



BRISTOL SHOW.

May Newsletter.

Well, there I was, up to my armpits in grease, when I think to myself "what have I done to deserve this?".

For those who don't know we originally intended to take Roy Blacks 105 S P4 with us along with Dave Lee's coupe to the Bristol Show. That was the idea but due to unfortunate circumstances, Roy emphasised that his car had to be towed down. He had the trailer if we could find a tow vehicle and it had to be something like a Rangie or Landie. After all the weight being pulled would be something like two tons with trailer. Try as we might even with Roger Pattie's help we couldn't find any volunteers. With 9 days to go we came to the conclusion that we would have to find a replacement, and fast. At this point in the drama, enter Bam Bam (alias my father) who having the plight volunteered to loan us his P5B Ministry saloon. At last, things seemed to be coming together except that the exhaust split and the door was conveniently crushed by a pile of logs. This was on Saturday, and the car had to be ready for Friday morning. At this point enter John Vanstone. (he of paint and panel fame), who took the car in on Tuesday morning, straightened the door and sprayed the front quarter of the car ready for 4 o'clock Thursday. Then it was a mad dash to the Exhaust centre in Reading to find the parts ordered hadn't come in. So, it was back early Friday morning to get them. Just to make everybody feel really at home we must have had every form of rain we could have had until we got to Chippenham when it was thick fog all the way to Bristol. At this point I should explain that I was in the lead with Bam Bam following as I had to bring him back Friday night. Here, the inevitable happened. Half a mile from the Exhibition Centre in heavy traffic a woman stepped off the kerb with a pram, right in front of me. How on earth I stopped I'll never know, but typical of his nickname Bam Bam didn't, and ended up with my towbar through the bottom of his radiator. Thankfully nobody was hurt.....On arrival at the Exhibition the first thing was to inspect the damage. As luck would have it there was a radiator specialist on the second floor who agreed to recondition our existing radiator if we took it out, and have it back by Saturday morning. With the radiator partly removed we then had to get the car up and into the Centre. The two transmission pipes were left attached for fear of pumping all the automatic oil out and so we had arrived. The last 10 yards the car was pushed the hard way as the radiator was taken out completely.

So there we were with the scruffiest Rover, minus radiator, but still with mangled grill and a bumper that looked like it's been round a lamp post twice. Now, enter the Triumph Sports six Club who seeing our predicament lent us their tools, and Dave Lee who with understanding wife started to wash and polish the remaining good bits.

The following looked something off a Formula one pit stop. Sat. morning the car was ready after a mad dash with new bumper and grill from home and trying to break into the Exhibition at 8 am. Naturally one was covered in grease yet again.

Saturday, we were rushed off our feet, and without Dave being there most of the day we certainly could not have coped. By 4 o'clock thankfully things began to ease up with our first chance of some sort of relief on our part when these two chaps take an unusual interest in Dave's coupe. Unknown to Dave or myself they were the **judges** from Practical Classics and had declared **Dave** as **runner up** for **Best Car in the Show**. At last, everything seemed worthwhile with all the troubles forgotten.

Sunday morning saw me outside Howard's as I had arranged to pick him up and take him down for the day. Sunday was something else.. with people coming at us from all directions and just to add injury to insult the Club nameboard hoisted above the black saloon started to wobble, so I dashed to the top of the car to catch it. Being highly polished and just with socks on we managed to push a crease in the rear of the roof, slide down the back, come horizontally off the boot and land gracefully on the floor. (Perhaps that will teach him to ram me up the back!) By the end of the Show we were all glad to finish except for a certain person who ended up in his armpits in grease yet again trying to put the newly reconditioned radiator back in.

For those who never made it, the Rover Display was probably quite unique with everything from pushbikes, motorcycle, veteran, and a superb Rover 12 to a fine collection of P5, P6, Series 1 Landrovers and a brand new unregistered 3.5 EFI Vanden-plas SD1.

The only final thing I would like to say is my very grateful thanks to all who helped and especially the following :

Dave Lee - for the help and loan of his car.
Howard Vyse - without him Sunday wouldn't have been possible.
Triumph Sports Six Club
John Vanstone - who straightened the mess before.
Mrs Lee - moral support a speciality
Tuckes radiators - after all, how would I have got home?
Colin Sprogg - without him the car wouldn't have been bolted together in time
Pete Anderson - who turned up from London on Sunday and was on hand,

and finally, Bam Bam who provided the black saloon, also one bent P6 rear and a hole in my bank account.

Seriously, many thanks to everybody involved and guess what? We've been invited back next year!!!!

CHAIRMAN'S COMMENTS

Greetings one and all. I say all because we now have reached a new target in membership that quite surprised even me. So I would like to welcome all the new members to our happy band and hope you will enjoy your stay with us and find out about us as well as we find out about you.....whether from Bristol, London, Winchester or wherever, **Welcome to the Club.**

As the rest of you may have gathered, these people came to us at the Bristol Show which is the first major event attended. As this proved such a success for us, we decided that we will try and get to the Yeovil Festival and also Brighton in Nov. as well as attending the many one day events.

Something we did learn from the Bristol Exhibition was that we desperately needed more manpower than was on hand, and also be more prepared in future. So what we need are more volunteers if we are to carry on like this. I'm sure you can help.

Secondly, when I asked Plastic Pellet to reveal himself, I didn't mean literally. Does this mean that Reliant Owners get their spare parts at Mother Care? If so, do Mother Care know of this, or does Mother Care, care? As to Rusty Rivets C5. When trying to improve handling, has he considered fitting stabilizers for cornering? On the other hand, he could buy one of our Club badges as they are specially designed with aerodynamics in mind. You know, .. covers the parts other badges cannot reach!!

GREEN ROADING 3/3/85

As I set off on Sunday morning at 5 am the birds were just starting to chirp and dawn was breaking. To me the perfect setting for a quiet blissful drive up to Newbury where I was to be initiated in the first steps of green roading. Little did I foresee that Sunday was to be the start of events which began very early. As I turned the ignition key of my daily workhorse a Vauxhall Viscount, which was beginning to warm to the cold morning air, the burble of the straight six exiting through twin cherry bombs, awaiting the command of the column change to put the powerglide slushbox through its forward stirrings....There's something very satisfying about driving a vehicle when there is very little else on the road, one can become attuned to the sound of the engine at a constant speed. The tranquility was suddenly shattered at Junction 11 of the M4 when strange noises began to emanate from the front of the 'Viscount', which beckoned a looksee under the bonnet. A brief visual check confirmed that all the necessary components were still 'in situ' so I proceeded down the motorway once again whereupon all seemed blissful, well! for 5 minutes, until that noise started up again. By this time (6.45 am) the sky started to show signs of waking, and I was beginning to wonder if I was going to get to the green roading. Following another pit-stop it was then found that a nearside front wheel bearing had fulfilled its duty over the last 10 or 15 years and had finally given up the ghost. Anyway, to cut a long story short, I hobbled off the motorway and ended up at the Hinds Head to find Roger Pattie fiddling with the instruments or was it the gearstick, of his 'landie'. I had quite a surprise as I climbed into the front seat to find very few creature comforts. For example, no crushed velour on the interior panels, no carpets or soft Kleenex on the dashboard. I was pleased to see two nozzles sticking out of each end of the dash; heaters, well, this was not so spartan after all. Howard managed to turn up at about 9 o'clock with his mate Andy Smiff, and then there were four. Thus, we had a bumpy ride with two 'landies' and a 'rangie' in tow. Reaching the Ridgeway we turned off the road onto the beaten track where I got my first taste of green roading, as I clung for dear life to the spare tyre, trying my hardest to maintain some measure of balance to no avail. Not really knowing what to expect when I enquired of Howard what gear to wear I had thrown my motorcycle crash helmet in the boot, only to forget it when I got in Roger Pattie's 'landie'. I lost count of the times I hit the roof and at one stage wished I had made out my will on Saturday night. Anyway, I managed to put up with the uneven road, the somewhat bumpy suspension (did I say bumpy! bone jangling is a more apt description), the lack of heating, cramped uncomfortable seating, no seat belts, etc. etc. But on the plus side, I enjoyed the feeling of 'man and machine' against the elements, the sense of danger (mainly caused by whoever was at the wheel). After a few jars at the Pub I became so overwhelmed by the sheer adventure of it all that I fell into a deep sleep, whilst being driven by Rog. Pattie. Is that a first for green-roaders - Guinness book of Records here I come. I jumped at the chance of piloting a 'landie' when Roger offered me the gearstick, well, three in fact, confusing to say the least. I soon got the hang of the driving style by following the ruts, quickly discovering that it pays to proceed at a leisurely pace and not to put the 'pedal to the metal'. Overall, I enjoyed the new experience and will certainly know what to expect next time, if I am lucky enough to cadge a lift. To round the day off, it was back to Howard's place where the AA were summoned to relay the 'Viscount' back to Battersea. As I had left the 'Viscount' back at the Hinds Head Howard and I sipped a few jars of their best lager but unfortunately Howard couldn't stand the pace and made some feeble excuse about having a headache (only the female fraternity use that one, Howard) (all lies, Ed.) (since this is Howard's female half typing this, Peter "Sleep" Anderson, I would have you know that I 'never' get a headache!!! I ended up in rather a merry state when about 10.30 the AA Relay truck came to whisk me back home, where again I fell asleep on the drive back home.....Peter "Sleepy" Anderson.

WEEKEND TRIP TO WALES

Just to remind you we are going to Wales on the Spring Bankholiday 25/27 May.

I can now give a few more details.

The Campsite is at Machynlleth and will cost £1 per person per night. I have chosen this one for two reasons, dogs are allowed (I sometimes think some members have taken the wrong meaning of Rover Owner), and it is only a five minute walk from the town (so in the unlikely event of some one wanting so light refreshment in the evening, there will be no worry about driving). If any one is intending to sleep in anything other than a tent they had better clear it with the campsite.

Those of you who have looked at your maps may feel that Sundays run to the Ffestiniog Railway may be a bit ambitious, especially as Rovers tend not to be the most economical cars around, but we will sort that out up there.

Those of you who want a leisurely drive up on the Friday should meet in the car park of the "Starting Gate" in Newbury at 0800! (The Starting Gate is on the A4 going west out of Newbury towards Hungerford and is on the right about 200m beyond the Wantage roundabout.

Those who wish to make faster progress should meet us at lunchtime at the Cwmduddwr Arms in West St. Rhayader. I can't give you directions as I don't know where it is, but it's only a small town so you'll have to stop and ask (if you can!)

It will help immensely if you can let me know in early May if you are coming, and your ETA.

If you need any further information I can be contacted on Basingstoke 476227 or at most club nights

Roger will, once again be providing a bar-be-que, bring your own food. If you want Roger to buy and bring you food for you, phone him on Basingstoke 771072

Red Leader

SPARES

WANTED Member Malcolm Jefferson is seeking a good replacement engine for his P5B. The old engine is getting tired so a replacement is urgent.

WANTED. Member (Tom) in Milton Keynes is seeking rear seat squabs in Mulberry or any other colour. Type with jewel base centre. Also has rear single squab type in good condition. Tel. Milton Keynes 565509 Ask for Tom.

WANTED. Rover 3500 automatic P6. Must be post 72 and good condition. Leave details with George and Horn Pub, Kingsclere.

SWAP. 109" safari roof/ for normal 109" hard top - Colin Gross Ruislip 38957

BREAKING V8 - Phone Gavin Withey on Tadley 4555 for details.

SECRETARY'S REPORT

R A C

After a few delays we are now RAC registered. The main result of this is that we can run competitions. I believe many members would like us to run trials. This brings up two main problems.

1. These events do not run themselves.

2. They need space.

Of these the second is the bigger problem so come on all you with agricultural connections we need a trials site (or two)

Membership of our club is going well, but we only seem to see half of you. Whilst it is nice to get your money we would like to see you getting more out of your club, so let us know what you want.

I gather some of you were confused last month about the 80" LR as there was no contact number. If you are interested phone Red Leader on Basingstoke 476227 (he also has a Viva & a Manta available!)

If you are looking for a Rover, let me know, as I get calls from people selling them. The latest is a nice sounding Ser1 Land Rover.

Technical Tips

Yes the secretary does know what to do after opening the bonnet!

Many of you will have the old style coil with a screw fit H T lead secured by a small washer. These washers are now unobtainable in Basingstoke (so I expect elsewhere) so if you know you have some floating around your tool box/garage find them and put them somewhere save now.

New Members.

We have a number of new members, as well as some welcome renewals.

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|----------------------|----------------|--------------|
| 010 D Buzza | Upper Basildon | LR3 88 |
| 032 T Gardener | Havant | LR3 109 |
| 058 R Ward | Pangbourne | P5B |
| 085 B Raymond | Trowbridge | P5 |
| 086 P Watmore | Egham | P5B |
| 087 N Pearce | Egham | P5B |
| 088 D Jones | Gloucester | P5B |
| 089 T Pearce | Bristol | LR2 (V8) P5B |
| 090 I Searle | Kilburn | P5B |
| 091 J Dobson | Newbury | P5B |
| 092 A Jeffs | Ruislip | P5B |
| 093 P Carter-Wardell | Winchester | P4 P5B |
| 094 L Phillips | Bristol | P5 |
| 095 U Roper | Basingstoke | P5B |

My apologies to Henrick Jensen of Denmark, whose name got reversed in the last list.

Club Calender

May 5th Green road run. meet at Viables, Basingstoke at 09 30
May 8th Hinds Head
May 19th Rover Sports Register (Bristol Branch) Rally
May 22nd Hampshire Bowman
May 25-27th ARC 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 Dean, Petersfield. *
October 4th "Midland Majors" A week end of off road competition
October HBRO Trip to Amsterdam