

Events for Your Diary

- * First Wednesday of each month, Noggin & Natter at The Jolly Miller on the B3349, between M3 and Odiham aerodrome, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). SU734517 approx.
- * Last Wednesday of each month, Noggin & Natter at the White Swan, Bank Street, Bishop's Waltham, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). 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.

I've printed the dates of everything I know about at the moment so get your diaries out! Note that *provisional* events are printed in *italics*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. are highlighted in **bold text**.

Short-term events programme is shown below; long term programme can be found inside the back cover.

WS = Winter Series. SS = Summer Series.

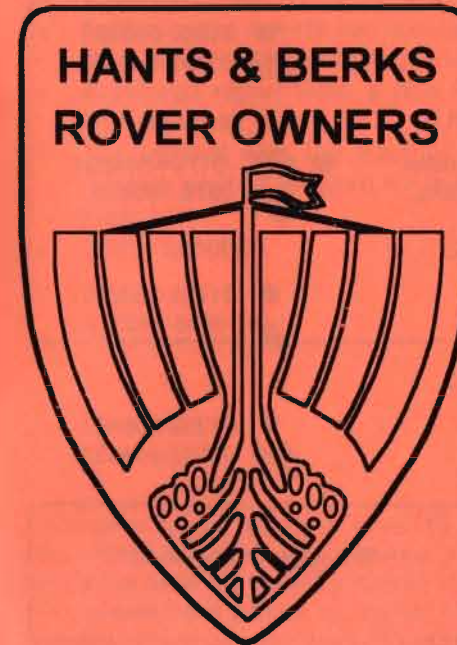
Green laners - call Dave Ridden for details of the next trip.

Oct 31 - Nov 1	Nelly's Dell. HBRO AGM, firework party, BBQ and RTV. WS. See details elsewhere.
Oct 31st	Old Sodbury Sort-Out. Phone 01454-321010 or fax -273054.
Nov 14	Social evening at Lawns Hotel. Skittles, eats, etc. Details elsewhere.
Nov 22	<i>Salisbury Plain trip. Call Dave Ridden for meeting place / time.</i>
Nov 21-22	Pucknall Farm. RTV. Details elsewhere. WS NO CAMPING.
Dec 5th	XMAS DINNER. Grange Hotel, Alton. See menus and prices elsewhere. Contact Maxine to book.
Dec 5th	ARC Meeting, LR Factory, Solihull, Birmingham.
Dec 27	Trials at Brick Kiln Farm. Prize for fancy dress. WS
Jan 15-17 1999	Rickshaw Ramble. Details later. Basically same as this year.

Pants & Barks



1998



Newsletter
of the
Hants and Berks
Rover Owners

Officers of the Club

*CHAIRMAN	Nick Jennings, 1 Gayhurst Close, Caversham Park, Reading, BERKS RG4 0QW	☎ 01189-543056 ☎ 0836-604885
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*RIGHTS OF WAY OFFICER	Maureen & Dave Ridden, 9, Woodlands Gardens, Romsey, HANTS, SO51 7TE	☎ 01794-514834 ☎ 0378-705479
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*ARC LIAISON and NEWSLETTER EDITOR	Steve Kirby 244 Staines Road, Twickenham, MIDDX TW2 5AR	☎ 0181-287-0377

SCRUTINEERS:-

Steve Kirby #, Chris Homewood, Neil Shawyer. Gary Hodgson, JJ Walker.

Notes:- * committee member. # 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....

As mentioned last month, ARC News 22 appears this month along with a revised ARC Merchandise list and order form (for you to photocopy.) If you have any old order forms, please don't use them as the address is now different. If we have managed to get all your names and addresses to the ARC in an acceptable format, you should be getting ARC News posted directly to you for the next issue.

We had a good response from the Scrutineering item last month. If you're interested, contact Sam Parker as she is keeping a list. Existing scrutineers will take you by the hand as they scrutinise a vehicle prior to an event and show you what to look out for, most likely problem areas. etc.

This month...

- CCCC from NJ.
- Lots of event reports and comments.
- ARC News. "This could be the last time..."
- Broxhead report from a new contributor Sue Sharman.
- Not content with the Eastnor Rally, the Taylors went to Belgium for their National Rally too!
- That's about it...

Another superb leisure drive, this time at Broxhead. Well done to all those who put in such a huge effort to set it all up and thanks too to all those who marshalled the event on the Sunday. I didn't see guests being silly and the weather was good too. Maybe we should have a crate of WD40 to sell (or was that there and I missed it?)

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 3½" or 5¼" disc if you can and I'll return it afterwards if needed. Practically any word-processor format will do but not Works please. No fax facility available at the moment. If it's urgent, give me a call and I'll give you my work fax number. Alternatively try e-mail. Send word processor files or plain text. (Please indicate in the text of your message your own full e-mail address and the file format if used.)

X.400:- C=GB A=ATTMAIL P=BA O=British Airways PLC G=STEVE I=J S=KIRBY
Internet:- Steve.J.Kirby@British-Airways.com
IBM:- GBBAAW6U @ IBMMAIL.COM

'Gunpowder, Treason and Plot' HBRO Rally, AGM, Trials, BBQ and Social Weekend at Nelly's Dell, October 31 - Nov 2nd

This year's AGM will be held in conjunction with a trials and social weekend at Nelly's Dell which is about 6 miles south of Alton, Hants on the A32. We'll have the tent(s), barbecue and all the toys. It's a lovely site well away from the road.

PROGRAMME:-

- Fri 30th Site opens.
Sat 31st Setting out for the RTV trial. More events may be arranged for this day. Any offers?
4 o'clock AGM in the marquee. (This is the treason bit!)
7:30 (ish) Depending on AGM, BBQ will be lit and music etc in the marquee. Bring your own food.
8:00 Bonfire and fireworks. Please bring stuff to burn and please bring some fireworks. Just a few or a small box each should make a good display. (...this is the gunpowder bit...)
Sun 1st Nov. RTV trial. Safari Engineering Challenge (...and this is the plot bit!)

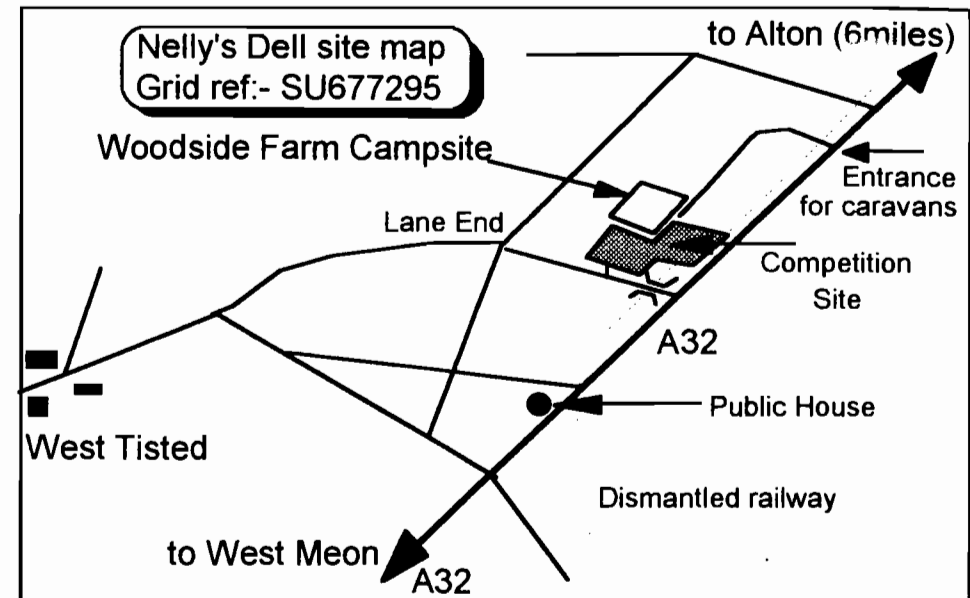
Camping is £3 a night. Water available. Bring your own toilets. Toilet disposal available.

The events will be open to all qualifying members of HBRO. Trials entries should be on an official entry form. Entry fee £10 pre-booked (7 days in advance) or £12 on the day. CoC Steve Skinner.

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 but experience has shown that amalgamations are possible. The 1998 ARC Yearbooks contain the vehicle regulations. It is up to you to ensure your vehicle complies. Don't forget your MOT certificate. Driving licences don't need to be shown any more as long as you have signed the declaration on your membership card. This is a very recent change from the RACMSA.

RTV will be a qualifying round for the "Red Leader Shield", the "Pilot Trophy" and the Winter Series.

Please help out with the erecting of the tents and the setting out of the sections, it's always the same few who get lumbered with this. Most of you will be there anyway camping. Please enrol as a marshal for the event; we'll show you how to score if you've not done it before!



Correspondence Received during September / October

Available to see at pub meets

- Advert- Safari through Tigerland
- Advert - Rally School Offer
- Advert - Weston Park International 4 x 4 Military & All Wheel Drive Family Show
- Advert - Rainforest 4 x 4 Challenge of Malaysia '98

Entry forms for RTV's for pre-entry are also available at Pub Meets.

Scrutineering

Have you ever wondered what the scrutineers really do when they get their heads under your bonnet? Would you like to help them? It's always the same few who seem to do it but it would be very helpful to be able to bring in some extra hands from time to time. Have a look at the scrutineering section in the ARC Handbook and if it makes any sense to you, you should be able to do it.

We'll take you in hand (either metaphorically or literally depending on how pretty / handsome you are) and show you how it's done. We are going to need a reasonable size crew for the ARC Rally in 2000 anyway, so please step forward and offer your services to the club.

SKITTLES

As you may have noticed on the back page we have organized a skittles night on

Saturday 14th November

at

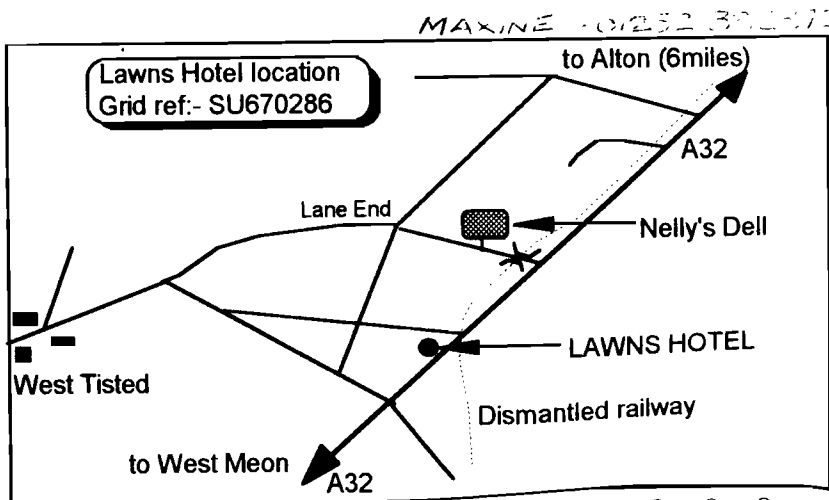
The Lawns Hotel

(located between The Meon Hut and Nelly's Dell on the A32).

The evening starts at 7.30pm and consists of an evening of fun, laughs and as last year prizes will be there for the taking! Unlike last time we will be supplying nibbles - (crisps, nuts, etc - last time the meal interrupted play too much!)

The cost is only £2

- this covers hall hire plus having the bar in the room open - saves going so far for your drinks! - (pay this on the night)
So, as this is so close if you want to go please let me know a.s.a.p. and don't forget your friends are welcome too.



CHRISTMAS DINNER & KNEES UP

5th December, 1998 at 7.30pm

The Grange Hotel

London Road, Alton O1420 86565

This is your last chance - places are going so get in touch. I need to know what you would like to eat and your money by 14th November.

Just to remind you - the dinner will start at 7.30pm followed by a raffle which will be slightly smaller than last year with a difference- not just one ticket but you can buy as many as you like! Also some top prizes!

Lastly a disco which plays music we all like and no annoying chatter breaks plus the bar! The menus can be mixed up like before - choose from any menu and pay the price of the highest you choose from. (Prices include the service charge, coffee and all the trimmings.)

I apologize for the lack of prices last month.

MENU A - £17

Tomato & Orange Soup

Roast Turkey

Christmas Pud with Brandy Sauce

MENU B - £18:50

Salad of Sweet Melon & Pineapple with a berry vinaigrette

Fillet of Salmon with a white wine and chive cream

Profiteroles with a dark chocolate sauce (heaven!)

MENU C - £20

Prawns & Salmon in a Marie Rose sauce

Breast of Chicken with a creamy mushroom sauce

Fresh Fruit Roulade with a raspberry coulis

The price of a double room is £55 (this is the same as last year after a little negotiating!) and I hope these are also being booked fast- so don't wait. Also if you would like tea and coffee in your room, please request it.

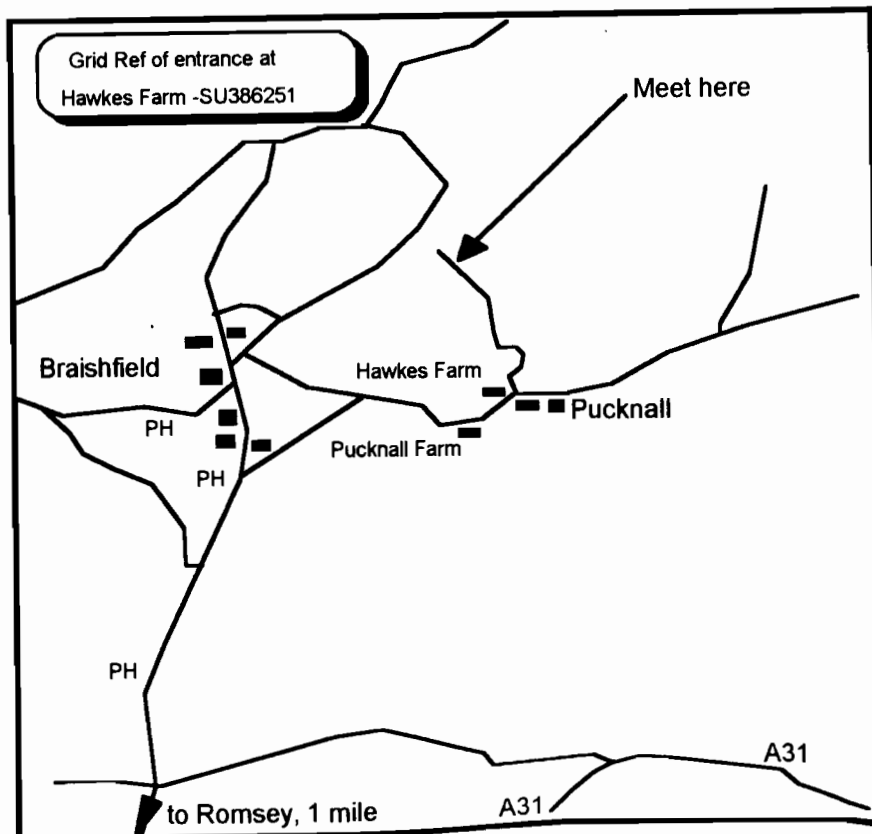
Deposits (cheques made payable to Hants & Berks Rover Owners) & queries - Maxine (address & no. on back of front cover)

RTV Trial, Pucknall Farm, Braishfield, HANTS. November 22nd.

We are holding an RTV trial and camping at Pucknall Farm, Braishfield, near Romsey, HANTS. The event is open to all fully paid-up members of HBRO. Entries should be on an official entry form if possible. The fee is £10 in advance or £12 on the day. Payment to Ashley. (Address inside front cover.) Scrutineering will be at 9:00. a.m. and the competition will start at 10:00. a.m. prompt, so please be on time. ARC rules will apply as usual. 1998 ARC Yearbooks are still available if you haven't got yours yet. Contact the secretary or the ARC representative for one. Don't forget your MOT certificate. Driving licences no longer required. RTV will be a qualifying round for the "Red Leader Shield" and the "Pilot Trophy". Event will also be a round of the Winter Series.

Please come along on Saturday to help lay out. On the Sunday, please enrol as a marshal once in a while, we'll show you how to score if you've not done it before!

SORRY, NO CAMPING.



A HUGE THANK YOU

**TO ALL THOSE OF YOU THAT
HELPED IN SO MANY WAYS ON
SUNDAY 11th OCTOBER
AT BROXHEAD**

**WE COULD NOT HAVE
DONE IT WITHOUT**

YOU!

THE COMMITTEE

**Hook End Farm
13th September, 1998.**

NAME	CLS	1	2	3	4	5	6	7	8	9	10	TOT	POS
N Van Den Braak	4	2	5	5	0	1	5	9	6	1	2	36	3
N Jennings	4	3	0	5	0	1	1	10	7	7	1	35	1
N Woodage	4	11	9	7	0	6	11	10	10	11	4	79	
H,Duffett	4	2	0	5	5	2	11	4	6	5	1	41	
N Watts	4	3	0	5	8	2	8	9	2	1	1	39	
T Blaze	4	1	9	5	5	6	12	9	6	11	4	68	
S Skinner	8	1	0	8	0	1	11	3	9	1	1	35	1
D Allen	4	3	9	5	0	7	10	9	8	7	4	62	
M Underdown	5	3	0	5	0	12	5	10	10	9	4	58	
P Swales	3	6	9	6	6	8	7	9	8	6	7	72	
R Butterfield	5A	6	6	12	11	12	10	9	9	9	4	88	

There were 11 entrants for this RTV event. All classes were amalgamated with Nick Jennings and Steve Skinner coming joint first, and Nick Van Den Braak third.

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All business advertisements in Pants & Barks are placed on a commercial basis by the companies and individuals concerned. The inclusion of an advertisement is not an endorsement by Hants & Berks Rover Owners of the company concerned or its products .

**Nellys Dell Gymkhana
31st August, 1998**

For some reason these were lost en route to Steve Kirby (good old internet) to be included in last months magazine. So hopefully you are reading these as intended thanks to Royal Mail!

NAME	1	2	3	4	5	TOTAL
Tricia and Zoe	97	79	17	0	78	263
Chris and Paul	76	76	18	60	64	294
Hugh and Ian	80	91	16	45	66	298
Neville and Jim	39	174	47	92	52	304
Sam and Max	90	133	28	20	94	365
Trevor Cotsell	65	79	19	140	69	372
Keith Jones	146	82	37	48	64	377
Ray Montgomerie	122	179	33	19	65	418
Kiran and Klim	66	119	18	164	59	426
Steve and Carol	58	130	16	151	73	428
Andy and Lynne	93	139	17	114	75	438
Nick and Wendy	102	55	27	224	71	479
Gareth and Detta	166	67	15	195	55	498
Nick and Sue	181	99	22	137	72	511
Dave Allen	144	106	28	323	67	568
Gary and Sandra	178	122	35	268	105	708

Many thanks to Nick Jennings, who organised and ran the gymkhana, as well as marshalled and CoCed! In fact, he did all the officials jobs apart from SoM who was Jenny Davis. If you don't understand the scoring, then that makes two of us...you'll have to ask Nick about that one. To recap on the 'games', section 1 was the spanner on a piece of rope, 2 was the wheel nuts and magnet game, 3 was high speed parking, 4 was the blind folded water game, and 5 was the cane tops. If these descriptions are not in enough detail, then come along to the next gymkhana and find out what it is all about!

Sam Parker.

On-Line...

Don't forget to visit our Web site at:-
<http://www.gtmedia.u-net.com/hbro.htm>

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KEEPING LAND ROVER THE WAY IT WAS BUILT

Broxhead Common October 1998

As we've been members of HBRO for two years now, I think it's high time that I add a few words to the newsletter. BEWARE - I've been told I can talk the hind leg off a donkey!

Myself, husband John and son Ben have owned a Series IIA and are now on our second Series III. Ben was the instigator in our interest in Land Rovers stretching back to before he could walk (he still prefers to use the car).

We all came along last Sunday to Broxhead. Ben was marshalling and John and I were trying out the course. Last year Ben and I attended a Pink Elephant off road tuition day and spent a full day driving the Duke of Somerset's estate in Wiltshire. We were taught safely and sensibly. We also had many laughs all at my expense, especially when panic overtook me.

Anyway last Sunday proved to be a brilliant day out. The weather certainly helped. The day was well organised, great fun and we met lots of very friendly people from the Club. The course catered for all abilities and offered a wide range of obstacles. I also appreciated the help on brushing up on the skills that I'd forgotten. Sadly, I have to admit this included how to engage 4 wheel drive!! We were advised not to attempt the "mud run" as we didn't have suitable towing points. Having watched others submerging in the mud half way up the driver's window I'm delighted that we didn't try it.

I would also like to add that John and I had as much fun walking the course watching everyone else as we did by driving round it. I only hit one tree and didn't get stuck once (cos I always took the easy route!) but got hit on the head twice by my side window falling out - not the way to impress.

Nevertheless, no damage done to either vehicle or us and we look forward to the next time. Thanks to everyone who set out and marshalled - great fun!

Sue Sharman

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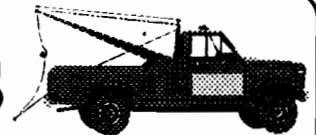
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Chairman's Chit Chat Corner

Hello All

We have just returned from two weeks in the deserts of Arizona, Nevada & California. These Americans have their own way of doing things, every thing is on a grand scale but the petrol is a fifth the price as here. Now there's a challenge for Mr. Blair !!!!! Just up the road from our hotel in Phoenix was the local Hummer dealer, what a vehicle ? We spent the afternoon in a Hummer in the desert, it was very impressive but give me Solihull's finest every time.

We were hoping to conclude our holiday in America with the green laning trip in the Welsh mountains. Unfortunately this was not to be as circumstances beyond our control acted against us. A real shame because a lot of hard work had been put in to get this event off the ground. Judging by the numbers at the summer rally green lane outing this activity is more popular than I had thought.

The promotional driving day at Broxhead Common attracted a good turnout. The club members who officiated at the event should give themselves a big pat on the back. Thankyou everybody it was a great day and you did your club proud.

To paraphrase a famous American..... "Ask not what your club can do for you. Rather ask what can you do for your club....."

But seriously folks...

Is there anybody out there who wants to get more involved in the organising of club events ? Please come forward, don't be shy. We were all shy and retiring once, now look at us.

By the time you read this the AGM will have come and gone. I hope you all managed to get there and express your wishes for the clubs future.

The next social on the horizon is the Xmas do. Have you got your ticket ? If not why not ? It should be a great event.

See you soon

Nick Jennings



A.R.C. NEWS



Issue 22

11th September 1998

1. ADMIN.

1.1 UK Clubs membership payments to ARC from ARC Chairman, Peter Oakden

The level of subscription which member clubs pay to the Association has been under review by a sub-group of ARC Council. Although it may appear simple, a method of levying payments which is fair to all clubs can become very involved. We have 'Competitive Clubs' (e.g. Midland Rover Owners Club) and 'Non-Competitive Clubs' (e.g. Rover Sports Register) where currently the structure is quite different. We have ceilings which limit the payments made by large clubs. Further, we have the fact that to brand a club 'Competitive' is a misnomer since statistics show that on average only between 15% and 25% of Competitive Clubs' members are actually competitors. Thus there are many variables to be taken into account and many possible solutions have been considered.

The working party have formulated three possible schemes and the Association are holding a forum on Saturday 14th November to present these proposals to the member clubs. Each club (39 off) will be invited to send two delegates to the meeting to receive and discuss the proposals. The two delegates will be Chairman, Secretary or Treasurer and it is important that your club is present. Please lobby your committee to ensure that your club has a voice on this important issue.

1.2 ARC News Circulation

I'm afraid that life at the editor's desk is a bit of a rough ride at the moment (about like an unladen Series II 88 with H.D. suspension!) for various reasons:-

- ARC News 20 took five weeks from my depositing the master copy at Lode Lane, to getting out to your letterbox.
- ARC News 21 took six weeks, meaning that a large proportion of its content was out of date by the time you received it
- Phone calls and mail from car club members 'complaining' of receiving ARC News when they are "not a member of the club".
- Continuing mail and phone calls from members and the public about ARC News being delivered to incorrect addresses.

On items 'a' and 'b', I can only apologise for glitches beyond my control.

On item 'c' - the Rover Sports Register and the P6 Rover Owners Club are members of ARC and both clubs now participate in the ARC News circulation system. The fact that there is no car news in the newsletter is because I don't receive any input from the clubs in question. I did receive some info on an RSR event earlier this year, but unfortunately due to newsletter timing difficulties, was unable to get it out in time.

On item 'd' - I have explained previously that I do not have any influence on the address list used for ARC News circulation, this is the responsibility of your club. Each club supplies a disk to Andrew Neaves from which the master disk is compiled. From this, the distribution centre print labels and stick them to envelopes. If you change address, tell your club, and insist that they send an updated disk to Andrew. If you get your club magazine at the right address, but your ARC News is incorrect, it is obvious that your club has updated its own disk, but has not updated us.

Reproduced below is a comment from Andrew, which we hope will help overcome some of the difficulties

"It now takes a considerable time (about twelve hours) to collate all the club address information. Let alone correct it with all the address error complaints we receive.

Therefore as from this month we will only do three address updates per year. The closing dates for these updates will be: 1st March, 1st July and 1st November.

Any club that has missed two updates will be removed from the circulation list until a new update is received. This gives us the advantage that: a) The clubs know when the updates are required. b) The time required will be reduced. c) Out of date information will be removed.

Please be aware that, with exception of duplicates, all address errors should be directed towards your club

Also quite a large number of you do not show a post code. If your address label on this ARC news does not have a post code please let your club know. Doing this will enable us to offer a faster service to both the UK and World wide members as currently we have to check ten thousand envelopes to ensure the UK and World wide distributions are separated."

Listed below are the clubs now participating in the system, together with the date of their last membership update disk to Andrew. Please note that those printed bold are at risk of being excluded from the system with effect from 1st November 1998

101FCC&R	June 98	J Spires	Apr 97	LRR 47-51	Aug 97
Breckland	Mar 98	C & D	Mar 97	Chelt. & C	Mar 98
Cumbrian	Apr 97	Dorset	Apr 97	E. Northants	Jun 98
Essex	Jan 98	L & C	Aug 97	Leics & R	Jun 98
Lightwt LR	Feb 98	Lincs	Aug 98	Midland	Jun 98
NERO	Jun 98	Newc. & Nant.	Mar 98	N Wales	Jun 98
Nottingham	Jun 98	P & D	Jun 98	P6 Owners	Jun 98
RRR	Mar 98	Red Rose	Jun 98	RSR	Jul 97
Series I	Aug 97	Series II	Jun 98	Shetland	Jun 98
Som. & Wilts	Jun 98	Southern	Apr 97	S & S	Jun 98
Wye & W	Jul 98	Yorks	Jun 98		

2. NEWS

2.1 NFU Mutual Insurance

Following the issue of the NFU Mutual / ARC Insurance leaflet last October, we have heard many reports of good deals and satisfied customers. One or two comments have been made about agents not knowing of the scheme, and agents insisting that membership of 'NFU Countryside' is necessary in order to obtain insurance cover.

At a recent meeting with NFU, I was able to raise these points, and it was accepted that there have been a few isolated incidents, but increased internal marketing should now have put things right. If you do encounter any difficulties, you can ring the enquiry number on the original leaflet - 0345 045031 - to get advice and assistance.

Whilst the original leaflet leaned towards 4 x 4's and 'rural motorists', ARC car clubs are included in the scheme, including classic vehicles, limited mileage schemes, etc. - in fact any insurance problem can be considered.

2.2 Pete Wilford - Cartoonist (retired)

You all know Pete, don't you? Can you imagine him being rendered speechless? - No? - well think again. John Bradbury and Harold Lowe, ably assisted by Pete's wife Jane, cajoled Pete up onto the stage in the marquee at the International Rally at Eastnor, and presented him with a superb decanter, as a 'retirement' present from the ARC, for all the pleasure he has given us over the years.

Pete's jaw dropped, and for a few seconds (it seemed like several minutes), he was speechless - there has to be a first time for everything!

Pete has retired from running his cartoon stand at shows and events, but will still be putting a smile on our faces via the media.

Reproduced below is a letter received from Pete & Jane:-

"On Sunday evening 24th May at the ARC International Rally, I was press ganged onto the stage in the beer tent.

I was presented with a beautiful cut glass decanter and Jane my wife was given a large bouquet of flowers.

These were from the ARC, Club members and Friends wishing us well on our retirement at the end of the year from doing shows with our cartoon gallery.

This was a wonderful gesture and truly appreciated, even though I didn't think so at the time. I was completely GOBSMACKED for the first time in my life.

I would just like to apologise to anyone who was there, as I felt I had let you all down by not being able to respond to this great tribute, and had I known what they had in store for me you would not have got me anywhere near the beer tent that night.

Whenever I pour a drink from the decanter I will always remember all the laughs and good times spent at the last 28 National Rallies I have attended, whether competing or cartooning, and all the friends we have both made.

Many thanks to you all individually, the Clubs and the ARC, for your support and kindness."

3. EVENTS PAST

3.1 Shugborough June 27th/28th 1998

The Series I Club worked their socks off to achieve a weekend to remember, wet on Saturday but gloriously fine on Sunday, to celebrate the 50th Anniversary of THEIR vehicle.

At the International Rally at Eastnor a few weeks earlier, we had seen a wonderful line-up of hundreds of Land Rover's various models, but the line-up at Shugborough of hundreds of Series I's really was mind boggling - it made the hair on the back of your neck stand to attention!

Congratulations to Chairman Andrew Stevens, Shows Officer Andrew Cross, Rally Officer Peter Hughes, and of course all of their committee and helpers, on achieving such a superb and memorable event.

I think a few comments are worth repeating:-

- From a member of Shugborough Hall staff - "We were thinking of having you back to train some of our other customers on how to run a show"!
- Someone stopped Sue Combridge during the weekend to ask - "Are you professionals?"
- Someone called out the AA to Shugborough Hall to attend to "a green Land Rover"!

4. EVENTS FUTURE

4.1 Endurance Comp Safari - Staffs & Shrops LRC 26th-27th September 1998

Staffs & Shrops annual 'bash' under RACMSA Clubman's permit at Abbots Bromley, Staffs. For more detail contact Allan Dawson on 01538 387348 - or on e-mail allan_dawson@compuserve.com

4.2 LARA Workshops 2nd/3rd October 1998

Two 'workshops' on Countryside Consensus, on Friday October 2nd at the National Water Sports Centre, Holme Pierrepont, Nottingham, and on Saturday 3rd October at the Welsh Institute for Sport in Cardiff. Cost is £50 per person (£30 for LARA-affiliated clubs) to include meals, refreshments and papers. Contact Alan Kind on 0191 236086 or talk to Tony Kempster on 01797 252371.

4.3 The Malachi Team Comp Safari - Lincolnshire LRC - 28th/29th November 1998

A team-of-3 Comp Safari at Wickenby Airfield, but individual entries will be accepted. For details contact Lincs LRC on 01472 398019, or 0976 510433, or 07970 192779, or 01427 377357.

4.4 London To Sydney Overland Expedition

On 30th August 1998 two Defender 110s and a Pegasus Quantum flexwing microlight aircraft set off from London heading for Singapore without using ferries, a world first, and then on to Sydney. They are crewed by 5 guys and 3 girls, with a two man base team in Hampshire. Their aims are threefold:-

1. To complete the first ever overland crossing from London to Singapore.
 2. To raise money for the Trinity Hospice based at Clapham Common in London
 3. To visit hospitals and medical centres en route and explain the work and doctrine of the British hospices.
- They are seeking support from companies, clubs and individuals. You can become a 'friend' for £20, whereupon you will receive a T' shirt and monthly newsletters, or just give them moral support. For more information contact the base crew, Peter Cooper or Richard Phillips, at Swarranton House, Alresford, Hampshire SO24 9TQ, tel: 01962 732759, or look them up on 'the Web' at www.LSOEXPED.COM. We wish them bon voyage!

5 TECHNICAL MATTERS

5.1 Towing Brackets There is a new EC directive (94/20EC), the Mechanical Couplings Directive, which at last applies safety standards to vehicle towbars. The three main features of the directive are:-

- The bar must fit only the vehicle manufacturer's designated fixing points, and must fit all of these points
- The assembly must pass a fatigue test of 2 million cycles at a new higher loading than previous tests
- The towbar must not obscure the vehicle number plate when not in use.

All vehicles registered on or after 1st August 1998 may only use a type approved towing bracket fitted with an approval plate or sticker. This plate will contain various approval data and the approval number e.g. e11 00.0000

This legislation covers all cars and 4 x 4s with up to eight seats, it does not apply to light commercial vehicles or minibuses.

An important point, of course, is that you cannot fit an "old" towbar from your previous vehicle to your new, post-August 1998 Defender, Discovery, Range Rover or Rover car. Obviously Rover Genuine Parts are fully approved, but beware of cheap imitations, they are now not only cheap, but may be illegal!

Association of Rover Clubs

Special 50th Anniversary Merchandise

4.2 Road Tax Exemption & Hybrid Vehicles

DVLA have recently introduced a tightening of the procedure for registering re-built vehicles, which applies particularly to Land Rover vehicles with their 'meccano' type constructions, and therefore particular suitability for hybridisation.

If you are planning to build or buy a hybrid with 25 year tax exemption, beware.

Points are allocated to various major sub-assemblies of the vehicle, and if you wish to retain the 25 years exempt status, you have to 'retain' 8 points or more of the original vehicle.

Chassis 5 points: Suspension 2 points: Axles 2 points:
Transmission 2 points: Steering 2 points: Engine 1 point.

So - Case 1 - You have a pre-Jan 73 Land Rover and you put a newer Range Rover engine and gearbox into it, you can still use the tax exempt registration of the Land Rover as you have retained the Chassis 5 points, Suspension 2 points, Axles 2 points and Steering 2 points - a total of 11 points.

But - Case 2 - You have a pre- Jan 73 Land Rover and decide to rebuild it onto a coil sprung chassis, with RR axles and suspension, you only have three credit points for the LR engine and gearbox, so there is no way this type of rebuild can retain the Land Rover's tax exempt registration. To claim tax exemption on such a vehicle is a criminal offence, even if you bought the vehicle already converted and simply go to the Post Office and claim another tax exempt licence disc.

Obviously the main concern here is that any Land Rover model originally built on leaf springs, and now sporting coil springs, combined with a tax exempt status, needs a thorough check before purchase.

4.3 Series I Club Register of Vehicles

Congratulations again to the Series I Club on their recently issued "Register of Vehicles" spanning nearly 5000 vehicles from the 80s of 1948 to the 88s and 109s of 1958, plus about 50 Brockhouse trailers (I used to design Brockhouse trailers before I joined Rover, including, would you believe, a water bowser to be pulled by a camel!)

This must have cost much midnight oil-burning to achieve, and I suspect it will require even more hard labour to keep up to date!

5. ANNIVERSARY YEAR MERCHANDISE

50th Anniversary clothing and 'goodies', as on sale at the International Rally at Eastnor, are still available throughout the rest of the year, from Custom Marketing Services acting on behalf of the ARC. An order form is enclosed with this ARC News.

After the Eastnor rally a lot of interest was shown in the 50th lapel badges, please note that these are available, together with other items not available on the original product list. Also note the reduced range of colours available.

Also please note the change of address for CMS, do not use the Walsall address on the 'old' order forms. Shop early for Christmas!

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Product Code	Description	ALL IN PRICE
TWA	Adult Screen Stars Valueweight T-shirt. 100% cotton 150gsm. Pre-shrunk tubular knit. White only Printed with Special 50th Anniversary design in black.	£8.00
TWC	Child Screen Stars Valueweight T-shirt. 100% cotton 150gsm. Pre-shrunk tubular knit. White only Printed with Special 50th Anniversary design in black.	£4.25
MM	Maglc mug. A special 50th Anniversary design and ARC logo. See the colours change when hot liquid introduced.	£5.00
SM	White earthenware mug printed with 50th Anniversary badge on one side and ARC logo on other side.	£3.25
PK	50th Anniversary Pack. Comprising: Push button ball pen with 50th logo, leather keyfob printed with 50th logo on one side and ARC logo other side, fun bookmark printed with 50th and ARC logo. Woven sew-on badge depicting 50th Anniversary logo.	£2.00
PSA	Adult Screen Stars pique knit polo shirt. 165gsm Poly/Cotton rib knit collar and cuffs. Colours: Red, Navy, Bottle Green, Burgundy. Sunflower. Embroidered with 50th Anniversary logo.	£12.00
PSC	Child Screen Stars pique knit polo shirt. 165gsm Poly/Cotton rib knit collar and cuffs. Colours: Red, Navy, Bottle Green, Burgundy. Embroidered with 50th Anniversary logo.	£9.00
SWA	Adult Screen Stars raglan style sweatshirt. 70/30 Cotton/Poly 280gsm. Colours: Bottle Green, Burgundy, Navy Blue, Heather Grey. Embroidered with 50th Anniversary logo.	£16.25
SWC	Child Screen Stars raglan style sweatshirt. 70/30 Cotton/Poly 280gsm. Colours: Bottle Green, Burgundy, Navy Blue, Heather Grey. Embroidered with 50th Anniversary logo.	£12.00
BWA	Diamond quilted body warmer. Poly/cotton outer, 100% nylon lining, soft poly filling, inside pocket, two side pockets. Forest Green only. Embroidered with 50th Anniversary logo.	£22.00
FJA	Polar anti-pil fleece full-zip jacket. 295gsm with two zip pockets. Bottle Green only. Embroidered with 50th Anniversary logo.	£34.00
BBC	Low profile two-tone baseball cap with unbleached crown and bottle green peak. Self fabric strap with antique brass buckle. 100% heavy cotton drill. Embroidered with 50th anniversary logo.	£5.50
BBS	Low profile two-tone baseball cap with bottle green crown and suede peak. Leather strap adjuster. Embroidered with 50th anniversary logo.	£7.00
FMG	Fridge magnet with 50th anniversary at Eastnor - 50 years and still going strong.	£1.50
PBG	Official 50th lapel badge with butterfly clutch pin fixing. Supplied in presentation box.	£9.00
WLT	Wallet manufactured in a unique imitation croc high quality grained leather. Incorporates provision for passport, credit cards and currency compartments. Blocked with Land Rover Safaris.	£15.00
TIC	Tie case manufactured in a unique imitation croc high quality grained leather. Interior lined in green velvet and fastened with brass buckles on leather straps. Blocked with Land Rover Safaris.	£30.00
LUG	Luggage label manufactured in a unique imitation croc high quality grained leather. Incorporates security flap. Blocked with Land Rover Safaris.	£5.00
ORG	Organiser manufactured in a unique imitation croc high quality grained leather. Interior lined in green silk and fastened via brass buckle on leather strap. Six ring gill mechanism. Blocked with Land Rover Safaris.	£30.00
VIDEO	Specially prepared Video with running time of 28 minutes. Includes unique black and white footage of early Land Rover on the Isle of Anglesey through to Freelander. Only 300 copies produced to celebrate 50th anniversary.	£15.00

COLOUR CODES

WHITE	BOTTLE GREEN	BURGUNDY	NAVY BLUE	RED	SUN FLOWER	HEATHER GREY	FOREST GREEN	BLACK	LIGHT GREY
W	BG	BU	NB	RD	SF	HG	FG	BLK	LGR

CHILDRENS SIZES

AGE 3-4	AGE 5-6	AGE 7-8	AGE 9-10	AGE 11-12
CH1	CH2	CH3	CH4	CH5

ADULT SIZES

SMALL	MEDIUM	LARGE	EXTRA L
S	M	L	XL

in Germany and his wife Carol lives in Norfolk, she had come over for the event and was going to Germany for a week to be with her husband. He had a German registered white 90. They were talking to another couple they had met at the German Land Rover Nationals a month earlier. He, (Clifford) was English, working in Germany for many years, married to a German (Sabrina) and drove a German registered Discovery. We stayed with our new found friends all night. Sabrina was hat wrecked and nearly fell off her chair several times. Carol molested Clifford and sent him crashing sideways from his chair at one point, she reminded me a lot of our Carol Skinner! The Taylors went to bed relatively sober!

When we made our way back to the tent, we found an articulated lorry stuck in the very narrow entrance to the camp site. There was a Range Rover trying to pull it in, at the point we arrived they were busy unloading the 2 series vehicles that were transported inside it, to try to lighten the load a little. We were in bed and nearly asleep before they managed to move it, and then it sounded like the M4 was driving through the field!

Saturday morning dawned dull and misty, it did eventually brighten up into a very warm day, but not until lunch time. Breakfast was continental style, adequate. We picked up our road book and lunch packet and set off on the day's entertainment with Kevin and John in their 110 and Jeff, Mostin and Alan in the series 3. We had a different road book from last year which took us past some interesting sites including a bird farm, emus, ducks, geese and several other kinds I did not recognise. At one point there was a 100m stretch of mud with an oriental lady bent down videoing the vehicles. Alan got stuck, 'cos' he was on 205 tyres, so we pulled him out backwards and he went at the run with a bit more speed and cleared it. Jim held back until Alan was clear and put his foot down, the mud came up over the roof and splattered all over the oriental lady and her video camera. She was not impressed, Jim of course was in stitches thinking this was highly amusing (you all know Jim by now!).

By about 3.00pm we were half way through the road book and at a 4x4 action site! They had laid out a route a bit like one of our fun days for all vehicles. There was nothing particularly difficult, that we could see except for a couple of logs had been tied together and put an axle width apart, some people were driving over them, but there was a way round. So we set out on the 'fun drive', the first 100m was like a wash board, I thought my fillings were going to drop out! It got smoother after that. We had to stop at a hole which was deep and very soft. The foreigners were doing their usual bit of driving in as fast as possible in the hope that they might get out the other end. They don't of course, so they then spend ages trying to get out with winches and tow ropes etc. They haven't learnt anything from last year they still think big tyres, big wheels and lots of right foot will get them through any hole. We found out from Clifford and Martin that it's because they get no practise, the laws are very strict on where and when they can off-road, apparently they aren't allowed to do it! They were very disappointed with the German Nationals as there was no off-roading at all, they just got fed and stood around talking about Land Rovers and off-roading. This explains a lot!! Anyway back to the drive, we got to the mud hole and kept well to the left with

wheels straddling the tyre tracks already made and cleared it with no problem, the marshal just shook his shoulders as if to say "how boring!" There were a couple of muddy puddles and then a bit split off for 'the trial' or straight to the big climbs. Jim went the 'trial' route which was tight with a capital F. We got stuck at one point cos Jim was too impatient to wait for the Swiss guy in front to get out of the way, and we had to stop on a small incline that cross-axed us. We reversed up and got out OK. Kevin had taken his 110 round and was told he could not do the trial bit as he was too long (see, size is important), so he went straight for the big climbs. The climbs were quite steep and about 30m high, not having walked it before hand, it was a bit scary at the top not knowing what was down the other side. Near the end, which was quite tame we saw a red Belgian 110 with the occupants removing all the contents of the back of the vehicle, they had rolled it! We could not see where he could possibly have got to such an angle as to roll it, but he did, the windscreen was no longer attached to the front in places and lots of cracks all over it. We finished the trail with no incidents. At this point we had all about had enough, so I found out where we were and devised a route back to Estaimbourg, we got back to camp without any incidents or too many wrong turns, but an horrible smell from somewhere, which we thought was the mud on the engine! We should have known better!

Back at the chateaux we tried to find out what was happening, cos' Barry had said there was a party that night off site. No one would tell us what was happening, which was a shame cos we later met people who had not realised there was more driving to do in the evening and had had too many beers to drive to the quarry. The Rover hot air balloon took off at 7.00pm, and dinner was served at 8.00pm, lovely roast pork and veg. with a red wine gravy, huge lumps of pork put on people's plates, though not all of it looked properly cooked! There was an announcement after dinner, "would everyone please leave the site to drive to the quarry, 10 mins away for a 50th anniversary party, the quarry would be shut at 10.30pm for safety sake!" Sounds ominous! We arrived in the quarry at 11.00pm! There were Land Rovers all around the outer edge of the floor of the quarry, some 200m down from the surface. Two of the huge dumper trucks they use for moving the rocks were set up one either side of some musical instruments and a great mound of rock. On the dumper trucks were huge outdoor screens and opposite them was a crane with video equipment and spot lights. Once everyone was in the quarry, the lights went out and the band walked to their instruments, dressed in boiler suits and hard hats (we wondered if they were the quarry band) and way up to the left 2 Scottish pipers (they're British!!) and a drummer started playing with 3 large bright red flares burning in front of them. On the screens came pictures of the quarry being blasted, quite impressive.

The pipers stopped and the band started playing, a percussion band consisting of 2 or 3 glockenspiels, tubular bells, maracas and drums, they were very good, fast tuneful, exciting music, which included '2001, A Space odyssey' and the James Bond theme. Up on the screens came archive pictures of the first series I Land Rovers, in places all over the world, doing what Land Rovers do best. Up on the mound of earth, came a real live series I. At the end of the piece

of film some massive fireworks were let off. The evening continued with music alternating between the band and the pipers, whilst pictures of all models of Land Rover from the series II and III vehicles right up-to-date with the Freelander were shown on the screen, at the end of each model fireworks were set off. At some point (I think it was when the 101 pictures were being shown) 3 men dressed in silver fire fighters suits walked over the mound carrying flares at the end of 6' long poles, they were on stilts! (I still don't know what they had to do with Land Rovers, unless it was that Land Rovers can be used as fire engines). During the Range Rover footage, one of the prototype Range Rovers was driven on to the mound, followed by the prototype Discovery and Freelander. Towards the end, they showed the 50th anniversary special Defenders, presenting a real one on the mound. At the end, it all went dark except for the lights from one of the quarry earth movers which drove from behind one of the screens with it's bucket in the air and came round the front to face the crowd. In its bucket was no. 12 prototype series I, and a boat load of very loud spectacular fire works were set off. The whole show was quite stunning and well worth seeing. The prototype vehicles were what Barry and co. had brought across from the Dunsfold trust. He also brought one with flotation tanks, but was unable to get it on to any water as the moat around the chateau was too steep sided.

As we were last in the hole, we were one of the first out, we set off at quite a pace, with Carol and Martin behind us and the smell of 'mud' now became burning rubber and got much worse. I said I thought it could be the fan belt slipping, 'oh yes' says Jim, 'I'll look at that when we get back'. Half way back, the charge light came on and the temp. gauge started climbing, the smell of burning rubber has gone! We found a garage and pulled in, lifted the bonnet, NO fan belt, it's gone! Fortunately we carry a spare, however, there was a bolt missing from the alternator which is probably why the belt fell off in the first place. At this point the mad Russian (we met him last year) pulled into the garage for petrol, he had some spare bolts, and had one the right size to fit our needs. He drives a red 110, it's 18 years old, he's had it from new, and he's driven it from Russia to Africa and back, 4000 miles across Russia to China, along the railway lines, he says the best speed to travel over sleepers is 60mph, it gives the smoothest ride, but he can't take more than 300 miles in one day! With fan belt in place we drove back to camp, it was too much to ask for a trip with no incident, but then we were driving a Land Rover!

As Jim had had to remain sober for the night's entertainment, he wanted to go to the bar for a drink and give the Russian a beer for his bolt (seemed a fair swap). We found, the Russian, with his French friend, Mostin and 2 Swiss gentlemen. The Swiss had a gallon container on the table with what looked like water in it. I was given some to taste. It was 50 year old apple Brandy. I took a sip, and a sharp in take of breath, and my eyes popped out on stalks, as I felt the liquid work it's way down to my tummy. It was very smooth, the Russian asked me to speak, I could not, until I had cleared my throat and put my eyes back in their sockets! I had another sip which did not have quite the same effect, but I could feel it swimming round in my tummy. Jim had some and had the same

shock reactions. I began to feel quite light-headed and decided to go to bed, 1.30am. I left Jim with the Russian, Swiss, Mostin and the bottle! At 4.30am I was awoken by Jim unzipping the tent! At 7.00am the chap next to us started his Diesel Land Rover just to turn it around, the French camped in the middle of the field started the blacksmiths shop up and various vehicles drove up and down the camp site at 40mph! When Jim finally emerged, from his pit you can imagine what he looked like (you remember the dance last year at the Grange Hotel!)

The Sunday morning was the day of the competition again, the course was very similar to last year, except that there was a big hole that only those with 950 tyres on were getting out of unassisted. Jim feeling less than perfect and not really wanting to drive in to a pit where the only way out was to be towed, decided not to compete. We also had not figured out the scoring system last year, so we did not know what the rules were. We watched instead, most amusing at times, especially when the Brit. with a beautiful 90 with every piece of extra kit you could possibly think of, added to his vehicle, drove like a complete 'dick' and rolled it. Allegedly he spent £14K with Frog Island 4x4 on it, since buying it, the best £1000 was on the external roll cage. If he had taken the correct line there would have been no problem, but he got his wheels on the bank and went over. Two vehicles were called in with winches to pull him up right and then he used his winch to pull himself on to the flat, before starting the engine up. He continued on the course, the only damage seemed to be a rear brake light lens hanging off! The man with the camera for the video / TV was impressed that he had some action to film, he ran across the course to where the 90 had rolled and promptly stuffed the lens of his camera in the drivers face! The driver was unimpressed.

Lunch was a superb salad buffet with lots of different meats. As we had not competed and knew no one that had, we decided to pack up early and go home. We said our farewells to our new and old friends and headed home. The traffic on the M25 was appalling and added 1 hour to the time it had taken us to get to Dover, but still we made it without incident.

A wonderful weekend, better than last year possibly because I knew what to expect i.e. no facilities (although there were extra toilets this year) or possibly because of the 50th anniversary party, but I would definitely like to go next year.

Brenda Taylor.

For Sale

Note that small ads are free but please let the editor know when a sale is complete so we 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), phone number with full national dialling code, fax, e-mail, etc in your adverts. All the following adverts are dated as to their first month of publication. When they become about 3 months old, they will be deleted unless the "owners" renew them! Please don't just leave an old advert to "time-out", Thanx.

HBRO accepts no liability for the accuracy of the descriptions or the serviceability / suitability of items sold in this section.

Commercial Adverts:-

£25 for half page and £50 full page per annum; payable in advance.

These rates are very good considering the perfect targeting. Current circulation is around 250.

Bits & pieces

* More bits for sale, I've got to the back of my shed! If you want something, but think it's too expensive phone me and make an offer! Range Rover Flywheel £25, Pair of Series 2 front inner & Outer wings - £10 each. Early Front Range Rover 6 stud axle casing - £25. Late Front Range Rover 7 stud axle casing £30. 7 Stud Metric swivel £10, pair VGC. Range Rover front calipers £30. Hmmm How about this! A set of Conversion plates to fit front & Rear Range Rover axles to a Series Leaf Sprung vehicle! Includes everything to fit - £100, a never to be repeated opportunity, forgot I still had them! Nearly new Borg & Beck Range Rover Clutch assembly, Cover & Plate £30 set. Super Ser Heater Unit (winter's coming you know) complete with bottle etc, treat yourself and be warm this winter when working on your Landy £30. Pair Range Rover Exhaust Manifolds £25. Set of 5 Firestone SATs 7.50x16, good condition, some 1/4 worn, the worst 1/3 worn. Lots of life in them. Offers around £250 onvo. Range Rover Suffix C 4-Speed Gearbox, condition unknown, but it will give you at least the high ratio gears! Yours for a paltry £50 - who knows it could be good! Another Range Rover 4-Speed Box, which you can drive and listen too - as it's still in my car!, Good Condition (come and listen to it!) £250 onvo. 3.5 EFI fuel Pump £15. Series 1 86" Windscreen with glass VGC £30. VGC Heavy Duty Recovery Rope (not your Mickey mouse type, you'll probably never need another) £15. Various Range Rover axle parts. Phone for what you need! Range Rover Rostyle rims VGC £5 Each. Professional brake Pipe end flaring Kit £15. 3.54 Range Rover diff £50. Phone Nigel Barker - Daytimes 0973-402272, or Evenings before 8.30pm 01428-653795. (NOV98)

- * Series IIa / III Rolling Chassis. Complete with diffs and log-book. Very good condition £250 ono. Call Andy Bridger on 01489-896714 (NOV98)
- * Land Rover compatible, 2 tonne tipping trailer, electrically operated under-floor gear, single axle, 650x16 8ply tyres. Ideal for Landscaper / Builder (particularly if you buy my 110! See under Vehicles for Sale). Offers around £850. Contact Clive Parker on Botley 01489-781983. (NOV98)
- * Several 750x16 Michelin XZ tyres, some on rims, ideal for the trailer or as spares, come & see them & make me an offer. Re-calibrated CAV dpa pump for 2¼ diesel, never fitted, £45. Contact Clive Parker on Botley 01489-781983. (NOV98)
- * Breaking 2 Range Rovers, most parts available, at very reasonable prices. Call Ashley Pocock in Andover on 01264-336223. (OCT98)
- * Garage Clearout 2.25L Petrol Engine - From SWB. Needs new valve guides as it is a little smoky after tickover. Generally engine runs very well and starts first time. Unknown mileage. Complete with Weber 34H Carb, spare Zenith Carb - £75. Complete Gearbox / Transfer Box assembly. Gearbox is reconditioned and is in reasonable condition. (Very quiet). Transfer box is worn and noisy but operationally sound. - £100. Complete exhaust system including downpipe (3 bolt) intermediate tubes and o/s exiting silencer. Reasonable condition. Some mountings included - £10. Standard single skinned bonnet. Reasonably good condition. Currently in LR Blue (faded) - £5. Complete truckcab roof. Top section quite battered. Rear section needs new window runners, but windows intact. Complete with panel for bulkhead. Currently in LR Green. (Many scratches / chips) - £20. 3x Series 2 Gearboxes. Complete. Unknown internal condition. - £30. each, £75 for 3. SWB Axles - 2 front, 2 rear. Complete with Diffs. £40 each, £120 the lot. 2x Series 2 Engines. 1 runs, 1 for spares only. £60 for both. Other Series 2 and 3 parts available, please tell me what you're after. Spares can be collected from Abingdon, Oxon or from North Dorset. Delivery in mainland UK can be arranged for the price of some Diesel. Contact Tim Burt on 01235-535503, or e-mail tim@stagesupplies.demon.co.uk (OCT98)
- * Hardtop for SWB SIII. Large windows. Rear door. Very good condition. £125 o.n.o. or swap for a canopy and frame. Ring Bob Ayres in Aldershot on 01252-332024 (SEP98)
- * Land Rover bits... Tyres:-Two Michelin XZY 750R16s , One Michelin XY 750 R16 and One Toyo Hyperdial ST 750 R16. All on LWB 109 rims and lots of tread. £20 each. One Goodyear Hi-Miler Xtra Grip 650 x16C 6 ply on SWB rim. Never used. £35 or swap for 600x16 SAT. Two 2286cc diesel engine blocks and one cylinder head, need some work. Offers. Phone Roger Hardwick

on 01252-335708 (day) or 01252-376797 (evenings). (SEP98)

- * **Bits & Pieces** 2.5TD engine dismantled. 2 heads are two weeks old and cost nearly £600. make me an offer. It will also fit late diesel N/A. All ancillaries include radiator, starter, alternator etc. Block needs re-bore / liners. I will sell as a job lot for £500 to a club member. Tirfor T800 winch and cable, chain and pulley block £150. Tatty RR bonnet, L/W bonnet, L/W driver door + top, RR heavy duty bull-bar with tow-point, RR rims, five 205x16 Traker tyres suitable for off-road only, AVM free-wheel hubs, gear wheels to take off overdrive. Offers on items not priced. Call Nick Woodage on 01730-894418 / 0850-408161. (AUG98)

Vehicles for Sale

- * **Land Rover Series Ila.** 1962. Tax exempt. Truck cab. £1250. 01705-648097 or mobile 0403-399616 (NOV98)
- * **1973 Range Rover.** 70k miles, V8. Sahara Dust (colour, not dirt). Not been used for a while hence no MoT but it does go! Offers to Mike Tolputt, Pinner, Middlesex (West London) on 0181-428-5930 (or contact Steve Kirby) (NOV98)
- * **1974 Rover P6 3500 S.** 5 speed V8 SDI box fitted (original 4-speed available). Body requires attention, everything else OK. Any one interested, going cheap. Anthony Parry Leamington Spa, Warwickshire, 01926-889574 (home) and 01926 417601 (work), e-mail paz@arparry.demon.co.uk (NOV98)
- * **Land Rover 110 Turbo-Diesel.** '87/D, Hardtop, well boarded-out, tail-gate & top with gas-filled struts, weld-meshed but not glazed, (I use a removable perspex on velcro system). 4 excellent BF Goodrich Trac-Edge tyres + Michelin XZ as spare. The engine sailed through the emission/MOT test in August on 103,807 miles, Clutch replaced on 90,000 and new Cam-belt fitted in August 98. It's looked after me & my business well for the last 8 years and goes well with the trailer I had built for it. (see under Bits & Pieces). Sensible offers around £4,995. Or together with trailer £5,575. Contact Clive Parker on Botley 01489-781983. (NOV98)
- * **Series 3 LWB Safari Station Wagon.** 6-cylinder engine. Good runner, very reliable. Complete with Fairey overdrive and Free Wheeling hubs. Brush painted in Limestone. Stainless Exhaust. New springs all round. Chassis waxoyl'd and in good condition. Taxed until April 99, MOT until June 99 - £1500 ono including heavy duty aluminium roof platform. with access ladder. £1300 ono without. Vehicle can be viewed in Abingdon, Oxon or North Dorset. A picture of the vehicle can be found at <http://www.stagesupplies.demon.co.uk>

in the vehicles section of the Parts Exchange. Contact Tim Burt on 01235-535503, or e-mail tim@stagesupplies.demon.co.uk (OCT98)

- * **Land Rover 101 Forward Control G.S.** 12V RHD 1977 (R Plate). Ex RAF Rapier Tractor Low Km's. Good Condition. Lumination Electronic ignition. 5 new Michelin XZL Tyres. Halogen Lights. New genuine front prop. Original 101 Winch fitted. New Clutch and many other new parts. Maintained by Dunsfold LR's. Fitted with removable towbar for ordinary trailers. Excellent off road performance. With large trailer on new 9.00x20 tyres, tows very well. New House forces sale. £5000 complete. Call / Fax John Kaye in Reading on 0118-944-1292. or Mobile 0385-243206 e-mail john@john-kaye.demon.co.uk (OCT98)



- * **Land Rover Series 3** Ex-MoD. 1980. LWB. LHD. Hardtop. 2¼ petrol. 56000 km. No MoT. Needs some welding. Comes with a box of various spares which include new rear cross-member, wheel rims, tail-gate, FWH, shocks. £500. Contact Mark Hammonds in Aldershot on 01252-324693 (AUG98)
- * **1958 Series 1** - MOT'd, Tax exempt, 2 litre petrol. 88" hardtop with rollcage (needs extending to outriggers to meet current reg's). Very good runner, good chassis, bulkhead replaced. Sound vehicle for restoration, trialling, general use or fun. Contact Ashley on 01264 710546. (AUG98)
- * **1974 SWB** Truck cab. Diesel. Blue. White 8-spokes. Tow-bar. MOT to 23-12-98. Drives OK. Good starter but smokes (pump). Hence £995. Call Stephen Hunt in Great Bookham, Surrey on 01372-450051 or 0831-135572 (AUG98)

Wanted

- * **Hi-Lift Jack.** Please call Mike Lees-Smith in Windlesham on 01276-475742 (AUG98)

WARNING

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