

# HANTS & BERKS



# ROVER OWNERS

## CHAIRMAN'S COMMENTS

Winter just around the corner, Christmas in about a month's time, dark nights and worst of all, the pubs are closing half an hour earlier.

What's this babble about now? You may well ask. Well, it's this .. at about this time of year I normally write a short piece for safety's sake. I expect you all know, but a reminder doesn't harm.

For example, how many idiots do you see with side-lights when driving in fog? Or **NO** lights at all. Keep lenses clean and check lights. Remember that ICE does form when you least expect so don't do a James Hunt on it. Keep washer bottles full and jets clear, and check your anti-freeze as well as a good tread for tyres. Above all, be safe and be seen, it's better to arrive late than not at all.

Having got that out of the way and bored you all to tears, I would like to thank everyone who sent the questionnaires back. Very interesting they are too. It's also nice to see most of you are staying with us.

As the Christmas Dinner is almost upon us (have you booked your seats yet?), Howard posed the question to me the other night, will the Chairman make a Wally of himself again this year. Well, I can safely say who is going to get the Wally of the Year Award. Howard and myself normally dare each other as to the style of dress, which explains the reason why I go overboard each year. Anyway, I have a small surprise in store for you this year!!!

It only remains for me to say, enjoy yourselves over the Festive Season. Don't drink too much if driving, and have a **HAPPY CHRISTMAS**.

Chairman.



### MINISTRY SALOON

CYE 326N is a 1974 car originally supplied to the Department of Environment. The present owner is the first since it came into private ownership in October 1983. The only time a P5 was supplied with a black paintwork was to the Government. Each car is different from its counterpart in some way. For example, this vehicle has two twelve-volt batteries in the boot to cope with the radio communications equipment, as well as two master cut-off switches. Engine bay is standard except for bonnet lights which were not fitted to saloons, and twin coils. The electronic ignition supplied has now been removed.

The interior is the colour supplied to Government cars and has the addition of rear inertia seatbelts. The cars had coupe instrument clusters fitted, and this one carries hazard warning lights as well as an inhibitor switch to enable the driver to start the car whilst in gear.

This car is also fitted with three ignition switches with the two way radio fitted to the centre console with twin whip aerials mounted to the rear bumper. The car belongs to **ALF (BAM, BAM) NIGHTINGALE** and the latest damage to rear wing was caused by Ann on EE Mouse!!

# THE SAGA OF LANDIE Q941FLD

by Colin Gross.

## PART ONE

This story began in 1982 whilst standing on a hill overlooking Reykjavik. I had just returned a Mitsubishi 4WD estate car to the hire company after a 1500 mile excursion around Iceland. Unfortunately they had just had their worst summer for 200 years; and this combined with the lack of even the most rudimentary of toolkits (like a plug spanner) and my total inexperience of off-road driving, had convinced me that it would not be a good idea to venture far into the interior of the country where rivers were expected to be very deep. However what I had seen of the marvels of the country had convinced me that I had to return. I was equally certain that next time I would be using a properly equipped vehicle of my own, since the excess mileage costs for the Mitsubishi were, to say the least exorbitant, whilst the ferry from the north of Scotland cost about three hundred pounds return.

On my return home I set about deciding on the type of vehicle required. It should provide two berth motor caravan accomadation, together with four wheel drive, good ground clearance, and the ability to ford rivers that may well reach two feet deep. Needless to say there was not much choice in this category, and with financial constraints removing the possibility of purchasing a 4WD conversion of the normal motor caravan, the decision to convert a long wheelbase landrover into a motor home was the obvious choice. Anyway I had always wanted to drive a landrover. In the hope that the rest of my family would also use the finished project a series 3 machine with all synchro gearbox was preferred, with a petrol engine (to avoid fuel problems in Iceland) and ideally only four cylinders to reduce fuel bills.

Over the next year I built up a long list of places where I would NOT buy a Landie. These ranged over quite a large area of southern England and included both main dealers (far too expensive), and specialist 4WD suppliers (normally selling tarted up wrecks). Private sales had also proved fruitless; if the vehicle was any good it had allready been sold, and if it was still available it normally had six cylinders or was a rusted wreck. Eventually I concluded that if a Landie was for sale in this area it was normally because it's owner considered it beyond economic repair.

Thus it was with some surprise that in early 1984 I eventually found a 1975 109" Safari, with the usual 65000 miles on the clock, that apparently had a very good chassis, repainted bodywork without any major dents, but a somewhat worn engine. Following a short test drive and two days for the cheque to clear my front garden was finally occupied by a landrover. After using it to drive to work for two months the list of faults had grown. The engine was certainly in need of a major rebuild, the steering had an annoying habit of sticking before wandering in the opposite direction to its last movement, the main gearbox was leaking badly, the bulkhead had rotted through beside the drivers feet, and as with all landrovers it was normally wetter inside than out. So that August I started on what was intended to be about a one month repair session.

Next month..... the real problems begin.

## FOR SALE

LWB Rover type rear axle; two prop shafts (Rover diff. to gear box). This is surplus following a rebuild. Do you have a beat-up LWB, perhaps ex-military? If so, going cheap .. LWB full-body, ex-military but very clean and straight; also full-length hood and hoops etc., and windscreen. **Must sell. Gerald Legg Tel.no. weekday : 0273 (Hurstpierpoint/Brighton) 552586 Evenings /weekends : 0273 832548.**

Rover 75 1958 : immaculate condition. Two-tone grey body, red-cream interior. Original tools and handbook. 36,000 on the clock (owner assumes 136,000) **£1,600 o.n.o. Reasonable offer or ex family car : Roy Mulliner Fareham 289818**

Rover 90 1959 (116 DYD) Green 52,000 overdrive, good tyres, tools and workshop manual. MOT Feb.86 Reasonable condition **£350 John Dentry Lambourne 72234 after 6 pm**

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## BON VOYAGE

**Simon and Sally Slater** have decided to leave the HBRO area and have gone via **Moscow** to **Peking** and then beyond, sometime in the future. They have got as far as Moscow and have reported a country uncontaminated with Land Rovers (for some strange reason!). They will be keeping us informed of their progress.

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## NEWSFLASH

Treasure Hunt on 24th November was a great success. Won by **Roger Roger** and **Andy Pandy**. Two members last seen going over the top.

Another **Treasure Hunt** in January 1986 (when **Pete** will get lost).

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## Editor's Epistle

Please note this will be **your last newsletter** unless you join. Notice the enclosed Application Form. Again, please fill in questionnaire and return to Dave Cuthbert. **N.B.** Are deep-sea divers always let down by their mates? (one of Pete's).

**Dates of next meetings :**

**Wed. 11th Dec. Hinds Head**

**Sun. 22nd Dec. Hinds Head**

**Thurs. 26th Dec. Hampshire Bowman (Boxing Day).**

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## GREEN ROADING

Red Leader

The start of November found four Land Rovers in Newbury (well, three at first as Red Leader was late again). Very embarrassing as all the others had come from London. What's happened to the local members? Unfortunately, Roger was rebuilding his gearbox but we still had Ian, Dave and R.L. with SWBs and Colin with his LWB. The plan was to go up onto the Downs in the Lambourne area, but we went to look at a couple of other tracks on the way. The first was meant to lead through a ford, then across the fields, but there was no trace of it, not even a footpath we could follow. The second was easy to find but was very over-grown. As these were only meant to be short detours on the way to Lambourne we pressed on, the third track being more successful leading through the woods. We were soon on the Downs and looking at the land owners plans to narrow down the right of way which the County Council have asked us to comment on. As the owner wanted to reduce it from 60' to 32' width this didn't seem to be unreasonable; it would still allow six vehicles abreast!!

During the morning, we criss-crossed over the Downs until we decided it was time for lunch. This caused a few problems. We found two villages without pubs!! So far all the tracks had been dry and hard, so in the afternoon we crossed the A34 to the area north of Compton which I know better and managed to find some more interesting lanes.

It seems a bit ironic that this year we stopped going out during the Summer as last year it was very dry and hard, and we had a wet summer. Then we restart in Autumn to be greeted with four weeks without rain. Maybe next month will be different, perhaps we will see more locals.

As explained last month, we have decided not to plan too far in advance in order to give us enough flexibility to match our trips to the conditions, so to find out where we are meeting give either Roger (Pangbourne 2884) or me (Basingstoke 476227) a ring towards the end of the month.

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### SECRETARY'S REPORT

A number of you still have not sent me your renewal form and questionnaire. If you don't sent it in this will be your last newsletter. To those of you who have, thank you. A quick perusal of those we have received so far suggest that we aren't too far out. We are already looking into many of your ideas.

Many of you will know Richard Stewart, our Librarian, and past owner of several Range Rovers and Land Rovers. Unfortunately, he came off his bicycle (?) and did some considerable damage, including a broken collar bone. We all wish him a speedy recovery.

The other news is that by the time you read this, **Roger and Sandra Sutton** should be running the Wheelwright's Arms at Errwood near Builth Wells in Wales. If you are in the area, call in. You will be welcome.

**Christmas Dinner : The Dove , Micheldever, 18th December. £8.50** (£2 deposit per person).  
Choice of menu. The Dove is at Micheldever Station (O.S.Sht 185 GR 518429) which in the best railway tradition is about 3 miles north of Micheldever village. Heading west along the A30 from Basingstoke turn off at the Overton road (unclassified) and turn left, after about a mile turn right across the railway and the Dove is in front of you after about 200 yards. If you are following the O.S.Map note that unless you have the latest edition, the course of the A30 and A303 in that area has changed.

Stickers. We have some stickers available :

|   |   |                |
|---|---|----------------|
| <b>LAND ROVER</b>   | : yellow & green oval badge on rectangular sticker 6" x 3"          | 40p            |
| <b>LAND ROVER</b>   | : as above but 9" x 5"  | 55p            |
| <b>4 WHEEL DRIVE</b>  | : Silver on black 7" x 2"   | 55p            |
| <b>4 WHEEL DRIVE</b>  | : Yellow on black 7" x 2"   | 55p            |
| <b>I LOVE MY LANDY : I LOVE MY RANGE ROVER : I LOVE MY SERIES ONE</b> |   | All @ 55p      |
| <b>LAND ROVER V8</b>  | Silver on black. Long, Similar to that applied to sides of SIII V8s | <b>£3 pair</b> |
| <b>LAND ROVER 4X4</b>   | : as above  | <b>£3 pair</b> |
| <b>4 WHEEL DRIVE</b>  | : as above  | <b>£3 pair</b> |

P & P on above 20p, so why not collect at meetings?

Also still available :

|                                  |                  |               |
|----------------------------------|------------------|---------------|
| <b>CLUB WINDSCREEN BADGES</b>    |                  | <b>£1.20</b>  |
| <b>CLUB GRILL BADGES (BRASS)</b> |                  | <b>£10</b>    |
|                                  | with fitting kit | <b>£10.50</b> |

### **MEETINGS**

There was some confusion last month over the locations of our meetings, due to the possibility of them moving. Don't worry, any moves will be fully announced in the newsletter.