

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 Cob & Pen, Wallington, near Fareham, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.) Grid ref SU583 068 approx. See map elsewhere.
- * 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:-

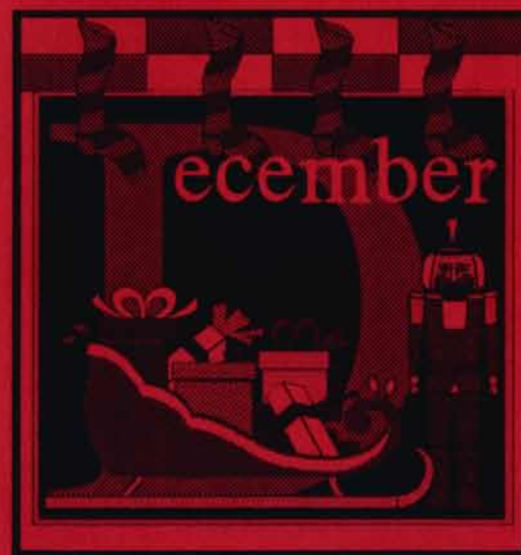
Call Ian "Rights-of-way" Parker or Richard Myers for details of the next trip.

Dec. 4	ARC Meeting. Solihull.
Dec. 4	Xmas Dinner. Mariner's Hotel, Farnham.
Dec. 27	RTV Brick Kiln Farm. WS. See details elsewhere.
Jan 15	Quiz night. Crown Hotel Alton High Street.
Jan 21 - 23	Rickshaw Ramble. POSTPONED.
Jan 23	Nelly's Dell Driving Day. Members only.
Feb 6	Treasure Hunt. Crown Hotel Alton High Street 1.00/1.30pm start. A LandRanger map No. 186 Aldershot, Guildford is required.
Feb 27	Broxhead Common. RTV & drive round.
March 19	Harroway Farm RTV. WS.

Pants & Barks



1999



**NEWSLETTER OF THE
HANTS AND BERKS
ROVER OWNERS**

Officers of the Club

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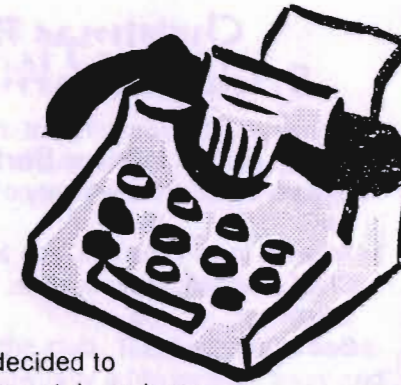
SCRUTINEERS -

Steve Kirby #, Chris Homewood, Brian Frankland, Steve Skinner, 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 MSA (Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

Happy Christmas to
all our readers.



Editor's bit....

Long standing member Alan Smith has decided to leave the club for personal reasons. Alan has put in a huge amount of effort over the years to make HBRO what it is today. We have over 300 members now and a good financial 'buffer' in the bank. We offer our sincere thanks to Alan.

In last month's ARC meeting report, the text stated that a copy of the HBRO Future Vehicle Regulations was attached. This was the text submitted for distribution to all ARC clubs and a full copy was indeed attached to those minutes. If any HBRO members would like to see the full text, please give me a call and I will see what arrangements can be made.

This month...

- Chairman's Chit Chat Corner.
- Nelly's Bank Holiday 99 according to the Taylors.
- Mike Clark has an experience.
- Colin Charlton describes the Broxhead Driving Day.

Zoe and Kiran are moving soon, hence the blank address opposite.

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 or use plain text. If you use Works, only version 3 or later, please. I've now changed to Publisher 97 so I can accept files in any Publisher format up to that version. Fax facility now available again. Alternatively try e-mail. If you send an attachment, please state the full filename and file-type of the attachment; in the comments or in the accompanying text, Plus your own full e-mail address.

My e-mail addresses are:- at work:- Steve.J.Kirby@British-Airways.com and at home - Steve.Kirby@cwcom.net To improve the chances of making contact, try sending messages to both addresses for the time being. Thanx.

Christmas RTV Trial & Drive Round Brick Kiln Farm, Alton, December 27th 1999

RTV Winter Series.

Status Closed. HBRO only.

CoC tba.

Steward tba.

Chief Marshal tba.

Scrutineer tba.

Sec of Meeting. tba.

Scrutineering starts at 08:45.

Drivers / nav's briefing 09:45.

Marshals briefing 09:45.

Event starts at 10:00.

Payment to Sec of meeting.

£12 on the day. £10 advance (>7 days).

Facilities:- Toilets.

tba = To be advised.

"Decorate-a-Cane Competition"
Chairman's prize for the best
decorated cane.

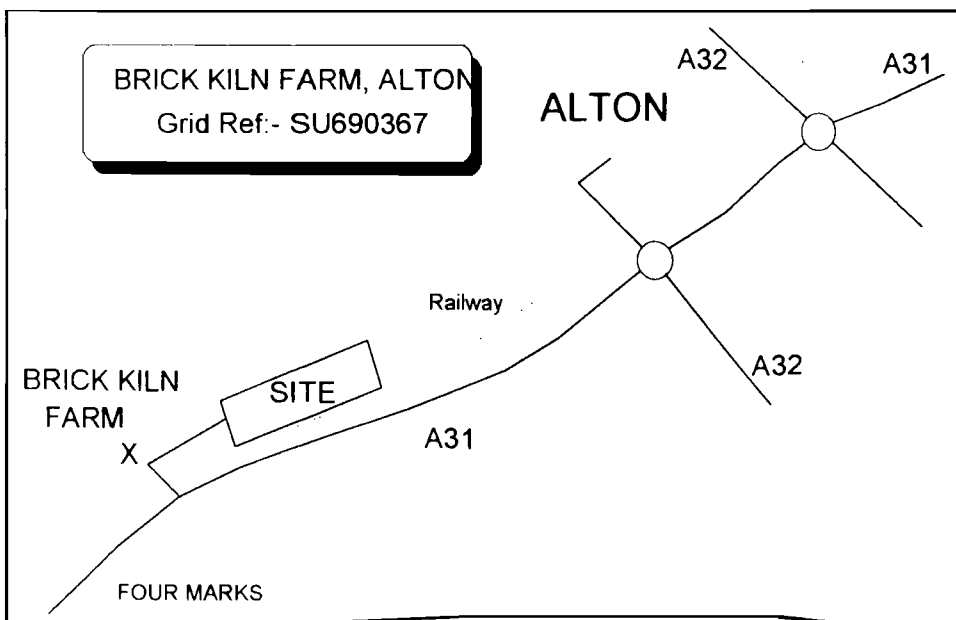
Brick Kiln Farm is on the A31
about halfway between Alton and
Petersfield, Hampshire.

One day only. Setting out will be
just prior to the event. Competitors
will be divided into small teams to
design a section to baffle the
others!

**Mince pies and other
attractions...**

**Drive round - members only,
places must be booked with
Nick Jennings.**

Please read the
Competition Event Information
inside the back cover.



Chairman's Chit Chat Corner

This is the last chance I get to wish the majority of you a merry Christmas and a happy new year, unless of course you are going to the Christmas dinner, so have a good one and see you next year. Watch the mag for events of the holiday period!!!

The milllenniiiiuuuummm debate goes on! Is it or is it not the end of the century? Technically not but if you raise the issue most people think you are sad. Who really cares anyway?

Next year will be a landmark year for the club. The first ARC International Rally hosted by The Hants & Berks. It is now only a few months away and things are hotting up. The management team is looking for more volunteers. The guy to contact is Ashley Pocock. Visit the clubs new webb site @ www.hbro.co.uk, go to the events page and link to the ARC2000 web site.

The clubs new web site is looking really good, thanks to Ian Parker, and of course all the members who seem to do silly things in front of his camera, Kiran!

Because I am in the food trade I monitor the media for the latest nonsense coming out of Europe that might affect business, as if life wasn't hectic enough. Now I see talk of those customers in restaurants that request "rare and medium rare" steaks being served a health warning with their food. Along the lines of "This steak may cause numerous and pungent visits to the toilet because you have asked for it to be shown the pan and not cooked properly." (poetic license for my translation please). What ever next? Perhaps signs at the gas (whoops a bit of the American coming out there) station saying that V8 Land Rovers can seriously damage your wallet.

It was good to get out on to Long Valley again recently. There was about a dozen takers for the trial and a similar number for the members only drive around. It must be ten years since I last explored the Valley. On the Saturday set out day a few of us were called upon by H.M. forces to release a 90 that had been captured by an enemy puddle. Two vehicles head to tail and a KERR rope soon saw off the big wet.

Impressed with this performance the colonel asked if we were any good with Bedfords!. Red rag to a bull time and we were lead to a 7½ tonner up to its chassis rails in a rutted hole. We rigged two Land Rovers with winches on double line pulls in addition to the winch of the Bedford secured to a tree. The truck didn't even move a micron (I think that's French for a very small amount). This was a momentous event, the first recovery to defeat me. Never mind it looked like rain, so we suggested that a Foden might be the best idea.

I guess that's it for now. See you in the fields, lanes, bars and mud holes of Hampshire & Berkshire.

Merry Christmas & Happy New Year.

Nick Jennings

Club Shop Update

The club shop is now starting to stock up a bit, although it will be a few months yet before I manage to get everything completely sussed. At the moment, we are able to supply ropes, shackles, WD40, stickers (4" cut out in gold with black lettering/silver with black lettering), door stickers (8" in black and white) and some clothing.

The clothing situation at the current time is a bit in the air. The embroidery company started to mess me around, so I am currently seeking to transfer it to the company who are going to quote to do the heat transfer (same effect as screen printing but better quality) T-shirts. So you will all have to wait a little while long to see the merchandise take off. On top of that, I will not be taking any orders for embroidery until February/March time next year due to the new arrival expected in January. All other stock will be made available as usual at events, including pub meets, through one of the committee members.

Hopefully, we will be able to provide a 'club catalogue' for people to be able to select clothing from. Again, this should be around March time next year. However, if anyone has any ideas, suggestions or offers of help, these will all be gratefully received.

Social Events

By the time this mag arrives on your doorstep, the club will have had its first children's Christmas party. While writing this I am wondering what I have taken on and whether or not it will work. However, in true HBRO style, I'm sure things will all work out in the end. Details and hopefully some pictures next month. In the meantime, check out the web site. The social event for December is of course the Christmas Meal, organised by Zoe, which will also probably be a distant blur to most of you by now. As mentioned above, baby is due around mid January time, and so I have therefore put into action a contingency plan for January and February's events. Sometime in January (check back page for details) there will be a pub quiz kindly organised by Nick Jennings and February's entertainment will be provided by Nick and Sue van den Braak. More details will be supplied by the respective parties. Many thanks to these folks for helping me during this time.

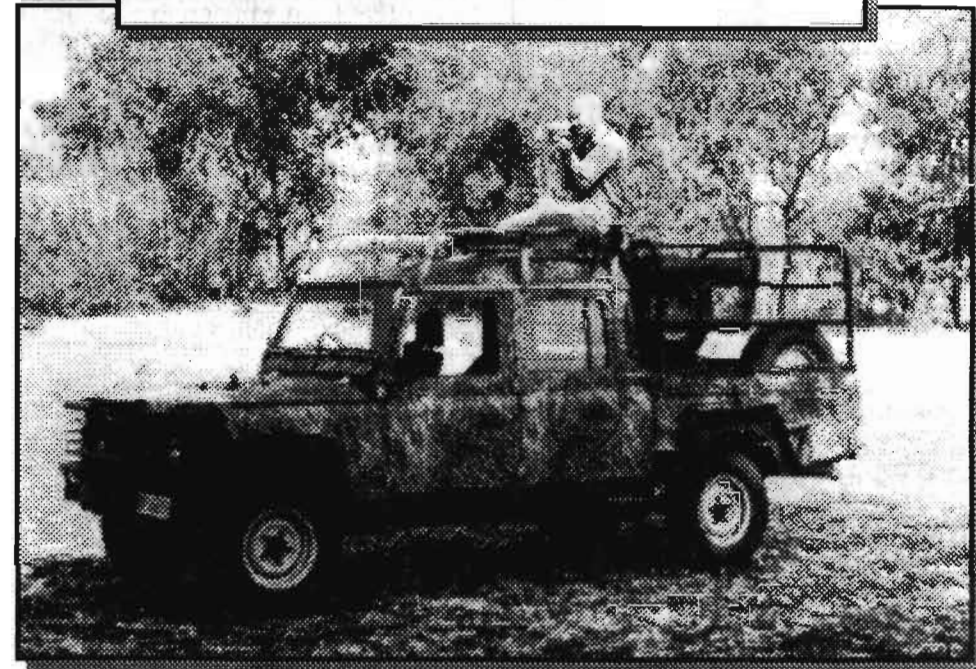
My plan is to provide some sort of social event each month. At the moment though I have more ideas than months in the year, so if there are things people would prefer to do, let me know.

Anyhow, that's all for now. Updates will be provided as they arrive. Any relevant info will also be posted the web site.

Sam Parker.

Out of Africa

Steve Robinson has sent me some pictures from a safari in the Zambezi Valley in Mozambique. Steve organises trips in that part of the World. If you're interested, contact him on 0118-946-1109 or e-mail Steve@kuduland.demon.co.uk.



ARC2000

Can you marshal for the 2000 ARC Rally? If so please photocopy the chart below and mark in the white box(es) when you can help. Please feed this information back to Dave Ridden, 9 Woodlands Gardens, Romsey, Hampshire, SO51 7IE 01794 501606 or 514834

If you can help with the scrutineering, please do the same and feed information back to Steve Kirby. Address in the front of this newsletter. THANKS

	THURS	FRI	SAT	SUN	MON	TUE
Reception						
CCV trial						
RTV trial						
Comp Safari						
Team Recovery						
Winch Rec.						
Scenic drive						
Site Duties						
Clear up						
Scrutineering						

Name(s)..... Tel:.....

Address.....

e-mail.....

Do you have RECOVERY EQUIPMENT? or a WINCH?

Would you like to be considered for recovery duties?

Business Section

Company	Facilities	Comments:-
RoverTune. 01734-842777, 01734-842000, 0860-560556 (mob) 01734-843019 (fax)	Spares (new and s/h), servicing.(Range Rovers a speciality)	Trade prices, plus regular special offers.
Safari Engineering tel: 0118 9732732 fax: 0118 9732732 mob: 0836-384505	Series I, II & III, 90 / 110 bits new and s/h.	No specific discount, just a jolly good deal!
Urquharts, Petersfield. HANTS 01730-261022	Spares.	Cost+20% on non- franchise parts. Trade price on others.
Country 4x4, Terry Vincent, Caversham Heights, Reading. BERKS 01189-471931, 0836-577892 (mobile)	Spares (new & s/h), servicing on Range Rovers and Discoveries. Any specialist work undertaken. Engine swaps etc.	Very hard to beat prices! Deliveries / collections of vehicles / parts negotiated.
Heron 4x4. John Murphy. The Herons. Heron Lane. Timsbury, near Romsey HANTS 01794-368355	Land Rover, Range Rover, Discovery spares NEW and USED. (Fax - 01794-367626) (mobile 07771-626538)	No specific discounts but very competitive prices.
DroverCare. Winchester. HANTS 01962-886722	Service & Spares for all Land Rover Products.	10% discount on labour. Parts prices very competitive.
Neil Miles. Basingstoke. 01256-321879	Car Alarms (Thatcham Approved) and electric windows installed.	Simply very good prices.

These essentially "one-man-band" companies are offering deals / discounts to HBRO members on items specified.

Don't forget to take your membership card with you!

If anyone can add to this list, please contact Steve Kirby with the details.



IF YOU OWN ONE CHERISH IT.

“You own a Land Rover because you love it! So keep it the way it was built.

All of our parts are Genuine Land Rover Parts - we don't sell anything else, no compromises, no this'll do's.

Strangely enough, all our parts fit correctly, come with a 12 month unlimited mileage warranty and without any charge for delivery.

So if you're into Land Rover, better to deal with an outfit that does it for a living - we're all enthusiasts.

If you bring your current Land Rover owners membership card you'll be entitled to a discount. ”

Webbers Land Rover

Southern Road, Basingstoke, Hants RG21 7NP.

Tel: (01256) 300635 Fax (01256) 300663

JAN00

KEEPING LAND ROVER THE WAY IT WAS BUILT

ARC2000

It's time for an update on the Club's progress in organising the ARC International Rally for May 2000.

1. Firstly, the position with the venue for the event. Since May, I have been struggling with the fact that Long Valley is a SSSI (Site of Special Scientific Interest), and that English Nature (EN) had a direct involvement with the site. Since then I have tried my best negotiation skills to get round EN, but the bottom line is events on Long Valley during the period April through September will be difficult to get approval for, from EN. EN has European legislature on their side, and is using rare ground nesting birds as the basis for their interest. I have been in contact with LARA, ARC and MSA over the matter, and received support and encouragement, but no real solution has materialised that does not involve considerable additional effort to pursue. All this effort however has not been wasted, we are now able to use Long Valley during the winter months, after 5 years absence, and I am sure our badgering has helped. I am hoping that LARA may take up the cause for us, and will ask them, now that 'Plan B' is looking positive.

OK, I hear you ask, what is Plan B ?

Plan B originally was Salisbury Plain, however earlier this year, I approached Defence Estates about the use of Broxhead / Slab, and was advised that access was possible. I then pursued this several weeks ago, and was informed that DE had no objections and that they would support our application. I then approached the Land Warden, Alex Fulton, and discussed the event with him, and toured the site during our recent Scenic drive day at Broxhead. He saw no major issues, and supported our application. I have since spoken to and applied, to use the Land at Broxhead / Slab / Martinique, with the Land Manager at Longmoor Garrison, who in turn has contacted all interested Military parties, including SEME about ARC2000. The outcome is that we have the green light on using Broxhead East and West, Slab and Martinique for ARC2000. A lot of work is now needed to formalise our application, including Risk assessments, Site plans, programme etc., but both the DEO and Longmoor will help us through the process.

So what's next:

We have now had a site visit, really to view the potential Trade and Camping areas on Martinique, as the Club is generally very familiar with the Broxhead and Slab areas. Everything looks good, in fact probably better that we had at Rushmoor Arena, as there is a lot more space, around 240 acres in all. Detailed arrangements need to be made with the Land Manager and warden, but

this is proceeding well.

The management team is pulling well together, although unfortunately Alan Smith, Rally Co-ordinator has resigned from the team due to personal commitments. Anyone game for the job?? It involves managing the programme and events to ensure all fit together on the day.

I am planning to report on progress every month in the P&B, now that the site is settled, and also look out for updates on the web site <http://www.4x4web.co.uk/ARC2000> and keep an eye on the LR journals as we should be getting regular mentions there.

More news next month.

Ashley.

Phone Numbers

You'll have noticed that I've updated most of the phone numbers on page 2 in preparation for the big change next year. Can those with mobile numbers please let me know what their new numbers will be. Thanks.

London Numbers - what's the difference between 0181-287-0377 and 0208-287-0377 and 020-8287-0377? A lot if you're calling from inside the London phone areas. At the moment, all three will work fine as the 0181 and the 0208 are working concurrently. For example, if my neighbour calls 287-0377, he'll get through at the moment. After April 22 2000 this won't work. He'll have to call 8287-0377 for this to work. But if he tries 8287-0377 before that date, he will be connected to 828-7037, whoever that is. Clever, isn't it? Even after all the various changes over the last ten years or so, these geniuses (genii?) still can't get it right! So what the hell do we put on our letter heads, business cards, on the side of a business van, etc?

So if you have an 0171/0207 or an 0181/0208 number, or if you need to call a London number from inside London, please take note.

Steve Kirby.

Tricia's Drinking Tips



1. Christmas Cheer

As you're all aware the season of good will is upon us. Forget the pressies and the Turkey; the most important part of the month is the Club Christmas dinner. If like me you like a tippie and you want to last the distance read on:-

I have been putting myself through a strict training programme of vodka & lemonade with the occasional Pot Noodle (for roughage). You may have seen me practicing my technique at many of this year's events. This kind of commitment will pay dividends; I should be the only one left standing by the end of the night.

Happy Christmas one and all,
love Tricia XXX

Green Lane News

We set off just after 10am from Wilton on the latest Green Lane trip onto Salisbury Plain and around Wilton area. The morning's Lanes were very gentle as we drove up onto the Wiltshire Downs and headed North towards Stone Henge and the Plain. The convoy was quite impressive in the bright sunshine, with a good mixture of vehicles from a V8 Series 3 to a new Freelander fresh from it's exploits at Broxhead. As with any large group of Land Rovers, the laws of probability say that fairly soon bits will start falling off or breaking. Today's trip was no exception, in fact things had started early this time as my alternator had totally packed up the day before (half an hour after all the parts shops had shut!). So now I was relying on battery power alone (a battery powered Defender - must be a first). Then as we stopped for a photo opportunity at Stonehenge, a puncture was spotted, spookily within minutes of the phrase "I'm thinking about some new tyres" being mentioned (fate must have its own tyre franchise Dave!). Here we crossed paths with the Vauxhall Owners Club in a very muddy mixture of Fronteras & Montereys.

After more photos and recruiting (or converting?) a Frontera driver who also owns a Series 3 to the ranks of the HBRO we continued past Stone Henge and on to the pub for lunch. Well fed and watered we headed up onto the Plain. Although it had dried out considerably since last time there was still a fair mix of driving from heavily rutted tracks to sticky mud holes. It was in one of these that the Freelander got stuck. Not through lack of traction but lack of ground clearance. After a quick tug backwards from Chris in his G10 equipped 88" he was ready for action again. If there was a spirit of the day award it must go to Robert and his Freelander. After earlier having an air jack pop off the exhaust next to him - imagine a Victorian chimney sweep and you get the picture! and now still smiling despite now being equally as muddy as his car! After crossing the Plain for a couple of hours we turned South and picked up a couple of Greenlanes heading back to Wilton, where coffee and cake was very welcome!

Mid-Week News

We've put together some more dates through to March 2000 and hope to be running more trips in the North Hants/Berkshire areas. There may be a trip during the Christmas holidays as well but things might be a bit hectic this year (something to do with Robbie Williams, though can't see what all the hype over a song is about!). More details next month. Thanks to everyone who's turned up on the trips so far - hope you've all enjoyed them as much as we have, see you soon, Richard & Nicky 01703 455349 home 01703 452451 fax R.Myers@btinternet.com

Dates for the next trips:

Wed November 10th Salisbury Plain (The South side)

Sunday January 30th The Ridgeway*
Wed February 23rd The Ridgeway*
Sunday March 19th Wokingham area* (* Routes to be confirmed)

Richard Myers.

W Brown.
Beacon Hill.
SURREY
25-10-99

Dear Nick Jennings,

I just thought that it would be encouraging to all connected with the Hants & Berks Rover Owners Club to thank you for putting the promotional drive on at Broxhead Common on 10-10-99.

My wife drove one lap and I drove two before breaking the steering belt, alternator and front tyre. My 4 children all though the whole thing was great fun too. It's funny how they all go quiet when holding on for grim death.

We were very impressed with the professional way in which the whole thing was run and the friendly atmosphere generated by all the staff / helpers.

I must say that we find your scenic drives good for entertainment on a Sunday afternoon, where else could you take a large family for a treat for under £30.00 these days.

I have a question though. Are these offroad days good money spinners? If they are, then why not hold them more often because we and many others would be happy to pay to play. It might also help raise the club funds. I joined your club about 18 months ago and find your magazine quite entertaining.

Yours sincerely

W V Brown.

PS In the village of Beacon Hill there must be around 20 110s or 90s most of whom I am sure would be pleased to get them muddy now and then but don't know where to do it.

Broxhead Driving Day.

It's not very often that I put chalk to slate, pen to paper or fingers to keyboard but here we go. Duly turned up as requested at 9-30 am to be met by various other people who were also still half asleep from what was obviously a good drinking session the night before. Nobbly Nick turned up with trailer containing canes, arrows, etc (he forgot the bunting) which were promptly loaded into various vehicles and off we set into what was best described as organised chaos. We got stuck, unstuck, re-stuck, lost, confused and Nick was about ready to go into orbit, but it eventually all came into shape, even if not quite the shape the C of C had in mind, but what proved to be a very good driveable course with several interesting and challenging sections. On Sunday we had to be there at silly o'clock (8-30) so yet again we were still half asleep, (Nick Watts always looks like that). First job was to get the vehicles, ropes and recovery equipment scrutineered (only cost me a £10 bribe). Next job was to go out with the chief marshal to put up markers for marshal posts, doing this he lost his nice new CB aerial somewhere on the course which really made his day. While putting out markers we got the hurry up from the C of C because he already had a car park full of vehicles ready to venture into the unknown.

Once Dave had given all the marshals a quick pep talk and allocated them to a post, those in the car park were relieved of their money and the chaos began. The mud run that I was marshalling on was very busy with only about a 30% success rate, hence we were kept very busy with recovery, also in a nearby gully we had a 101 ambulance threatening to lay down and go to sleep, so with a bit of advice to its driver and a gentle tug with a rope one very relieved driver and his toy set off happily on their way. Not to be outdone by this, a series 3 109" got into a very precarious position on top of the knife edge, which required several bodies to hang on to the vehicle to stabilise it until I could get a rope attached and pull it back to a more sensible angle and allow the driver to go and change his underwear.

In a nearby puddle we had a Toyota that obviously wanted to test his door seals by getting stuck in the middle of it! After spending about half an hour winching it out the same series 3 that had entertained us on the knife edge also got himself stuck in it so yet another half hour of winching, this started to get boring after a Range Rover also decided to get stuck in it, so we taped it off and went back to concentrating on the mud run on which I was assisted by the recovery team that I work with on stage rallies and comp safaris (that should answer the question about competent marshals which was asked of Dave Ridden.) of which all of us think there is more entertainment watching an amateur doing battle with a bit of mud than there is watching professional rally drivers at speeds in excess of 100 mph on gravel tracks.

Now that I have bored you all it is time to say thank you to Nick Woodage (c of c) Dave Ridden, Brian Frankland (cheque is in post) and every body else who made the day possible. Oh and just he forgot to mention it Nick Watts did get stuck in the mud run, maybe he had better stick to volleyball!. And just in case somebody was watching me yes my101 did pick a fight with a tree and the tree won.

Over and out

Colin Charlton.

Dear HBRO,

Just a short note to thank all concerned for the last Broxhead Drive Round day, this was for me the best yet. Why?, well apart from the fact that the organisation gets better every time, there were in my opinion more of the Black routes for those that wanted, making it for me the best yet. I know that for many these DR days are a means of entering the Off Road scene, but for others, such as myself, as my L/R doesn't fit ARC regs (or even close) I am unable to enter any other of your events - much as though I would like to! So, thanks to all concerned, without whose help these days would not exist, looking forward to the next one, keep up the black routes!

Nigel Barker

P.S, If anyone has photos or video of my L/R HCG678 Series 1 3.9 Hybrid, at any of the Driverounds (inc the axle exploding one!) please e-mail me or phone, and I'll willingly reimburse you plus a good drink on top! Ta everso !!

e-mail nigel.barker@ukgateway.net
phone 01428 653795 or mobile 07909 973163
(evenings before 8.30pm PLEASE)



www.hbro.co.uk

Nelly's Bank Holiday 99 according to the Taylors

It was another bank holiday weekend at Nelly's the site just south of Alton, the weather looked like it was going to be fine and we were looking forward to a relaxing weekend, with friends and booze! We had a bit of a late start as I was late home from work, but not to worry it stays light until 8.30-9.00pm ish at that time of year and we even have the latest technology, torches! We packed up the Land Rover and drove off the drive down a 3-inch drop off the curbstones and heard a fairly loud bang! We looked at one another, I said "That didn't sound good!", Jim jumped out and had a quick look round the rover and jumped back in again saying "We ran over an A4 battery, it must have exploded", strange thought I a wee battery shouldn't make that loud a noise! We drove down the road a bit and when we got to a junction when Jim had to ease off the throttle a knocking noise started! "Here we go again!", I thought, "now what's wrong?" We drove round the block to try to determine from which axle the noise was coming, it was the rear. We drove back on the drive and unloaded the rover.

Jim then set about taking the back diff off and I set about preparing dinner. By the time it was dark, we had discovered that the rear differential had broken. The split pin that holds something in somewhere, in the xxxxx gears, broke in 2 fell into the gears and caused them and the half shafts to break! Fortunately we had a spare diff, but non of the gaskets required! We went to bed and got up early to pay a visit to our local Land Rover dealer. Jim bought another diff from them (so we still have a spare) and proceeded to put it on. By lunchtime we were ready to go again. We arrived at Nelly's about mid afternoon to find the marquee already erected and the field full of caravans and vehicles, more than I've ever seen at an event before, what a great turn out!

We had the usual argument about where to park, and finally found a spot. Some of the folks were in the dell setting out, so Jim went down to play and check out the rover as he was concerned about the timing as it was not pulling well. About 1.5 hours later he returned having let John Jennings (Chairman's son!) have a drive in the dell (is that buttering up the chairman or what?!) complaining that there was a problem with the steering. So numerous people stood around making suggestions, it was decided that it must either be the front diff or the UV joint, either way we were not going to be trailing the next day! Great 2 diffs in one weekend, without even competing. We had about 2 weeks to fix it before the trip to Belgium for their nationals! Never mind we could still have a good time at Nelly's even if we weren't competing.

Around teatime the barbecues were lit and everyone cooked their own food and eat in groups before disappearing to the marquee for the evening. Large quantities of alcohol were consumed and lots of laughing and frivolity.

The Sunday dawned bright and sunny with 23 competitors signing on, it was nice to see some old faces return as well, Andy Bunyon and Pete Leverett competed in Pete's' motor. Due to an unwell vehicle we were persuaded to

marshal. Hugh Duffet was Clerk of the Course. The first section was incredibly long and took half the morning to complete. Once the second section was under way we shifted some of the marshals and competitors on to the next section so by lunchtime (which was late) we had managed to complete 4 sections. The afternoon saw us down in the dell with some tricky bits to negotiate. The last section of the day involved driving between 2 very large beech trees up an 8-12 inch vertical climb over the trees roots. If taken with care this was do-able although the side slope before the wee climb put several of the new comers off. Paul Holmwood driving his dad's series 3 (has been known to hit trees when the 'red' mist comes down) went round the section got to the side slope and 'wellied it', he got to the wee climb slightly off line and instead of easing off, gave it more right foot! The result of which was he hit the wee climb, bounced up the tree and rolled over on to his side. The only thing stopping him going over completely was the other very large beech tree to his right. Fortunately Paul was OK, a bit shocked and stunned but physically OK. The other competitors got on the vehicle and righted it easily enough. The next competitors to go were relative new comers and they hit the 5 cane before the side slope and retired from the rest of the section with some relieve. Even Andy Bunyon didn't clear the section! The section was completed without further incident and a couple of 1s scored.

Once the competition was over we just had time for a cup of tea before the AGM started. There were some resignations of committee members and others just moved jobs. There were more than enough willing club members to fill the vacancies, so once again we have a full committee, but with plenty of room for helpers if you have some spare time and willingness to assist. A few awards were given to people who had been absent at previous presentations and some of the trophies that had been engraved were returned to their rightful owners. Once the AGM was over the barbecues were lit again and further frivolities occurred. I'm afraid I don't know about most of what went on in the tent (there was much laughter coming from it) as I sat staring at the stars and satellites going over with a few other SAD people!!

Monday was gymkhana day, a good number of people entered, Jim was passenger to Bill who brought his 101, and I passengered Chris Holmwood, while Pam Duffet sat in with Paul Holmwood. The usual little huddles occurred as strategies were worked out and devious plans dreamt up in order to bend the rules or even win! The first game involved driving between 4 canes set up in a line, you had to drive between each pair in both directions. Speed is the essence as it was timed, but the faster you go the bigger the turning circle so the greater the distance traveled! Various techniques were tried, I'm still not sure which is the best, but getting it into gear is certainly better than crunching them loudly and revving the engine like mad, that gets you no where!

One of the games involved picking up tennis balls in a billy can taped to the end of a broom handle and dropping them into a bowl at the end of the course. This is fine for non series motors cos' they have nice wide windows! You try doing it in a series motor, especially with a chest like Pams!! She got one breast wedged out of the window along with an arm and the tool and used the

other hand (which she could just get out of the window over the top of her shoulder) to remove the balls and stuff them down the front of her tee-shirt! This system worked well for Pam and she got all the balls in the bowl!! Not to mention looking like a Frankenstein monster with her third breast whilst the balls were being safely stored away. This did not help the team that had to follow her as they were still laughing so much they could hardly control their tool! Whilst all the other teams were having their go Jim and Bill had to try to devise some way in which Jim could actually reach the balls (have you seen how far off the ground a 101 crew sit?!). Eventually it was decided that the seat in the back of the 101 could be used and as it had no seat-belt, Jim was not required to sit in the seat, so Jim did the course haf hanging out of the back of the vehicle wobbling all over the place. During the last game, which was a straight dash along the canes first, Chris Holmwood kept his son talking whilst 2 Land Rovers lined up behind him with towropes connecting all 3 vehicles. The anchor ones left a little slack so Chris could get moving and after about 3 feet he ground to a halt! The look of consternation on Paul's face when he stopped creased everyone up in fits of laughter, but he didn't stop there. Paul checked the gear box and revved like mad and tried again, in fact 3 times before he realised everyone was laughing, including Pam cos' she knew what had happened. She'd sat there encouraging Paul to get it in gear and keep trying. By the time he realised what was happening the whole field was rolling on the floor in fits. It had to be Paul we did it to, after the previous days incident, he took it with the spirit it was meant. We unhooked him and gave Paul a fair go at the game! I can't remember the results I'm writing this much too late after the event to remember things like that, but I'm sure details will be else where in the mag. I know Jim and partner in the 101 came last, a bit of an unfair disadvantage in that vehicle and Richard and Nicky did not manage to retain their title from the Battlehurst meet, never mind, I'm sure they'll try again. But a good time was had by all, thanks to all the officials who helped make it a great weekend.

Brenda Taylor

HBRO On-Line

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Hi-Lift

Devon 4x4 Centre Ltd is a family run business specializing in 4x4 sales, service, off-road preparation and 4x4 accessories. In March 1999 we were approached by Intamech to become main dealers for Warn Winches for the South West. As Simon, a keen off road competitor, already used a wide range of Warn products, the offer was eagerly accepted, and, fast became one of the leading Warn suppliers in the U.K.

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The Land Rover Experience

A while ago I had the privilege of being involved in the Rover Heritage run. Whilst there, I met up with Roy Michael who like me participated in the said Run driving a prototype Disco. The conversation got around to the "Jungle Track" and the Land Rover Experience and having a go. It was agreed that we should try, but main stumbling block was to get permission in writing from "Er indoors" to go.

After a lengthy discussion it was decided Roy, Rick and myself, (Rick a mate of mine from a farm nearby) get ourselves booked in as soon as possible before the good ladies at home changed their minds. On the morning of the 20th Sept. we presented ourselves to the Rover Experience at dead on 0900 hrs. We were introduced to our instructor Steve who asked what off-roading skills we possessed! Rick and Roy were far more experienced than me, Rick being a tractor driver / stockman for some well known Camel Trophy 89 drivers, the Ives Brothers. Roy is a competent member of the trials brigade. Me? Well, say no more yet!

The vehicle that was to be our course vehicle / bumper car was a new Disco Td5. I was first in the hot seat. We drove steep slopes first then we were shown how to get out of failed hill climbs and descents, and how the traction control works. Next up involved driving through deep water, in fact nearly the size of a river. Bow waves? the water was nearly up to the door handles. After every one had driven the water course, we went back to the Centre for a lesson on the gearbox and diff locks how it all works. Then back to the off-road sections driving the slopes again plus the water sections then dinner, a buffet type meal.

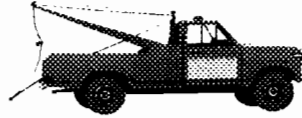
When fed and watered, we made our way back to the sections. By this time we had all become accustomed to the Discovery, we drove with confidence the concrete steps, the steep concrete slope, the metal bridge, a wooden track as found in the Belgium Congo, my favourite was the 45 degree slope, cross-axle work. Sadly the day was drawing to a close. Just one more exercise - the gear changing low to high on the move 25 mph - 30 mph. As a truck driver and one-time tractor driver on my father's farm I could double the clutch easily. Unlike someone who shall remain nameless who played "God Save The Queen" note perfect, then as a encore rammed the disco into the ground, he made it into a JCB look-alike. And by the way he owns three Land Rovers! I was elected to wash the Disco off by driving the river back to the Centre. I had to buy a new watch after a certain "Mad Max" who wears glasses decided a great wheeze to throw everybody about the vehicle. A slight detour home called into a friend's house for a coffee and a chat.

At the end of the day I found I knew more than I thought I did and was on "par" with Roy and Rick. I hope my back recovers soon. Anyone interested in the Land Rover Experience or got fed up with wrecking their pride and joy contact Rover you will find it a great "Experience".

Mike Clark.

JUL99

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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:-

£30 for half page and £60 full page per annum; payable in advance. These rates are very good considering the perfect targeting. Current circulation is over 300. Adverts are marked with the start date so you know when their time is up!

Bits & pieces

- * Garage Clearout - SWB series II/III hard top with non-opening side windows (11"x41") and safari door £150. Tyres - 2 x 205-16 Olympic Mud Terrains on LR rim 10 mm tread £50 the pair, also 3x 225/75R16 BFGoodrich Trac Edge on rims 5mm of tread on the best 2mm on the worst, £30 for all 3. Any Offers? Phone Peter Webb, Sandhurst, 01276-35525 or Peter.Webb@EDS.com (DEC99)
- * 1989 Lunar Jupiter Caravan. 5-berth. Single axle. End bedroom. 17ft internal, 21ft external length. Cassette toilet. Shower. Hot & cold water. Electric water pump. 3-way fridge, gas / 12v / mains. 3-ring gas hob, oven & grill. Plus extras, battery, battery charger. Full Trio awning with groundsheet. £3500 ono. Call Bob & Jenny Davis on 01243-430070 (DEC99)
- * Mountain bike Stunning red & blue dual slalom / jump bike. Identiti frame. Mantou triple clamp forks. Sun rims. Race-Face chain-rings. FSA cranks. Avid V brakes. Shimano shifters. Tomac bars. DMR pedals. As new. Suit rider up to 5'10" Sale due to cash-flow problems. £800 or swap for Land Rover. Call mike on mobile 0793-1363865 (DEC99)
- * Defender bits Defender diff (needs new bearing otherwise fine £60 ono. Defender steel wheels (will fit series vehicles and provide a wider offset) £15 ono. Defender black bumper (bent at one end) free to any collector. Defender manual 4 bolt steering box offers over £50. 2¼ petrol genuine Land Rover timing chain still wrapped and sealed. £15 (bargain). Defender 110 rear window, rear side window and rear side-door trim panels (grey) all parts

present, good condition, none broken, will swap for 90 panels or make me an offer. Tel: Andrew Brett (Reigate) on 01737 210799 or 07767 650153. Fax: 01737 210439 (DEC99)

- * Wheels and Tyres Set of 5 Dee Stone 7.50-16 tyres on RR wheels. Nearly new. £110 ono. Can bring to clubs meets. Contact Andy Jones in Sutton on 0181-661-1911. (DEC99)
- * Five Rostyle wheels from Defender 90, 1995, excellent condition and fitted with 205x16 Michelin M & S tyres (old pattern). One tyre as new, two about 10mm left, two need replacing. £100. Please phone David Horvath on 01483-482355 (days) or 01483-828077 (eves.) E-mail, dhorvath@lineone.net (DEC99)
- * Land Rover Spares New gaiter set S3 front axle £15. Pair wire grille front head lamp guards £10. Large wing mirror glass £2. Various gasket sets*. S2 window screen frame £5. S2/3 heavy duty winch bumper £5. Fairy mechanical drum winch complete with new cable £350. Hoop stick £4. Carb for six cylinder £8. 2 fly wheels £5 each. Brake shoes £1 each or £5 per axle set. 3 solex carbs £8 each. Pair of swivels good for replating. Diff £20. Various window channelling £1 each. Pair sun visors £10. Light lenses £4. Rear taillight wipac £7. S3 id switch £5. Various distributor parts*. 2 nine hole water pumps £18. Rocker shafts and covers. Pair top pins £16. Front axle housing parts, shims, bearings and old freewheel hubs *. Pair of alpine windows £30. Fitting kit for S3 to fit electric winch £22. LWB full tilt s3 £25. Wheel cover £10. 2 oil filters £3 each. Wheel cylinders and master cylinders £5.00 each. Bag of rubber oil filter rings £0.10 each or 1.20 the bag. Box of small sundry part's clips, washers and body fixings brackets*. S3 nd S2A track rod ends £10. Brake lining kits £6.50. Main gasket for zenith carb £2. Various wheel cylinder repair kits £3 each. Fuel pump kit for S3 £12 Also some points and plugs *. Flasher unit 90 and range rover 2 of £10 each. Pair of rear axle straps £8 per pair. SI front grilles £5. Fuel pump 2.25 new £10. Kinetic tow rope £16. New snatch block £18. New winch gloves £5 per pair. Box of bits shackle pins plates and bushes*. Drift for placing bushes in SI S2 and all leaf spring chassis £20. NATO jaw hook £12. Various pintel and ball hooks £4 each. Second hand cylinder head, prop shafts. Tatty range rover nudge bar £7. Rims LWB £12 and SWB £6 each. Front petrol tank £60. SWB chassis with some new outriggers on it £40. Pair of new chrome swivels £70 the pair.
S ONE PARTS - 109 chassis with new leaf springs and current log book a rolling project and body panels £120. SWB rear body £25. Truck cab £25. LWB roof panel £15. Top rear flap door with new lock and stays £65. 2.25 engines 1 petrol £50 and 1 diesel £70 and one spare block with front cover and oil pump £30. S1 pair of axles £45. Various axles and gear boxes of S2 and S3. Tyres between £35 and £60. Tailboard £15. Loads of other bits and pieces. Amber flashing beacon on magnetic base in new condition £30. S2a SWB hard top £150. LWB pick up £70. All THESE ITEMS ARE OPEN TO OFFERS

BECAUSE I NOW HAVE A VISUAL IMPAIRMENT CAUSED BY DIABETES AND I AM TRYING TO RAISE SOME MONEY TO PURCHASE A COMPUTER. Call Phillip Pilcher on 01243 542464 (NOV99)

- * Caravan Mustang Trail 132 2-berth with gas heater / water heater / fridge. Any offers? Call Roger Pattie in Pangbourne on 0118-984-2884. (OCT99)
- * Land Rover bits Rear sideways black vinyl bench seat for SWB LR. New and boxed Acoustikit soundproofing kit for 110 country Station Wagon. New and boxed set of 4 Armstrong Shock Absorbers for SWB 2a. New and boxed set of 4 brakes shoes for SWB 2a. Any offers? Call Roger Pattie in Pangbourne on 0118-984-2884. (OCT99)
- * Wheels 5 series 2A SWB rims and cross ply tyres 6.50x16. Plenty of tread, ideal for off road use - £50. Contact Malcolm Rain in Tadley on 0118-9812463 (OCT99)
- * Breaking 4 door Range Rover. Doors, inner wings, bull bar, chassis, pedal box, 1/4 panels. All CHEAP to clear - i.e. chassis £50.00. All outriggers removed for Hybrid. 1965 TAX FREE 88" Land Rover. Rolling chassis with log book. To include engine, gearbox, R/body. All in good working order £175.00 to clear. LWT bulkhead vent panel, all welded over but reasonable condition £15.00. 4 x G90 tyres on long wheel base rims. Plenty of life left £80.00. ALL MUST GO SO OFFER ME. Andrew Bunyan 01252-516402 after 6.30 pm. (SEP99)

Vehicles for Sale

- * LWB Land Rover 1979. 2¼ petrol. Canvas top. Tax. MoT. New rear cross-member. New Weber carb. New electrics. £1500. Call anon in Stubbington on 01329-665720 (DEC99)
- * Series III SWB. 1883 Y reg. Blue and white. Free wheeling Hubs. VERY TIDY. Used daily. Many new parts. £2500. Call Steve Hemmings in Swindon on 01793-790696 or 0831-323060 (NOV99)
- * Trials Land Rover S2a SWB petrol with tax and mot and ARC logbooked and has recently been converted to unleaded petrol. £1 000.ono Call Phillip Pilcher on 01243 542464 (NOV99)
- * Trials Land Rover S2a SWB petrol with tax and MoT and ARC logbooked and has recently been converted to unleaded petrol. £1000.ono Call Phillip Pilcher on 01243 542464 (NOV99)



* LR90 1988 200TDi. Blue hardtop with small rear windows. 200TDi fitted in april '97. New springs/shocks april '99. Disk brake rear axle. W&H wheel carrier. Quick release tow hitch. £5500 or more if you like. Kiran Raval 01705 350975. mob.0958 521740. E-mail kraval@uk.xyratex.com. (NOV99)

* Ninety C reg 2.5 petrol hard top with rear bench seats and will run on unleaded petrol. It has

been well looked after. £4100 ono. Call Phillip Pilcher on 01243 542464 (NOV99)

- * LAND ROVER 110 Turbo Diesel, Hardtop fully boarded out. '87 D reg.112,000 miles, new clutch at 90,000, recent new cam-belt, recon radiator & turbo waste-gate unit. Excellent BFG Trac-Edge tyres 235/85x16. PAS, Needs new brake shoes, which may be done before you read this as will the minor areas of bodywork rust or a price adjustment in lieu. Sailed through MOT in August '99; Taxed Feb 00, D634PWN has given me fun and helped earn my living for the past 9 years, now it needs a new home. A bargain at £3,800 ono. or a part-exchange for a medium-large diesel Estate, e.g. Peugeot 505,405, Mondeo, Passat, Carlton etc. of similar or slightly less value. Also a 2 ton, single-axle, tipping trailer 9' x 5' on excellent 8 ply tyres. Electrically operated & built for Land Rover or other 4x4. £870 or if sold with the 110 £4,590. Ideal for Landscaper/builder. Phone Clive Parker on 01489-781983 or 0799-0765779 anytime. (OCT99)
- * Series III SWB, 197.6 Petrol. FWH. Blue. Hardtop + Cab. 750 x 16 Michelin X's, 9 months tax and MOT. £1700 ono. Phone James Beaves on 01730-269654. (OCT99)
- * Land Rover 90 Hybrid, V8, Range Rover running gear, overdrive, electronic ignition, comp. wheels, full cage, battery in the back. Reluctant sale £2,600 Contact Steve Lane on 01296 631806. (SEP99)

Wanted:

- * Defender bits. Defender 90 rear window and side window trim panels and rear

headlining. Defender alpine roof windows. Good condition 90 rear bench seats or individuals (forward facing and fabric even better!) Defender 90 carpet set Defender 90 rear load tray. External 90 front roll cage. Parts must be well priced, I'm a student! Tel: Andrew Brett (Reigate) on 0 1737 210799 or 07767 650153. Fax: 01737 210439. (DEC99)

WARNING

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

Services

* 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.

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FEB99

Competition Event Information

- Events are open to all paid-up HBRO members. Bring your membership card.
- ARC rules apply. Don't forget your MOT certificate where applicable.
- Entries to be on an official HBRO Entry Form.
- 1999 ARC Handbooks are now available. Contact the Competition Secretary if you haven't got one yet.
- All HBRO RTVs are qualifying rounds for the "Red Leader Shield" (standard class Leaf sprung LRs), the "Pilot Trophy" (Standard Range Rover) and the "Performance Trophy" (for 90s)
- When you come to help set out the sections on the day before the competition, please find the Clerk of the Course (or whoever is in charge at the time) and sign on the attendance sheet. The event insurance covers those members setting up the event and is there for your benefit; but it is valid only if you sign to say that you are there.
- Please help to marshal the event. Attend the marshals briefing and then ask an experienced marshal for guidance on how to score and how to assist in the safe running of the event. We'll show you how to score if you've not done it before.
- If you are interested in scrutineering, please ask to accompany one of the scrutineers on the day. They'll show you how the checks are done and what to look for.

Forthcoming events - Long Term.

April 23	Nelly's Dell. Easter Rally. RTV, gymkhana, Green lane trip.
May 27 - 28	ARC2000 International Rally. But where? Either Aldershot or Bordon.
June 18	Social Rally at Roundhills. New Forest.
July 2	Slab Commion drive round.
July 23	Budden's Bank RTV. Petersfield area.
August 5 - 6	Battlehurst Farm RTV.
August 27	Club Rally Harroway Farm. RTV.
October 8	Broxhead Promotional event.