



Feb 1  
January 1985.

## CHAIRMAN'S COMMENTS

If you remember from the comments of last month I put a plea out for a four wheel drive Reliant Robin. Now I honestly thought that nobody was going to take me seriously until somebody sent a letter saying they had such a vehicle, and would I be interested. Thinking this was a wind-up I thought I would read on. The vehicle in question according to the owner matches all requirements requested and even has an economy 6.6 litre V8 engine. Also, as a one-off to enable a higher top speed to be attained, the tax disc has been aerodynamically designed.

The letter was signed by "Plastic Pellet" of the Reliant Owners Trust

All I can say is 'TERRIFIC! But where do you put the key to wind it up?

Second point, by the time you read this I hope the snow will be gone and will be in the middle of an Indian Summer.

I tend to pride myself on being able to drive out of most situations I get in, so saloon owners especially take note. While travelling along one of our minor roads I approached a junction and wanted to turn right. The road I was on was reasonably clear, but the road I was turning into was covered in snow. So, I indicated to turn right, moved slowly towards the junction with the brakes gently applied and found myself heading for a mid-on collision with a bunch of pine trees.

The initial reaction was to try and stop the car as soon as possible, so in the blind panic the brakes were applied. HARD. This was fine, except with all the wheels locked up the last reaction left was to try and steer clear of the predicament. Attempting to do this, the car slewed round broadside on, so by now it was hope and pray. I am thankful that there was a kerb to catch me in time, but this ended with two buckled wheels, the possibility of a bent suspension leg, and much hurt pride with plenty of cussing and swearing.

Looking back on it all the basic mistakes were made : so,

Rule 1 : don't apply the brakes hard

2 : It is better to steer without the brakes applied, if possible

3 : vary the pressure of the brakes, ie pumping action. You can stop in a shorter distance

4 : don't lock the wheels.

Following this little incident, I would like to point out that there were no Mercedes, Datsun, BMW or Renaults involved and I wasn't wearing green wellies, either. Perhaps this proves to some other members that you don't need an excuse to have an accident.

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VIDEO. Following the success of our film show we thought that to make another attempt at our own would be rather fun. This was attempted last year but a state of confusion reigned so we will attempt another. Somewhere suitable for a gathering of the Clan will be found and hopefully we can show everybody what we are all about. More later.

Regalia. We have the badges as promised and very nice they look, too.

They measure  $4\frac{1}{2}$  x  $5\frac{1}{4}$  inches and come in a white background with black lettering. In other words a blown up version of the newsletter logo. Approx. cost each is £1.20. Incidentally, they are a vinyl type material and can be fixed to the inside of your windscreen or transferred from car to car. What we're thinking of now is a pullover or sweatshirt with the design or cloth badge. More of this later.

AMSTERDAM. Following on from the Invasion of France in November, some bright spark decided to make the next run more interesting, so we are off to the Park Hotel, Amsterdam. Cost is approx. £116 for 3 nights and 4 days. This includes the return ferry crossing for 2 passengers and car, hotel and breakfast. Basically, the only thing you have to provide is petrol. We will go from Dover to Calais and drive from France, through Belgium, and into Holland. Total mileage from Calais to Amsterdam is 229. Date is the end of October, early November.

### Events

Feb. 13 Meet Hindshead

Feb. 24 Meet HindsHead Lunchtime

Feb.27 Meet Hampshire Bowman.

Feb. 16 Run to Tramshed at Greenwich. This promises to be one of the most exciting forms of entertainment for those who like plenty of humour and a cheap night out. Those who wish to come please let me or Ian on Woolhampton 713826 know, so we can arrange transport. The idea is to take as few cars as possible.

March 23/24. Bristol Classic Car Show. We have a stand there but need one more vehicle to fill the space.

Please note that the National Classic Car Show is at the NEC Birmingham We will need your support if we can get there. Also, we shall be attending the Bremar Rally again, so help wanted here as well.

SPARES. Contact is Hugh Glossop on Mortimer 332475. Listed are a few items Hugh has in stock, and is able to help with. Prices are approximate.

L/R Ball joints £3 - 5 depending on type

R/R £6

Hub oil seals £1

Stub axle ring £1

$2\frac{1}{4}$  petrol full gasket set £10

$2\frac{1}{4}$  water pump £12

LR Prop shafts £45 complete

Brake shoes (axle set exchange £10)

Series 3 radiator (brand new) £75

All gearbox parts

Land Rover overdrives

Tyres for LR RR P4 P5 P6 etc

V8 engine parts

RR LR goodies if required ie bull bars eight spoke wheels etc

Anybody wanting P4 spares and doesn't mind second hand parts, my spies tell me there are several of these old ladies laying in a scrapyard near PEWSEY Railway station, near Marlborough, Wilts.

### Wanted for P6 2000

Series 2 trim. Rear offside wing and door trim, front offside headlight surround, pair of hub caps, rear bumper, and a pressed steel wheel. Tel. Tadley 5194

That's all for now, folks, except to say any items for publication would be appreciated. As somebody out there must have something to say.

Pete (Throbbin Robin).

## MONEY GRABBERS REPORT.

First the good news, at the time of going to press (sounds good) we have 48 members. It is really great that Leif Norredal has rejoined. He is one of the Danish contingent. I say this because we have two more members, which I am sure Leif has gained for us; at the moment I am waiting for their names and addresses. (I have their money!!).

Apparently, Leif has Bent his saloon. He ran into a taxi, but Andrew SMITH has been able to sell him a grill and bits; our other overseas member is RALPH FRANCIS USA. He tells us he will be trying to get his mates to join.

As the editor and dogsbody for the Newsletter, how about some articles for publication? Anything will do (dirty bits will be erased). It doesn't have to be about motoring or even yourself. Could be like a mini Hit squad.

The bad news is that we have lost, or rather they have not rejoined, about 20 members. Even Loopy hasn't surfaced yet. So if you know where they are, get them to join. It would be a pity to lose the maniacal laughter of LOOPY.

### COCK-UP OF THE MONTH

Just before Xmas, Money Grabber attempted to give a slide show, subject the HBRO trip to France. All the eager audience were seated. They were Throbbin Robin, Alf Boom-Boom Nightingale, and his charming wife Jessie, Andy and Janet Smith. Projector duly set up, screen put in place, lights out, WHIRR. First slide, twang, silence, mutter-mutter, lights on, flaming drive belt snapped. Rushed about like a demented ferret, mends belt (this has happened before, lots of practice) lights out, Whirr-whirr, more slides, then THUMP CLANG - SILENCE. Slide jammed causing drive wheel to slam into cooling fan. Bits of fan fell off, so remove bits, lights out etc. Four slides later CRUNCH CRUNCH FIZZZZ. All of the fan falls to bits; all the time this is going on Andy is nearly wetting himself with laughter, Kathy is rushing about giving food to guests (to stop them thumping me). I then run the projector without the fan. Result, the rear of the casing melted (NEW FAN ON ORDER).

### H.B.R.O. TRIP TO AMSTERDAM OCT.85

#### Provisional Programme

- Day One - Friday. Drive to Dover, arrive 08.15 for 09.00 boat to Calais, drive to Amsterdam via Lille, Antwerp, Rotterdam, arrive at hotel approx. 18.30 hours.
- Day two - Sat. A.M. visit to Clog factory and cheese farm.  
P.M. visit Volendam, a fishing village. Some people still wear national costume, and the town is very old.
- Day three - Sun. A.M. Canal boat trip. Rest of the day free
- Day Four - Mon. Return, with stop at Rotterdam to visit Euro Mast then on to Calais for 18.15 boat.

Anyone interested, please contact me, or Pete, we are hoping to let members pay each month. This way it will lessen the burden of £58 each.

## SECRETARY'S REPORT

In December I mentioned the proposed Series II register. This is for the early (1958) 2 litre 88" models which were fitted with the series 1 inlet over exhaust engine. We do not appear to have any in the club, but I know a friend of a member has one. The address is: The Land Rover Ser II:2 Register, Eric Cowell, Breeds Farm, 57 High Street, Wicken, Ely, Cambs. At present membership is free.

This brings up two thoughts. Firstly, if you have friends who are interested in Rovers, but are not members, why not?

Secondly, have you kept the club informed of any vehicle changes? This information is useful when people approach the club with technical difficulties, and with parts for sale. If you need parts for your car, why not phone me as from time to time people ring me with bits for sale and I may be able to put you in touch.

The Rover Sports Register, Bristol Branch, is holding it's Annual Rally at Ashton Court Estate, Bristol, on Sunday 19th May. There will be classes for all Rover cars and Land Rovers, and an Autojumble.

Another Autojumble is the Mid-Cotswold Autojumble at Gloucester on July 13th & 14th. I have an entry form if any one is interested.

Following the success of our recent weekend trips, we are considering a long weekend trip to mid/north Wales. The basic plan is to drive up to mid Wales on Friday morning, and spend the weekend in general sightseeing, visiting a narrowgauge railway (or two), and, if the demand is there, a bit of green laning. I suggest camping in the Dolgellau area, there should be guest house accomadation if you book ahead for those who aren't into camping. The most likely time is the end of June. More information, hopefully, next month.

If any new members attended our recent slide/video evening and were not welcomed by anyone, sorry, but it was dark. Come along next month and we will be pleased to see you.

I won't list new members this month, as we are in the middle of sorting out late renewals, but will produce a full list for next month.

### Additions to Library

Off Road & 4 Wheel Driver

Jan/Feb

### Newsletters:

"Essex Exploits" Essex Land Rover Club

Dec

"Full Tilt" Somerset & Wilts Rover Owners Club

Dec

"Roveround" Anglian Rover Owners' Club

Dec

"Tale-Gate" Staffordshire & Shropshire Land Rover Club

Vol2 No4

"Trialng Times" Peak & Dukeries Land Rover Club

Dec

"The Yorkie" Yorkshire Rover Owners Club

Dec

The Land Rover Series One Club

No25

Merseyside Land Rovers

Price List

### Brochures for:

Goodwood Travel

Page & Moy

## Slide/Video Night

The January meeting at the Hinds Head took on a special appearance as our first annual slide and video evening.

On arrival members were able to admire a large selection of photos, whilst a video showing an All Wheel Drive Club event, featuring, at times, club members Hugh Glossop and Dave Cuthbert, was running in the corner.

The evenings proper programme started with some slides by Andy Smith showing Rovers at the many events the H & B R O have attended. This was followed by a short video illustrating some of the activities of the AWDC before returning to more of Andy's slides, this time largely of other makes at the NEC Classic Car Show.

A short video of off road interest, supplied by Richard Stewart, was followed by slides from Simon Slater showing some of the things he has done with his Land Rover.

The evening continued with a selection of slides from Dave Cuthbert showing a number of Land Rovers, and club events, including pictures taken at the 83 Christmas dinner, much to some peoples embarrassment.

Finally came the main attraction, the video made during our recent trip to Wales, made by Richard Stewart. This showed our attempts (successful) to scale impossible slopes to cross the Black Mountains, as well as the more relaxing parts of the weekend, such as a trip on the Breckon Mountain Railway.

I would like to thank all those who brought along films, slides, and photos for our entertainment, and those who supplied equipment. I am sure there must be a lot more around so lets hope we see your pictures at our next slide evening.

Red Leader

## FOUR WHEEL DRIVE NOTES

Not a lot this month due to pressure of work.

First a bit about the Ridgeway. The three County Councils involved in our section of the Ridgeway still, fortunately, haven't made any decision about banning recreational vehicular traffic, despite the pressure groups. If vehicles were to be banned completely from driving along the Ridgeway, it could well mean that there would be no crossing rights either, and that would mean that you could drive up to the Ridgeway then have to turn back. The Councils would also have to put up appropriate signs ( a trials bike doing wheelies over a landie ? ) at all such points. Having walked and driven along stretches of the Ridgeway, those I saw causing the problems of noise and speed were motorcyclists, most without helmets and underage; so they probably wouldn't take any notice of a complete vehicle ban in any case, as they don't take any notice of the code of voluntary restraint. Incidentally on the notice boards giving details of the code, it does say that safety helmets must be worn ! Is this to stop heads bashing against hard tops?

A wintry January morning saw 3 landies and a visiting Rangie meet at Tadley for what we hoped would be a day of white roading. Unfortunately the snow stopped falling soon after and once we took "to the woods" round Cold Ash, there was no sign of snow. An elusive start to a track evaded positive identification by all 4, so we eventually joined the track half way along. We wondered why 2 Landies and the Rangie struggled up one slope, and the 3rd Landie "walked" it - quite impressive diff locks ! Delayed by a fallen tree, we eventually reached World's End for lunch after rounding up cattle and repairing a fence.

The afternoon's driving brought us to some deep ruts with the ground frozen as solid as concrete. We got sparks from picks and shovels when we tried to attack the surface. One track reported as being very tight, probably impassable, had been opened out, but a farmers trailer had been parked across the end of the track!

An enjoyable day out: perhaps the memory of the mud and mire in December kept some of the regulars away, or was it the adverse road conditions?

- Feb 3rd Meet at layby opposite Viabes Craft Centre Basingstoke at 09 30.
- Mar 3rd Ridgeway, meet in Newbury at 09 00 in the wharf car park by the Museum. We will be driving along the A4 to start the Ridgeway at Overton Hill ( Grid Ref SU119681 lay by very close on South side of A4) at about 10 00 driving North and East towards Streatley.  
If you intend to come on this trip, then please let me or Dave Cuthbert know a couple of days beforehand.
- Mar 31st This is instead of April 7th Easter/Bank Holiday weekend  
Meet at Petersfield Railway Station at 09 30
- May 5th T.B.A. any offers?

Rog Pattie Pangbourne 2884