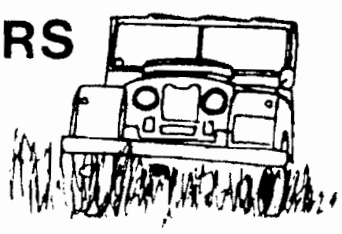
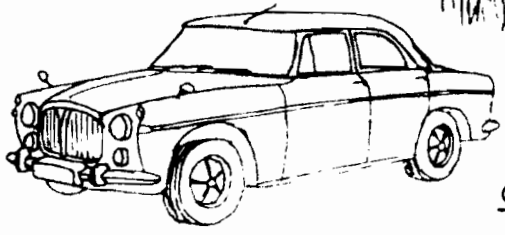


July 84

HANTS & BERKS ROVER OWNERS



CHAIRMAN'S COMMENTS.

First, an apology for this newsletter being so late. The reason for this is our Treasurer who has taken it into his head to act as Editor, convincing the rest of us to hold back a week or so for a report on the Nationals at Petersfield. So hopefully everything will be back to normal by the September newsletter.

Last month I mentioned the new Rover 200 Series which was being launched. I also commented about the Triumph Acclaim being unseen on our roads. Whatever happened, I don't know, but in the past 3 weeks or so the b..... have been coming at me from all-ways. So it looks like the Chairman's had to eat his words somewhat.

As to the 200 Series Rover, I took the liberty of investigating these vehicles at length and having a general discussion with our local Leyland Rep. The idea is the SD 1 will continue in production until project XX comes out in 1986. The 200 will run alongside the SD 1 and is aimed at the Orion type of market, (a la Ford). When asked about the V8 engine, he looked blank and made signs about upstairs. So when this so called new XX Rover comes in, one presumes the V8 will be dropped, at least from the cars anyway. I will keep you posted.

Something else to set you all thinking is something that the Chairman of the ARC said to me at the Nationals. Bearing in mind our Club caters for all derivatives of Rover eg MG, V8 etc, does this mean we have forgotten the humble Freight Rover ?

YEAR BOOK

Hopefully, you should all have a copy of this with this Newsletter. I did promise these for the Nationals, and had a dozen or so there for inspection by the members and to sell to non-members. Unfortunately, the reason I refused to release these was because of two vital mistakes. One was the ribbon on the word processor ran out halfway down the page, and I forgot all about this when running the copies off, so we had half a page of nothing. Second, one of the press clippings was back to front so we had a very nice piece on Lady Farthray's petunias. Sorry about that, but better late than never.

NATIONALS '84

Brilliant weather, good company, and a pub within yards. What more could we have asked for. Which basically sums up the Club's birthday. It all started on the Saturday afternoon with a steady trickle of people coming in for the night's camping, with a good crowd in attendance it was a simple case of trying to keep "Loopy" under control. Anyway, the bar b q was started as arranged to which yours truly was commandeered to keep an eye on, and at this point I would like to say thanks to everybody who brought something each for this and didn't take me at my word. So there I was, with the food cooking, beer flowing, and tent smouldering, you know how it is.

Several of us also found out for future reference about remembering to bring utensils such as something to eat your food with. The combinations of ways of getting around this were truly amazing. For example, we had one chap with a venison sausage on the end of a screwdriver, and Loopy being Loopy decided to attack his with a pair of long nosed pliers.

Apparently I didn't make too much of a cock up of this and now have the catering rights for the Club at the ARC nationals. So, after all the excitement a couple of us retired to the pub for a pint or two of Farmers, followed by six X, Pedigree, Ninety Niner, Royal Oak and whatever else it was to make up the thirteen ales on pump. After an eventful night's sleep it was a case of 6.30 am rise to find who was missing in the process.

The LandRover guys are just about the biggest nutters going. We found "Loppy" under his Land rover complete with sleeping bag and one body curled up in the back with only a Donkey Jacket for protection. By 9 am we had checked the signs were still in place, set the driving test out and placed a long line of marker sticks down the field to guide people in, which reminds me to award a medal to the black P6 for being the only vehicle to go through the entrance and not slalom down the line.

People started arriving about 10 am onwards and the highlight of the morning was getting the Treasurer to part with his money. At the high point of the day we had something like 40 ish vehicles on the field, with some very well known vehicles. For example, Tim Gardner turned up with "Aqua Rover", Dave Lee, Andy Smith, Howard Vyse providing the known ones amongst the V8 P5s contingent, Des Barnes came down from Lambourn with his 3 litre, and we had two people from Walton on Thames with P6s. Of those worth noting was the P4 75 who won "Conditions" for his class because he had no competition, so we also awarded the owner the "Rolling Disaster" award for also bringing in a Series 1 Land Rover that had to be towed onto site, minus doors etc. But still it did start after persuasion. Then there was the Series 1 from Chippenham with (so I am informed) one of the best V8 conversions so far. We did have one Range Rover who elected to go with the off road side, perhaps Ian Hancock would like to enter on all four wheels next time he comes. Roger Pattie won the condition award for the off road section (and no I haven't forgiven him and Andy for the wind up on the CB).

On the car side, Dave Lee took the "Concours Award" with his very well presented Coupe. Of the amusing moments, the bonnet Mascot found on the Chairman's P6 raised a laugh, and the Treasurer spread-eagled across it during the driving test. The Driving test was won by Tim Gardner after a run off against the clock. And the car side was won by Ken Drackett, a new member who joined on the Saturday night. From what I can make out, most of you seemed to have had a good day out, and enjoyed yourselves. So this makes it all worthwhile for the hard work that's gone into it.

Finally, a vote of thanks to those who got roped in at the last minute, especially to Kevin supplying the Bar b q and use of his caravan, Red Leader for supplying the loud hailer. Andy and Howard for their help in running the event, Derek Skinner for judging the event, and lastly to the LandLord for allowing us the use of the site and accommodating us for the weekend.

NATIONAL RESULTS

CONCOURS AWARD : No.15 Dave Lee P5B Coupe - FAIROAK

CONDITIONS AWARD : No.29 W Neil P6 - READING

OFF ROAD CONDITIONS AWARD : No.2 Roger Pattie PANGBOURNE

DRIVING TEST :

Saloon cars No.33 Ken Drackett - FAREHAM

Land Rovers No.9 Tim Gardener - HAVANT

Class winners

P4 No.12 J Wallis - Petersfield

P5 No.17 Des Barnes - Lambourn

P5B No.19 R Adams - Winchester

P6 No.32 P Collins - Worthing

P6B No.20 L Williams - Winchester

ROLLING DISASTER

For his grotty land rover - J Wallis

DISTANCE AWARD : P Durnford from Chippenham, Wilts

Contrary to what was said - all trophies are to be retained by the winners.

FOUR WHEEL DRIVE NOTES

First, an apology. Last month I mentioned some members who took part at the ARC Nationals; as soon as the editor had my notes I heard of 3 more. I won't tempt fate by naming them and find I'm still missing someone! The moral is, if you take part in any offroad event, please let me know.

Well, all the speculation is over, the Land Rover 90 is out. I'm sure you've all heard about it elsewhere so I won't go into details here. Whilst I admired the 110, the 90 I like; I will top up the tank at the end of the day for the first member who brings one greenroading with us (Note to saloon members - it's all British).

The Ridgeway

The latest survey on the Ridgeway has shown, again, that Cross Country Vehicles do not pose a threat. However the Countryside Commission have decided to apply for a Traffic Regulation Order (a vehicle ban) on summer Sundays and Bank.Holidays. As these are already covered by the Code of Voluntary Restraint, it should not affect us, if approved, but could be a step towards a total ban. Our interests are being represented officially by the ARC but in the meantime it is up to us to ensure it doesn't fall into disuse, at the same time strictly observing the Code of Voluntary Restraint. If anyone is intending to drive on the Ridgeway and is unsure of the Code, please phone me first.

At the beginning of July, Roger Pattie arranged a run south of Reading. We were a bit concerned that everything would be dry and rock hard. However the main thrust of the morning was to be the Devil's Highway, east of Silchester, which had been reported as impassable a couple of years ago, and had still been muddy a month earlier. To get there we had to pass a short green lane, so we did a detour to take it in, and promptly got stuck in the mud! Nothing serious however, and we were soon on a very dried out Devil's Highway. It is still impassable. After recovering two vehicles, both requiring a two vehicle tow to get them out, we backtracked to a lunch stop, 4 mins late. The afternoon took us down a number of differing tracks, reaching our planned lunch stop at 3 o'clock. One track, despite the Council's confirmation of its status after the recce, was still blocked

at one end by two posts. Unfortunately they had evidently been put in with reference to the farmer's Land Rover and didn't take lightweights into account. Pity we didn't have any Ser. 1s with us. Generally there were few problems apart from Red Leader who needed towing out twice in 50m. I put it down to the sheer unadulterated power from Roger's 2 $\frac{1}{4}$. I'm sure Toby would have sailed through. Thanks, Roger for a great day out.

Four x Four 84. This is billed as Britain's first demonstration of 4WD Cross Country vehicles, and is part of the Groundsman and Forestry Exhibition at Shrewsbury on 28th and 29th September. I have a leaflet about it, it looks as if it could be worth the trip. Cost is £2 (less in advance) to get in to the exhibition plus petrol, which will depend on the number of people/vehicles going. If you are interested let me know on Hackwood 6227.

National Rally. Eleven Land Rovers and one Range Rover represented the off road section at our National Rally at Petersfield. It was nice to see what the saloon owners get up to, although I can't quite understand driving into a dusty field and polishing your car, but I enjoyed the rest of the afternoon. The off road class in the driving test came to an interesting close with two runoffs to give 3rd place to Roger Sutton in Toby (doing a lot better than his owner), 2nd place to Sally Slator in their Ser.II, whilst the winner was Tim Gardner in his LWB Aqua Rover. The self judging condition award proved just as close with 7 vehicles being somebody's first choice whilst all 12 appeared in someone's top three. The vehicle most people wanted to take home with them was Roger Pattie's blue SWB. Other awards to our section were to J Wallis who as well as collecting an award for his P4 saloon took the Rolling Disaster award with his 80". Good luck with the restoration and the Distance Award to Paul Durnford who brought his V8 Ser.I from Chippenham.

Next Green Roding : 2nd September Meet 9.30 am Andover High Street.

SECRETARY'S REPORT

If anyone is interested in the following special offers would they please contact me. Some of the offers will be eligible for discount if purchased in bulk.

HANDY COPPER BRAKE PIPE SETS. These are available for all Land Rovers as well as cars. Discounts can go as high as 50%, but where individual members buy on their own account 15% is available. In addition to the brake pipe sets Silicone brake fluid is also available.

STOP THIEF window engraving of cars registration numbers - £5 per car.

Our new 4th Wednesday club meeting at the Hampshire Bowman, Dundridge was a success, largely supported by the Land Rover contingent as well as a couple of saloon owners from that area. This will, of course, be a regular meeting. Roger Pattie and myself hitched a lift with Dave Cuthbert in his Viva (if only we had known what we were letting ourselves in for). To start with, it was only running on 3 cylinders so we didn't get into top gear very often. After half an hour of travelling a clonking noise developed which appeared to be coming from the rear of the Viva. Our immediate thought was that Roger's gyroscopic overhead under cam automatic homing device had dropped off. (for those of you who didn't know, Roger ears his crust driving aeroplanes). But on closer inspection the clonking proved to be something a more technical...loose nuts!! (No, not Dave's). But on each rear wheel, they were about 3 turns loose. He had forgotten to tighten them after adjusting his shoes!!

Andrew Smith!

MONEY GRABBER'S REPORT

If you saw me at the National you will know why I'm "Grabber". All that lovely money coming on.

On the 1st Wed. of July Leif Norredal and his wife came over to England, to stay with Andy, and as arranged by Andy we had a get together at the Hinds Head. There were 8 of us there and we really had a smashing evening. Leif has a LHD 3½ P5B and it was very odd to see the controls on the left. It seemed to be that something was missing, but it was a very nice saloon. The first meeting with Leif was good because he said "Andrew has got some spares for me". Andrew, I thought!! Andrew who!! He then said it was Andy Smiff. We fell about laughing, so from now on Andy = ANDREW. We all had a good chat and I found out that Denmark has no rivers only streams. But the difference is that Leif's stream is as wide as the Thames!!

At the National we enrolled 6 new members, which is great, and quite a few who will be joining later.

About 4 weeks ago, I was holidaying (?) at Southsea when we were walking back from the beach and my wife asked me "Have you moved the car?". When I looked along the street I couldn't believe my eyes. There was a black saloon with the registration number MPG 878L. My registration is MPG 879L. Must be from the same batch that was sold to the Ministry. I couldn't find the driver, so I rushed back to the flat to write a note to put under his windscreen, only to find that he had driven off. Well, as I was on the gate at the Nationals what should I see coming in but MGP 878L. So, when I said to the driver "You've come from Southsea, haven't you", he was a bit taken back. They saw the advert on the Television South and decided to come along. In fact, quite a few people came after seeing this advert, so thanks to TVS.

Thanks also to Roger Pattie for doing a photographic board. It was really well done, and will be used at every event we go to. (Roger has another claim to fame this month, further on).

On a serious note. I made a couple of mistakes with the driving test. One was, I left out Roy Micheal from the run off. Please, if you think I'm wrong, please SHOUT, because it could have been put right. The second mistake was NOT having a stop watch and getting the time of the run off wrong. Thirdly, we must have another person looking for mistakes in driving. So, as you can see, I've made a bit of a boo-boo, but we have learnt a lot and it will not happen again. Obviously, the people that it involves will know about this, because I had to grovel, so again, my apologies.

WALLY OF THE MONTH

This goes to EL BEARDED ONE (Roger Pattie) as we all know we have not had rain (what's that?) for ages, and Roger has been driving to work in his Land Rover with the hard top on. Well, in his wisdom, he decides it's too hot in traffic and decides to remove the top on the only day that it pours down, and that evening was the 4th Wednesday and he had to drive from Heathrow to the Bowman in the OPEN; as the saying goes - What a wally.

LAUGH OF THE NATIONAL

The funniest thing at the National was that Rex (my brother's dog) decided that he would have a punch-up with some young German Shepherd (dog) but forgot that he was staked to our sun umbrella. So, off he goes spitting fire and froth, and pulling a water base, pole and umbrella across the field. All I could see over the cars was the canopy disappearing down the field.

FRENCH TRIP

This trip is still on, and there appears to be a good response, but a little confusion has arisen. Originally Pete (of Roaring Rat fame) arranged this trip, and Andrew (of Smiff fame) asked around lots of members and the replies have come back to him, so Pete was thinking no-one wanted to go, so now Andrew and Masher have the details and will be handling the trip. The details are in the June Newsletter. Date - November 2/3/4 and we must have the £30 deposits (non returnable) so please ring Masher on Tadley 2708 or Andy on Tadley 3395. Closing date - 9th September.

ADRIAN BAILEY

Some members are in the 3 - 3½ litre club run by Adrian Bailey, and recently we have had some very disturbing letters even from non-members, about his apparent disappearance. Some members have sent money for goods which have not been forthcoming; others have sent in one case a complete engine, and had no reply to either letters or phone calls. If anyone knows what has happened, please let me know.

NEWS FLASH

Brian Wheeler has been spotted!! So contrary to reports, he is still turning a wheel.

The next member who seems to be missing is John Dentry. Anyone seen him?

NEXT MEETINGS : Wed. 8th August Hinds Head
 Sunday 26 " "
 4th Wed. in August Hampshire Bowman.

LEAFLETS FOR HBRO

other

If you come across any Rovers, please place one of these leaflets under the wiper. Please put your address/phone no. on it so that they can contact you. If this is not possible, please put either Tadley 5194/3395/2708, these being committee members for further details.