

Greetings. Which is about all that could be managed after Christmas and New Year. However, now everything is back to normal, I suppose one must come back to earth and start again.

Firstly, my apologies for missing the Green Roding last month, but unforeseen circumstances come upon me. Further on you should find some exciting news as regards the NEC, and also something for members in South Hampshire. For the coming year we hope to see the Club expand, and to do this, we have to make ourselves known to the public. So we intend to attend more shows, rallies, etc and with luck get more publicity.

Something else we are trying to sort out is our National Rally. So far, we have approached Thruxton circuit, and the Old Mill at Aldermaston but so far Stratfield Saye seems favourite. Also, if all goes well we should be able to squeeze a few factory visits into this as well. These are some of the things that we are working towards, so I hope you will support us and we can support you.

#### NATIONAL CLASSIC CAR SHOW @ N.E.C. BIRMINGHAM

Those interested, we have some great news. Its just been reported to me that we have a stand at the National Classic Car Show on 5, 6, 7 May Bank Holiday weekend at NEC Birmingham. It is hoped to be the biggest show of its type, including Auto-jumble and many Trade Stands. So far, the cars going are two P5Bs and a Land Rover, but due to a short deadline we couldn't get around to everybody. But, what we need now is for everybody to help and pull together because we may not win with a Concours car but stand a good chance of winning Best Stand.

What I can tell you is that we are in Hall 4 with the Bar next door to us and another vital little room the other. What is needed is several of the following idea :

- (1) A display board for photographs of what the Club stands for. ie Green roading, events we have run etc. etc.
- (2) Suitable division from groups next to us. This would take the form of fencing, but not enough as to totally close us from the public. Some ideas already put forward are chain link of the plastic type, or velvet style rope. Another style could be ranch style fencing. This could be stained and varnished and put together very easily.
- (3) Decorations for cars. The Land Rover would be easy with artificial grass etc, but cars are a little more difficult.
- (4) We have already asked Ian Stewart to take a video of the Club, so could we all get together (March/April) on this with as many varied vehicles as possible. Especially Colin's P3, if he is reading this.
- (5) We need a couple of decent chairs that can fold away, and also a table of some sort.

Any ideas will be gratefully welcomed, and hopefully we will see you all, or as many as possible on the EXHIBITION DAYS.

One Final Thing. We have one space left, so could we have a volunteer for the following : either a Range Rover, P.3, P.4, P.6 or SD 1 to try to vary the Display. Remember the public will be looking at us and you will be acting as Ambassadors for the Club, so appearance is important. I will let you know month by month how we get on.

Well, that's Christmas and New Year out of the way for another 12 months; those of you that didn't go to the Rowbarge missed a good evening.

The new year saw us out terrorising the yokels again. Those who met at Tadley were greeted by Red Leader giving out directions to get to Aldworth well, that was the idea, but I was late, thanks for waiting. The directions weren't so hot (how do you hide a church? Midgham managed it) even I, leading from the rear as usual, missed the turn. We arrived at Aldworth to find a crowd waiting, and eventually set off with the Land Rovers of Dave, Richard, Hughie, Simon & Roger, and Ian's Range Rover.

We headed north onto the <sup>B</sup>erkshire Downs and I soon got a warning of the dangers of off roading by descending the first hill completely out of control. I gather most people had similar problems. During the morning we circled round the downs, only getting lost a couple of times, entertainment being provided by R.L. as "Toby" slowly fell apart, the cab having to be tightened several times and the radiator panel being tied to the bumper to keep it off the fan.

As the dry winter had left the area unchallenging I had to change my plans (as I hadn't told anyone what they were, it didn't matter much) and go west across the A34 (that sorted out the men from the boys) to find more interesting tracks. We found them (sorry Ian, I hope T Cut does the job) on our way to the "Horney Pig" (Blue Boar), Chieveley, for lunch. In the afternoon it was raining as we headed north, pausing only for Simon to change a wheel, to find both a bit of mud and an interesting track (?) through some woods. If it appears that we are obsessed with mud this is because whilst many aspects of green roading offer a challenger mud gives minimal risk of damage. Toby was running with just a half door so as the rain was getting worse I handed him over to a friend and lead from the passenger seat of Ian's Rangie, for the first time that day I was able to read the map easily and knew where we were. Later, after we stopped for Hughie to pick up his front bumper (perhaps he'll put nuts on the bolts next time), I had the opportunity to drive both a Range Rover and a V8 Land Rover. In both it was great being able to concentrate on driving without having to worry about whether you had enough power to pull you through. The Range Rover however, was so quiet and smooth that it must be easy to go much too fast and find yourself in serious trouble, whilst the V8 L/R although far more restful than Toby, didn't let you forget you were on the rough. Thank you Ian & Hughie. We parted at Harwell as the weather worsened, and the trip back with the open side I would happily forget.

We had a number of saloon owners along for the ride, and very welcome they are too, but we are approaching saturation point. I suggest in future that if you want to come you negotiate a lift in advance to avoid disappointment on the day (better still, get yourself a Land Rover)..... Future Events. For the next 2 months we have leaders who know where they are going (should make a change!) In February, I am told, the main hazard will be mud, and there should be no clearance problems for Range Rover size vehicles. In March there will be "some pretty muddy, partly overgrown parts, but non-damaging", .. sounds good.

5th Feb. Meet in layby opposite Viables Craft Centre, Basingstoke at 09.30. Leave Basingstoke on the Alton Road (A339) turn right at the roundabout by the Crest Hotel (SP Viables), if you are coming from Alton it is the first roundabout after going under the M.3, then straight on at the roundabout by the Mobile Garage (ignore the sign to Viables Industrial Area) to the layby on the right.

4th March meet at Petersfield Railway Station at 09.30.

29th April. The Birmingham NEC as mentioned elsewhere will clash with our May Green Roding so I have brought the date forward. This will give us a chance to tackle the Ridgeway before it "closes" for the summer. This will be a fairly long trip as it starts west of Swindon.

FOR SALE. Land Rover Lightweight Phone Richard Tadley 5495 for details.

Its becoming apparent that people are beginning to hear about us in South Hampshire. Because most of our membership is in the north we intend to go south and meet up with members on the south coast so that they do not feel left out. This will take the form of a convoy to the New Forest or similar in the Spring. Members should meet at the village square in Kingsclere. That is the T junction of George and Swan streets, opposite the church at a date later to be arranged.

It was planned a short while ago that we would have a Teddy Bears picnic so perhaps we can do a run to Lyndhurst or similar to meet with members in the South and then proceed to somewhere like Beaulieu. That is the idea, so perhaps if somebody can suggest where to meet en route near Southampton bearing in mind it must be easy to find eg Little Chef, Motorway Services etc then we could all get together. If anybody has a spare CB unit they would like to bring along, then perhaps we could have contact at front and rear of our small convoy.

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RACING. At the last stage it was announced that a team would get together to start racing, baseing themselves on Rovers. At the moment a state of confusion rules as we need a championship to race in. Also a P6 3500 S seems favourite at the moment, even if I do have a hankering for a SD 1 V8. Still, once something happens we will keep you informed.

YEAR BOOK. This has been postponed to June as this is when we first came together. We still need articles, photos etc desperately for this, so help on this is needed. And while on about writing, don't be afraid to do something for the newsletter; who knows, you may even enjoy it.

SPARES For those who don't know it yet our Sec. has got something going with CAFCO in the form of discount cards. Phone Andy or write to find out details.

If owners of P5s are interested and need run of the mill things like brake pads etc then Walter Mass are prepared to let us have trade prices on bulk orders. For example, front disc pads at £6 a set. Spares on P5 have now increased, and we have a quantity of P6 spares including a good 2000 engine complete.

Car Rally Sunday, 26th Feb. 84.

MONEY GRABBERS REPORT

Andy & I used the course that Pete mapped out before Christmas and added some more features, in fact we have lengthened the course; Start at the "Hinds Head" approx. 10.30 a.m. Drive Off towards A4 following instructions, and it will finish back at the "Hinds Head" at about noon. This event will be in cars only and will give us "soft" saloon drivers an opportunity to give the Land Rover nuts a nice sedate country drive. As Andy and I have mapped the course we cannot take part, but we will act as drivers only and will not part with any clues. The passengers will give the directions and find the clues. The winning car will be awarded one round of drinks on the Club and a trophy!!

FINALLY. Thought of the month.

I've actually managed to write a newsletter without any comments about the short hairy one!!

P Nightingale.

NEXT CLUB MEETINGS

WEDS 8th FEB 8 o'clock

SUNDAY 26th 10-20 APPROX

(THIS IDEA OF PUBLISHING DATES PUT FORWARD BY REX WARD, NICE ONE MATE)

Can anyone interested in going to LeMans let Andy know. There are below three alternative organised coach/tour trips and compared to taking a car and 4 adults Can you let Andy know which of these alternatives you prefer.

**NONE OF THE ALTERNATIVES SHOWN INCLUDE ADMISSION TO THE CIRCUIT (approx £20)**

**CAR**

Portsmouth to Le Harve including 600 miles travel by car will be in the region of £50 per person. (assuming 4 people in a car).

**TOUR GT 21**  **From £35**

Petit Prix  
Budget Weekend

- Departures from over 30 towns and cities in the U.K.
- Luxury coaches
- Visit Paris
- All port taxes included
- Best value to Le Mans

**ITINERARY**

**Friday, June 15th:** Our coaches will depart from various towns and cities during the day and drive to Dover where you board the Townsend Thoresen ferry at 2130 for the sailing to Calais.

**Saturday, June 16th:** Arriving in Calais at 0100 you rejoin the coach for the drive south to Le Mans. There will, of course, be stops on the way for refreshments and breakfast. You will be in Le Mans during mid-morning and the race begins at 1500.

**Sunday, June 17th:** The race finishes at 1500 and one hour later you board your coach for the drive to Paris. A long stop will be made here for you to buy dinner and see some of the nightlife before continuing to Calais.

**Monday, June 18th:** The Townsend Thoresen ferry takes 1½ hours and arrives back in Dover at 0430. For those who have booked it, our coach will be waiting to take you back to your original pick-up point.

Travel Insurance Premium: £7

**DEPARTURE POINTS & PRICES**

	£		£
BIRMINGHAM	52	LINCOLN	55
BOURNEMOUTH	49	LIVERPOOL	59
BRIGHTON	41	LONDON	41
BRISTOL	52	MANCHESTER	59
CAMBRIDGE	45	MIDDLESBOROUGH	63
CARDIFF	56	NEWCASTLE	65
CARLISLE	65	NEWPORT	54
COLCHESTER	41	NORTHAMPTON	45
COVENTRY	49	NORWICH	49
DOVER	35	NOTTINGHAM	53
EDINBURGH	69	OXFORD	45
GLASGOW	69	PETERBOROUGH	49
GRIMSBY	57	PORTSMOUTH	45
HULL	59	SHEFFIELD	56
IPSWICH	45	<b>SOUTHAMPTON</b>	<b>47</b>
LEEDS	59	STOKE-ON-TRENT	55
LEICESTER	50	SWANSEA	59

**Sleeping At The Circuit**

Our coaches remain open throughout the 24 hours for you to sleep in, if you wish. Alternatively, for around £4 per tent, you can use the camp-site right next to our coach park near the main entrance to the circuit. This should be paid for on arrival at Le Mans.

**TOUR GT 22**  **£59**

**Weekend With A Night In Paris**

- Super value
- 1 night in Paris

**ITINERARY**

**Friday, June 22nd:** Our coach leaves London at 1030 and arrives in Dover at 1230 to check in for 1330 sailing by Townsend Thoresen to Calais. Arriving in Calais at 1600, you rejoin the coach for the drive south to Paris where you check in to your hotel at 1900. One night's bed and breakfast accommodation has been reserved for you and the evening is free to enjoy the amazing nightlife of this great city.

**Saturday, June 23rd:** Leaving Paris after breakfast, you drive to Le Mans where you arrive at about 1100. The race begins at 1500. If you wish you may book an hotel for the night - see below.

**Sunday, June 24th:** The race finishes at 1500 and one hour later you re-board your coach for the drive back to Calais. There will be a stop in Paris on the way.

**Monday, June 25th:** After the short 1½ hour crossing, again by Townsend Thoresen, you arrive back in Dover at 0430. For those who have booked it, our coach will be waiting to take you back to London.

Single Room Supplement: £12  
Travel Insurance Premium: £7  
London Coach Service: £6 return

**TOUR GT 23**  **£79**

**Luxury Long Weekend**



- 2 nights on Olau-Line
- 1 night in Paris
- 1 night in Rouen

**ITINERARY**

**Thursday, June 14th:** Our coach leaves London at 1800 and arrives in Sheerness at 2000 when you check in and board "Olau Britannia". After collecting your cabin key, you are then free to enjoy all the facilities on board.

**Friday, June 15th:** A morning call will enable you to have breakfast in the restaurant or cafeteria before arriving in Vlissingen. Our coach will be waiting here to take you south on the motorways to Rouen where one night's bed and breakfast accommodation has been reserved for you.

**Saturday, June 16th:** Leaving after breakfast, you continue south to Le Mans where you arrive just before midday, giving plenty of time to find your vantage point before the start of the race at 1500.

**Sunday, June 17th:** The Le Mans 24 hours finishes at 1500 and one hour later your coach leaves the circuit for the drive to Paris. Arriving early evening, you check in to your four-star Hotel, right in the heart of Paris. One night's bed and breakfast accommodation has been reserved for you. You are then free to explore this exciting city's excellent restaurants and nightlife.

**Monday, June 18th:** The morning is free for shopping and sightseeing in Paris before the coach leaves for the return journey through Belgium to Vlissingen. There will, of course, be stops for refreshments and dinner en route. Boarding "Olau Hollandia" at 2130, a stewardess will show you to your berth or cabin. You are then free once again to enjoy the facilities on board.

**Tuesday, June 19th:** Arrival in Sheerness is at 0700 and by then

