



Pants & Barks



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

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"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.)

National Rally Rehabilitation Issue!



Editor's bit....

Well, what can I say other than to offer a sincere thanks to all those who contributed to making the 2000 ARC Rally the event it was.

Some decisions that were made had to be changed, and some promises were made that had to be rescinded - thanks for putting up with it all. It was worth it. I just hope they don't ask us to do it again!

The 2000 AGM will be held on August 27. Any proposals should be made in time to go in the July issue. The HBRO Constitution will be published in the July P&B.

This month...

- Chairman's Chit Chat Corner.
- Final Part of Richard Hughes' excellent Africa Safari article.
- Mike Clark spends a day at Eastnor courtesy Hunters of Guildford.
- Tales from the Riverbank.
- A cautionary tale about

Philip Pilcher is unfortunately suffering visual impairment due to illness. Have a look at his advert for bits and pieces and see if he has anything you need. If you have a spare PC going cheap (or free) give him a call as he is saving up for one.

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 have a PC, you can send articles on 3½" or 5¼" disc and I'll return the disc 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 use plain Text (*.txt file) or Rich Text (*.rtf file) format preferably. Please include a brief explanatory message in the e-mail.

My e-mail addresses are:- at work:- Steve.J.Kirby@BritishAirways.com and at home:- Steve.Kirby@cwcom.net To improve the chances of making contact, try sending

The Chattering Continues...

I will keep it short this month as this article is written around about the 10th of the month preceding the date of publication and I am getting ready for the Land Rover World Show at Wycombe, the Christening, the Bow Hill trial, The Four Wheel Driving Force event and not least the Nationals.

When you read this (if at all) you will probably all be getting over the Nationals.

I hope you all had a good Nationals. If the amount of work and effort that Ashley and the team have put in is anything to go by it will be a tremendous do. Thank you to every one who assisted , in however large or small way.

It will be interesting to see how the future of Land Rover develops. Will the ARC become merged with the Ford Cortina 1600E owners club? Will Ford take over BMW? Who knows what is in store. Time will tell. I am sure that the HBRO will still be here and that's the important thing from a selfish point of view.

Cheers for now
Nick Jennings

p.s. In last month's cccc I noticed a couple of spelling mistakes. Now I know I am crap at spelling but I think I would have noticed get both Kiran & Zoe wrong. Perhaps it was the spell checker that transformed them into Karan & Zoo. Sorry guys. It nill wot appen hagain. (Doan chew b leave it, ed)

AGM

1. Notice is hereby given that the Annual General Meeting of the Hants and Berks Rovers Owners will be held on the 27th of August 2000 at Woodside Farm" (Nelly's Dell. See map elsewhere in this issue for location). The meeting will take place following the competitive event organised for that day and should start at approx 6.30 p.m.

2. Amendment to the constitution. The committee of the HBRO consider that the staging of the club AGM at the August Rally to be more convenient and cost effective than the traditional method of hiring a meeting room in October. I would therefore like to propose the following amendment to the constitution:-

I, Nick Jennings Chairman of the Hants and Berks Rover Owners, propose that in item 24 of the constitution of the HBRO, we delete the word "October" and replace it with the word "August"

Nick Jennings
Chairman HBRO

Tales from the River Bank

Well it could well have been the river bank rather than the old railway embankment with all the rain that accompanied us!.

We had been looking forward to the Easter Rally for some time. Even Maureen was keen to get out in the caravan again. The GMTV weather girl soon put the mockers on the weekend with her cheery way and news of bad weather. (doesn't it annoy you how happy the weather forecasters get when telling you how wet and cold you are going to get.)

So with an extra day off, we arrived on Thursday afternoon. Ian (webmaster) Parker was already on site and having fun and games with a mixture of a new awning, a new caravan, rain and a strong wind. A game we were about to embark on.

Maureen and I had decided to bring both the grandchildren to this event. New territory for us, as in the past it had been one at a time. John had work commitments until Good Friday evening and would follow on later.

So with the van set up, and a sandwich and cup of tea seen off, it was time to do battle with the awning. We had the full awning this time, you know how untidy grandchildren can get. No great problems with our mighty erection, except that we both got soaking wet and nearly blown away.

Ed Ellis arrived about this time. He had a real problem with his caravan. Every time the power was turned on the fuse either melted or jumped out of the fuse box and made its way down the field at a great rate of knots with very hot feet! There was obviously a major electrical gremlin in the works, something I think that was not solved that weekend.

Slowly our numbers grew during the course of Thursday afternoon. The weather was really terrible. We disappeared off to Petersfield for a couple of hours for some retail therapy.

Good Friday, who said it was good?, not the weather man. Members busied themselves setting out the RTV for Saturday and I went off to Slab Common, for a National Rally site meeting.

On my return the camp site looked very well stocked. There was another, somewhat smaller group of caravaners, in the first part of the field. They were being towed on by some old jap crap pickup. I am happy to say that this was not a problem for any of the HBRO'ers. It takes a bit more than a slight slope and wet grass to stop the Solihull Sloggers. Tricia Jacobs was CoC for the trial (thanks again Trish) and was using my ninety to set out with. Lots of other willing helpers were also banging in the woods and it looked like slippery work with the wet poles. (there is absolutely no intention of any double meanings in this passage.)

We had some visitors to the trial on Saturday. Diana Andrews and Bruce Tigwell were "doing a piece" for the new publication "Offroad Motorsport". I had a long talk with Diana, while Bruce was doing the David Bailey bit. Diana asked me who the characters were in the club, who were the noisiest members (Carol)

and who were the best drivers. I told her to put my name down for all categories except noise! Look out for the next edition of Offroad Motorsport, you could be in it or even better, I could have stitched you up in it.

With the weather looking better, but still a bit iffy, we resisted the temptation to erect the marquee. After the trial on Saturday afternoon (well done to all who braved the dell and the embankment) the weather had improved somewhat and the decision made to put up the clubs small tent and new gazebo. Just the right size, as it turned out.

Sunday. Scenic drive setting out by Steve Skinner our CoC for the day, (thanks Steve and every one who helped), Gymkana setting out & competition, green laning care of Ian ROW Parker (Thanks Ian) and as it turned out, the chase the cattle around the field game. Quite a few entries for this game (mainly large black & white smelly four legged ones). The star of the show was Miss Crisp. If I can run around a field after cattle like that when I am retired I will be well chuffed.

And on the subject of animals. Did any of you see the large furry thing with a waistcoat on, and I don't mean Peter Swales (sorry Peter, could not resist that one). The Easter bunny had been booked by Sam Parker to keep the younger members amused. I think it all went down well.

Monday was the scenic drive day. Not so many punters this time, but it was Easter and people have a huge variety of things to choose from these days. I discovered some lads from the other caravans breaking our warning tapes. I explained to them in my best English that they should either come back and fix the tape or I would follow them back to their caravans and dumped them in the smelly brown stuff, big time, with their parents. The tape was soon fixed. (It wasn't us, it was big boys Mr Patterson, Rock on Kevin & Perry) Thanks must go to everyone who helped in any way over the weekend.

So there you have it. If you were not there you missed a great weekend. If you were there you probably got wet and cold. For me the best moment of the weekend end was an incident in the tent one night. Vodka had taken charge of Tricia's legs as she made her way out of the tent for some unmentionable purpose, she either tripped over or pushed Gary off of his chair. Gary while falling to the ground reached out for support. He found Pam's arm, and that was cradling a very precious glass of some Scottish stuff. This promptly went up in the air and landed all over Liz's jeans. I thought Pam was going to suck the whisky out of the jeans at one stage.

Jim Taylor was definitely the king of the sick joke department. Every time we thought he had scraped the bottom of the barrel he produced scrapings from the very bottom of the winner of the very lowest of the low barrel competition. Suits you Sir.

See you all at the ARC2000 International Rally. Your support is needed and will be greatly appreciated. Lets show the other ARC members club how HBROers do it.

Nick Jennings

p.s. Special offer this week at Jennings of Caversham !!!!

Hunter's View of Eastnor

Anyone who owns a Land Rover would have heard of Eastnor Castle. Magazines, videos very often depicting Land Rovers up to their door handles in thick clinging mud and the driver looking like an Al Jolson impressionist, complete with make-up using mud, shouting "Mammy!" as they launch themselves skywards in some impossible trial. The Majors comes to mind at this point. But to me I've often wondered what it would be like to be a guest of Land Rover and drive the grounds of Eastnor in the new Land Rovers. On 16-3-2000 I got my wish, this is my story...

After Xmas I took delivery of a 1998 110 CSW from Hunters of Guildford and mentioned to them I was saving up for phase two driving experience Eastnor Castle with Rick, Roy and myself. About a week later, I had a phone call from Hunters inviting me up to Eastnor and would Rick like to come to!



On the morning of the 16 March, Rick and I drove OAB through the portcullis into the courtyard. We were met by the factory Jungle Track team, signed in and into the castle for a coffee and bacon roll. And had time to do a recce of the Castle. The Great Hall, the Gothic dining room, I walked into a room to be met with a statue of a knight on horseback and various suits of armour, swords and a suit of armour made for a boy of fourteen(ish). Even my school days weren't that bad. We made our way out to the courtyard where we were shown our steeds. Mine was a CSW 110 TD5. Rick had the 4.6 Range Rover

there were twenty-four guests all customers of Hunters. Vehicles were 2x Defenders, 2x Discos, 2x Freelanders, 2x Range Rovers (one being an Autobiography!). it was decided Rick and I should split up so we could do more damage that way.

I led the way from the Castle up to the Ridgeway, through to Bronsil via the Monument which we were informed from there you could look over five counties. We stopped and either drove or passengered the vehicle behind, a Freelander! Oh dear! (Words to that effect) half hour later I was impressed with the car it followed the 110 with out trouble, if you could bear the crashing & banging coming from underneath, providing you had long run ups! And kicked it hard! I was told later that I had three wheels of the deck at one launch - as we hurtled into the undergrowth at controlled speed you understand! Near Gearbox Hill, we stopped to have a break for coffee & cake the passenger in my car complained he didn't feel to good, and decide to find a hedge so he could communicate with foliage up close and personal and called out "Huey!"

It was time for a change of car TD5 Disco a very enjoyable car to drive, the woodland in this area was covered with a wild garlic we were reliably inform from Louise our instructor that the smell from it can be very strong. I nearly bought some home to keep my wife's mother away, she's a daft old bat!

All the tracks were very rutted with deep water. Vehicle change again the Range Rover 4.6 auto. About this time the Freelanders were finding it hard going having to be pulled over some tricky rock areas. By this time I found there was nothing that the Range Rover would find lacking. In the other Rovers you could feel the ground underneath in spite of the coils. The Range we floated through everything. We had covered over fourteen miles of Eastnor. 14.15 we made our way back to the castle for a three course meal in the State Dining Room first we were given drinks, lagers or soft drinks served by the castle's butler.

Starters - a warm salad of field mushrooms and toasted walnuts with chives and balsamic vinegar.

Main course - Roasted sirloin of Herefordshire beef, gravy trenchers horseradish Hollandaise served with roasted root veg.

Pudd Hot treacle tart whipped cream.

Cheese and biscuits, coffee

(Just like your butler gives you what hoe, eh? What? Ed)

All to soon my day was over, a few photos take, time to head back to Hampshire. Thoughts that will stay with me, the driving team saying good morning to the Major's Bust, the Freelander off-roading and the Castle interior, as I climbed into my 110 I did say under my breath "Thank You Major"

Mike Clark.

Defenders, a cautionary tale

Land Rovers, don't we just love 'em? Being brought up on a Derbyshire hill farm, Land Rovers must be in my blood. One of my earliest memories is rattling around in the back of Series 1. The same Series 1 that I later learnt to drive in and to this day is still in the family, although currently in an 'awaiting restoration' state. I was driving off road a long time before I discovered Tarmac, and even then it was in a Series 2. Over the years there has always been one of Solihull's finest lurking around somewhere, right up to my current 1993 TDi 110. So, why a cautionary tale? Well, after the recent budget that once again increased fuel, I came up with a cunning plan. A few sums were calculated involving the price of French Diesel, the amazingly low cross channel ferry fare and a journey time of just over 2 hours on one of these new fangled FastCats. It was discovered that we could have an overnight stay in Normandy, fill the 110's tank and still be better off than if we drove a couple of miles up the road to fill up at Tesco's. Sold! The day arrived that saw us driving off the forecourt of a French petrol station while feeling pretty smug about the whole thing. It was probably round about this time that Gordon Brown had a word with the Gods and passed them his official spanner to go in our works. A couple of miles down the road, the red 'no charge' light appeared on the dash at just about the same time as thick acrid black smoke started to pour from under the bonnet. Within a nano second we had slid to a halt, jumped out with an assortment of fire extinguishers and were peering under the bonnet to see what was amiss. The smoke had stopped as quickly as it had started and the remains of the Fan Belt could be seen still smouldering and looking not at all well. I was a little concerned that it was only a few days since a major service and a dodgy Fan Belt should have been spotted. But, no problem I thought, as I produced a new belt out of the back. A garage had been spotted about half a mile back and we decided they could probably fit it a lot quicker than us faffing about by the roadside. After confusing them quite convincingly with my schoolboy French, they had the new belt on in about 20 mins, so the great adventure could begin again. Ha! if only it had been that easy! At exactly the same spot, the same problem occurred again, so much so that we slid to a halt in the same tyre tracks. This time after a further more detailed examination, it was discovered that it was the alternator that had seized solid. This had the effect of burning through the Fan Belt due to a totally non-moving alternator pulley. B*gg*r!!! Not too bothered that the alternator was kaput, after all it was less than 2 months old and still under guarantee, and also having 2 heavy duty batteries on board meant we could still start the 110 a good few times. The snag was no Fan Belt equals no water pump & no cooling fan. Double B*gg*r!!! At least it meant the service was OK, as it was nothing to do with a dodgy belt after all. To cut a long story short, the RAC came to the rescue, repatriated the 110 and supplied a hire car for the rest of our stay. We even managed to get to our hotel and get plenty of bargain booze as well. To round things off, we ended up with a lot more cheap Diesel than I had imagined

due to the 110 spending most of the trip on the back of a flat-bed. It was, however, quite embarrassing to go to France in a Land Rover and return in a Nissan Micra! This little episode got me thinking about the cost of Land Rover ownership (both financial & emotional). In 18 months of ownership, the 110 has got through : 2 wiper motors 2 heater motors 1 set of wiper linkages, 3 Alternators (all packed up for different reasons and currently waiting for number 4) a Wheel bearing & half shaft a Wiper switch a Headlamp/Sidelamp switch plus numerous other smaller items and trim that have fallen off, broken or cracked. Oh yeah, I nearly forgot about the door seals that don't. Don't forget that this is a low mileage, 1993 vehicle, that has always been maintained far in excess of the manufacturers recommendations. So why do all these things go wrong? We also own a Peugeot Diesel of similar age/mileage that also gets serviced regularly and the occasional bucket of water thrown over it. I know the end use of the 2 vehicles is totally different but in comparative day to day use, the Peugeot's build quality is light years ahead of the home grown product and nothing has ever fallen off or failed to work. We really should stop simply accepting all these things with the attitude of "well it's a Land Rover and that's what they do" This is the bit that everybody will hate, I really don't blame BMW for bailing out. The product is great but we just can't screw them together well enough. Good luck Ford, you'll need it. Well, as for me, the 110 is the last Land Rover I'll own. Don't get me wrong, I'm not going to sell it, after all my business depends on it and after driving just about every other 4x4 out there, there really is nothing else to match it for pure cross country ability. There's just too much blood, sweat and tears invested in this one. I guess it will be like the proverbial broom that lasts forever. All it's ever needed are 3 new heads and two new handles! When the lottery comes up, there's a Jeep Cherokee with my name on it. As a final thought, a friend has just bought a 1955 model Unimog. It's got portal axles, 3 Diff locks and coil springs. In 1955 !!!! Can you imagine what we would be driving now if Land Rover had picked up on that technology then! It would be one hell of a Series 1.

Richard Myers

Wars of the Roses 2000

Our entry for the Wars of the Roses 2000 has been accepted.

The War this year is on the weekend 6th to 12th July, camping at Cartmel Racecourse. Members wishing to participate in the War should inform me without delay.

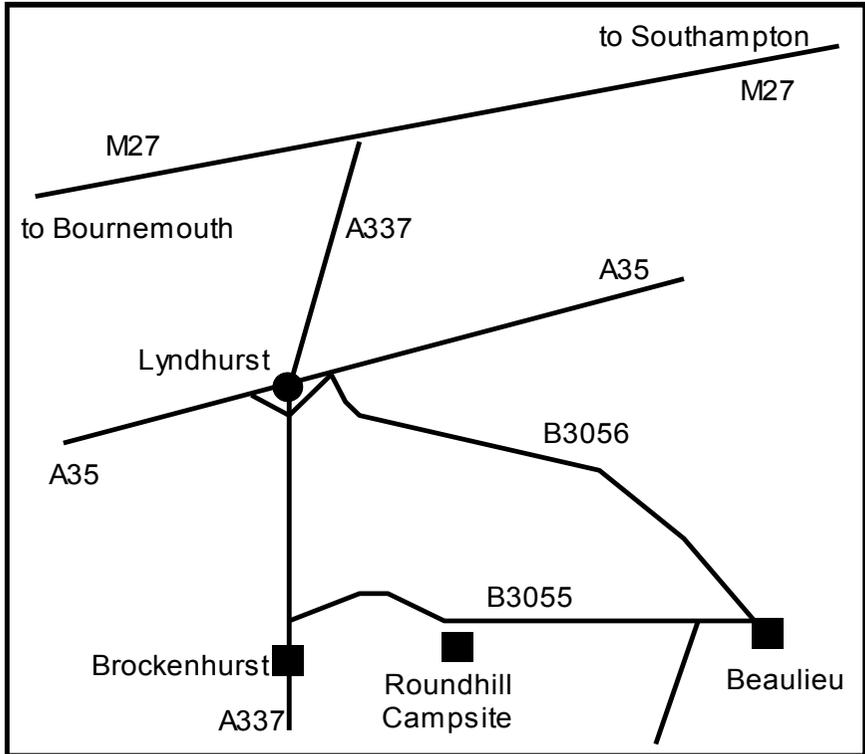
Tel / ans / fax 023-9237-7488 e-mail adrianbolge@lineone.net

Members wishing to support the participants are more than welcome.

Adrian Bolge

Roundhill Social Weekend New Forest

The site is in the New Forest close by the Beaulieu Motor Museum. Camping is just outside Brockenhurst in the heart of the New Forest on the Roundhill campsite Rally field. A toilet block has everything except showers.



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www.4x4web.co.uk/hbro

RTV Trial at Nelly's Dell

June 24 - 25

RTV Summer Series.

Status	Closed. HBRO only.
CoC	TBA.
Steward	TBA.
Chief Marshal	TBA.
Scrutineer	TBA.
Sec of Meeting.	TBA.
Camping	TBA.
Scrutineering starts at	08:45.
Drivers / nav's briefing	09:45.
Marshals briefing	09:45.
Event starts at	10:00.

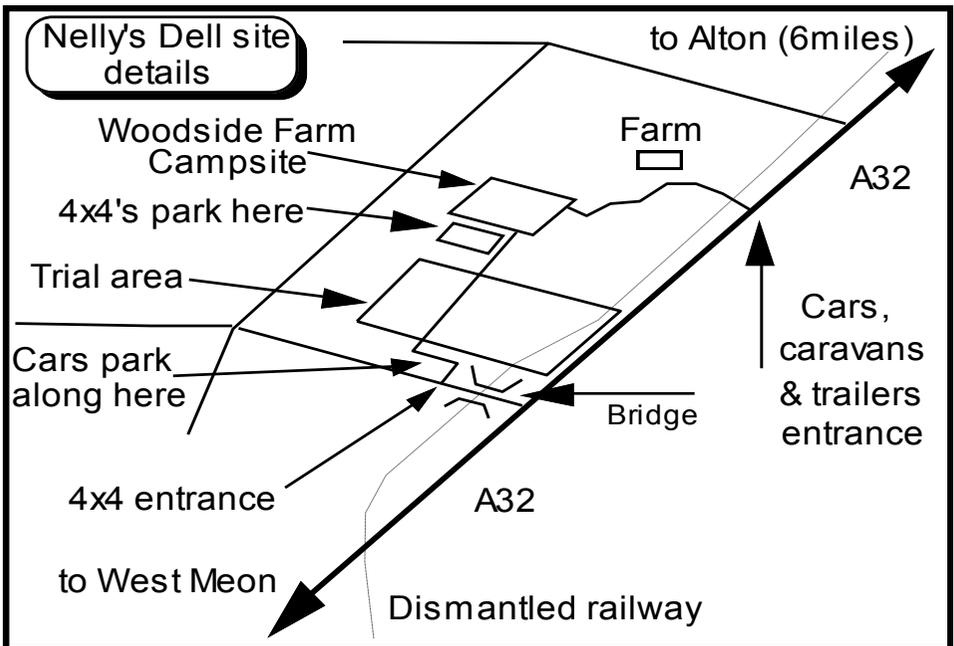
TBA = To be advised.

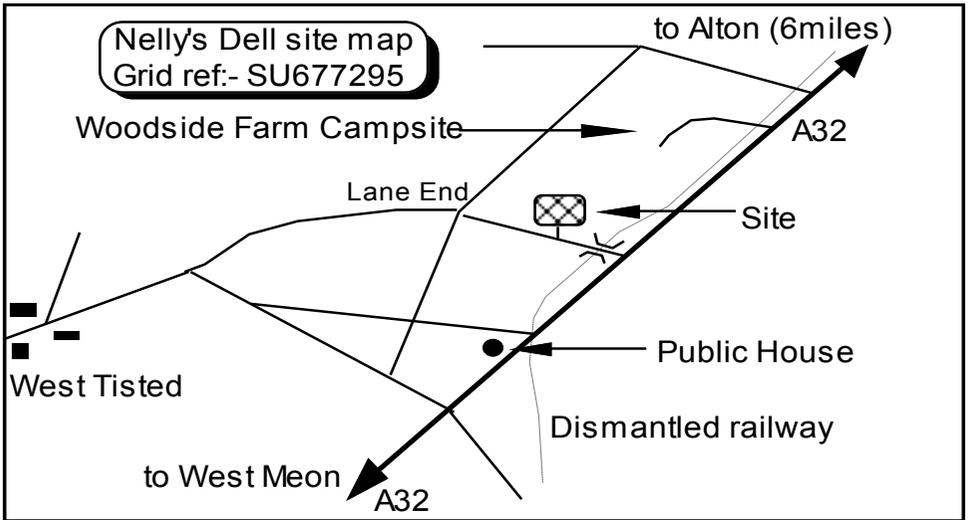
Payment to Sec of meeting.
 £12 on the day. £10 advance (>7 days).

Facilities:- Toilets in trailer.

Nelly's Dell is on the A32 Alton to West Meon road. Caravans to enter by the Woodside Farm entrance. Trialers and / or trailers can enter the lower field from the side road. See map.

Please read the Competition Event Information inside back cover.





Taiwan

Steve,

HBRO Rag received intact thankyou once again.
It was good to meet you at the Easter Rally.

Just a few words about the Rally. Firstly, Angela and I would like to thank all those who took part for making us feel extremely welcome. This was our first outing with the Club and it was just, greeaaattt. Despite the rain on the Thursday, my son mixing up all of the awning poles and all the internal electrics packing up in the caravan.

The RTV event for me was my first, and my old RR has quite a few more bruises to show for it, but that's what I brought it for. But I did learn a lot from the likes of Nick, Nick and Nick, seems to be an awful lot of Nicks in the Club and the rest of the motley crew. With a special thanks to John Jennings (Nick's son) for sitting in the left hand seat on the first two trials. Brave Lad.

Sadly I'm back in Tawian now as you will have realized, and missing my RR and some badly needed competition. Well there's always the golf.....

Thanks again

Ed Ellis.

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'CONICAL HAT' Expedition. Part 3.

Climbing steadily from the river we drove up the pass towards the saddle between the Matebeng and Somalenge mountains. Once again, we had to stop to absorb the panoramic view towards the Sehlabathebe region. Constantly faced with fantastic scenery, we were moved each day as we "discovered" a fresh vantage point.

When travelling in Lesotho one does not ask the distance between places but how long the journey will take and guide books advise that you will "require a good vehicle or a relaxed timetable". It took us the best part of the day to reach the Sehlabathebe National Park – a grand total of 38 miles! The signpost to Jonathan's Lodge beckoned us to a shower, a cold beer and the chance to relax in the glorious sunshine. Expecting this to be around the next corner, we arrived an hour later! The comfortable lodge was set in beautiful surroundings but we wondered how many others are prepared to undertake the jolting drive to enjoy it.

Established in 1970 as Lesotho's first - and only - National Park, the park covers an area of 6500 hectares in the Qacha's Nek District of Lesotho. Visitors may camp in the park or, as we did, stay in Jonathans Lodge. The lodge is so called as it was originally built as the private holiday home of Chief Lebua Jonathan (a former Prime Minister of Lesotho).

Close to the lodge is a rock pool which is the habitat of the Aponogeton Ranunculiflorus water lily, more commonly known as the "Crown Jewels Of Sehlabathebe". This water lily is unique to this area and, until its discovery in the park, was considered to be extinct. From the lodge it is a short walk to the impressive 20 metre-high falls on the trout-filled Tsoelikana river. These are close to caves that have been extended into shelters by the local herdsmen. Nearby are rock formations sculpted by the wind into unusual shapes, including arches.

Although we could easily have spent another day in the National Park, time was short. Thus, after a quick walk to the nearby rock arches and converted caves we departed. Before leaving the park we stopped to watch a small herd of Grey Rhebuck grazing and a rock kestrel in the distance.

We made good progress as we headed south west along the "all weather" escarpment road that runs between Lesotho and South Africa. The lack of restrictions in this country became evident from time to time. On one occasion we ventured off the road and crossed the grass towards the escarpment edge in order to better enjoy the magnificent views of South Africa below. Being used to the regulations of the UK, the notion of individual responsibility was rather foreign and I half-expected an angry landowner to appear and tell us to "clear off my land". The grass, like that of the Pitsaneng valley was hardy and we left no sign of our passage.

Around noon we spotted some interesting looking caves close to the road and decided that this would make a good spot to stop for lunch. Peter

directed the 107" station wagon as I steered over the rocks and towards the cave. With some trepidation we parked the 107" on the cave roof. Confident this thick rock would not suddenly collapse, Neville manoeuvred the 109" below whilst Andrew snapped away with his camera.

It was difficult to gauge a suitable speed as we continued our journey that afternoon. The road was very bumpy and whilst I was sure that with coil sprung vehicles one should increase speed to compensate for these jarring corrugations, this was clearly not so with leaf sprung vehicles!

Often I found it difficult to concentrate on the roads and take in the scenery, whilst also admiring the convoy of Series Ones silhouetted against the wide blue sky.

Despite a hard day's driving, we resisted the temptation to set up camp at the bottom of the almost sheer, hand-made Tsoelike Pass that loomed before us. How could we relax before meeting this challenge? So, ensuring that low range was securely engaged, we slowly climbed up the narrow road, tyres scrabbling for grip on the hairpin bends as we squeezed past small rock falls that forced the vehicles to within inches of the sheer drop below. Fortunately, we met no on coming traffic - this would have turned excitement to terror!

Having successfully conquered this pass, we set up camp on the bank of the Tsoelike river, satisfied by our afternoons achievement. However, in our heart of hearts, we knew that the achievement was not totally dependant on our great driving skills but had more to do with the sturdy and reliable Series One Land Rovers that, forty years on, continued to perform as the Wilks' brothers had intended them to.

That evening we were joined by friends of our guides, Peter and Julia Blakeway, who happened to be in the area. The two Peters, together with Louis, were among the small band of founder- members of the KwaZulu-Natal Land Rover Owners Club. The Blakeways now live in Lesotho at a mission hospital close to the Senqu River. They own an early Series II Land Rover and trips to and from town necessitate fording the river. The water level can change dramatically within a few hours. Leaving the vehicle on the wrong side could result in it being stranded there for the rest of the rainy season! The Blakeways regularly cross the river with the doors open to allow the water to flow through the cab and so decrease the resistance which would otherwise cause the vehicle to be swept downstream!

The following morning (under the pretence of taking photographs) we drove up the pass once more. However, the real reason – if we are honest – was that we could not resist tackling this spectacular road again. Having conquered it a second time, we reluctantly headed back towards the main gravel road that leads to the town of Qachas Nek. Whilst this is officially described as a highway, it was not unlike the other tracks in Lesotho and was enjoyable to drive.

We refuelled at Qachas Nek as petrol is cheaper here than across the border in South Africa and took the opportunity to calculate our average fuel consumption (a little over 15 miles per gallon) and gaze in envy at the fuel prices, less than 30 pence per litre! However, whilst prices might appear

inexpensive to visitors, everything is relative - a farm labourer in Lesotho will earn less than £2.00 per day.

With our passports stamped once again, we left Lesotho and re-entered South Africa. Our week had flown by and, although we'd seen only a tiny portion of this incredible country, we had become quite attached to it and felt sad at leaving. But, we are sure to return. We know that the Conical Hat Expeditions' team has much they'd like to show us yet and, having had but a taste of what Lesotho has to offer, there is much more we would like to see.

A couple of hours later we returned to a tarmac road for the first time in a week as we approached the town of Matatiele where we briefly stopped in order to double the tyre pressures from the 15psi they had been running at in Lesotho to an on road 30psi.

From here it was a fairly quick journey back to Himeville and Conical Hats workshops. However, before stopping at the workshop it was suggested – and we readily agreed – that we drive back up to the South African border post (at 1800 metres) on the Sani Pass so that we could take further photographs, enjoy the drive, and views, on a brilliantly clear day.

The last trip up the Sani Pass was a wonderful finale to our expedition before returning once more to the Conical Hat workshop and bidding the trusty Series Ones farewell. For us this part of our trip to South Africa had come to a close (although we still had deep sea fishing, a visit to a game reserve, water skiing and various other activities planned for the following week).

Whilst the vehicles may have looked a little lonely as we closed the workshop doors, we knew that Conical Hat Expeditions' team would soon be



(Left to right) Neville de Clerk, Peter Bassett & myself enjoying glorious sunshine as we enjoy one last drive up the incredible Sani Pass.

returning to clean and fully service the fleet. It would not be long before they were ready for the next group of clients eager for the extraordinary experience of driving Series I Land Rovers through the Mountain Kingdom of Lesotho.

With most sincere thanks to all those that made this trip possible and could not have been more helpful both before, during and after the trip. In particular all the Conical Hat Expeditions' team and South African Airways.

Richard Hughes -

For further details, contact Conical Hats' UK representative, John Muirden, Tel / Fax 01623-797107. Email: john.muirden@btinternet.com or email direct: conical@iafrica.com or visit www.conicalhat.com

New Members

HBRO welcomes new members who joined in the last two or three months. We look forward to meeting you at future events.

Jimmy Salmon from Dorset.
Christopher Broadbridge from Warsash.
Simon Tuckwell from Denmead.
John Martin from Woking.
Joginder Banghu from Southall.
Harvey Jones from Rowlands Castle.
David Porter from Maidenhead.
Philip Smith from Camberley.
George Stephenson from Farnborough.
Michael Wolfe from Bordon.
Paul Jameson from Staines.
Steve Dent from Cheam.
Keith Roberts from Wokingham.
George Brownrigg from Frimley.
Aaron Bartram from Egham.
Jonathan Jacobs from Fareham.
Nigel Green from Southampton.
Hugh Wrightson from Hayling Island.
Colin Forgan Morle from Reading.
David Howarth from Horndean.

Regards

Bob & Jenny Davis



Let's Off Road!



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FEB00



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At Last!!

The 2000 ARC Handbook is now available. Contact the Secretary or the Competition Secretary if you haven't got one yet. Sorry for the delay but the usual distribution system wasn't available to the ARC this year and alternative arrangements had to be made.

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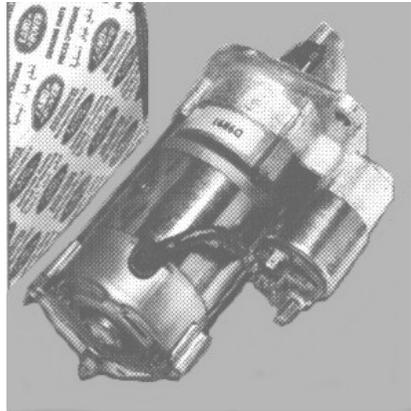
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For Sale

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

* "Again into the shed once more..." has produced a range of itemettes for sale, as follows:-

A Totally Complete and VGC 3.9efi engine unit with loom ECU Air Flow meter etc, and it is one of the last Non Cat's! can be delivered, and possible help fitting and wiring up if required, yours for £850 ono. V8 Flywheel VGC £20. SU Carbs on manifold for upping you V8 from grotty Strombergs £20. V8 Manifolds, either single pipe exit (Pair £25), or twin EFI exits Pair £25. Range Rover 6 Stud early front axle, complete exc Diff but VGC inc Swivels - £125, Range Rover late rear Axle (1990) excl diff £150. S11 Front Axle casing modified so as to fit Series 1 80inch Narrow springs - £25. Series 1 80 inch doors bottom VGC £25 each. Series 1 86inch Windscreen with glass - £30. Series 3 Bulkhead, not too good, actually not good at all but I've seen far worse and it is salvageable - £30. Series 1 80 inch Rear Body tub Really tatty but they're good for spares?...Free to collector! Exhaust bits, having just finished I have lots of new bits such as bends, over axle couplings etc, all 2.25 inch ID, e.g. Exhaust Box twin 2.25 entry single 3.25 exit, and 2.25 single entry with twin 2.25 exits, boxes £circa 40, and pipes as many as you want to take with the boxes for a few quid extra (maybe), save you hours of time! Range Rover manual Steering boxes - I swear they are breeding £5 each 2 for £6. Series 1 80 inch Chassis GC no rot even has original special 80 inch rear crossmember, was ex a trailer, narrow springs front and rear so V early no Log book £150. Range Rover Radius arms Late type (88) Front or Rears £15 each. Pair of VGC Front Calipers (with Pads) £50. Superser Heater Unit with Blue Bottle all working - £20. Space Heater runs with propane VGC hardly used

belts out heat fast and is adjustable £100 inc full bottle. 3.9 ECU VGC £125. V8 Heads £10 Pair. Range Rover Front timing cover £10. 5xDisco rims £60. Range Rover Rear half shafts £15 each. R/R Windscreen £10. 3.5efi Oil Cooler £10. Hubs, disks, stub axles - ring Cheap. 3.9 V8 Starter Motor - small type geared and much better than big heavy sort £50 each. 5. Chevy adapter ring to V8 LT95 complete Kit £100. 5.7 Chevy Tubular Manifolds Stainless £100. LT95 4 speed Box inc Overdrive £500 all VGC. 50mm CDS Tube 5 lengths 6/6/6/8/15 Ft £40 the lot, Tow rope H/D 15 Ft £10, Series 1 80 inch Truck Cab VGC £150. 90 Bonnet small dent (stone chip deep) £90, Rear Door for series 2/3 Full hard Top, no, don't know where the hard top is just got a door! £50. R/R Shock Ab taken off R/R just broken all ok £20 set of 4. 1.5 Hp Air Compressor plus tools inc rubber pipe, Air Ratchet etc £125. Range Rover Front Headlamps & Spoiler with lights in complete unit £50, Range rover standard front Grille £5. Phillips radio Cassette (with Code!) £15. that's all for now. Phone Nigel Barker on Mobile 07909 973163 anytime you can get me or home BEFORE 8.30PM PLEASE on 01428-653795 (JUN00)

* Land Rover Spares 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 swivel pins £16. Front axle housing parts, shims, bearings and old freewheel hubs. Fitting kit for S3 to fit electric winch £22. 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 parts clips, washers and body fixings brackets.. S3 and 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 for 90 and Range Rover 2 off £10 each. SI front grilles £5. Fuel pump 2.25 new £10. 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 pintle and ball hooks £4 each. Second hand cylinder head, prop shafts. Tatty Range Rover nudge bar £7. Rims LWB £12 and SWB £6 each. New gaiter set S3 front axle £15. Large wing mirror glass £2. Various gasket sets. S2 windscreen frame £5. 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 one spare block with front cover and oil pump £30. S1 pair of axles £45. Various axles and gear boxes of S2 and S3 types between £35 and £60. Electric master cutoff switch, new, £20. S1 front fuel tank £30 ono. Loads of other bits and pieces. 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 (JUN00)

- * Camping and Caravanning items Four small folding stools. 1 five-litre white water carrier. 2 towing mirrors. A stabiliser. A caravan 12v plug and TV aerial socket. A TV 12v signal booster box. 6 plastics cups, saucers, beakers and 2 plastic glasses (?) A caravan grill pan. Just make an offer for any or all the above. Nick van den Braak 023-9259-7266. (JUN00)
- * Misc LR Bits. 5x 205x16 town and county tyres on 90 rims (3 good) c/w spare wheel cover - £90, Rear door glass - £5, Early 90 filler neck, connecting tube and cap (non locking) - £10, Pair of rear x-member handles - £4, centre seat (black) – offers, 90 rear axle complete (except no diff) recent new shoes and cylinders + spare cylinders and shoes - £60, Lift out sunroof with all fittings - £20, 2x series starter handles - £4 each, Rad fan cowling (V8 90?) - £5, Pair Ring driving lights with covers - £10. All items ono. Phone Stuart Davidson 01489 786034 or all@davidsonhouse.fsnet.co.uk or t0328sd@solent.ac.uk (JUN00)
- * 1973 S.W.B. 2.25 5BRG on XCL's (Only done 4,000 miles) 1 brand new, 4 Michelin O/R XZL part worn, Roof Rack. Taxed and Tested £1250 01252 404566 (MAY00)
- * Forward facing rear seats to fit Series and Defender models LWB or SWB fair condition in black vinyl £35 ono. Phone Gary Wilson, Waterlooville, 01705-233314. (MAR00)
- * LR Bits Dixon Bate adjustable tow hitch complete with Dixon Bate tow ball. Approx 6 months old. Fits any 90 & 110 - £55 Spare slider for above - £15. Six Avon Rangemaster tyres (3 as new, 3 approx a third worn), 5 on new take off Discovery steel wheels, 1 loose - £175 ono. Offers for any of these - 110 front centre seat, Moorland cloth, as new; 90/110 300 Tdi bumper, not scratched or bent, drilled for 'A' bar & with rubber end caps; Full set of coil springs & shocks (110 CSW), good working order. Call Richard Myers on 023-8045-5349 (MAR00)

Vehicles for Sale

- * 1973 Range Rover M reg, white with black vinyl roof, tax and MOT. Genuine mileage of 89k never been off-road, original seats which are in excellent condition as is carpet although it needs new headlining and the wheels are not original, no dents or scratches, paintwork showing age in places. Lots of receipts and I have history from new with letter from first owner. This vehicle is

a good example of an early Range Rover untouched by any modifications and free from off-road abuse only £1495. Call Steve Latter in Bracknell on 01344-641326 or e-mail steve.latter@atstechnirent.co.uk (JUN00)

- * Land Rover Series III , Ex Military. 1980 Ex Military. M.O.T. September 2000. Good runner/starter. Good chassis/mechanics. Recent full service. Full soft-top, canvas good condition. Interior seats good condition. Out of military two years. Registration WAR 981 W. Price £850. Tel Paul Sampson on 01268-565990. You can see pictures at <http://homepages.tesco.net/~paul.sampson/page4.html> (MAR00)
- * .110 hard top. H Reg. Little tatty and no engine or gearbox. £1500. Contact Mark Ambler on 0831-345485 or 01491-671010 (FEB00)
- * Lightweight LR 1968. 3.5 litre V8. 'Q' plates. Full tilt. Sale due to not having enough time to play!! £1500 ono. Call Carol Read on 01483-236626 eves or answerphone. (FEB00)
- * Series 3 SWB 1973. Petrol. Hardtop with safari side windows. This LR has had a lot of work done on it in the summer of 1998 and has done only 600 miles since. New front axle complete. New front lightweight springs. New chassis supports welded at front. Army recon short engine and cylinder head converted to lead-free. New carburettor. Recon radiator. New hoses. New Clutch parts. Recon gearbox fitted with overdrive. Good tyres. MoT. £2250 ono. Call Roy Michael in Eastleigh on 01703-611491 (FEB00)

Wanted:

- * Wheels & tyres. 5x Range Rover / Discovery alloys (plus wheel nuts) with 265/235 x 16 road/all terrain tyres (or separated sets). Tyres must be in good-reasonable condition. Phone Stuart Davidson 01489 786034 or all@davidsonghouse.fsnet.co.uk or t0328sd@solent.ac.uk (JUN00)
- * Series 1 86" bulkhead. either in good condition or easily repairable. Complete vehicle considered for spares. Contact Richard Myers on 023-8045-5349 or R.Myers@btinternet.com (MAY00)
- * LR items wanted:- Air-tight rims for white-spoke or Disco type 6½-7x16. Possible tyres also for road use. Inward facing rear seats, singles, 1 pair required. Phone Nick Woodage on 01730-894418 or 0850-408161. (MAR00).
- * Rear disc axle from Discovery or LR90, Diff and shafts not necessarily required. Also wanted, 40 channel CB radio + aerial. Phone Stuart Davidson,

in the evenings 01489-786034 or e-mail T0328SD@solent.ac.uk or all@davidsonhouse.fsnet.co.uk (FEB00)

WARNING

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

Services

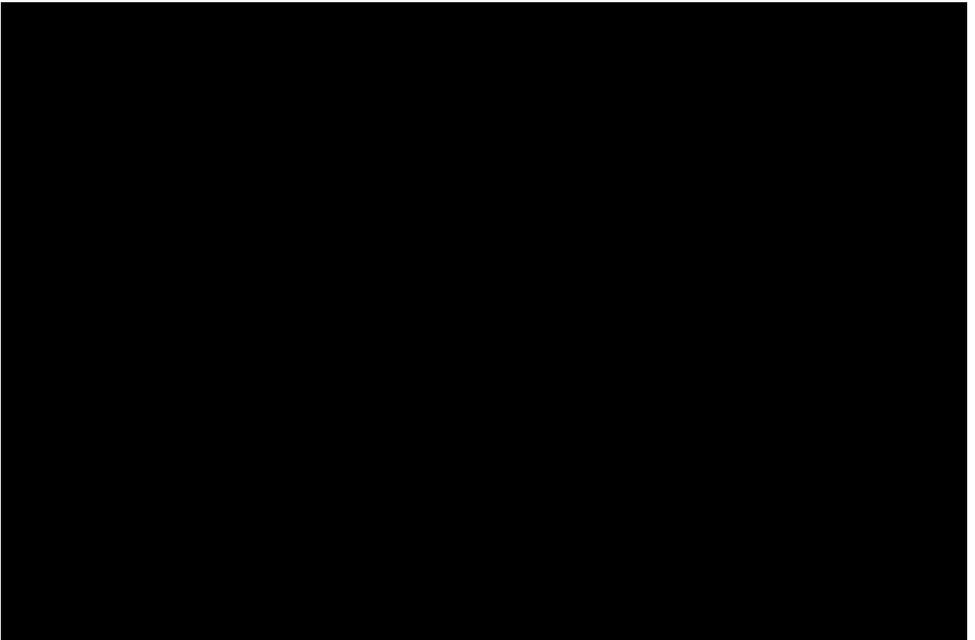
- * Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.
- * Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-650212.
- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 0208-715-4861 or e-mail David@fwfilms.freeseve.co.uk.
- * Welding and Fabrication Rollover protection, fuel tanks, & any other metal fabrication. Examples:- LR full external cage £280. Fuel tanks from £65. Dave Middleton. 07879-634772.

Bye bye.....



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.
 - 2000 ARC Handbooks are now available. Contact the Secretary or 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. Marshalling Guide booklet available on request.
 - 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
-



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.
- * 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; longer term programme can be found inside the back cover.

WS = Winter Series. SS = Summer Series.

Green laners:-

Call Ian "Rights-of-way" Parker (Tel: 02392-594687 Mobile: 0797 751 3838) for details of the next trip. Richard Myers will not be available for a

