



NEWSLETTER JULY 1985

CHAIRMAN'S COMMENTS

Now that the annual rally is something like a fortnight away (July 20/21st) there is another special occasion to mark this event. Merc-Masher has finally got his car repaired and is going to buy everybody a drink on Saturday night to celebrate!! Working on that assumption, a Bank Holiday ought to be declared when "Roaring Rat" is finally finished. Because my Coupé is now in the first stages of rebuild, all the welding is now in hand, and I will keep you all in suspense until "RR" is completed. (sometime in 1990!! ED.). For those who don't know, Spen King OBE has retired from BL. He joined Rover in 1945 and was involved with Jet 1 the turbine car. After being involved with development of all Rover/Triumph cars he was made Director of Engineering and Development for Leyland cars in 1975. From us all we send our best wishes.

YEOVIL

Subject to confirmation we have a stand at the Yeovil Festival of Transport. The date is August 10/11th. What I need is a couple of volunteers to place their cars there for the weekend. A large camp site is next door for exhibitors use. To give you an idea, this is ranked as probably one of the largest shows of its kind in Southern England. Any help, please contact me on Tadley 5194.

ANNUAL RALLY 1985

For this year we hope to make this the best yet. To start with, we have **Ken Drackett** doing his bit for Saturday night with his guitar, Bar B Q equipment will be provided for those who wish to use it and camping is available.

Sunday starts officially at 10.30 am with self judging for all models, plus off-road vehicles. Also Driving tests, condition and concours with the usual Rolling Disaster, and last but not least the Long Distance Award. New for this year is a Trophy for best Rover Derivative and a shield for who the committee feel is member of the year to be presented at the Rally. Also, (hopefully) there will be a small Auto Jumble. To join the fun, follow the A32 south from Alton until you see the Rover signs on north from the Fareham on the A32. Don't forget, **Ken Drackett**, Saturday night, Rally, Sunday. See you there!!!

MOTORCADE 85 BRAEMORE HOUSE

Again this year we attended this popular event with more success than ever. The day started with a convoy of a P6, P5B saloon, P4 105S and SWB Simonite Land Rover. By the time we reached Sutton Scotney we managed to acquire another P5B. With Roger on his CB and myself, it was carefully explained that the big black saloon was none other than the World Famous **BAM BAM**. He of Renault, Datsun, BMW and Rover Fame. On arrival at Braemore the first thing was to find the Stand and set up shop. You know the sort of thing. Everybody gives a quick polish and lifts bonnets to reveal nicely clean engines. Along with **ROY's** P4 and **ANDY's** P5B. Roger was finally persuaded to reveal all, but after discovering mushrooms, discession was the better part of valour. During the time we were there the amount of enquiries we had was most pleasing. Even Roger with his Land Rover found it eventful. As last year, the commentary was excellent.

We would like to welcome **PHIL TARRANT, EDMOND KEMP, MAC & ALISON FIFE, TONY HILL, MR W (BILL?) BUTCHER** to the Club, and hope you find us worthwhile.

On the way back from Motorcade 85 Andy went off in front, with Roy and John. Myself and Bam Bam caught up with Roger outside Stockbridge but while going through Whitchurch Bam Bam was smashed in the side by an Escort. The result was one slightly mangled wing, and one Escort, written off. The other chap admitted liability so all's well that ends well and nobody was hurt.

Finally my thanks to : Roger SWB Simonite, Andy P5B saloon, Roy P4 105S, Alf (Bam Bam) P5B Ministry saloon, who gave their time and vehicles for the Club's use, and also to Bruce Williams who joined in at the last minute, and John Phillipson for the support in the afternoon.

Lastly: **JANET SMITH** (Andy's boss) calls out on leaving the Motorcade "Drive Carefully", and as you have just read it was tempting fate. Janet drove Dave Cuthbert's Land-Rover once and she managed to blow out the core plugs; moral of the story - Keep Janet away from your car!! (only kidding).

EVENTS

7th July Easthampstead Auto Sunday : details Bracknell 54995

14th July Liphook Vintage Vehicle gathering/Auto Jumble

20/21 HBRO Annual Rally

10/11 August Yeovil Festival of Transport

25th August P4 Guild, Quainton Railway

Next Meetings : 10 July Wednesdays Hinds Head 7.30 pm
28 July Sundays Hinds Head 12.00 noon

SPARES

Complete P5B 1968 but no radiator. Car is sound but needs new wings. If nobody wants the car then it will be broken for spares. Also a few P4 parts. Tadley 5194

Anybody after P6 items phone Gavin on Tadley 4555 as he has many items to dispose of.

FOR SALE 1961 P4 Rover 100, Green, overdrive, taxed Feb.86 MOT Dec.85
Reg. No. 160 COP **£1,200** ONO
Ring J Todd on Cooden 2933 (East Sussex).

MEMBERS CARS.

To start this month's Members Cars item the Chairman has volunteered to submit an entry.

DLO 235 J is an Almond yellow P6 2000 fitted with a single carb engine with Auto gearbox.

The car was registered on the 8 April 1971 and sold to the Japanese Embassy in London. They ran the car for two years before passing into the hands of a Doctor at Basingstoke Hospital who resided in Kingsclere.

The car was then sold to Mr A E Nightingale in September 76 and owned by him until April 84 when it was passed into the hands of its present owner.

The car has a white/stone leather interior and Sundim tinted glass fitted at the factory. There are no other modifications apart from a tow-bar. When the car was received it had covered 72,000 miles but now has a total of over 106,000 on the original engine and gearbox. Apart from gallons of Turtle Wax the car is in very good condition for its age. So much so, that within the first ten days of ownership two people offered cash on the spot. The only mishap was when the previous owner managed to ram a 2000 in the rear, with the show car for Bristol in March. Hence the buckled rear bumper!!

Plans for the future include a new bumper to be fitted, which has already been obtained, and a respray for the rear wings as they are beginning to show their age. As to the engine: it is hoped to reach 150,000 before needing a rebuild, but as it still starts first time, and is reliable, it is best left well alone.

SECRETARY'S REPORT

Owing to my going away this month these notes are being written earlier than usual, before I have read the last newsletter, and will be even shorter than normal.

WHEELS. Many of you will have heard about the recently opened Wheel Exhibition at the National Motor Museum at Beaulieu. I have recently been down to a preview on your behalf and can recommend it. Many of you will already have visited the National Motor Museum (if not, this applies to you even more) but it is worth a visit. There have been a number of changes since my last visit with a larger commercial vehicle area. Rover exhibits include a 1902 2½HP motor cycle, a 1922 8HP saloon and the Ex Tony Hutchins 80" Land-Rover, one of the early pre-production vehicles. This is well worth looking at as the quality of the rebuild is superb. The main purpose of the visit was the new Wheels display. This is a display illustrating the history of the car, and looking into the future, using audio visual displays and models. You tour round the display in little carriages on rails, a bit like a fair-ground ride, each carriage having its own built-in commentary. Rovers are represented by both a Land Rover and a 213.

ANNUAL RALLY

This is our main event of the year. I'm sure details will be elsewhere in the newsletter but don't forget July 20 and 21st at the White Horse Inn, Priors Dean.

NEW MEMBERS

096.	R Unsworth	Eastleigh	RR
097	T Matthews	Aspley Guise	P5B

CAMPING TRIP TO WALES

Friday, 24th at 9.30 am as we started to load the camping gear into the cars, the heavens opened. Just what we needed to put us in high spirits as we set off. There was myself and Peter a friend, in his Escort XR3I, and my brother Ian and wife Christine (herein to be known as GATOR) in his Golf GTI. I know, people are asking, "Haven't heard of those model Land Rovers". We had arranged to meet Dave Cuthbert and Roger Pattie at a watering hole in Rhyader, Mid Wales at lunchtime. This was because Roger took his Land Rover and drove across country from the starting gate inn at Newbury (in case anyone else turned up). We drove down the motorway route, leaving an hour later, and at speeds in excess of 45 mph (Roger).

When we reached Rhyader, Dave and Roger were already entrenched in the pub, and surprise, so were Hugh and Sue Glossop plus two pooches. They had travelled in Hughie's Marina 1300 Auto. (What's this, yet another Land Rover Model?). This was because the Range Rover was undergoing beauty treatment, a glossy coat of paint, but was not finished in time for the trip.

After light refreshment we set off in convoy, for the campsite at Machynlleth via a few country roads and sights (half of Wales). We drove over the Plynlimon Hill range approx. 1000 feet above sea level, across the Nant-Y-Moch reservoir and down to the Devil's Bridge above the vale of Rheidol.

Here we visited the first of many railways, this one being the Vale of Rheidol railway, starting at Aberystwyth, and finishing here at the Devil's Bridge 12 miles away. We were just in time to look at the train and take a few photos before it steamed back to Aberystwyth. Moving on we then paid 50p for the Devil's Bridge Falls Walk, and descended down about 300 steps to the bottom of the Falls; the only trouble being about 300 steps back up the other side (phew!). Well worth the effort, though.

A few more miles of Welsh mountain roads and we reached our camp site about 6.30 pm. The rain had stopped when we crossed the River Severn, so by now it was dry and fine, but very windy. Have you tried putting up a six berth frame tent in gale force winds? We nearly ended back in Tadley.

Anyway, a quick brew up and cook up, and off to look at the site facilities. Well, the shower was out of order all of our stay and the toilets must have been pinched from the local building site, cold water only and unlit. So much for camping luxury. Into Machynlleth to try the local brew. Peter nicknamed it Sheepdip and I think he was right. All the beer was the same, bar one that was passable. And the actual pubs don't bear mentioning. The same can be said for the local women (AAARGH). (Oi, what's the nationality of the typist typing this .. watch it).

Walking back to the camp site we happened to come across a Chinese Take-away and in the true self sufficient camping tradition we had one. Another quick brew up and then we retired for the night.

Waking at 6.30 next morning, stiff as a board, and what is that I hear on the canvas? **RAIN.** Never mind, one big fry up later and off to use the luxury facilities. We then piled into the 3 cars and drove around the River Dyfi estuary to Aberdyfi. Here we went for a walk on the beach, in the rain and Hughie's greyhounds had their first taste of the seaside, literally. They tried to drink the salt sea water and decided it did not taste too well, followed by a display of the speed and agility these dogs possess. We walked down to a small garage, for a break at a six wheel pick up Range Rover conversion they were building (in this little flea hole?) On to Tywyn next for beer and supplies for the barbecue, then off for a drive to the Dolgoch Falls. Here we refreshed ourselves on keg bitter (safe) and scampi in the hotel. It just so happened that at the back of the hotel was Dolgoch station, three quarters of the way up the Tallyn railway line, so we bought our tickets and steamed up the line to Nant-Gwernol. The train then swapped ends and we went back past Dolgoch to Tywyn, whereupon the train swapped ends yet again and steamed back up to Nant-Gwernol, dropping us off at Dolgoch on the way. Interesting Eh? An enjoyable ride plus plenty of photos.

On leaving here, we ambled back to base camp via the other half of Wales, and set the barbecue into motion. A couple of hours later full of charred food and plastic bottled beer, it was into town for more "sheep dip".

Sunday morning dawned nice and sunny with no wind, so I sat outside the tent at 6.30 am and fried up breakfast for myself, leaving Ian, Gator and Pete asleep in the tent, or so I thought! Being kind and considerate I had borrowed Hughie's camp stove to cook my breakfast outside, without disturbing the others. Unbeknown to me, Gator had risen and had popped into the luxury loo while I was in the other. **WELL, DID I GET IT IN THE NECK FOR JUST COOKING MY OWN BREAKFAST AND NOT GATOR'S AS WELL....WOMEN...** Still it gave the others a laugh. We left camp at about 8.30 am, the reason being we were off to Porthmadog which was about 45 miles away.

On arrival, we bought tickets for the Festiniog railway, bus link and Llechwedd slate mines. This set us back £8.35 (must have been the dearest cheap weekend ever). But to tell the truth it turned out to be fantastic value. This railway is the oldest, most historical, and most scenic of the Welsh narrow-gauge railways still in operation. Its original reason being to transport the slate from Blaenau Ffestiniog to Porthmadog, where the 260 odd schooners and barges used to transport the slate worldwide. Anyway, we climbed aboard the train and steamed the 13 miles to Blaenau Ffestiniog, whereupon we caught the bus link to the Llechwedd slate mines. Included in the price was a trip down the Deep-Mine. This is Britain's steepest underground railway, down a 1 in 1.8 gradient. At the bottom we went on a walking tour conducted by a recorded sound presentation and a floodlight extravaganza. Absolutely fascinating.

Some of the chambers underground would be worked for up to 15 years and attained the dimensions of up to 80' in height and 70' in length.

After this tour we paid another £2 and went on the miners tramway.

This consisted of a ride on an electric tram through a succession of chambers recreating the life and working conditions of Victorian miners who started work at the age of 12 years! Two chambers which the tram passed were some 200' from top to bottom and were known as the Cathedral. Truly awe-inspiring!! At the end of this tour we were shown how the slates were dressed and turned into roof slates. After this, we piled into the Miners Arms an original Victorian miners pub, and partook of more sheep dip and food. Then, it was back to the bus and onto the train for the ride back to Porthmadog.

On arriving at Porthmadog we did the good tourist bit and walked around town, leaving for yet another guided tour of Wales, before getting back, striking up the barbecue, and indulging in more sheep dip.

Monday morning and once again more "RAIN" on the canvas. But this stopped around 6 am so we rose had breakfast and broke camp. Down into Aberystwyth, and climbed up the cliff to see the cliff railway (more trains!!). This achieved we staggered and stumbled back down the cliffs, and drove on to the Rheidol Power Station. Upon paying our monies (must remember to see the Bank Manager when I get home) we went for a guided tour of the Power Station and its own fish farm. This is for stocking the reservoirs, as fishing is allowed. The Power Station is a water turbine set up which collects water from over 62 square miles of Mid Wales, which ends up in three reservoirs, and arrives at Rheidol down a 2 and three quarter mile long pressure tunnel, at 5,000 gallons per second (no shortage of water here, 90" annual rainfall). This is in turn converted by turbines into 56 megawatts of power for the Manchester regio (a bit like a Land Rover Alternator).

By far the attraction of this Power Station is that you cannot see one pipe or cable as the whole package is underground keeping the beauty of the area intact. On leaving Rheidol we drove to another watering hole, where more sheep dip and food was consumed, the only consolation being that it was the only decent pub that we found. Refreshments over, we then made our way home.

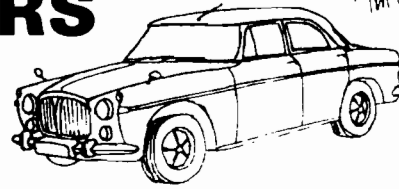
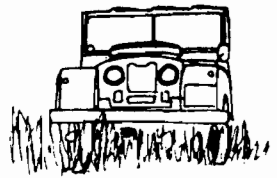
All in all, an action packed weekend. Better weather than was had in the South of England (like the last Welsh trip) and another memorable H.B.R.O. expedition to the wilds.

HERE'S HOPING FOR MORE SUPPORT ON THE NEXT ONE, AND TO THANK DAVE AND ROGER FOR ORGANISING THE EVENT!!!.

Richard Stewart.



HANTS & BERKS ROVER OWNERS



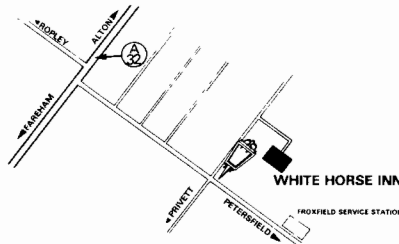
The Hants & Berks Rover Owners are holding their 1985 Annual Rally on the 20/21st July at the White Horse Inn, (commonly known as "The Pub With No Name"), Priors Dean, Petersfield, Hampshire.

Club members will start to meet on Saturday for a pleasant social evening. The hardy ones will camp overnight ready for the main rally on Sunday. This will be a gathering of all sorts of Rovers to which both members and non-members are welcome.

The £1.50 entry fee will make them eligible for a number of awards. There will be concours/condition awards for various classes whilst the four wheel drive owners will vote for the vehicle they would most like to take home with them. These are in addition to the long distance award and the rolling disaster award.



The White Horse Inn (O.S. Sht 186 GR 714290) is situated approximately 2 miles off the A 32 near the village of East Tisted. From Alton follow the Petersfield signs, from Petersfield follow the Alton signs. The rally will be signed.



For more information about the Annual Rally or the Hants & Berks Rover Owners contact the secretary: Dave Cuthbert

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