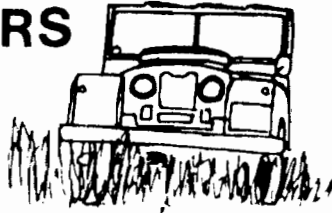
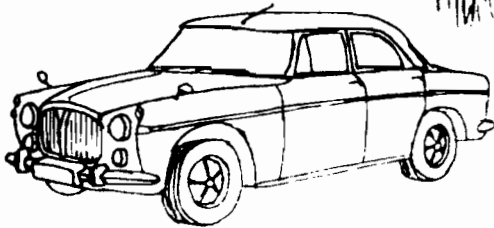


# HANTS & BERKS

## ROVER OWNERS



### NEWSLETTER

Well, here we are again, so far this month I will try to outline what we hope will happen after the AGM.

In the year that we have been running, some people who have been with us from the start have been surprised at what has been achieved in such a short space of time. It is even more surprising, when I have attended some of the major events towards the end of the year and being informed that the HBRO are a pretty active lot. So, whatever it was we did, we have got noticed.

Following on from this, we are going to try and expand further still, from this and below is what we are going to try and do.

Having completed our Nationals, and trying to do what other Clubs don't do, it seems that the event was well received. So for next year we will be back at Priors Dean but also at another location such as West Berkshire or North West Hampshire. Thus, having two major events a year.

As to meetings, we have these pretty well covered with the Hinds Head covering Berkshire and North Hampshire and the Hampshire Bowman covering S.E.Hampshire, but would anybody like to have a go at the S.W. Hants?

As to membership, obviously, I hope you will all support us for the coming year. But to encourage the enrolment of new members we will be issuing the same sort of cards as before but with a space for membership numbers, the idea being that your membership number will be quoted on the reply, and if the prospective member joins, then your number goes to a draw at the end of the year.

As to Spares etc., so far we have traded amongst ourselves, but this is something we will have to definitely concentrate on. Also, to seek out more companies for specialised services, parts etc.

Next year I hope we can get round more shows and exhibitions, and that we can have a proper stand at each of these events.

Finally, as to the trip to France, we have 3 cars and 4 members going. With wives etc. this makes seven people, so we will see how this goes and consider another one next year.

## SPARES

Owners of P5 coupes and saloons may like to know that due to demand, Leyland are now producing rear wings again. So my spies tell me.

Those with bodywork problems may like to know of Modern Paint and Auto body Supplies. They can be found on the Young's Industrial Estate beside the AWRE site. They have done some major work on my P6 recently and the price was  $\frac{1}{2}$  of his nearest rival. Also I have watched a P5 wing being beaten out after having a bad smash at the front. The result was that good only a minor crease was left, and that had to be searched for.

## R.R. SURVIVES

Those following the intrepid restoration of my coupe (affectionately known as Roaring Rat) have probably thought I must be off my rocker to try and do this. Well, those who laughed at this, eat your hearts out. After welding new chassis rails on the back and one or two other small things, the Rat burst into life and was driven for the first time in 9 months from standing. At this moment, it has gone for its MOT to find out what has gone wrong there, and we have started on the bodywork, I hope if all goes well that Roaring Rat will be going to France. The bodywork won't be finished, but it will be like a long lost friend come back.

## WALLY OF THE MONTH

Again, we have two wallies. First, is "Thumper" (Alf Nightingale) who "Done it to a Datsun". The said Datsun stopped and Alf rammed him, the Datsun then rammed a BMW, so really was Thumper playing billiards? Some time ago Thumper wrote off a Renault with his Rover, so Alf is really doing his bit for the British car industry by getting rid of foreign cards.

The second Wally .. Recommended by Red Leader. Tim Gardner. Occasion - watching the AWDC trial at Weavers Down. Place - by a mud hole. Tim tries to drive through said hole, but get stuck and the engine dies. After a long tow Aqua Rover was restarted so Tim tries again. Engine dies again and an even longer tow is needed. The action now moves to the campsite to which "A-R" has struggled on 3 cylinders. Tim starts drying everything but "A-R" steadfastly refuses to start at all. For 30 mins, Tim removes and dries more and more components in desperation, until eventually the rotor arm is spotted lying on top of the dashboard!!

## MONEY GRABBERS REPORT

AGM. The AGM has had to be rearranged for the 3rd October at the Hinds Head at 7.30 pm.

## NEWSFLASH

We have one member in the USA namely Ralf Francis. He joined the Club at the very beginning, so he is a founder member. Ralph came over again this year and we met down at the Hinds Head. and some of the stories that he related about the things that he gets up to in Florida - well, the mind boggles. Ralph is on the lookout for a P6B 3500 S to purchase. Anyone know of one!! If so, please contact Masher, Andrew or R.R.

## FOUR WHEEL DRIVE NOTES

First the good news. There has been some concern amongst off-roaders about the way the Ordnance Survey are marking Roads Used as Public Paths on their Second Series 1:50 000 maps. As many of you will know the classification itself is to go and is being replaced by Byway Open to All Traffic, a clear and unambiguous term. The real good news is that on the latest map I have seen (1983) a new symbol is used consisting of alternate dashed and crosses:

- + - + - x - x ~

By now you should all have received your Year Book, it has given me a far better understanding of what P4s & P5s etc. are. One small point is that there is reference to the V8 being supplied to Land Rover Ltd. when it should be the other way round as Land Rover Ltd. make the V8 and sell it to Austin Rover Group.

August ended with a Bank Holiday during which the All Wheel Drive Club held their summer event at Weavers Down. A number of members went there, some for the whole weekend. I'm sorry I missed you on the Sunday (we'll draw a veil over Hugh end my activities in the safari) but we had a good day on Monday following the trial around.

The following Sunday saw a small party in Andover ready for a day's green laning. We started off going south through the Hampshire countryside down some wide lanes past Middle Wallop. These suddenly ended and we found ourselves going down some of the narrowest lanes we have come across, evidently the first vehicles for some time. This was followed by a drive across Salisbury Plain to the Bustard for lunch. In the afternoon we recrossed the plain and went into the woods north of Ludgershal. An interesting day covering three distinctly different types of terrain.

With reference to the chairman's recent remarks, we off-roaders will welcome a 4X4 Sherpa (by Freight Rover), will the saloons take the 2WD drive ones?

Readers of May's newsletter (some one must) will remember a warning about snatch tows, after an incident at Bovington. You can see pictures of the result in the current Off Road & Four Wheel Driver.

I am being told of various spares wanted or available so if you are interested in either let me and I may be able to help you. So far it's mainly 80" & Ser 1.

If anyone is going to Llanthony during Friday afternoon they might like to meet me in Newbury. I will be in the Starting Gate at 2 o'clock. For those who don't know it, go to the Robin Hood roundabout, by the Fire station (where the A4 & A34 cross). Go west on the A4, towards Hungerford (to the left of the flyover) across another roundabout (the Wantage road). Carry on about  $\frac{1}{4}$  mile and the Starting Gate is set back on the left.

Don't forget the AGM. In the light of a years experience we want to make some changes and need your approval. We will also be looking for some new committee members.

If anyone is trying to ring me up by the time you read this my number will be changed to Basingstoke 476227.

If you are waiting for the bad news, tough, there isn't any.

### Future events

6/7th Oct. Camping at Llanthony Priory. Go up Friday afternoon/evening, return Sunday evening.

We hope to have some green laning for those who are interested.

10th Oct. AGM. Your chance to get rid of me, or the rest of the committee, or to come and join u

4th Nov. The Devils Highway (see July's newsletter). Meet in Tadley, opposite Wheelgame at 9 3

New Year. This year we went out on the Bank Holiday. Do members want to repeat this or wait until the 1st Sunday (Jan 6th)

Red Leader

With the approach of the AGM I thought it might be appropriate to look back on our first year. In fact it was over a year ago in July that I saw an ad in the paper and went up to the Wellington Arms.

I was not the first Land Rover owner but was the only one there that night, and whilst I was welcomed it was apparent that the others felt that having enthusiasm for a Land Rover was a bit odd. They did not know at the time of all the other Land Rover clubs around the country.

As they didn't know what Land Rover owners wanted from a club I soon found myself running the off road side of things. The only problem being that I don't know what they want either so I just go by what I want.

The first event I arranged was a trip to an All Wheel Drive Club competition safari in September. Unfortunately on leaving Basingstoke Toby (for those who don't know, Toby is my 1950 80" Land Rover) was rattling badly and going terribly so I turned round and went in the Manta. At the meeting place I found Ian and Richard Stewart with Richards orange light weight. This proved to be a memorable day as we met Hugh and John there and Hugh took me round for one lap, and I was bitten from then on.

Unfortunately I was away for our first National Rally so the next event was a green road run at the end of October. This was held in the Bucklebury area (between the A4 & M4), and attracted three vehicles in the morning, with two more joining us after lunch. It was my first attempt at Green Roding and nearly was my last as my brother got Toby well and truly stuck, we eventually finished in the dark.

The success of this day led me to make it monthly starting in December. We started from Kingsclere with nine vehicles, and although some have declined to join us, it was the first trip for some of our keenest members. It was also attended by all the other committee members who came to see how we amuse ourselves. Although none have yet taken the plunge of swapping saloon for Landie they have all been back for more.

New Year saw us out again, looking for snow on the Berkshire Downs, but all we found was rain. This trip probably saw the greatest number of participants, crammed into six vehicles.

In February we got Mike Scott to show us the area between Basingstoke and Alton. This is an area he knows well so despite a fairly dry winter he was able to provide some very sticky spots for us. He brought some of his friends along giving a total of eleven vehicles, plus a Jeep that joined us for the afternoon.

In March it was Simon's turn to take us round his area near Petersfield. Again we had a good turnout, but some of you have not been out with us since, it wasn't that bad was it?

April started with a trip towards Andover and Winchester, unfortunately with only two vehicles, and ended with a run along the Ridgeway, before it closed for the summer. This was a bit better attended, but we had no problem complying with the Code of Voluntary Restraint!

May had the HBRO's first visit to the ARC National. Although I think all who went enjoyed it, the lasting memory will be of rain. A week later, in June, we went green roading again. After the earlier low turnouts I had considered stopping for the summer but was now glad I had not as we had four vehicles attending (by now, I had joined the dropouts as Toby was off the road sans MOT, with a few other problems). We were able to repeat the route Rodger and I had taken in April.

Rodger had arranged an interesting run south of Reading for June, which resulted in our first defeat on the Devils Highway. We will be back (4th Nov.)

Later in the month came our 2nd National Rally, at Petersfield. At one time it looked as if we might outnumber the saloons, but they got reinforcements during the day. We were blessed with a beautiful sunny day with 10 Land Rovers and a Range Rover present, from which Rodger

e

emerged the winner as the owner of the vehicle most people wanted to take home with them.

August started with a trip around Alresford with Roy in charge. By now everywhere was very dry, but this didn't prevent us having a good day especially trying to find our way through some very dense woods.

Our last trip was from Andover, and involved a trip across Salisbury Plain, a real test of map reading skills.

All in all, I feel it has been a good year. As you will have realised, at the start of the year I had done no green laning and many of our runs were tacken straight from the map. This meant that some lanes were boringly easy, whilst others were very overgrown, but I am slowly getting them plotted onto my map. I hope this will allow us to do one trip this year that is totally none damaging (apart from driver srror) as I know some members with better paint have been put off by the tight clearance of many of the lanes in our area. Whilst I hate to wish for bad weather the fairly mild winter and excellent summer has meant that many of the tracks have been undemanding. Lets hope this year things are more challenging.

Red Leader.