

# HANTS & BERKS



# ROVER OWNERS

CHAIRMAN'S COMMENTS DEC.'84

ROVER WENT ABROAD, AND DID DRIVE, AHUMM  
" " " " " " "  
" " " WITH A BUNCH OF ASSORTED CARS  
AND HALF A DOZEN OR SO ENGLISH LOONEYS LOCKED INSIDE  
AHUMM, AHUMM, AHUMMMMMMM!

and what a time was had by all. Portsmouth to Bayeux via Cherbourg and not one mishap or slipup on route, apart from the occasional 2CV getting in the way. The most awful part was having to be up and about at 5.30 am. Oh for a peaceful life!! The idea was to arrive at Portsmouth by about 7.45 as we had to present ourselves to the Ferry company  $\frac{3}{4}$  of an hour before sailing. Having ensured all tickets, passports, etc were in order we started to be loaded on board. It was at this point that we had the most incredible luck, because Andy and myself found ourselves side by side at the very front of the car deck. Thus, enabling us to invade France 40 years after D.Day; the only problem came when we had to decide who was going out first.

The actual crossing was a laugh a minute with spirits high, and amazingly everyone restrained themselves from shouting out "Hello Sailor".

Did you know that they have clay pigeon shooting on board? Makes a heck of a mess of the seagulls. Anyway, we docked in Cherbourg (or Froggy land as Howard calls it), and having cleared Customs came the first problem. You guessed it, the Chairman in the lead trying to negotiate a crossroads and avoid the traffic, who were driving on the wrong side of the road. Having avoided destroying Anglo-French relations we pulled over and waited for Bruce who apparently knows the fella at the French Customs. Very handy! After Bruce caught up, he took the lead and so we started on the 60 odd kilometer trip to the hotel. After 20 mins or so, we became accustomed to driving back to front.

First point of interest, was the German War Cemetery. It is only when you go to the centre and look around it becomes apparent just what a vast scale the invasion was. Or to sum it up, as Howard said "Its a monument to mans stupidity".

After that stop we continued to our Hotel and approached the only roundabout so far seen. With the hotel on the other side, the next problem was - How do we get in? Having caused chaos at this point with some cars going all the way round and some nearly not going anywhere at all, we pulled up IN the carpark to find Bruce had no lights what-so-ever.

During this short drive it is amazing how many people seemed to take interest in our small convoy, especially the P5Bs. We even had a French SD studying us at a set of crossroads, until he was blasted from behind for holding up the traffic. Anyway, back at the hotel we checked in to our various rooms, which I must say, we found impressive. Very clean, comfortable and welcoming (with a fridge full of little bottles). Certainly to be recommended.

It was only when we went back down to Reception that Howard decides to buy a round of drinks. It was only when Howard realized that 97 francs was about £8.90 that we spent the rest of the time trying to revive him. The Friday night was spent wandering round Bayeux itself. It's one thing driving but when you sit down and relax you forget that everything is opposite. For example, one does not step off the kerb without looking to the left as one is inclined to get run over (MASHER AGAIN!!). Kathy's head was swivelling non-stop. A pleasant evening with an incredibly cheap meal out and a few beers at a beer cellar followed, and the evening was completed with everyone retiring for the night except Bruce and myself who propped the bar up until about 1 am.

Saturday was spent having a Continental breakfast with a trip to Saint Lo for the outdoor market. At this point we fixed Bruce's lights, who was convinced that the local accessory shop had the part required. We never found out because we finished up in the beer cellar with coffee while waiting for the ladies to finish wandering around the market. From Saint Lo we returned to Bayeux with one compulsory stop!! To take photos of the autumn leaves. We then had a quick visit to the English cemetery and museum and we all found it very sad. Lunchtime on a Saturday, as we discovered, everybody closes so we made a beeline for the supermarket for the cheap wine and beer, followed by a quick meal in a self service cafe. You can always spot the English on holiday, they are the ones that start at the checkout and work backwards. The afternoon was spent with a visit to the Bayeux Tapestry, plus plenty of photographs. Very impressive piece of work, despite Bruce saying it was the biggest dish-cloth he had ever seen.....Something that did prove of good value was the tapestry entrance ticket which got you into the museum beside the cathedral, all for about £1.25. Remember Bruce. Who was the Wally that lost his ticket after the museum visit only to find it again just in time to visit the cathedral? After all this excitement we returned to the hotel to spruce ourselves up for the evening meal at the hotel's restaurant, which proved excellent value, with a 4 course meal at about £9.50 a head. Two hours later poor old Andy looked as if he was going to explode. The end of the evening was spent by downing a few large shots of Calvados (4 star lighter fuel) before everyone retired to bed. Bruce and myself we managed to survive until about 2.30 am. Howard and Kathy went for a night stroll and Howard took some very good night shots of Bayeau.

Sunday was a bit of a shock to the system, with hard ice on the cars. But with breakfast out of the way and promising that we would visit again soon, we set off for the beaches. Arramouche was the first, which is where the British troops landed on D.Day. This is also where the mulberry harbour was established and can still be seen today. The museum is well worth a look around, with a large cinema type film showing the invasion. They also have a normal cinema that shows much of the construction and preparation involved in the 6 months before D.day. Even though the commentary is in French, there are devices like a telephone on a stick that translates the commentary into English. After this little session we ventured outside for more coffee and examination of some field guns. Ideal for settling arguments when green-roading. From here we ascended to the White Lady which is a statue overlooking the beach. From here Kathy and myself went for a flight in a helicopter, which took us out to the mulberry harbour proving ideal for great photographs, and yes, their pilots are as mad as their car drivers. Great fun. On we went to the American cemetery which overlooks the beach where their troops were pinned down. Utah and Omaha beaches. The sheer numbers were overwhelming, crosses wherever you looked, stretching row upon row..... We moved on then to St.Mar-Eglise where the American Airborne division parachuted into the town. Remember the film, the Longest Day? The church still stands where a paratrooper got caught on the tower, which saved his life.

The museum there houses one of the gliders used during the D.Day landing, it's amazing how these things held together, or as Howard said "Fancy sitting on wooden boxes and getting your testimonials crushed on landing".

The second building houses a restored Douglas Dakota. Only question was did they build the structure around the aircraft or assemble the aircraft inside? From here was the last leg of our journey to Cherbourg with Andy taking the lead followed by the Chairman, then Andy and then the Chairman and then Bruce and then Andy and then the Chairman and so on.

The crossing was so smooth going back compared to going out, with our last chance of stocking up with duty-free. When approaching Portsmouth we rounded the Isle of Wight in the dark. It looked like a fairy-tale city in the background. Surely a fitting end to a superb weekend.

What's going to happen next? Well, I am going back in Feb. or March so if anyone wants to join me, they are welcome. The next trip for the 6 members of the H.B.R.O could be Amsterdam. So, if anyone wishes to join these in October '85, please say so. Actually, you don't know what you are missing, if you don't join us.....Personally, I can't wait. Pete.

#### EVENTS

- 12th Dec. 84 Club's Christmas dinner. Wheatsheaf, Dummer. Only a few places left. Please note that this is a Club meet night.
- 16th Dec. 84 Sunday meeting at Hinds Head. Brought forward one week.
- 26th Dec. 84 Meeting at Hampshire Bowman. I know its Boxing day, - this is to see how many have survived Christmas.
- 9th Jan. 85 Film night at Hinds Head
- 23rd Jan 85 Meet Hampshire Bowman
- 27th Jan 85, Lunchtime - Hinds Head

By this time I think we are back to normal, except to say, don't forget the green roading. Check with Roger for dates, times etc.

16th Feb. Run to the Fundation at the Tramshed, Woolwich. Evening of dance and cabaret. The idea is to take as few cars as possible. So could you let me or Ian Hancock know if you wish to come., so that we can sort out the transport.

IN CLOSING, I WOULD LIKE TO WISH EVERYONE A MERRY CHRISTMAS AND A HAPPY  
NEW YEAR.

Roaring Rat.

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#### ADVERT

Rover 3 litre Coupe + spares - blown engine.

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SECRETARY'S REPORT

Unfortunately, owing to a technical hitch, my last off-road notes and first secretary's report last month didn't appear. However, looking back at what I wrote, you didn't miss much. I would like to thank you all for the support you gave me on the off road side, especially those who took me green roading whilst Toby was not in use.

Last month we published a list of members. Unfortunately it was incomplete so this month there are some additions as well as new members. If you are still missing please phone me NOW. You can reach me at 313 Cranbourne Lane, Basingstoke, Hants, RG21 3NU or on Basingstoke 476227.

Owners of off road vehicles may be interested in two new proposed clubs. Series II Land Rovers owners should contact Eric Cowell at Breeds Farm, 57 High Street, Wickon, Ely Cambs, and Range Rover owners Bill King at 223 Ghartridge Lane, Chsham, Bucks, HP5 2SF.

As reported last month we now have a Librarian, Richard Stewart, to handle to many newsletters etc. we receive. He is busy cataloging them all at present, but meanwhile can be contacted on Tadley 5495. I will be listing new publications we receive each month.

Received in November:

Off Road & 4 Wheel Driver Nov/Dec

Newsletters;

"Essex Exploits" Essex Land Rover Club	Oct 84
"Land Rover Lincs" Lincs Land Rover Club	Oct 84
"Roveround" Anglian Rover Owners Club	Nov 84
Association of Rover Clubs	Autumn 84
Land Rover Series One Club	No 24
" " " " " Resce Scheme	

J & A Motors Price List

Brochures for:

Sabina Seats  
Wheelwright  
Armstrong Rubber Company

Additions to membership

060 G. Withey	Baughurst	P6
061 A. Wythe	Hannington	LR 3 88
062 R. Francis	Miami	P6
063 M. Rain	Tadley	LR 2
064 L. Simmonds	Charvil	P5B
065 C. Monkhouse (B.C. Rover Register)	Vancouver	
066 S. Kahlen	Aachen	P5B

If you are still missing let me know, the surest way to get on the list is to renew your membership.

Dave Cuthbert

## FOUR WHEEL DRIVE NOTES

Sunday 4th November saw a large gathering of Off Road members, some new, at Tadley. In fact an ominous number of 13 vehicles, 12 Landies and 1 Rangie for another attempt at the Devil's Highway which, for those that don't know it, is about 1½ miles long, with the western end about 2 miles east of Silchester.

A quick 'warm up' track on the way (for some their first off road driving) then on to the Devil's Highway at 10 o'clock. The first half mile was relatively straightforward, a few muddy patches lead on to the real thing. Dave in Toby was leading and lack of momentum got him well and truly stuck in the same mud hole that I got stuck in last July. Mike in his V8 Lightweight, with a certain amount of wellie got round him and onto firmer ground and was able to snatch tow Toby out. At least we had got further than last time! That particular mud hole proved to be the most difficult bit and much pulling out was done to get 7 of the vehicles through. A recce further on on foot encountered ramblers who were clearing the path and when they heard that we would be driving through decided that it would be better to let the vehicles 'clear the way'.

Opening time was approaching and the 7 vehicles were getting strung out along the track, so it was decided to leave Mike's V8 by the first mud hole and move the others up together through the next muddy sections to find firm ground. These were left behind while everyone climbed into the 6 waiting vehicles and went to the hostelry. It had taken about 2½ hours for the 7 vehicles to get about half way, so it was decided that, as everyone wouldn't be able to get through in daylight, only a couple more vehicles would start after lunch.

As the afternoon wore on casualties started. Toby's rear cross-member made strange noises and was reshaped whilst attempting a tow out. Steve in his lightweight, who had had difficulty getting into gear, found the gear lever came to bits in his hand, fortunately in second gear at the time, so he was able to drive. (I wasn't so fortunate when my gear lever broke just as I was about to drive into the tunnel at Heathrow Airport, it was in neutral of course!) Mike unfortunately caught a large log hidden by the grass and the V8 engine moved enough on its mountings to dig the fan blades into the radiator, causing irreparable damage to the radiator. Half a tin of radweld isn't much use when the water is flowing out faster than it can be poured in! So the lightweight which had done so much towing out and without which we probably wouldn't have got through the Devil's Highway, had to be towed home. Steve managed to get into neutral so that he could be towed home faster than driving in 2nd. It really hadn't been the Hansford's day. The Devil's Highway had been conquered making up for last July's defeat, and at about 3 30 the gathering disbanded although 4 decided a few green lanes would complete the day. It was during this that Paul noticed that the rear springs on his V8 Series 1 were getting a bit tired.

A very muddy but enjoyable and successful day out, for the newcomers not a typical day's green roading, but at least it could be seen what Landies and Rangies could do.

Future green roading dates:

2 December      Meet at Petersfield Railway Station at 0930.  
(This info should have been in last newsletter but it went astray)

6 January      Meet at Wheelgame Tadley for a New Year's amble in the Berkshire Downs

3 February Any Offers?

3 March Ridgeway, starting near Avebury on the A4, travelling eastward to finish hopefully at Streatley. No width problems.

We will be following the Code of Voluntary Restraint-

Avoid using the Ridgeway on Sundays and Bank Holidays from 1st May to 31st October inc.

At all other times-

Keep vehicles well tuned and quiet  
Keep at reasonable speed (max 25mph)  
Drive in small groups of no more than 4  
Slow right down for people on foot,  
horseback or on bicycle

More details of meeting points for this later.

Unfortunately there is no video of the Devil's Highway day out due to circumstances beyond our control.

If anyone knows of a Series 2 or 3 gearbox and transfer box at a reasonable price and condition let me or Dave Cuthbert know.

Spelling and typing is, I hope, improving but I must get some more snopake and another type ribbon!

Rog Pattie Pangbourne 2884

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#### MONEY GRABBERS REPORT

As Pete has reported ALL about the trip to France, I have only one thing to add.. THANK YOU BRUCE. If you didn't know, Bruce is a coachdriver and has covered the Bayeaux area many times, and he became our official guide, in fact we have named him the "FERRET" because of the way he took us around, without the ferret we would have only seen about half of the interesting things.

It was agreed at the AGM we would send only two newsletters to members after Oct.84 unless you rejoined. So now we come to the crunch, unless you renew your subs (see last month's newsletter) then this is the last newsletter you will receive (what do you mean Hurray!! ) So please send us your money, especially our members abroad, because we do not wish to lose contact, maybe you could send a story or two, to us for publication.....

At time of going to print we have another member.  
Mr M Jefferson from Southampton No.067.

If I do not see you at the Christmas Dinner (Wheatsheaf, Dummer on the A30 south of Basingstoke at 7.30 pm) I wish everyone seasons greetings.

Once upon a time there was a boy who had a bright yellow car. He liked his car and the men who had made his car so much, that he decided that he would get together with all his friends who had cars made by the men and drink glasses of lemonade and talk about their cars. This boy was so friendly and liked to talk to people so much that he put a special radio in his bright yellow car so that he could talk to them even when he was driving.

One summer's day, he and all his friends decided that they would have a day out in the country and he said he would be happy to see anyone who had a car made by the men in the factory. It was such an exciting day that two of his friends thought that they would have some fun by talking to him from their blue car that also had a special radio fitted but they would pretend that they didn't know him. While they were talking to him they drove up and down the field and waved to him as they passed his bright yellow car. He was so excited to think that there were some other car owners who wanted to come along to the gathering, that he waved back to the two friends and didn't realise that he was talking to them. What fun they were having. Suddenly his special radio stopped working, so he had to run around until he found another car that had a special radio fitted, and he hoped that he would still be in time to talk to the two people who were now asking how to get to the picnic field. His two friends had seen this happening and waited until he started talking again over the special radio and then drove around and waved to him as they drove in front of the car he was now talking to them from. The boy waved back at them, happy to talk over the special radio. They all started waving and then suddenly the boy realised that it was his friends he was talking to and giving directions to. He was so upset by this that he started to say naughty things over the special radio, saying things about the friends' parents, and realising that he had been wound up. That is why Pete is

WALLY OF THE YEAR