltd.

10 i) RACMSA Liaison Officer - Harold Carman.

(NOTE:- This section describes RACMSA deliberations which don't necessarily affect us - yet!)

- Roll-bars designs are to be appropriate to the type of structure of the vehicle. There are designs for space-frame, monocoque and chassis type vehicles. Plate and bracket thickness is a minimum of 3mm (Note that ARC still requires 6mm)
- Discussions still going on about silencing and rear-mounted radiators.
- Security of seats. Many seats found not properly secured although the seats themselves are OK. There are problems with composite seats. Cracks etc.
- New problem with AFFF fire extinguishers on off-road vehicles. They seem to be depressurising through the bleed valves. This is causing concern. Tests are to be conducted with test units fitted to off-road vehicles and examined afterwards.
- Noise tests. To be conducted at 2/3 max. rpm or 5000 rpm

- Comp Safari and "standard" trials classes being defined for RACMSA events. Note that the RACMSA don't recognise the ARC's RTV / CCV differentiation.
- When you apply for a permit, state that the SRs are in the ARC Handbook.
- TYRO trials. The 14 year olds mentioned last time seems to have advanced to 16 year olds now. Shame. They can drive in trials so long as they are accompanied by a holder of a full RTA licence. Between sections, the full licence-holder must drive.
- British Off Road Champs. RACMSA are looking for a club to run a round on the 'North' next year. Contact Ian Davis of the RACMSA.
- A navigator may accompany a driver in a comp-safari only if he / she is signed on.
- The marking of comp safari routes is often inadequate. You must always be able to see the next marker from the previous one.
- Pop-riveting of roofs on roll-cages. This is frowned upon but not illegal yet. This may be changed in the future in which case the ARC will have to follow suit. So from now on don't pop-rivet your roof to the roll-cage!
- "Old type" roll-bars are sometimes rejected by non-ARC clubs. The ARC log-book is recognised by the RACMSA and it is the log-book that validates the old designs.
- Clerks of the Course must enforce seat-belt and smoking regs prior to the event. Anything mentioned in the briefing must be in the SRs and provided in printed form for all competitors. It is the responsibility of the driver to attend the briefing.

10 j) Shows and Displays. June and Jack Green. Not present.

10 k) Scrutineering. Dave Marsh not present so Harold Carman and Steve Kirby raised the main items.

- Replacement fro Martin Dransfield to be proposed on voting form mentioned earlier.
- Not enough meetings by the Scrutineers. When we have something to discuss, we will have a meeting.
- Announced detailed review into the use of petrol injection systems. Not proposed this year and currently not allowed on specials.
- No rule change proposals this year (First time ever!?)

10 n) Club Shop.

- Andrew Stavordale is now looking after the club shop inventory.

10 m) CCMSA (Cross Country Motor Sports Agency) Andrew Neaves.

- Internet - CCMSA information to go on the ARC's web site.
- Two permits issued this year to non-ARC organisations.

#### AOB

- Give old Handbooks away at promotional events as publicity material.
- ARC News - copies to go to other non-ARC organisations.
- East Northants mercy trip to Belorussia Medical Equipment wanted. Beds needed (they have mattresses). Departs 19th October.
- Next meeting on December 7th.

Report by Steve Kirby. HBRO

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## War Of the Roses '96

I was lured to the War of the Roses by the promise of a day out in the Lake District, an evening in one of Cartmel's five pubs and a leisurely day watching the team losing again. Sounds good? - Was ever a woman so deceived! I think I was only invited because I'm the one who can put up the tent!

The team consisted of Adrian Bolge, Jeremy Matthews, Steve Kendall, Dave Ridden, plus any two others they could find; or me if they were really desperate.

Friday afternoon Adrian, our intrepid leader arrived. The trailer with Dave's Land Rover on board was hitched up to Adrian's 110 and we were finally left only one and a half hours late, "Organisers Privilege," said Adrian. We missed our rendezvous with Jeremy who, feeling that even Adrian wouldn't be more than an hour late, had set off on his own; collected Steve from Newbury and carried on "up North".

A fairly uneventful trip ensued until we came upon some warning signs beside the M6. Slippery road? No what it meant was: deep ruts will cause your Land Rover and Trailer to skate across three lanes of the motorway! Some nifty driving by Adrian meant that we got safely back on track. We found out later that several vehicles had experienced similar difficulties.

We proceeded, rather more slowly, on our way and called into Preston Services to recover from our recent experience, when lo and behold Jeremy popped into view from amongst the lorries, where he had been lurking after stopping for bit of kip. Rendezvous at last. (I've just been interrupted by an agonised scream from Adrian - Jeremy gave him a cup of tea with no sugar - revenge is sweet?!)

Finally, arrived at the campsite at 3 a.m. in the morning. Putting up tents in the dark is no fun, although I've been assured that three sets of headlights are more than adequate. How come we pitched camp on a stony place then? In fact by the time we got to sleep it was getting light and the birds were singing the "dawn chorus". "Demon tweets" said Adrian!

Awoke to rain.... as we were told when we registered at site control that "If you can see the hills its going to rain, if you can't see them then it already is." Quick dash into Kendal to buy all the bits to pass scrutineering. Got back, put all the bits on.... and promptly failed scrutineering. A replacement u/j was needed, where the heck were we going to find one we thought, that is until Jeremy remembered that he had a spare one hiding in the Landy. This was fitted to the aforementioned and offending Landy. Dave and Jeremy attacked with various spanners, hammers and screwdrivers - bits of propshaft and swear words flying in all directions and in equal amounts. Finally got the offending vehicle past scrutineering then they realised.... Adrian, Dave, Steve, and Jeremy, Oh dear, still two short of a team, lets find some "volunteers". Two unsuspecting Red Rose members were quickly rounded up, so we were able to nip down to the village for a quick pint or two.

Awoke bright and early (well, early!) Sunday morning to a day full of sunshine and blue sky which promised well for the event. But, after hearing a marshal telling us that "it's a 700 hundred acre site and we've used every bit" I decided to forego the pleasure of cheering our team on to success, and spend the day in Cartmel. It's got five pubs and two bookshops, what more could I need.

Now over to Jeremy for the real nitty gritty - After making sure that we had everything that we could possibly need for the event, we left the campsite at Cartmel Race Course at 8.15 a.m. for the site up on the fells, which consisted of some 700 acres to play and get lost in if we wanted to.

With everyone lined up in their starting boxes we were called around to the control caravan for a quick "drivers' briefing" from the organiser of the event who told us that two teams would be leaving five minutes earlier than everyone else (i.e. 8.55 a.m. instead of 9.00 a.m.). One of the lucky teams to have this honour bestowed on them just happened to be ours.

So its 8.55 a.m. where's our map and grid reference got to then? These arrived on the dot and we quickly worked out that we were at the other end of the site from the starting area and that we had twenty minutes to get there which is why we were being allowed to go five minutes earlier than the other teams.

When we arrived at the first task we discovered that we had to move two fire extinguishers from their zones and place them on two crates in another zone all without touching the ground in the zones. To help with this task we were provided with a telegraph pole and a piece of rope to hook the extinguishers with.

First of all we decided to tie the telegraph pole to the top of Dave's roll-cage and use the rear mounted winch to make it like a mobile crane. This worked fine until we got it to the first zone to discover that it slightly too low to the ground for a person's legs to dangle over, so it was loosen the strops and pull it down at the back to give us clearance. Once this was done we quickly got the first extinguisher from its box, but by now we realised that we were fast running out of time so the extinguisher was put back in its box as was the pole and the vehicle driven back to the start box to get finished inside the thirty minutes set for the task, but we still collected some penalties for not completing the task. Anyway who's worried about points? Not us.

The next task involved hand pulling a small log around a specified course and across a suspended ropeway and back to its starting position; we were only allowed to pull it from a point overlooking the course. We quickly got it around to the suspended ropeway and most of the way across when disaster struck and it touched the ground giving us yet more penalty points. At this point we realised that we were getting short on time and so as not to gain more penalty points we decided to put everything back where it started and get back to the starting box. Yet more penalty points but not as many if we had still been out on the course and run out of time. I think there must be a tradition in this team to collect as many penalty points as possible.

After this task the score was totted up and we were then given the grid



reference for the next task. When we got to the given grid ref we discovered that the Marshals for this task were still putting everything back where it should have been after our time hand started. A protest was quickly lodged by Adrian about this and the clerk of the course decided that the course could be shortened accordingly. So instead of getting the infamous Red Roses trailer across two log bridges we only had to get it across one. "Hooray" we all cheered. We quickly constructed the bridge with Dave dragging the logs up to the top of the so called gorge (exclusion zone). We then winched them across the gorge with the vehicles and Dave prepared to pull the trailer across them, then disaster struck, the pipe to the oil cooler on Dave's motor had blown off depositing most of the sump's contents onto the Cumbrian fellside, and as Adrian was stuck fast on a rock, my vehicle was pressed into service to pull the trailer over the bridge and back to its box. I hitched up the four logs and towed them back to the box but, just before I got there we heard the word "Abort" from Adrian. So we just dumped the logs pulled Adrian's vehicle off the rock and headed back for the start box. The score was quickly added up and yet more penalty points had been accrued. Looks like our score was heading for its usual dizzy heights.

Now that we were down to two vehicles, until Dave could get some oil from somewhere, we were told to go onto the next task which we were told by the clerk of the course was intended as a light-hearted one. So off we headed. When we arrived, the marshals for this task had been told what had happened and to allow us to start with two vehicles. The idea of this particular task was to winch a vehicle from one box to another in a straight line. This wasn't as easy as it sounds because vehicle being winched had to be considered as dead (i.e. no Power) and also the wheels couldn't touch the ground but had to be on the pallets that had been supplied. The said vehicle had to be winched into all four boxes without cutting any corners in the middle. We started on this task with Adrian's vehicle winching mine backwards (the reason for this is that we weren't allowed to winch off my front tow point due to it being strained). While all this was going on Dave had managed to acquire some oil and had rejoined us. In the time that we had been allowed we were unable to get round all four boxes so we winched mine back to where we had started, losing the pallets, and then back to the start box.

Yes, you've guessed it, we'd scored yet more penalty points but who's counting? We certainly weren't, that's for sure! I thought someone said it was supposed to be light hearted - no way was it! We set off undeterred for our next task.

When we arrived we were given the instructions for the task which was to tow a sledge around a course after retrieving it from its start position and collect some barrels on the way. Well, we managed to retrieve the sledge and collect the first of three barrels after winching it down a rock face. But time was against us again. We just about managed to get the last two barrels up from their start position and onto the sledge when we decided that we weren't going to finish yet again, though this time we didn't have to put everything back so we just left it where we had got to and returned to the start box so that our score could

be totted up and to get the next grid ref.

This led us to the lake. The idea was to drive two vehicles into the lake, which incidentally was just about chassis deep and that's on 7.50/16 tyres, and exchange drivers in the middle and then carry on round the course in the appropriate direction, clockwise or anti clockwise. So mine and Dave's vehicles were nominated to take a swim and this we did with the exception that I went in backwards just in case I got stuck and needed to be winched out. This wasn't necessary and we actually managed to complete this task successfully with time to spare so we nipped back to the burger van for some refreshments. The engine oil all over Dave's electrics kept the water out! We had completed this task in seventeen minutes out of the forty that we had been allowed so we had to wait until the allotted time was up before we were given the grid ref for the next task.

This task involved all three vehicles in a timed drive around a set course. The first vehicle had to do it in five minutes, the second in three minutes, and the third in seven minutes. We decided that I would go first, Dave second and Adrian third. Also we weren't allowed any timing devices which included our wrist watches. So off I set and when I got back to the start box I was actually forty seven seconds over the five minutes. Dave managed the course in just under the three minutes allowed and Adrian was again under the seven minutes by less than fifteen seconds. This must be a first, we'd actually managed to finish two tasks in a row. What was wrong with us?

The penultimate task involved towing a dead vehicle (mine, famous last words!) around a specified course which consisted of a very steep crag and a very sticky peat bog. We hitched Dave's vehicle up to mine and started off around the course until we got to the first soft patch and then we got stuck. We

The logo for L.R. SERVICES is contained within a rounded rectangular border. It features a central oval with a thick black border. Inside the oval, the text "L.R." is positioned above "SERVICES", both in a white, serif font. Two horizontal black bars extend from the sides of the oval to the inner edge of the main rounded rectangle.

L.R.  
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quickly attached a tow rope to the front of Dave's motor and double pulled mine through the soft patch, then we attempted the steep climb up the crag and got as far as we could with one motor pulling. Meanwhile, Adrian had gone to the top of the crag via another route and pulled Dave up the climb leaving my vehicle at the bottom. With Dave at the top of the crag a long tow rope was attached to the front of my motor and I was pulled up to the top in two consecutive pulls. Then it was follow the course until we reached the peat bog which was entered down a steep slope. To do this Dave decided to drive as fast as possible into the bog to get as far as possible before getting stuck. I literally came down the slope with all my wheels locked up, I thought that I was going to hit the back of Dave's motor but this didn't happen. Meanwhile Adrian had gone back to the start to get ready to winch both our motors through. This didn't work out quite as planned so Dave's motor was pulled out and up the slope with a struggle. With time running out yet again, we just abandoned mine in the bog collecting yet more penalty points.

The last task was right at the opposite end of the site and involved winching a pair of logs around a course and back to the beginning. It probably come as no surprise to any of you that we again ran out of time on this task but we managed to get the logs around the first third of the course. Then it was time to head back to the control area for adding up the scores and the prize giving where we discovered that we had at least not come last in the event as in previous years. This honour went to the Scottish team who had retired during the event due to one of their motors putting a con rod out. The outright winners this year were the host club of Red Rose closely followed by the Cumbrian Rover Owners Club. Now after all that excitement it's time to hand you back to Maureen for the trip homewards.

The victorious team (well, they weren't last) finally arrived back about 6 p.m. having thoroughly enjoyed themselves, judging by the amount of mud on the vehicles. After a blow by blow account of how they'd tackled each task, and something to eat, everyone was ready to head for home. We decided not to put Dave's Landy on the trailer until we were past the worst of the ruts in the motorway, as we'd now heard of a Range Rover and trailer overturning on the way to the event. We travelled in convoy until it was nearly dark, then pulled into the next available services to have a quick cuppa and load Dave's motor onto the trailer by the light of Jeremy's vehicles headlights. At least that was the theory, but the headlights just weren't going to co-operate. It seemed that the wiring had been damaged during the competition. After another cup of tea and a quick rethink we loaded Jeremy's Landy on the trailer and set off again. No further problem arose, unless you count frequent refuelling stops for the V8, and we finally arrived home early Monday morning.

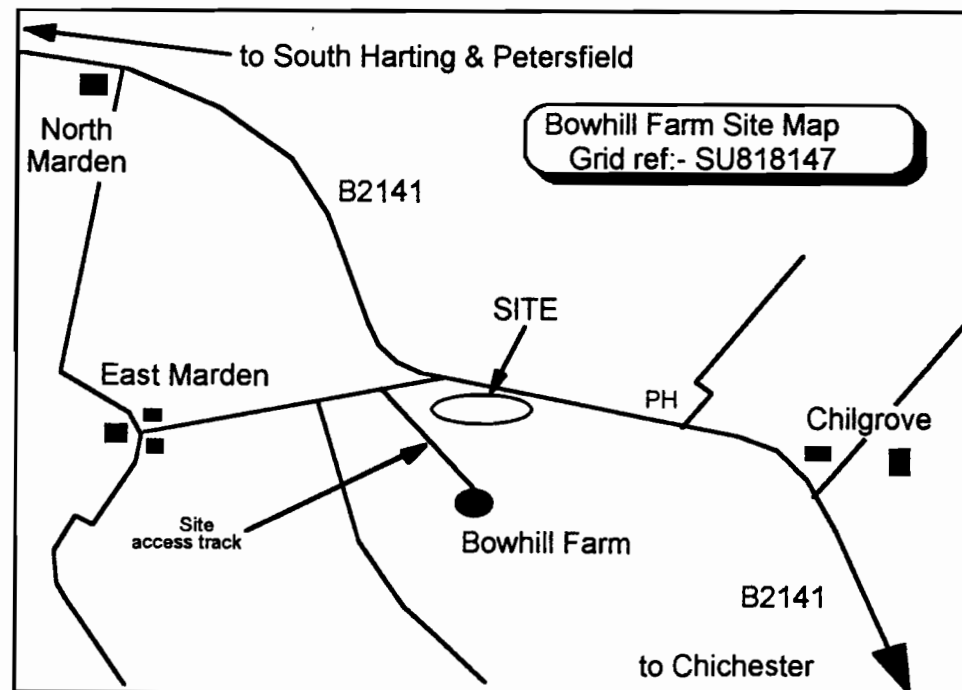
This year as it was the tenth anniversary of the event all the competitors were given a T-shirt and a round of applause. Looking back, it was an enjoyable weekend for everyone. Any volunteers for next years event?

Maureen Ridden  
Jeremy Matthews

## Camping, RTV and CCV Trials at Bowhill Farm, Chilgrove / East Marden. Oct 13th.

We are holding a CCVT & RTV trial at Bowhill Farm, between Chilgrove and East Marden, West Sussex; not far from Petersfield. The event will be open to all fully paid-up members of the Club. Entries should be on an official club entry form. The fee is £10 in advance or £12 on the day. Payment to Ashley Pocock, address inside front cover. Scrutineering starts at 08:30.a.m. and the competition will start at 10:00.a.m. prompt, so please be on time. Classes will be as per ARC rules. It is up to you to ensure your vehicle complies with the regulations. Don't forget your membership cards, MOT certificates, and driving / RACMSA competition licence as applicable.

This is a new site that we are using as a test event. It's on the Downs with lovely views. Any dogs must be on a lead at all times as this is a working farm with sheep and highland cattle. We have about 40 acres of woodland to play with and clear if we want to. The landowner will also allow us to use some lumpy fields to give some variation. The woodland is on a 45° slope with some level areas and a major track which loops through it. Camping fees are £3:50 a night. Extent of facilities uncertain so come self-contained if you can. From Petersfield, take the B2146 to Nursted and South Harting. Keep going south and take the B2141 Chichester road. When you get to North Marden, you'll be on the map below.



# THE DUNSFOLD LAND ROVER TRUST

OPEN WEEKEND 5th & 6th OCTOBER 1996

*See the World's Greatest Land Rover Collection*

*This unique event will start at midday on the 5th October*

*First day's activities will include:-*

- \*Treasure Hunt
- \*Quality BBQ
- \*Bar
- \*Food
- \*Evening Entertainment.

*Subject to the weather, the following day's events will include:-*

- \*Full-time Commentary
- \*Continuous Entertainment
- \*LR Spares Sales
- \*Paint-a-Dredd Competition
- \*Off-road Buggy Driving
- \*REME Corp Winching Display
- \*Army PTI Demo
- \*Recovery Demo
- \*Vehicle Demonstrations
- \*Films & Videos
- \*Kiddies Korner
- \*Bouncy Castle.

*Dave Mitchell will be there in his marquee with all his models, books, magazines, toys, and all sorts of other things for sale.*

*Annual Prizes and Awards for Various categories.*

*Results at 1400hrs. (2 p.m. in English!)*

*Prizes for most outrageous / customised Land Rover.*

*Awards for the best vehicle in class.*

*Entrance is by Programme at the gate. Free entry for Friends of the Trust, £3 per Adult, Children free.*

*Pitches available for 2nd-hand / new sales. Please apply.*

*Limited Camping & Caravanning spaces will be available for a nominal charge.*

*Phone 01483-200567 for details of any of the above.*

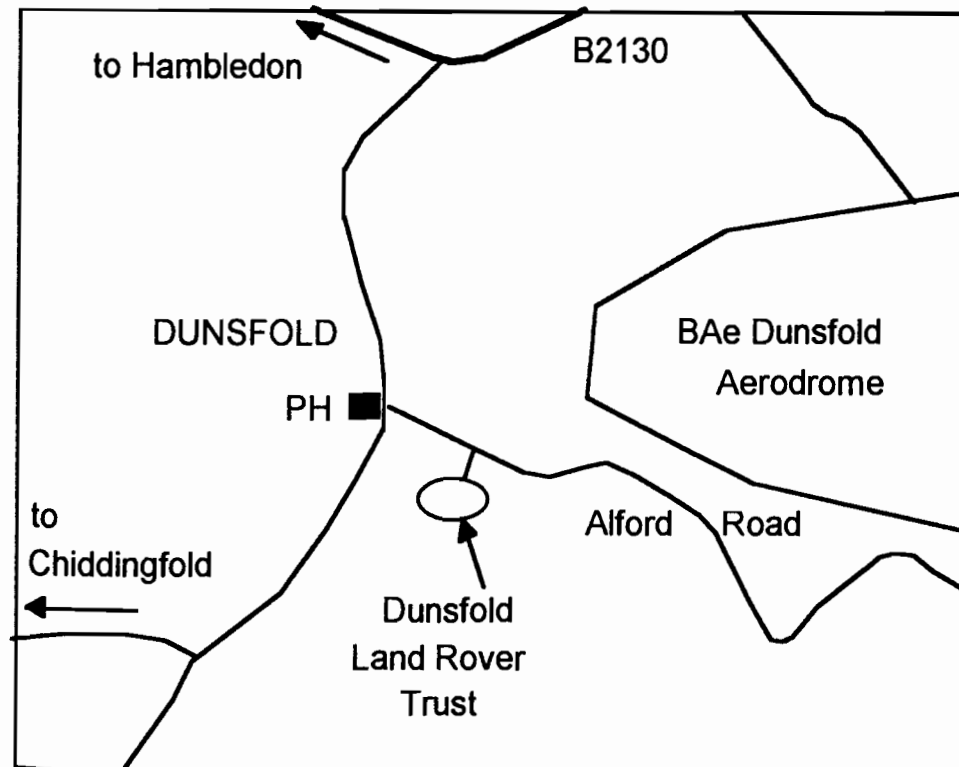
## DUNSFOLD LAND ROVER TRUST OPEN WEEKEND, OCTOBER 5th & 6th.

There will be another chance to see the Dunsfold Land Rover Trust's collection at an open weekend.

A substantial percentage of the World famous collection will be present along with numerous visiting vehicles, Army vehicles, a cut-away training chassis and other cut-away vehicles should be there. Bring your own interesting vehicle to put on show. The planned attractions are listed opposite. There will be conducted tours of the collection's vehicles.

Catering and toilet facilities will be provided. Entry fees are listed opposite. Location is Dunsfold Land Rovers, Alford Road, Dunsfold, Surrey.

Map reference is about TQ 009 358 on OS sheet 186, right by the famous Dunsfold aerodrome, about 8 miles, 12km, east of Haslemere. For further details, call the phone number opposite or Steve Kirby on 0181-287-0377.



# GUNPOWDER, TREASON AND PLOT Camping Weekend with Bonfire, Fireworks display with BBQ and RTV / CCV Trial at Nelly's Dell. November 2nd - 3rd.

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. 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.)

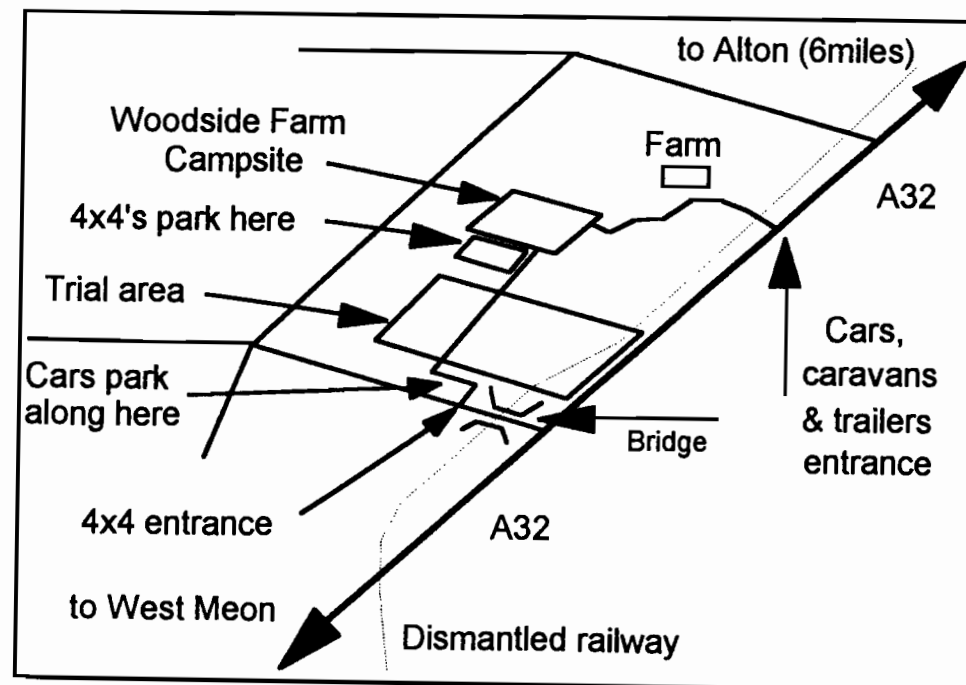
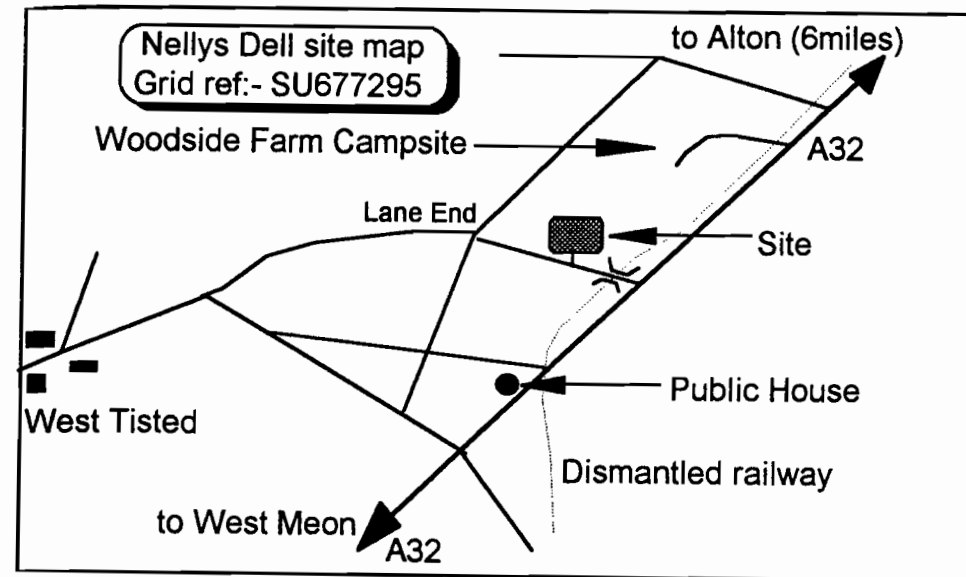
## Saturday:-

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. Please bring some fireworks too; just a couple of quid's worth each should make a good show. The trials sections will be set out as well. Give it a try - test driving them can be as good as a trial!

## 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. 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!



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Back seat Covers - £24.95

Complete set £49.95 All plus p&p

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



## A.R.C. NEWS

From A.R.C. Press & Publicity  
Geoff Miller, Brighthelm, Wolverton, Stratford-on-Avon CV37 0HF

Tel: 01799 731669

Issue 9 September 1996

### The Way Ahead

Accompanying this newsletter, you will find an A.R.C. Policy Document, setting out the A.R.C.'s Vehicle Competition Policy for the future.

This is an important document, and the A.R.C. Council requests your assistance in ensuring that all of your members get a copy of it, either by inclusion within your Club Newsletter, or by issue of a separate flyer with your next mailshot.

### Electronic Secretary

Our Secretary John Bradbury has been 'hot wired' and dragged screaming and shouting into the 90's in preparation for the millennium. Once he has mastered the connections in the 13 amp plug, you will be able to contact him at:- [john\\_b@arcsec.demon.co.uk](mailto:john_b@arcsec.demon.co.uk)

### Runes - by A.R.C. - out of Land Rover

Many of you will know of the plan to issue Runes to all A.R.C. Club members via the printing and mailing operations at Land Rover. This requires that your Club's mailing list be passed on to Land Rover to be included in the database.

In case you do not already know, I should perhaps re-iterate that both the A.R.C. and Land Rover have given an undertaking that the mailing list will not be released to any third party, you and your Club should, therefore, have no fears on this score. Hopefully we will benefit, from time to time, by the receipt of latest Product Information releases.

### Stolen

A red 110" County Station Wagon has been stolen from the Mold, North Wales area. It is 1991 Tdi, registered H241 AMA. VIN - SALLDHMF711A 902369, with Tdi engine no. 111.08475A. It is in good condition with bullbar, towbar, standard limestone wheels, and grey interior.

If you see anything suspicious, report to your local police and ring David Owen on 01352 810281.

### Events - Looking Back

After all of the bad press the privatised Water Companies have generated recently, it's nice to hear that North West Water have got their P.R. machine in full swing, as reported by ARC Secretary John Bradbury:-

"The 'Rivington Experience' is a countryside activity taster weekend for disabled people, family and friends, staged by North West Water. Now in its sixth year, the event takes place at the Rivington Water Treatment Works, Horwich near Bolton over a weekend in August. Amongst the outdoor activities available are water skiing, abseiling, riding, cycling and sailing, additionally there were displays of stone carving and dry stone walling, tours of the Water Treatment Works (very interesting) and many others. Of particular interest to club members

# ASSOCIATION OF ROVER CLUBS LTD

however, will be the Land Rover Safari, which is organised and run for North West Water by the Red Rose Land Rover Club as part of their GO 4x4 IT initiative.

The Safari, of around a half-hour duration, explored private land not normally available for vehicular use and the route was, of course, carefully chosen by Red Rose. Passengers were treated to some breathtaking views of the area, some woodland tracks and a steep descent of a rocky gully. Members were kept busy all weekend meeting the demand for trips which were very much enjoyed by all their passengers.

North West Water offered to pay expenses for the weekend but in the true spirit of GO 4x4 IT none of Red Rose's members would accept payment, and the proffered money was donated to Water Aid.

North West Water, Red Rose and all other contributors to this excellent weekend should be commended for their efforts to help disabled people achieve things they may not have been able to without this generous help.

I feel privileged to have been invited to participate and hope to have the opportunity again next year."

Well done North West Water and well done Red Rose Land Rover Club.

## Events - Looking forward

### **October 5th/6th - Dunsfold Open Weekend**

See the history of Land Rover laid out on show, there is nothing quite like it anywhere else in the world, and this year there are other attractions for all the family. See you there!

### **October 5th/6th - MROC Majors Trial, Eastnor**

As previously reported. Contact Chris Myatt tel: 0956 479411

### **October 6th - Motor Heritage Centre - Gaydon**

Celebrate the 37th anniversary of the MINI, and the 35th anniversary of the MINI COOPER at Gaydon 10.00 am to 6.00 pm. All drivers of a Mini will get free admission, and other passengers in the car get £1 discount (normal price £5.50). Lots of activities including Mini Quiz, Pit Stop competition, Children's Treasure Hunt, Mini Trader Stalls, Cinema, Displays and best Mini awards. Celebrity guest Johnny Briggs will be in attendance.

**December 7th - A.R.C. E.G.M. at Land Rover, Lode Lane.**

## Events 1997

1. **14th/15th June 1997 - Three Spires Club hold their 2 day 'Open' Super Comp Safari at Ironbridge, Telford.** It is open to all RAC MSA affiliated 4 x 4 clubs. Camping will be available, and a barbecue on Saturday evening. For info and booking forms, contact Tony Crutchley on 01922 31631
2. **21st/22nd June 1997 - Gaydon '97.** The All Rover Rally comes forward three weeks for next year to avoid the clashes with the British Grand Prix and the West Wycombe 4 x 4 Show.
3. Enclosed is Issue 1 of the 1997 Events Calendar, please let me know if you would like an entry - it's free!

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## ASSOCIATION OF ROVER CLUBS FORWARD PLAN

### INTRODUCTION

Originally there were no regulations, or insurance, or RAC MSA and all its implications. Club member owners of Land Rovers drove their cherished vehicles to events and took part in competitions on the day if they felt so inclined. From that beginning our sport has developed to where it is today. We have a suite of ARC Vehicle Regulations which have evolved over the past twenty years or so and which continue to be modified in order to cater for vehicles that are progressively more non-Rover.

The popularity of the Off-Road vehicle for domestic use and leisure pursuits has progressed beyond all expectations in the past decade. Similarly the interest and enthusiasm for off-road motor sport has flourished. The number of off road motor sport clubs not dedicated to the Rover marque has also grown considerably over the past decade. This is fine and a healthy trend. Some of these clubs cater for the specialist builder who has the desire and wherewithal to construct or modify his vehicle for enhanced competitive performance. Very often these vehicles or their components are Rover derivatives.

We have come to a point in history when ARC must establish its identity and focus on its policy for the future thereby leading Rover Clubs forward. Motor sport is a prominent and healthy part of Rover Club activity. The purpose of the statement opposite is to ensure that vehicles in Rover Club competitions are ROVER and to redress any trends towards the use of vehicles that are simply not of Rover manufacture.

Rover Club motor sport has been and must in the future be at a level that is attractive and affordable to the grass roots club member. That member should have a fair chance in competition with his basic Rover vehicle. We cannot allow a situation to evolve where finance or sponsorship influences achievement in competition through the ability to build excessively modified or specialised vehicles.

It is with this philosophy in mind that the Council of the Association of Rover Clubs has made a unanimous decision to issue the Policy Statement opposite.

Signed for and on behalf of Council



Peter Oakden - Chairman

Dated: 1st September 1996

### FUTURE COMPETITION POLICY

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During the coming years the ARC's forward policy will be progressively implemented directing the focus of Rover Club Vehicle Competition towards Standard Vehicles. The present vehicle regulations shall be totally revised and in essence state that for core competition the vehicle shall be as built by the factory.

The regulations will state any and all variations permitted for all standard vehicle classes and modified vehicle classes. The regulations will specify roll bar / roll cage requirements and all specific safety requirements for competition.

This transition shall be introduced in a controlled manner, administered by ARC Scrutineering Sub-Committee and endorsed by ARC Council. Full implementation shall be within five years.

This policy does not change in any way the eligibility of current vehicles nor will it in the future. It sets the course of ARC's policy in vehicle competition and restrains further extremism of modified class vehicles in Rover Club competition.

Signed for and on behalf of Council



Peter Oakden - Chairman

Dated: 1st September 1996

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!

- \* SWB Chassis Bought new from Marsland in 1991 but never used. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* 2a LWB Body and mechanical parts. Virtually everything except chassis. Already dismantled. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* Breaking 1976 Range Rover. Full roll cage (very impressive but not ARC spec.). No engine / gearbox. Offers on most other parts. Mick Dyer in Windlesham on 01276-473907 (SEP96)
- \* Land Rover & Range Rover Short wheelbase hard-top c/w Safari rear door - £120. Range Rover chassis (ideal for hybrid) - £40. Early RR bonnet - £30. RR diffs - £70 each. RR manual steering box - £25. RR ½ shafts - £10 each. RR axle case with discs - £25 each. RR rear prop - £15. Four 16" eight-spokes 9" wide, £50 the four. Dave Hatch, Fareham, HANTS. 01329-314998. (SEP96)
- \* Set of Five 7x16 127 / 130 wheels. Shot-blasted, ready for painting. £100. Contact Malcolm Whitbread in Redditch, near Birmingham on 01527-857982 (SEP96)
- \* Misc Land Rover items. Dog guard for Landrover 90 - £30. Full roofrack (and ladder) for 110 Landrover - £100. ¾ ton sankey trailer and canvas - £275. Contact Chris Cox on 01344 302364 or Mobile 0468 366659 or e-mail on sebev.eoc@pop3.hiway.co.uk. (JUL96)

## Vehicles for Sale

- \* 1978 Land Rover Series 3 SWB. Hard-top. Free-wheel hubs. 1 year's MoT. Lots of new parts. £2000 ono. Call Taff or Caroline in Camberly on 01252-834648 after 6 p.m. (OCT96)
- \* 1973 Range Rover. Partially restored. Rebuilt SD1 engine. Recon gearbox. Manual steering. Complete and running. Reasonable offers. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* Coil-Sprung Land Rover 101 GS Forward Control. Full ARC spec roll-cage, engine moved back about 12". Remarkable performer. Comp Safari or trials vehicle. £4500. Contact Malcolm Whitbread in Redditch, near Birmingham on 01527-857982 (SEP96)
- \* 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. (SEP96)
- \* 3½ ton Ford Transit vehicle transporter. New 16½ foot beaver-tail bed, new tyres and other new items. 2½ litre diesel engine. 17 foot wheelbase. £1950. Call Nick Suiter in Ashford MIDDX after 8:00 pm on 01784-251691 or in Oxford on 01993-840541. (AUG96)
- \* 1986 Land Rover 110 V8 County 5-speed box, load liner, heavy duty battery, regularly serviced, full workshop manual, one owner, 12 month's MOT. £5500 o.n.o. Call Roy or Pat on 01252-613-831 (AUG96)

## Wanted

- \* Offside exhaust manifold for V8 SD1 Rover car. Call John Heselton in Banstead Surrey on 01737-361752 (OCT96)
- \* LWB hood sticks and MoD canvas and Series IIa or III gearbox. Dave Hatch, Fareham, HANTS. 01329-314998. (SEP96)

- \* Forward Control Series IIa wheels, 8" rim width pattern, 16" dia. 5-stud. With or without tyres. Call Steve Kirby in Twickenham on 0181-287-0377. (OCT96)
- \* Radiator panel for Series 2 lightweight. Call Mick Dyer in Windlesham on 01276-473907 (AUG96)

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### WARNING

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

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### SERVICES / ONGOING

- \* Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.
- \* 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.
- \* 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. Note the new number.
- \* 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.