



PANTS & BARKS

Feb 86



Journal of the HANTS & BERKS ROVER OWNERS

OFFICERS of the Hants and Berks Rover Owners.

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EVENTS

- 12 Feb. : Video night. Hopefully there will be a documentary on the Land Speed Record and of course the famous Dirty Bits from the Land Rovers.
- 23rd Feb : Treasure Hunt Challenge with the White Hart Pub, Overton.
Assemble in the Community Centre car park, Overton at 10.15 am for 10.30 start. As many cars as possible please.
- 27th Feb. Skittles match at the King's Head, Wickham. We need a team of 18 to take on the Standard Motor Club. So members in the South, take note, we need you.
Assemble 7.30 pm.

Next Club Meeting

12th February : Wednesday : Hinds Head, Aldermaston

23rd FEB. HINDS HEAD/OR TREASURE HUNT OVERTON

CHAIRMAN'S COMMENTS

Greetings, one and all!! To start this month's rambling, here is a short explanation as to the slight delay in last month's newsletter. (Good, int it!). Unfortunately, there was a hiccup due to the Christmas break, and a misunderstanding in communication. Anyway, after a rapid bit of double shuffle, we should be back on time this month. While on about the newsletter, I would like to say a big **Thank You** to those members who have contributed articles; please keep them coming!!

Remember we asked for help with the Bristol Show? Well, we received a letter from the organisers to say that they are fully booked and have quite a long waiting list. So, disappointment all round. But we are trying for the NEC and Brighton, hopefully.

While I have the opportunity to air my views at this point, there are a couple of things I would like to point out - re bottom of Page 13 of the January newsletter. Agreed, Howard did get under the bonnet of my P6, but this was only after he stood on the famous beer crate. He can't reach the middle of the car without this!! Anyway, if I hadn't held on to those little hairy legs, I dare say we would have lost him forever!!

Just one other thing I would like to say (on the gravel again). Any volunteers to get the "Member's cars" section going again? It doesn't matter how small the article is, it's just a chance to let everybody know that you are still out there. All contributions to our Editor, please.....See you next month,

Chairman : P Nightingale

STERY FAULT.

To start this month's technical section, I propose to give a medal to the member who can solve this problem.

Pulls in petrol station, fills up car, goes to start car, car won't start. "Fine", I thought. So, out comes Howard with jump leads and after cleaning plugs, adjusting points and jumping car, the damned thing starts. Anyway, off goes me all the way to Crawley and back. No problems.

Mystery fault continued

Two days before Christmas, parks outside where "Roaring Rat" is and car fails to start. Out comes Howard muttering under his breath. Adjusts points, nothing happens, puts Howard's battery on my P6 and it fires up first time. Swap batteries back and everything's O.K.

Christmas Day, parks car in pub car park, later - won't start. Sets points and jumps car from friend's Escort, starts up. Tries to start car 10 mins later, car won't start. After standing for an hour or so the car starts. Probably due to threats about melting down for Baked Beans can. Anyway, Boxing Day car breaks down. Following day, calls out AA who say its due to points and plugs. Puts new plugs and points in and two days later, guess what? Yes, car breaks down. Luckily, New Year's Day Howard and myself used his to meet Bruce and friends at Botley. On the way back we swop batteries as before and car starts. Next day, pulls up outside a local car electrical expert, car won't start. By now, **I AM FED UP.** Right to the back teeth with the "dear little car". So, picks up a rebuilt distributor from F.K.Autos. Fits distributor and thinks "Problem solved". **WRONG!** Car breaks down outside Little Chef, so locks car up and hoofs it to pub to numb one's senses. Calls out mechanic who tows car in. So far let me recap ..

Car starts from cold

Car also will start on a well down battery from cold

Car runs normally when started

Car will not start if switched off unless allowed to stand for at least one hour.

Distributor replaced, new H T leads, new plugs, battery and **still the fault is not cured.**

(At this point, Pete got the answer, so being Editor I have cut this part out, so all members can now ring Pete (Tadley 5194) with their solution.)

My thanks to Howard who put up with the constant phone calls. Also **F.K.Autos** who were the only people to offer a distributor to get me out of trouble. They can be found at **Hambridge Lane, Newbury. Tel. 44601/44701.**

Also to **Neil** for demonstrating his rallying skills on sheet ice whilst collecting my new battery, and also giving the passenger heart failure at 85 mph. **Last but not least to Ziggy from Delta Autos, phone Headley 488,** who after towing the car in, spent his Saturday evening working on it, delivering it back after finding the fault, and charging only £11.50.

SECRETARY'S REPORT

I'd like to thank you all for rejoining, and so many of you for returning your questionnaires. They will help the committee immensely. There were some interesting remarks, and I may be commenting on some of them in this column during the year. Don't worry if I do not mention yours; they will all be considered.

At the recent ARC meeting we had a presentation by Brian Thompson, about rights of way. Brian is a keen trail rider and is currently Secretary and Rights of Way Agent for the Auto Cyclist Union/British Motorcyclist Federation, National Rights of Way Officer for the Trial Riders Fellowship, Executive Committee member of the Byways and Bridleways Trust, member of the Footpath Committee, South Yorkshire County Council, Trail (respondent to 'Trials and Motorcross News' and a member of the House of Commons Rights of Way Review Committee (the Spicer Committee). As you can see, a very keen and active supporter of green roads, fighting hard against their downgrading. Although his interest is with motorcycles, his aims cover all wheeled users. Ranged against him is the full weight of the Ramblers and Horse riders, who employ a number of full time officials. He is the only part time member of the House of Commons Committee, and the only one who represents vehicle users. Although primarily concerned with rights of way, the Committee is also concerned with all aspects of motoring and motorsport in the country, which many would like to see banned, and is even the RACs spokesman to Parliament.

All this is a part time hobby, and he has now reached the point where he, and his wife and employers feel **ENOUGH IS ENOUGH.** This leaves two options, give up his Rights of Way work, or give up his employment and take on his Rights of Way work full time.

This of course, brings us to the crux of the matter. **MONEY.** In order to cover all his expenses and match his present salary will take around £20,000 per year. Several motorcycle Clubs have already agreed to help towards this, and this is where the ARC comes in.

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The proposal that will be discussed, and hopefully voted on, in March, is that the ARC levy the member Clubs £1 per member for a special Rights of Way Fund. This is your money, so we need to know your opinion before we vote. There are two questions raised initially. Firstly, £1 per member is out of all proportion to the subscription we pay the ARC at present, and secondly, as Brian is mainly concerned with Rights of Way issues, some of the saloon owners may not wish to contribute. As the ARC includes the P4 Guild, Rover Sports Register and the P6 Drivers Guild, this is a problem we are not alone in. The Club cannot meet this sum itself, so it would mean an addition to the subs. As we hold these constant, they will probably rise this year anyway, so we could be looking at a quite substantial increase. My opinion is that it would be money well spent, so if we don't hear from you, I must assume you agree with me, but please let me know, either way.

If you want to do something yourself, you may wish to join the Byways and Bridleways Trust, 9 Queen Anne's Gate, London SW1. They support the interests of all users of Byways and Bridleways.

At the Christmas Dinner several people suggested that we should return to **Wales**. So here we go. The HBRO will be holding a camping weekend at Erwood, a few miles south of Builth Wells, on 12/13th April. Erwood is on the edge of the Brecon Beacons, in a beautiful area. The campsite I hope to use is, you will be amazed to know, opposite the Wheelwrights Arms, which those of you who read your newsletters will know is now run by HBRO members, **Roger and Sandra Sutton**. If you don't wish to camp there is plenty of Bed and Breakfast type accommodation in the area. If you phone Roger or Sandra on **Erwood (09 823) 287** they will be able to put you in touch. There are no plans to visit railways on this trip. More details next month.

Whilst looking ahead, don't forget the ARC Nationals on **24/25th May**. More details soon.

Some of you may know that this year the RAC have changed the rules on competition licences, and the only events you can enter on a Club card are closed (ie organising Club only) co-promoted events now need a competition licence. This would obviously cause problems at events like the ARC Nationals, and many of the events put on by ARC Members Clubs.

From **1st January this year** all members of Clubs belonging to the ARC (this, of course, includes the HBRO) are also members of the ARC and can enter ARC organised closed events on their Club card.

Yet another Land Rover Club is being formed, the Landrover Series 2 Club. This is a nation-wide Club catering for owners of Ser.2/2As (surprise, surprise) and thus should compliment, rather than compete with, the HBRO. For details send s.a.e. to : **Ross Floyd, 2 Brockley End Cottages, Cleve, Avon BS 19 4PP.**

Apologies : I'm afraid in all the work of getting the new format newsletter ready (last month, Ed.), I forgot to give the Editor (caption for the cover photo. It is **Colin Aylward's** two P5B Coupes on duty at a wedding. (Where, Colin?, Ed.)

Video Night : the comment at the back of the last newsletter is not quite right; the films are of general motoring interest, so please don't be put off if you are not interested in Land Rovers.

Red Leader.

Future Dates for your Calender.

- 12 - 13 April : Trip to Wales, see Sec.'s report.
- 23 - 27 May - ARC Nationals, Eastnor Castle
- 6 - 8 June : National Off Road and 4 Wheel Drive Show, Stafford. More details next month.

GREEN ROADING

A small group of enthusiasts met at Tadley on a very cold Sunday morning for the first green roading expedition of 1986. It had been decided that because of all the bad weather we would stick (no pun intended) to the open green roads of the Berkshire Downs rather than attempt with our few vehicles (and "pushers") some of the more muddy roads of Hampshire and South Berkshire - there wouldn't have been safety in numbers!

We drove up to Hermitage and then set off along a green road over the M4 past Oareborough Hill towards World's End (it wasn't quite), then from Beedon Common North to Lands End (no our geography isn't wrong). A detour along the way brought us to a green road through a wood which had a fence across the gateway leading out of the wood - so we had to reverse back up through the wood. A "local" seemed somewhat relieved when we greeted him. It couldn't have been a poacher's bag he had with him, could it?

On the drive down the hill towards Lands End a group of walkers looked amazed to see us on a fairly overgrown green road. They probably wondered how we managed to get through the trees - so did we! A short drive to West Ilsley for Sunday lunchtime refreshments where we decided that it would be a good opportunity to continue along the Ridgeway from the place we had finished at last March, south of Wantage. Half a mile along the Ridgeway, we stopped for a photo call at the monument (see front cover).

A couple of miles further on near East Hendred Down we met another Landy (with AWDC sticker) and, from talking to the driver, it seems that there is very little vehicular traffic (of recreational variety) along the Ridgeway, in fact he said that it got quite lonely there! and most use seems to be by horses and farm tractors. We had noticed that most of the ruts on the Ridgeway were to and from field entrances and to and from farm tracks.

Generally, the Ridgeway was well drained and there were only a couple of places where water was lying and of course those were the places where we met walkers!

We reached the East end of the Ridgeway at Streatley at about 3 pm and decided that it was a good time and place to end the first green roading of 1986 after a rather cold but enjoyable day out.

Roger Pattie

Green Roding - on the first Sunday of the month. For venue ring Dave (Basingstoke 476227) or me, Rog. Pangbourne 2884.

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THE SAGA OF LANDIE Q94IFLD

by Colin Gross

Part Three

Gloom and despondency became the order of the day, as each morning I awoke to see the Landie standing in the road awaiting a decision about its future. Telephone calls to various dealers around the country confirmed that a new chassis for a 109 inch Safari would cost about £900. An ex-military chassis from a one ton Land Rover was offered for £350, but its true condition was unknown and I certainly did not need two rusty chassis. Luckily E.V.E. Components came to my rescue by offering a complete kit for a 109 inch chassis for £150. On inspection I found that they owned several 'kits' which they had intended to build themselves. Each 'kit' consisted of the two main chassis members, with all the brackets and bushes fitted, plus all the cross-members, outriggers, and oddments needed to construct a chassis. At some point in its life the whole assembly had been tack welded together, painted, and then dismantled for storage. After a few moments consideration, and before doubts could set in, the deal was struck and the parts were taken home in my friend's transit van.

Not much can be said about the subsequent disassembly of the Landie except that it only took one and a half days to reduce the vehicle to a heap of parts occupying our two garages plus half of my next door neighbour's garage. Amazingly, only a handful of bolts had needed the attention of an angle grinder to remove them. The original chassis was thus left supported on axle stands for comparison with the new parts.

The new chassis proved to be a one ton chassis for a six cylinder engine, which meant that the engine, gearbox, and handbrake relay brackets would need to be moved. Also LWB Safari Land Rovers have lower rear floors than other LWB machines, which required the relocation of most of the body support brackets. Reference to the drawings in the workshop manuals revealed that the chassis drawings omit most of the dimensions required to construct a chassis, so this, plus my determination to construct an accurate and straight chassis convinced me that I would have to build a jig of some description. Once again, Luck was on my side and I was allowed to take about 20 pieces of 2" x 2" steel angle, each 6' long from the scrap heap outside my employers' maintenance shed.

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Three days hard work with hacksaw, file, and drills produced a jig held together by G clamps which hopefully would relocate all of the various parts of the chassis. The whole jig was referenced to both the rear cross member and the front bumper mounting holes plus the spring mounting points of the original chassis, and was built in situ on the old chassis. An arc welder was then borrowed from a friend, and an hours instruction in arc welding was given by another. Thus I started to weld on scrap pieces of angle until I was confident that my welding was good enough to build the jig. The worst problem with welding was that the mains fuse would often blow about 10 secs after the arc had successfully been struck. However, 50 mains fuses later the jig was finished and ready for removal from the old chassis.

All the parts that were in the wrong place on the new chassis were then cut off using the angle grinder to remove the welds. Since due to their shape the engine mounts were impossible to remove using this method they were simply cut off and replaced with the mounts removed from the original chassis.

After a final check that everything was correct the 52 parts of the chassis were delivered to Impact Finishers in Slough for shot blasting and priming. This work was considered necessary to remove the small traces of rust which were present on the chassis as a result of its years of storage. Also any rust present when welding the new parts together would cause blow holes in the welds, and thus lower the standard of the finished product.

A coded welder with MIG welding equipment was then chosen from the Yellow Pages and a price and date for the work was agreed. Before the welder arrived the two chassis members and the front and rear cross-members were fitted together and held in place with Sash and G clamps. Two 6' lengths of 3" x 2" x 2" U section steel were placed under the pair of main chassis members (approx. at the axle positions) and by using axle stands and packing pieces the chassis legs were adjusted to be parallel using a 3' spirit level on each U section. A piece of 1" diameter steel bar with its end machined to fit the suspension bushes was fitted through the shackle bushes behind the front axle position. The fore and aft positions of the chassis legs were then adjusted until each chassis leg was at right angles to this bar. By constantly repeating these adjustments the four pieces of the chassis were eventually set up square and true. The welder then tacked them together, and after a final check for accuracy they were fully welded together.

Every part of the chassis was then fitted and welded into position using the jig. Only two areas caused some concern. First, the bulkhead outriggers did not fit. On checking the old chassis it was found that they were offset three eighths of an inch to the passenger side of the chassis. Thus the driver's side outrigger had to be shortened to get it to fit the jig. Secondly, the rear spring boxes when fitted centrally to the chassis legs did not measure equally across the diagonals. This was found to be caused by the rearmost shackle mountings (which had been welded in position by the factory) being offset towards the passenger side of the chassis. Surprisingly this was also the same on the old chassis, and so the rear spring boxes were offset to match the original chassis. Six hours after starting the whole chassis had been welded together.

After cleaning the burnt paint from the area of the welds the entire chassis was painted with two coats of Finnigans

Number One primer and then two coats of silver Hammerite paint. The rear cross-member was finally painted with black Hammerite. A new wiring loom was then constructed with extra wires for reversing lights, fog lights, heated rear window, rear wash/wipe etc., and this was threaded through the offside chassis leg. The inside of every chassis member was then copiously sprayed with Waxoyl. Since it was now mid November and quite cold, the Waxoyl was virtually impossible to spray even when warmed. My solution was to immerse the pump up Waxoyl can in hot water. The can was then pressurised and its output fed into the Waxoyl hand pump unit. This method gave sufficient pressure to properly spray the Waxoyl from its nozzle.

For a total outlay of £450 I now had a perfect chassis and was ready to start rebuilding the Landie.

PING PING PING PING

Who has something that goes under water and is controllable?
Answer : Colin Gross and his sub.

Pete and I (Roger, Roger went on Thursday) went along to the Model Engineering Exhibition at Wembley on Saturday, 11th Jan, courtesy of Colin's complimentary tickets. We saw some super models (Pete couldn't work out why there were no bikinis). As I am an engineer I look at most models with a critical eye, and most of the work is really only my average standard. The really great models were fantastic and deserve the Gold Awards, especially the Bugatti.



Ray Black's P4 at Petersfield 1985.
(Ray has not rejoined. if you see him give him a nudge).



WOW!! Red Leader's got in the news letter again.

Terry (of T.A.Autos) has just finished a large rebuild on my P5B, inner/outer sills removal of wings, welding, (MIG) all the holes, refitting and spraying. This is a new venture for them and they have done a great job; now they are prepared to take on more restoration work (mine being the first, how trusting!), so give them a ring or better still, go along and chat.

Editor.



THIS IS
YOUR
EDITOR!!

We found Colin on the roof, by the pool with his sub., and I always thought that radio waves couldn't penetrate water. WRONG! Because I controlled Colin's sub. under water. SO THERE! The sub. is not a kit, or done from working drawings, but from photographs, all designed and manufactured by Colin, all working on a 5 channel controller. It really is a super working model, and it is only about 24" long. The Submariner Section (of another Club) have a model only 6" long; they say it works - Colin says "BALLAST"

Captain Bird's Eye.

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CONTINUED FROM P.10

CONTINENTAL TRIP

Having had a chat with our Continental scribe, namely **Bruce**, the suggestions for our next trip abroad is for **France** again, and perhaps spend some time in **Paris** for a change, instead of the countryside. (Must remember to keep Howard on his leash)!!

Perhaps Belgium or the Netherlands, or for the really adventurous maybe Germany. There was the idea of going across to Denmark and meet up with Lief Norredal, though this will have to be a week's trip. Anyway, let's have your ideas and we will see if we can sort something out for this coming Autumn.

Just in case we end up in Germany, here are some helpful phrases:

Indicators : Die Blinkenleiten Tickentocken
 Bonnet : Pullnob und Knucklechopper
 Exhaust : Spitzenpoppenbangentuben
 Speedometer : Der Egobooster und Linenshooter

DATA PROTECTION ACT 1985

It is usual to see mention of the above Act in Association and Club Newsletters informing members of the groups that computer files are held "to facilitate the newsletter distribution". Well, the HBRO does not have such outdated systems as computers: instead it utilises that very recent breakthrough in microchip technology - the "BITSOP APER". This system is unaffected by power failure or magnetic fields and amongst its flexible facilities, the envelope labelling system has the advantage of making the envelopes look as though they have been addressed by hand.

WANTED : by Whitchurch Hill Railway : a metal tray.

The General Manager of the WHR is trying to obtain a metal creosote proof tray about 1" deep 12" wide and at least 36" long (internal measurement).

700 x 16 Mansfield tyre (bar tread type) as sold by **Brooklyne Engineering of Chandlers Ford**. (They have not been able to restock yet, or should it be re-tyre!).

Anything suitable considered. Ring Pangbourne 2884.

HANTS & BERKS ROVER OWNERS Members on 15 01 86

001	P Nightingale	Ashford Hill	P5B,P6
002	H Vyse	Baughurst	P5B
004	H Glossop	Mortimer	LR1sp(v6),LR2(v8),RR
006	A Smith	Tadley	P5B
007	D Guthbert	Basingstoke	LR80",LR2 88
011	I Stewart	Baughurst	
013	R Stewart	Tadley	
018	P Anderson	Battersea	P5B
024	C Carter	Beenham	LR1 88
030	T Edwards	Chippenham	LR2 88
036	T Jones	Gt. Bookam	LR2
039	D Lee	Southampton	P5B
040	R Micheal	Eastleigh	LR2 88
043	L Nørredal	Copenhagen	P5B
044	R Pattie	Whitchurch	LR2 88
054	R Sutton	Builth Wells	
057	J Wallis	Petersfield	LR3 1ton,P6
059	B Williams	Geopert	P5B
062	R Francis	Miasl	P6
063	M Hain	Tadley	LR2
067	M Jefferson	Southampton	P5B
068	S Bell	Basing	
069	M Adamson	Upper Basildon	LR1
070	A Nightingale	Ashford Hill	P5B
071	A Tew	Tadley	LR1 86,RR
076	P Sisona	Horley	P5B
079	C Aylward	Ashford	P5B(x2)
084	C Gross	Ruislip	LR2 88,LR3 109
085	B Raymond	Trowbridge	P5
086	P Watmore	Egham	P5B
087	N Pearce	Egham	P5B
090	I Searle	Kilburne	P5B
091	J Dobeon	Newbury	P5B
092	A Jeffs	Ruislip	P5B
096	R Unsworth	Eastleigh	RR
098	T Elkin	Bracknell	P6B
099	I Tristram	Acton	LR2 88
100	W Butcher	Shirley	P5B
104	T Butcher	Southampton	P5B(x2)
110	R Stirkazer	Basingstoke	10,P6
112	M Furnell	Reading	LR80"
115	R Goodwin	Basingstoke	P6
116	P Furnell	Reading	LR80",LR2 88
117	C Hodgson	Petersfield	LR1 107
118	S Ainalie-Brown	Petersfield	P6B
119	P Burton	Lindford	LR80"(v8)
120	C Bryant	Yateley	LR3 88

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