



APRIL 1985.

## CHAIRMAN'S COMMENTS

Now that Spring is here and the winter weather is safely behind us, one begins to think of sunny days, fresh air, wide open spaces, and other thoughts occupy the mind such as why the rear door locks don't work, why the side light went out and since when did that bubble of rust appear.

Well! just think of all that snow and ice we had, what with all that grit and salt being thrown up from the wheels. On most car bodies the chassis collects all this and because it often does not get removed it tends to sit in the nooks and crannies and thus collects moisture etc., so we end up with the dreaded rust bug.

Now, in a way we are fortunate that most of our car bodies have bolt-on panels unlike modern monocoque chassis. So steam cleaning is one way out or pressure washing. Everybody has their preference so, why not spend a little time and go round the various points. Lubricate the locks, check wiring and lights. In my experience it was found that the drain holes were blocked, on the bottom of the doors. This was mainly due to a repair carried out earlier in the car's life. Result was the door bottoms rusted badly and drastic repairs had to be carried out.

So, for the coming season of runs and shows or just everyday road work, take a little time and spend a little extra. It's worth it in the end.

## EDITORIAL

Last year a year book was produced and although I say it myself, I was quite proud of it, but I am afraid the old brain box is drying up of ideas. Now, I know that most of you have various stories to tell, and cars that are worth an article as well, so could you help? Also we will be starting a "This is your Life" story with members cars. A couple of people have already been pounced on, so to get the idea you'll see what I mean next month. But please bear in mind that to get any of this established we need your help.

Next point, along with the year book a technical booklet will also be produced, so if you have any tips please send them to me. Advertising will be in this booklet as well, so any donations, ideas etc. to the Chairman, please...

## WALLY AWARD

You may remember how in the heat of the moment last year somebody put a piece in about Wally of the Month. Then it spread to somebody else and so we were off.... Problem was that it even got into the national Press at one stage and you all know who got nominated as Wally of the Year. Well, I'm out for revenge. So you'll all have to be on your guard as come the end of the year I intend to pass the Award on to some poor unsuspecting soul (snigger, snigger).....

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## AMSTERDAM

As previously stated we shall be going to Amsterdam for four days, but however it was pointed out about travelling. The route taken will be from Dover to Calais-would mean a 229 mile drive to the hotel. As we have to be in Dover an hour before sailing this means about 2½ hours of driving making it a 5.30 a.m. start. The point so far is that the crossing to Calais is about ¾ to 1 hour then driving 229 miles, but if going Dover - Zebbrugge you have about a 2½ hour crossing and only 173 miles to drive. The advantage is that you can have a break aboard and also a chance to relax with breakfast. The choice is yours and there is no extra cost.

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## MEMBERSHIP COMPETITION

Well, it looks like I have been lumbered yet again. Yes, its true that I shall be presenting a super duper prize to the member who gains coerces, bribes or gets the highest number of people to join the Club. As Howard mentioned last month, I am prepared to put up a suitable prize, as a means of incentive; all I will say is that it is something for the car and I will tell you what it is next month. Also, bearing in mind I'm a generous type of person (let go of my arm, Howard), I'm also prepared to put a second prize up for the overseas member who gains the most new recruits. So, those members in Denmark, U.S.A. etc you could walk off with both prizes. Lots of luck to you all and don't forget to put your membership number on the leaflets.

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## EVENTS

April 20th      Syon Park.      Run to Syon Park museum and House. The museum is part of the British Leyland Heritage Trust, now called the British Motor Industry Heritage Trust. Very interesting collection of vehicles including the trans-american Range Rover, and very interesting for Rover minded people. For the ladies, the House is open to the public and there is also a butterfly farm there, and a Wild Fowl Trust. (wish I knew what they're wild about!!).

Following on from that we then go to London itself on the way to the Tramshed, the idea being to see some of the more historic sights and generally get thoroughly lost. Somewhere in the confusion we should arrive at the Tramshed at Woolwich which I can promise is one of the best forms of entertainment I have ever come across. Very cheap and great fun, but if you want to get either a seat or a view we have to be there early. The building is literally a converted tramshed, with the best topical fast moving sketches going. One other thing, the pianist is something of a wizard on the old joanna. STARTING TIME : 1 pm at the Little Chef on the Reading side of Junction 11 of the M.4. See you there.....

"Does it always rain when you go green roading?", asked a saloon driver at Aldermaston who came along as a passenger on the 3<sup>rd</sup> March for the Ridgeway day out. Meeting up at Newbury, a small convoy set off along the A4 through Hungerford and Marlborough for Overton and the Ridgeway. The conveniently sited Ridgeway Cafe did quite a good trade in breakfasts and 'tea' and 'coffee', so suitably fortified we set out in the wind and rain. Very soon it became obvious that the drive this year was going to be very different from last year. Last year the ground was so dry that it became quite uncomfortable being bumped about all day. A contrast to the surface that the cold and wet spells had turned into a very slippery track. We were accompanied by a motorcyclist who gave a demonstration of stunt riding by leaping sideways from his toppling bike as it skidded on the chalky surface. He wasn't hurt because of the soft ground, but it wouldn't have happened if the ground hadn't been soft (so he said!). Relatively good progress was made in the wet conditions until Toby got stuck in a deeply rutted muddy section, towing out was made difficult by lack of traction on the towing vehicle, but after digging round the axles and pushing, Toby was eventually towed out.

Our treasurer - Merc Masher - driving my landie (the blue Simmy) thought he would see how far a landie would tilt before it fell over. He didn't get that far but I'm told he went fairly quiet and pale for a while. He reversed up the track to get on a more even keel and then set off again. This time he ploughed through the mud holes coating everything under the bonnet with very runny mud, and eventually with mud flowing from under the bonnet and over the wings, the engine came to a spluttering halt. Not even the electronic ignition could keep it going, however it was quickly dried out enough to get it going again in time to stop for lunch. It stopped raining after lunch.

The first slope we came to after the break caused all sorts of problems, there was much reversing down the hill to have another go, but eventually we all got up and on to a very rutted and muddy section where we treated to a display of rut riding by Hugh in his Rangie, all four wheels in different ruts, much wellie sideways down the track with steering totally ineffective, hoping that the trees, bushes and posts would stay away. Hugh bypassed one section to avoid scratching the Rangie's body.

The tyres on my landie are the bar tread type (all service tyre) and in these conditions showed their good and bad characteristics. They gave good, in fact very good, forward traction in the mud, but the directional stability was not so good, in fact it was very poor. There were a couple of occasions when I got out to see if I had a

flat tyre as the Landie was wandering about so much. Toby got stuck once more, but was quickly extricated although unsportingly, mud was sprayed over those assisting! With about 12 miles to go to Streatley it was decided that, as it would be dark by the time we got there, we would call it a day. It had been a fun day out with enough mud to make it interesting and taxing at times but with no possibility of doing any damage. The only criticism of the day was at the speed we drove along the A4. My 45 mph was considered to be much too slow by 'certain persons'.

"This is only the third time it's rained"

"I've only been on three green roading trips"

Rog Pattie                      Pangbourne 2884

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As an idea for a run after the Amsterdam trip, it has been proposed to do a trip round some of the old routes when Rovers used to rally. For example : Spa, Rome, Sofia.. The trip is to take about 10 days if anyone's interested....Alternatively, for 1986 how about visiting Leif Norredal and friends in Denmark, as he came over to us last year?

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WALES TRIP

MESSAGE FROM RED LEADER : cost of camping (which has been booked)  
£1 per head (your body is free!!).

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BREAKING ROVER P6 V8

full set of cloth seats £30 - good condition  
1 front bumper - good condition £20  
1 bonnet - good condition (dent free) £30  
1 boot lid with tyre attachment £30 (dent free)  
1 V8 style dashboard £15 - good condition

numerous other small pieces .....phone Gavin Tadley 4555.

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SPARES

P5 and P5B owners may like to hear of a company at 5 Nevis Close, Loundsley Green, Chesterfield, Derby S40 4NS Tel. Chesterfield 71036. Various sources tell me that this company offer a very good service and all parts are genuine Rover unless stated, and seem to be reasonably priced. Contact is J Mann.

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REGALIA

Windscreen badges from Howard £1.20 each Tel. Tadley 2708

At the moment I hope to have key fobs and lapel badges made up. More details later.

TO: Mr P Nightingale

c/O Mr D Cuthbert Hon.Sec. HBRO

8th March 1985.

Dear Mr Cuthbert

As I cannot find Mr Nightingale's address would you please publish this letter from my brother "Plastic Pellet" in your next newsletter.

As Mr Nightingale requested that "Plastic Pellet" reveal himself, my brother did so; unfortunately he was in Mothercare Southampton at the time, and he now is resident in HM Prison, Winchester.

The reason I am writing is a request from me (his sister). Can I join the HBRO? At the present time I have a Sinclair C5; this is not quite as powerful as my brother's Reliant Robin, but it does have the same number of wheels ie three. My Sinclair C5 has had a very interesting history. It started life as a BLUE TONKA TOY and was then uprated by the addition of an electric motor from a Remington battery razor. This increased the flatout straight line speed from 5.6mph to 5.7 mph. Although the speed was pleasing, this upset the handling on right handers (because the motor came from a left hand razor). After many trials at Thruxton, the handling was improved by deflating the right hand tyre.

Whilst visiting Plastic Pellet at Wincjhester he suggested I took it off road, (I thought he meant to the local tip!!) So during our whispered conversation at visiting time (screws have ears) on how I could effect a breakout from Winchester, a screw overheard the plan, and struck me over the head with an Austin 7 starting handle, and rammed a MACDONALD's  $\frac{1}{4}$  pounder into P.P.'s mouth, so ended our plans of escape. At the moment I am modifying the C5, the latest mods are Dumper Truck Tyres on the rear, and a 22 x 1 $\frac{1}{4}$  Nobbly from a Raleigh BMX Drifter; this has resulted in an increse in rear traction. I have now negotiated the north slope of a Birds custard, but have great difficulty in staying upright, and the custard is clogging the air intakes for the brke blocks. This results in serious overheating and loss of all brakes; maybe I could cook them with maid's water!! As you will appreciate custard can vary in its consistency, so I have been down to Slab Common, and put my Sinnie (pet name) through some exhausting tests, like rushing up a 1 in 250 hill, and doing handbrake turns, with some excellent results, in fact I'm so pleased that I have ordered a diff lock from Halfords, who have promised delivery by April 86. As you know the C5 has pedals as well, I only use these when I wish to overtake invalid carriages.

Last Sunday I perchanced coming across a Subaru stuck in a field. The owner was weeping by the gate, so I leapt into the mess, attached a tow rope and snatched him out. He was very grateful and offered me a test drive in a Suzuki Colt, which I declined.

In closing P.P. would appreciate any cakes from your members c/o HM Prison, Winchester, Cell C5. He hopes to be out early Dec. (tunnel now started). I must rush off now, as I have the Sinnies battery on charge. Hoping to join you soon.

Yours sincerely  
Rusty Rivet.

## SECRETARY'S REPORT

### A.R.C. Nationals

The Association of Rover Clubs' National Rally is being held at Burton-in-Kendle, Cumbria, on the 24-27th May. Unfortunately I'm a bit short of information at present but it appears to be following the usual format of R.T.V. Trial on the Saturday, National Trial on Sunday and Safari on Monday. If you are intending to go and haven't sent your booking form off yet you're cutting it fine. If you need a form contact me NOW.

The club calender is published in the newsletter and concentrates on local events, but other Rover clubs throughout the country send me event information so if you are going away and want to know what will be on ask me.

The club library is expanding but few members seem to be taking advantage of it. This makes Richard's job easier, but really you are missing out as many clubs are sending us their newsletters, which make interesting reading. All you have to do is phone Richard on Tadley 5495.

We are welcoming six new members this month whilst two more have returned to the fold.

022	K.Broughton	Newbury	P6
055	A.Thompson	Newbury	P6
079	C.Aylward	Ashford	P3, P5B
080	D.Hansford	Droxford	LR2 lw
081	M.McMullin	Tadley	LR2 109(v8)
082	T.Roberts	Reading	P6
083	J.Wood	Wokingham	LR80"
084	C.Gross	Ruislip	LR3 109

Additions to library.

#### Newsletters:

"Roveround" Anglian Rover Owners Club	Feb
"Essex Exploits" Essex Land Rover Club	Feb
"Southern News" Southern Rover Owners Club	Feb
"Yorkie" Yorkshire Rover Owners Club	Feb
"Eastern Rover Growl" Breckland Land Rover Club	Mar
"Trialing Times" Peak & Dukeries Land Rover Club	

#### Brochures

"Fuelmaster" Economy devise (as featured in "Off Road & 4 Wheel Driver")

#### Club Calender

March 31st Green Road run. Meet at Petersfield railway station at 09 30.  
April 10th Hinds Head.  
April 24th Hampshire Bowman.  
April 27th Hinds Head.  
May 5th Green Road run. Meet at Viables, Basingstoke, at 09 30.  
May 19th Rover Sports Register (Bristol Branch) Rally.  
May 25-27th A.R.C. National Rally.  
May 25-27th HBRO trip to Wales.  
June 2nd Green Road run.  
June 16th Motocade 85, Breamer House.  
July 7th Easthampton Autosunday.  
\* July 20/21st HBRO Annual Rally, Priors Deane, Petersfield. \*  
October HBRO trip to Amsterdam (as recommended in "Off Road & 4 Wheel Driver")

#### FOR SALE

1950 Land Rover. Runner (MOT to October) but deserves a rebuild. Offers. Would consider swap for trailer to take a SWB. Only those who can offer a good home and love need apply!