



**HANTS & BERKS**  
**ROVER OWNERS**  
year book  
84



## FOREWORD

In writing this first foreword to our year book, we have had quite a time in arriving at the point we are at now.

For example, we have run one major motoring event, had one mini National by other clubs standards and grown steadily from a humble beginning to where we are now.

I personally never thought that we would find as many people who are prepared to join up as we have locally, but from a sudden brainware we have even expanded abroad as well!

I am personally a confirmed nut as you all have probably guessed (Car nut that is!) and have enjoyed many happy hours with you all, generally rapping about Rovers and being Chairman has given me more pleasure and delight than you all could imagine. I owe this to each and every one of you, and would like to say a big 'thank you' and hope you will allow me to continue to serve you, the Members, and the Club.

I hope you all enjoy this offering as much as we have putting it together thanks to all who donated their time and effort.

And guess what! — Being a big Softie, we are going to do it all again.

CHAIRMAN

## H.B.R.O

I dare say, most of you reading this know how we came about and why, but for the benefit of recent members, the following article explains how and why.

Going back some years, I used to own a 2000TC., that really impressed me for sheer power and pleasure to drive. Not really bothering to research any history on Rovers until I came across a 3.5 Coupe that really set me thinking.

) Until recently the Coupe was my cult car and I vowed one day I would own such as vehicle.

Chance, or luck, happened when one day while strolling round my local garage I found a said vehicle in a very sorry state of repair and decided I had to have it, and so began a happy relationship with EAU512L

Now you know my connection with Rovers, I shall now attempt to explain about the club.

I used to travel round quite a few motoring events and even organised some as well and joined the RSR. Not happy with the social side, I let things lapse for a while until I hit upon the idea of forming a regional club. The reason being to provide more of a social club than anything else, and being regional, it would keep a nice friendly nature. The second reason was to amalgamate all Rover products, as nobody else had done this before.

) After a couple of phone calls and finding a venue, a gathering of the clan met to decide on what to do. From that first meeting the name was decided upon and a club formed. That was June 1983.

From there we steadily built up to twenty eight or so members and by the time the Annual General Meeting came up in October, we had to move to somewhere larger to cater for our needs.

The unusual thing that has happened, and indeed surprised even myself is the way the off-road section have mixed and joined with the cars Dave Cuthbert runs this with Ian Hancock and a fine job they do to.

H.B.R.O. Continued /.....

The major clubs carry a good Spares Register and in no way could we compete with this, but we do hope to appoint a Spares Secretary soon and hold a Spares Register.

So far, we have managed to keep to the original aims of the club and provided we do not expand too quickly, we will be able to maintain a friendly atmosphere. These are, that we welcome all Rovers from oldest to newest and also drittives. I think because we have such a good cross-section, or mixture, we have a good social atmosphere. Up to now, everybody seems happy with these aims and I hope we can maintain them throughout the next year.

We had our amusing moments too. For example, on our first type of 'Get together' a certain Chariman had a particular Treasurer on a roof of a Land Rover. The idea being that the Treasurer would get some ideal photographs while being driven round the driving tests. Forgetting about the roof mounted passenger, things got a little hairy. Being a sporting fellow the two swapped places and the same thing happened, but with a difference. The Land Rover came to a sudden halt while the said Chairman carried on, catching his shorts in the roof in the process. Needless to say, we had a very embarrassed chairman.

Another moment of embarrassment was the fancy dress costumes hired as a publicity stunt. How often have you seen a bear and bloodhound drinking pints in a pub!

This is what the H.B.R.O. is all about, as well as keeping Rover enthusiasts together within the region. Hopefully we shall expand to gain more members and become one of the respected major clubs. I hope and believe so.

Dear Auntie

Dependable, reliable and most of all, Solid. Probably these are some of the greatest attributes of the P.4 range.

The P.4 range started in 1949 with the Cyclops 75. This was in effect, the Company's first new Post-war model, but for independant front suspension, and 2103cc engine which in effect appeared in the P.3., the P4 itself was completely new with box-section chassis and bodywork of typical styling for the period. All fittings being of quality but discreet in appearance; this being the Rover tradition.

It continued in this guise until 1954 when two new cars appeared, the 60 and 90. The 60 being 4cyl 1997cc and the 90 being a 6cyl 2638cc over-bored 75 engine.

Meanwhile the 75 engine had been upped to 2230cc and was in effect a short stroke 90 unit.

1957 saw the 105S and 105R. The 'S' being a twin carburettor version of the 90 and the 'R' was the same but with a unusual semi-automatic off torque converter, drag plate clutch operated with servo assistance, and two speed manual gearbox with automatic overdrive.

In 1959, the range was slimmed down probably due to the new P5 model with its automatic option. So the 105R became redundant and the 105S became the 105.

For 1959 only two P4 models were offered the 2.3 overhead valve 80, whose engine was the only P4 not to employ overhead inlet and side exhaust, and also powered the contemporary Land Rover engine of the time and the 100 which employed a scaled down P5 3litre engine of 2625cc and reverted to the old overhead inlet/side exhaust with overdrive fitted as standard to this longer car and servo assisted disc brakes.

In 1962 came another change with the arrival of the 95 and 110. They were both fitted with the same basic 2.6litre 100 engine. The 95 being much the same but the 110 being distinguished by a new Westlake cylinder head and twin carbs, boosting power to 123bhp.

DEAR AUNTIE - Continued /.....

From their introduction the cars had been fitted with aluminium Boot, bonnet and doors, until the 95 and 110, but only the earliest of these two models had aluminium after this they were all steel. The P4 range ceased in 1964 with 130,342 cars being built in their 15 year span.

During the years there was various cosmetic changes with the revamp of the 75 for example and two tone paint in 1957.

Below is a rough breakdown of the various models and what has been said.

#### PRODUCTION

Model	60	9,261
	75	43,677
	80	5,900
	90	35,981
	95	3,680
	100	16,621
	105R	3,499
	105S	7,201
	110	4,612

model	years manufactured	No of cylinders	C.C.
75	1949 - 1954	6	2103
60	1953 - 1959	4	1997
90	1953 - 1959	6	2638
75	1954 - 1959	6	2230
105S	1956 - 1958	6	2638
105R	1956 - 1958	6	2638
105	1958 - 1959	6	2638
80	1959 - 1962	4	2286
100	1959 - 1962	6	2625
95	1962 - 1964	6	2625
110	1962 - 1964	6	2625

#### WHIRR, BANG, CLINK (tunes to play on your engine)

Most people dream of cars of speed and cars of power, but most resort to tuning in some way or another. This piece is hopefully to give the hair brained amongst us a guide as to what can be done.

Do not take this as Gospel, but having owned some pretty hairy motors at various times I intend to show what can be done.

People have tuned and transplanted almost everything, so first one must make a choice of tuning your existing engine or transplanting one that is higher up the range.

Tuning is ideal in that you can do one piece at a time and still be mobile during the week or whatever. However the higher state of tune in an engine, the more unreliable the vehicle.

Transplanting an engine next size up should not be too much of a problem unless doing something like 2litre to 3.5 litre swaps, then you are bound to get problems. So let us assume you have the boggy four pot and tune to increase power but keep the thing on the road.

Firstly remember the basics and that is to enable the engine to breath better. We can start this with gas flowing the cylinder head by taking all the sharp pieces out. This is achieved by smoothing out the valves, opening ports etc., so the best thing I always reckon is to go to somebody with a flow bench and explain what you want. A reputable company for this is Swaymar Engineering in Woking, Surrey, who also handle most of the engine cylinder heads for race teams.

Having now got the head back with suitable work done, the next stage in most people's books is the carbs. The ultimate is one carb per cylinder, but normally a good twin carb set up is pretty good. Remember we want to drive the car during normal road use. An easy way to cheat with the P6 2000 is swipe the head, carbs and inlet manifold from a TC.

When swoping or buying an inlet manifold check that there are no burrs etc.. An engineer such as JanSpeed in Salisbury or similar can help in these matters

While thinking about breathing on the engine perhaps you may like to try a set of ram pipes or wire mesh sports filters.

WHIRR, BANG, CLUNK - Continued /.....

So now we have the omph going in its now a case of getting it out. The exhaust manifold probably gets so over looked that it could choke the rest of the work done. The manifold should be of the free flow type. To get an idea of what I mean look at a race engine next time. The idea is that each pipe is the same length as the others and blows smoothly with no sharp bends etc..

Travelling further along, the exhaust should be free from blockages. The ultimate being a straight through exhaust, but please put a silencer that is a straight through type somewhere along it, or near the end to get the noise down. Remember that you could get the local beat with noise meters.

Another point of thought is to change the camshaft as this is probably the governing factor of all tuning in an engine. Another trick worth considering is having the head skimmed to up the compression ratio. this should not be done on V8 engines.

With the engine producing all those extra brake horse power it is wise to tufride or nitride the metal parts such as crank, rods, etc. and in some cases it is advisable to strengthen the bottom end with straps of some kind as it is possible to break a crank in two.

Of course, if going to these extremes then do not forget to balance all moving parts and also lighten them such as the flywheel etc.. always refer to suitable reference or your local engineering company. Something else forgotten at most times is the ignition, as it might be that a competition distributor is required, and certainly in most cases a set of harder plugs should be used to be able to dissipate heat.

Having got such a potent engine, depending on how far you go, it is a good idea to invest in an oil cooler. This will get the oil temperature down thus reducing fatigue and so keeping a good protection at all times. While on about oil, another good investment is a large capacity oil pump and have all oilways checked in some cases they can be enlarged.

WHIRR, BANG, CLUNK - Continued/....2

Having got your engine sorted you then have to transfer this power through the gears etc., so a competition clutch may be a worthwhile investment to handle the extra power.

\* If quicker acceleration is required then try a set of close ratio gears or change the differential unit.

Having got this far, wheels and tyres are another point to consider. If going from a 5½J rim to something like 7J rims, this will give better road holding abilities, though from personal experience I believe that the suspension plays a major part in this. Basically stiffer suspension means less body roll and less wndering around on the road. Thus the car can utilise its full power potential and corner better without the worry of losing control.

Though for road use, up-rating the shock absorbers is usually good enough. If you car does not have it already, then anti roll bars are a good idea or up rate the ones you have. You can in some cases obtain kits to fit them to the rear of cars. Also to take it a stage further, how about a set of anti tramp bars, and with a line axle maybe a Panhard rod to keep it in place.

Having considered which way you will go you still have to stop all that extra power. Perhaps the easiest way to go is with a servo and harder brake linings. I did see one conversion where twin servos were used. Also at this point a car produces enough heat to boil 1 pint of water when braking from 60mph, so to help get rid of this heat a set of alloy wheels may be in order. Because alloy dissipates heat quicker than steel thus reducing brake fade.

Turning to the rest of the car, a decent high back bucket seat can provide good support when driving at speed and also a full harness seat belt to hold you in place.

Some people like to replace their existing steering wheel with something smaller but this is probably due more to trying to emulate their local grand prix stars than drive properly.

Anyway, that a smattering to set you thinking, but whatever you do, remember let your insurance company know and change any documentation.

Happy Motoring.

## SALOONS AND COUPES

These massive cars, built between 1958 and 1973 can really only be described as the poor man's Rolls Royce. Bursting with power and loaded with luxury, these cars have found many friends and have caused many memories.

The P5 followed on from the P4 (Aunties) in 1958 and were larger, faster and more prestigious than its predecessors. Originally powered by a 6 cyl 3 litre engine, this unit was common to the 110 P4, Styling was by David Bache whose intentions were always to build two basic styles from one basic shell. These bodies originally being built by Pressed Steel at Linwood in Scotland.

By mid 1967 the V8 appeared to replace the 3 litre that had now run out of development potential so the V8 was manufactured under licence from Buick. The P5 now being P5B for Buick.

Although trim was changed, the car was basically the same except for the new engine, which had sold 750,000 units in the States and powered the Brabham Grand Prix cars of 1966 and 1967. From the start the car was rather unique with a massive steel bodyshell and separate half chassis carrying the engine, gearbox and front suspension, thus insulating its passengers from its commotion up front, being secured by rubber mounts to the monocoque shell.

With the launch of the new V8 version, the Coupe and Saloon continued, but when the P5 was first announced the Coupe did not appear until about 4 years after the saloon.

The Saloons and Coupes are the same all the way through the production run, the only difference being the height in the roof of the coupe (4'10" Coupe 5'1" Saloon).

Prices of the V8 in 1967 were £1,999 for the Saloon and £2,098 for the Coupe, rising to £2,699 and 2,812 in 1973 respectively.

The 3litre did have a choice of manual or automatic but the V8 version was only made in automatic, because the V8 engine produced so much torque even the 3 litre gearbox would not cope. Plus Rover's at the time could not afford to produce a manual box suitable, but who cares!

## SALOONS AND COUPES - Continued /.....

With so much luxury; extras seemed pointless, but nevertheless, were available: for example you had to pay £10 for seat belts, £21.50 for heated rear window and £38.55 for a radio at first. Radial tyres did not come until later so dunlop RS5 Roadspeeds were specified or their Avon equivalent.

A brief spec on performance was a maximum speed of about 110 to 115 mph, 0-60 in 12 seconds (though it is quite easy to get this quicker) and about 16-25 mpg.

Chassis sequences started at 8400 for saloons and 8450 for coupes and continued without a break until May 1973 when the final chassis number was 84010341 saloon and 84508195 coupe. Some 10,341 saloons and 8,195 coupes were built in the last 6 years, these being the V8 version.

The only rival to really talk of was the XJ6, which offered incredible value for money and such a refined specification. The Government took quite a liking to the saloon versions, and this is the only time you will find these cars painted Black and with a walnut coloured interior.

Each car was a different specification, for example, twin batteries, coils, electronic ignition, and even three ignition switches in one vehicle!

One P5 saloon was even turned into a hearse at one point.

To sum up: these are extremely well appointed vehicles and carry the Rover traditions to the full, probably the last of 'the old school'.



## EIGHT IS GREAT

I suppose a mention of Rover could not go past without a comment on the immortal 3.5 litre V8 engine. Many words have been written about the subject in the past, and I dare say much more will be written in the future. So this is my small tribute to what must surely be a corner stone in Rover history.

The engine was originally conceived in the 1950's by General Motors for its Buick division. The engine made its debut in the Buick Special in 1960 and later the Pontiac Tempest and Oldsmobile F85 Outlass.

By 1964, General Motors abandoned further development. about this time, William Martin-Hurst paid a visit to Karl Keikhaefer at Mercury Marine in Winsconsin, then Ed Rollart to secure a licence from General Motors. He also acquired the services of Joe Tunley who was about to resign from Buick.

The two cars that needed more power were the P5 3 litre and P6 2000, so Tunley and engine designer Jack Swain got together to produce an engine more suitable to British standards. The engine weighed just 12 pounds more than the 2000 P6 unit but was 200lbs lighter than the P5 3 litre model.

Since General Motors intended the V8 as a cast iron unit, Rover had to modify the engine and also undertake production with new techniques such as cast alloy cylinder blocks with press fit centrifugally cast iron liners, as well as sandcore die cast cylinder heads. In all the total tooling bill was just £3m.

Other changes were the use of SU carbs from a multi barrel fixed jet American unit and a Lucas distributor instead of an A.C. Delco unit. At a weight of just 318 lbs, it was remarkably light and at around 160 bhp it worked out at something like 46bhp/litre and produced a torque line that was almost straight, thus making it a very attractive proposition to smaller companies as well as Rover.

EIGHT IS GREAT - Continued /.....

Even before Rover brought the manufacturing rights the design had already proved itself in racing; with Traco (U.S.A.) producing 350bhp engines on demand. However Jack Brabham picked up the racing conversion by Repco in Australia and used it to power his Grand Prix cars of 1966 and 1967. The results spoke for themselves, in 1966 he won the Drivers' championship and team mate Denny Hulme did likewise in 1967.

At first Rover concentrated on a single all-purpose private car tune, with self rev-limiting hydraulic tappets, (only parts manufactured in the U.S.A.) and a compression at 10.5 to 1. it was rated at 160.5 bhp nett at 5,200 rpm. The first car to receive the engine was the P5B, and within months the P6 2000 got it and known as the 3005, soon renamed the 3500. Transmission was by Borg Warner 35 in both cars, mainly because no manual gearbox was available to cope with the 200+ lb per ft of torque. The P5 performance was startling in an increase from 102 to 108 mph 0-90 at 54.9 down to 31.5 and fuel consumption at 15.6 up to 19.2mpg.

The next successful application was the new 4w drive Range-Rover: for this, the engine was redeveloped for more rugged use, to be able to keep going at extraordinary angles, and run on 2\* petrol. To enable this to be achieved, a compression ratio of 8:5 = 1 was used with Zenith Stromberg CD25 carbs, it produced 135 bhp (net) with great low speed muck plugging ability. Rover now became part of British Leyland and used the DIN measurement. So 160.5 became 147 bhp (din) the Range Rover became 132 and the newest tune P6BS was rated at 152 bhp (din).

A period of stability followed until the SD1 was announced in the Summer of 1976. For this car, the engine was extensively developed with improvements such as larger valves, different more efficient manifolds and Lucas electronic ignition resulting in 155 bhp (din). The latest cars having compression ratios of 9:35 to 1.

In the early 80's it became clear that 300 bhp could be had, as the big SD1's started winning races all over Europe. However, a more powerful homo logation special was requested and the result was the Vitesse, with fuel injection from the Australian and American SD1's, higher compression ratio, reprofiled inlet ports and more ambitious cam timing, this produced 190 bhp (din). Meanwhile the engine was also being supplied to Land Rover Limited in a drastically de-tuned state for their V8 version of the Land Rover.



EIGHT IS GREAT - Continues /.... 2

And what of the non-Rover applications — the Morgan + 8 came first and 'still in current production. The prototype was running even before the engine was produced. The other probably most famous derivative was the MG BGT V8. Nobody knows really why, but the 'B' engine was de-tuned and matched that of the Range Rover; or was it because of the forthcoming TR8? Of the lesser known, there was the Costello version before MG started their V8, not forgetting the fuel injected TVR Tasmin.

In Australia, the P76 saloon appeared and so did the Force 7 range in 1973, all using 4.4 litre units. Then there are the host of kit car manufacturers and taking it to the extremes, all the engine transplants in various cars of all ages. Including one car I have seen with a supercharged engine with 4 barrel carb, the estimated power output was in excess of 300 bhp, the car ... an Austin Ruby.

V8 ENGINE

Model first used	b h p (at rpm)	Year
Buick special (USA)	157 gross 4,600	1960
Rover 3.5 litre	160 5,200	1967
Range Rover	135 4,750	1970
Rover 3500S P6B	152 din 5,000	1971
MG BGT V8	137 5,000	1973
V8 Land Rover	92 3,500	1979
Rover Vitesse	190 5,250	1982
P76 4416cc	195 4,250	1973

The last mention is the P6BS. Rovers 2 door, 2 seater mid engined Sports, but unfortunately, although the car had startling performance and handling, Leyland killed it off. Unofficially, probably because of the threat it caused to Jaguar's 'E' type.

The P6 when first launched in 1963, at the Earls Court Motor Show, was something of a gamble for Rover as the vehicle was a total departure from Rover tradition, and indeed was something of a difference from the designs of the day. The car was destined to replace the now staid P4 range and aimed at the young Executive who wanted a quality car with a bit more zap as regards the sporting side. Sadly the model lost its architect in the form of Maurice Wilks, Chairman and former Engineering Chief just one month before its launch.

The car was assembled in a new purpose-built factory at Solihull with body panels supplied by Pressed Steel, who also supplied the skeleton to hang them on. At one time Rover used to supply panels ready-painted in order to aid rapid crash repair but this was abandoned shortly after, panels being supplied in primer only.

The car itself was no slug and with a 1978 cc overhead cam engine producing 90 bhp would take you to 104 mph and 0-60 in 14 seconds - remembers this was 1963!

The gearbox was an all new Synchronesh unit with a more notchy feel that was definitely more sporty in feel and operation than the more staid Rover style of operation. The driven rear wheels were conventional but Watts linkage and coil springs and the De-dion axle were not. This arrangement came from the racing experience of the Company's leading engineers, giving the advantage of handling from independant rear suspension and keeping unsprung weight to a minimum. The front suspension was also unusual in that the top links were turned to pivot from the bulkhead, thus giving a very wide engine bay. The idea being for the eventual installation of a gas-turbine engine but this idea never went into production.

Brakes were inboard discs at the back with discs at the front and all being power operated via a Servo. Steering was via direct worm and roller set up and undoubtedly helped to give the car its sporty feel and handling, through it could also be driven as a very docile beast

That the car could handle more power was evident at an early stage and so a 6 cyl 2000 engine was developed, using the same bore and stroke giving nearly 3 litres capacity, because of the extensive modifications necessary it became known as the P7. These P7 prototypes had a heavier front end and so had greater handling prospects than the 2000. They were even tested to 143 mph on the M1 at one time. It was realized that production costs would be expensive, so a 5 cyl engine was tried. The P7 prototypes were developed during 1964 then came the V8 from America that killed off these projects.

During 1966, the TC twin carb version appeared giving a hefty boost for little loss in refinement and helped sales by the success employed with the works rally cars. The first of the pre-production TC's was driven by Roger Clark to 6th and two 1st in class in the 1965 Monte Carlo Rally: though the factory team did not appear until 1966.

Alongside the Tc in 1966 came an automatic version but only in SC form obviously designed with the older customer in mind.

In April 1968, the V8P6B appeared for the first time, but only in Automatic form and proved a very quick vehicle for a saloon. It was not until Autumn of 1971 that the 3500S appeared as a manual version using a beefed up 2000 gearbox, thus being able to utilise the car's full potential.

In 1970, all P6 models received a face lift with new wheel trims, grill etc., but the car was becoming more of a sensible saloon than when it first set out, so in the Autumn of 1973, the 2200 version appeared. These were not much quicker than the 2000 it replaced, because Rover saw fit to equip the car with emission control. The P6 range came to an end in two stages, the V8 in mid 1976 preceeding the SD1, after a batch of 150 VIP models had been built with a special paint finish and trim, the 2200 at Christmas in preparation for the 2300 and 2600 SD1 models.

The total production figures are about 329,000 units, but this is in dispute. The P6 also provided the base for some interesting specials. For example FIM Panelcraft produced a very tasty estate version, but due to the height of the rear windows reduced visibility to the rear.

During the mid sixties Rover also commissioned a convertible prototype as a cost study, a few of these cars still survive and probably came the nearest to a modern convertible as ever, with extended front doors and rear doors incorporated with the wings to give strength. The real testimony of these cars is the cars themselves. Just look around and see how many of the older ones are still in use.

Surely a great tribute to the late Maurice Wilks its designer.

## BEAUTIFUL BODIES - COE 1 - EFFICIENT - 2

Coefficient is, putting it simply, the amount of drag caused when an object moves through the air. For example, have you ever put your hand outside the car when moving, if the palm is against the direction of travel then it is forced back, but if turned horizontal the force is not there: so the air is finding it easier to travel round. Another example is Aircraft; these are probably the most streamlined shapes you can get.

But what of car bodies .....

Basically a car is more streamlined now than 20 or 30 years ago because designers are becoming more aware of fuel economy, because a streamlined body has a lower coefficient factor so uses less fuel. However, quite a lot can be done to bodywork. To start with, spoilers etc do not begin to work until you get above 45 mph, so a car driven at 70 mph should be a lot less twitchy than one without a spoiler. As air travels round a car it will naturally go underneath and with all those sharp edges, will break the air flow. With a front spoiler the air is pushed round the body and so cuts the disturbance underneath. A good example of cars without spoilers was watching old 'E' types at Silverstone, the cars would actually begin to lift off the ground as they travelled at speed.

So, you see, a front spoiler is a good thing and apart from the drag side also gives added traction to the car, acting like suction.

Another way to keep air away is to fit side skirts, these basically fit from the sills to the ground thus keeping any disturbance away from under the car. Remembering the square block again, another point is to fit spats on the front and rear of wheel arches to balance the smooth lines round a car. With the pressure on the front then pressure on the back can be exerted by the use of spoilers mounted to the body or the pedestal type. Another way round is to mount a wing up above the rear, thus giving the necessary pressure but mounted out of turbulence thereby creating no disturbance to the airflow.

BEAUTIFUL BODIES - Continued /.....

With all this extra cladding, remember to allow ducts for air entry at necessary points ie., radiator, brakes etc.

Ultimately to get a smooth body all door handles should be flush, no wing mirrors or trim. To see what I mean study the top of the range Audi.

**HANTS & BERKS ROVER OWNERS**  
**FIRST NATIONAL RALLY**  
Sunday, October 9th  
from 11.30 AM

**THE HURST SCHOOL, BAUGHURST, NR. TADLEY**  
Judging for all classes including junior S.O.T. also an off road section,  
plus driving tests, trade stands and auto jumble.

Enquiries: The Secretary, Mrs. Kathy Vyas, 67 Long Grove, Baughurst, Basingstoke, Hants. Telephone: Tadley 2708

## HISTORY OF THE HIND

During our many Club meetings, I have often wondered about the Hind's Head, so I thought it might be nice to do a bit of research into the place and I came up with a few interesting points.

Apparently the pub was first built in 1630, though it is said that there are traces going back to the 15th Century. At this point in time the village was owned by the De La Mare family, who played an important part in deposing Richard III. During the reign of Henry VII the pub and village passed into the Forster family when Sir George married Elizabeth De la Mare. The name Hind's Head comes from the Forster coat of arms of which the Hind is part.

From the marriage of Sir George the village remained in the Forster family for three centuries until the village and pub passed through the distaff and was sold to the Congreve family in 1843 then becoming the Congreve Arms and a coaching station for the nearby Bath road.

It is about this time that we can actually start tracing the Landlords by name. e.g.,

1847	Charles Scott
1872	John Wright
1912	Peoples' Refreshment Room (teatotal)
1941	Strangers
1955	R Hawman
1963	William Baker
1970	Jack Owen (to date)

Somewhere along this line, the pub became the Hind's Head again and if you study the sign you will probably realise that the sign is exactly as the name implies, this is because the sign is a relic from the days when people could not read hence you just looked at the sign to know the name of the pub.

The pub first had alterations in 1650 and from that period to the present you can find some very interesting points. For example a window tax was started in 1695 and finally was repealed in 1851. The Revenue was £1,832.084: It is not stated if this is the total from the village or total paid by the pub alone over the years.

## HISTORY OF THE HIND - Continued/.....

Over the central gable, the pub has its own clock and bell tower in a wooden turret. In recent years the clock has been converted to electric but the mechanism remains. The weights run to the ground floor lounge bar encased in wood. During the 1939-45 War, it was the Home guard's responsibility to ring the bell in case of invasion. Incidentally, the Home guard's HQ was over the top of the Garage.

Outside is a small brick built square building which is in fact the pub's own Jail. This was used to let village drunkards sleep off their excesses. This was last used in 1865 when the victim was found to have burned himself to death the following morning.

Another point of interest is a building round the back with ventilation slats for a cooling tower. This is the Old Brewhouse and was built in the 1850's for Charles Scott and was last used in 1912 when John Wright died. Beer then was 2d per pint.

Inside the lounge bar is carved wooden fertility symbols attached to the central pillar (if anyone is interested). Another historical point is that the William pear originated in Aldermaston from John Stair who was a school teacher and son of the landlord. A cutting was given to Australia and is called a Bartlett pear.

Finally when the Landlord was asked, he confirmed that there were definitely no goolies, ghosties or long legged besties about, but the occasional customer has been known to go bump from a Bar stool.

## LAND ROVER

It is apparent that many members, being saloon owners, know little about Land Rovers: the aim of this article is to give a brief history and description.

It all started back in 1947 when Rover needed a stopgap model to keep them going until they could get a sellable car into production. In addition to being quick to develop, it had to use as little steel as possible, and be exportable. It was decided to produce a 'British Jeep' to enable a farmer to use the same vehicle for ploughing and on the road (one of the few uses it did not get!!).

All Land Rovers follow the same pattern: they have a strong (but not totally indestructible or rustfree) steel chassis, most with 4w drive (if anyone knows anything about the 2w drive versions, please let me know), topped with a bolt-on aluminium body. Body styles vary from the basic open type to the 12 seater station wagon nowadays in a near luxury form. They fall into five groups; Series 1, 2, 3, 90 and 110.

### SERIES 1

The first models, from 1948 are generally known as '80 inch' a reference to their ultra short 80" wheelbase. They had a 1595cc 'F' head engine, 4 speed gearbox, synchro on 3rd and 4th, 2 speed transfer box and permanent 4w drive (with a freewheel on the front propshaft to eliminate wind up). In 1950 this was changed to switchable 4w drive, whilst in 1952 the engine was enlarged to 1997cc. In 1954 it was lengthened and a long wheelbase version introduced. The wheelbases were now 86" and 107", both with 2" added without changing the length after a couple of years.

### SERIES 2

These came in 1958, and are identified by a bulge below the waist line and an altogether more modern appearance. The main change was the adoption of a new 2286cc ohv engine in both petrol and diesel form. It soon became Series 2A with little change, and in this form lasted for many years. In 1967 a 6 cyl version was added using a 2686cc 'F' head engine of the same family as the first 1500cc.

LAND ROVER - Continued /.....

### SERIES 3

Introduced in 1971 they can be spotted by a fancy plastic grill and the headlights in the front wings (although this had been a feature on the Series 2A for a couple of years). The main changes were an all synchro gearbox and facia in front of the driver. In 1979, the 6 cyl was replaced by a V8. This used Range Rover transmission, employing a 4 speed gearbox and 2 speed transfer box but with a (lockable) central differential with permanent 4w drive.

### ONE TEN

New in 1983, this additional model is a stepping stone towards the Range Rover. The biggest change is to the front axle which is coil sprung and has disc brakes. There are several cosmetic changes, including a one piece windscreen and wheel spats. It comes with just one wheelbase (110") and 4 cyl or V8 engines. The 4cyl has a new transfer box and a 5 speed gearbox, which has since been fitted to the Range Rover, so will probably appear on other Land Rovers, especially the V8s, in time.

### NINETY

) Latest of the line, introduced in June 1984, in simple terms this can best be described as a short wheelbase 110. It is more than that, as it is about 3" longer than the 88", the actual wheelbase is 92.9 inches. The main difference is that, along with the 110, it has wind up windows. It is available with 4 cyl engine only, the diesel now being 2.5 litres capacity.

There have been many other different versions over the years, too numerous to cover here, but one I cannot ignore, is the Military light weight (or air portable).

LAND ROVER - Continued/....2

These were designed to be lifted by a Wessex helicopter, and have a very basic body over a standard 88" chassis (standard in military terms i.e., with heavy duty axles etc). This body can be stripped of such luxuries as doors and windscreen to bring it within the Wessex payload while remaining perfectly usable. They have come in two forms, Series 2 for a couple of years, and Series 3, being distinguished by the position of the headlights. Both have the old type central dash, but the Series 3 of course, has the all synchro box. Apart from the odd prototype they have all reached civvy street after a military career.

Those with a knowledge of Land Rovers may have noticed the odd mistake; some are deliberate to try and keep things simple, for the others; sorry.

DAVE CUTHBERT



ROVER HISTORY

- 1877 Penny Farthings built
- 1896 Rover Cycle Company formed
- 1903 First Rover Motorcycle
- 1904 First Rover car, single cyl 8hp backbone chassis.
- 1905 8hp supplemented by 6hp model  
10/12hp & 16/20hp monoblock engined models introduced.
- 1907 Rover win Isle of Man T.T.
- 1911 Owen Clegg joins Rover  
4cyl 2297 Light Car announced.
- 1914-1918 Munitions
- 1920s Rover 8hp model produced  
2cyl aircooled engine.
- 1923 3.5 litre luxury car launched.
- 1924 Redesign of 8hp model to 9hp watercooled model  
1074cc model 9
- 1930 Rover Light 6 beats Blue Train from St Raphael  
to Calais  
Meteor family introduced 2.5 6 cyl 20hp.
- 1931 Wilks in charge of factory  
October 31 1-4 Scarab launch
- 1933 Rover 10 launched - 12  
Wilks made Managing Director  
Light 20 2litre and Speed 20  
Speed 20 wins RAC Rally, Hastings  
August P1 New deal cars launched  
Underslung chassis universal.

1934	Speed 20 wins class - Hastings Rally New range introduced, tubular crossmember chassis	1960	P5 first Rover with option of power steering.
1935	Centralised chassis lubrication 14hp 4 door coup, 14hp Six Light Saloon.	1961	Series IIA Land Rover gets 2.25 diesel option T4 gas turbine prototype 95 & 110 P4 introduced.
1937	P2 Range introduced.	1962	Mk 2 3litre P5 introduced. Forward control 109" wheelbase Lane Rover
1939-40	Drop head coupes offered by Tickford	1963	P6 2000 introduced.
1940	Rover move to Solihull	1965	Mk3 3litre P5 announced. Rover-BRM at Le mans gas turbine
1945	Production resumed.	1966	P6 2000 gets TC option Forward control Land Rover goes to 110" wheelbase.
1948	P3 introduced and Series 1 Land Rover	1967	P5B introduced with 3.5litre V8 2.6 engine option for Land Rovers
1949	P4 Cyclops Rover 75 launched.	1968	P6 gets V8 engine 1ton lightweight Military Land Rover
1950	Hardtop option for Land Rovers. Gas Turbine	1970	Range Rover
1952	2litre engine for Land Rover	1971	P6B appears with manual box Series II Land Rover
1953	Rover P4 60 & 90 introduced David Bache recruited as Rover's first professional stylist.	1972	Forward control 101 in Military 1Tonne Land Rover.
1954	Land Rover wheelbase now 86" and 107" 75 increased to 2230cc.	1973	P6 engine increased to 2200cc
1956	T3 gas turbine car with 4wd and glasfibre body. P4 105S twin carb version P4 105R semi automatic Land Rover increased to 88" and 109" wheelbase	1976	SD1 launched with V8 only
1957	Land Rover gets diesel engine	1977	2300cc and 2600cc engines launched for SD1
1958	Series II 2.25 petrol option for Land Rover 105R dropped 105S becomes 105.	1979	109" V8 3.5litre Land Rover
1959	P5 3litre engine saloon introduced P40 80 introduced with Land Rover engine P4 100	1982	109" High capacity 1 & 1.3 tonne. County trim optional. SD1 Vitesse fuel injection model
		1983	Launch 110 new series Land Rover.
		1984	Launch of 200 Series Rover car Launch 90 new series Land Rover



## Test for Rovers

FIFTEEN cars driven by members of the newly formed Hampshire and Berkshire Rover Owners took part in a driving test near the Wellington Arms, Baughurst, on Sunday.

The event included a concours (in which a prize is won by the owner of the car judged to be in best condition of its year) and the prize was presented to Mr Barry Wheeler, of Burghfield Common, owner of a 1969 3.5 litre vehicle.

Club chairman Mr Peter Nightingale said the club

had been formed only a month ago but would be organising the auto-gymkhana at Beenham Gals in September and would be host to a national rally for Rover owners at Hurst School, Baughurst, on October 9.

"I was very pleased with the response we got on Sunday," said Mr Nightingale, who lives in Ashford Hill. "We picked up a few new members and it was a good day for the club."

## First rally

A ROVER owners' club, formed in May, which meets once a fortnight at the Wellington public house in Baughurst, held its first rally on Sunday.

About 35 cars, ranging from P4 models to Range-Rovers, turned up for the Hants and Berks Rover Owners' national rally held in the playground at Baughurst School.

Drivers enjoyed the tests of their skills and there was a prize for the vehicle in the best condition. The driving test was won by Mr Ian Hancock of Beenham.

Chairman of the club is Mr Peter Nightingale, of Ashford Hill.