



PANTS & BARKS

Mar 86



Journal of the HANTS & BERKS ROVER OWNERS

CHAIRMAN'S COMMENTS

Some of you may not know it, but Howard and myself have just done a spell on Jury service.

It's quite interesting how much training goes into making a qualified patrol driver. You know the type, white car with orange stripe, commonly known as Jam Sandwich. For example, one of these Knights of the Road was giving evidence in a speeding case when the Prosecution asked what qualifications did he have to warrant his suspicion that the defendant was speeding. "Well", said the officer, I've been driving for eight years. Of the past three years I've been driving patrol vehicles for two and passed the examination with 99% mark, which I think makes me a pretty good judge of speed".

At that point the Prosecution picked up a pencil and threw it across the room. "Tell me, officer" "At what speed would you estimate the pencil to have travelled?". The officer thought for a moment then said "I don't know, M'lud". "I've never driven a pencil"!!

For those of you who have already enquired, we are waiting for a reply from Aston Martin, so by the time you all read this we should know what's happening. Also to set you thinking, letters have also been sent to Morgan and Panther, so bear these in mind as well.

On the regalia side, we still have a few wind-screen badges left and can still do the brass grill badges, and hopefully very soon we will have lapel badges, tie pins and key fobs, though these are being investigated at the moment.

At this point I'm going to throw a plea out to you lot out there in Rover Land: most of the major clubs do a pretty good job on the spares front, but being dedicated members of the HBRD we are not down-hearted, are we chaps? Because we are going to produce a booklet of helpful addresses and technical tips, aren't we chaps? So, if you have somebody or something worth mentioning, then send it to me before 30th June so we can send out to all members the relevant information.

OFFICERS of the Hants and Berks Rover Owners.

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CLUB MEETINGS

Wed. 12th March	Hinds Head
Sunday 25th March	Hinds Head
Wednesday 26th March	Hampshire Bowman

Dates for the Club Calender

12/13 April	Trip to Wales (camping)
23/27 May	ARC Nationals, Eastnor Castle
6-8 June	National Off Road and 4 Wheel Drive Show, Stafford.

Remember last month with the starting problem of the so-called trusty 2000? Well, Fate struck again, and guess what? No charge to the battery, so after limping to a nearby specialist, the alternator was reported to be on obsolete system, and they couldn't test it because they don't have the obsolete testing gear.

So with an even brighter ignition light and two candle-power headlights to boot, F.K.Autos was paid a visit. With thoughts of alternators running at something like £40 a time, gloom had set in. After explaining that if the leads on the back were waggled, the light would go out (only this time it didn't), so after a shriek of delight as we thought (in fact the fitter touched the hot exhaust manifold) the brush box was removed. Cause of the fault was one of the brushes had worn down.

No contact equals no charge. So, for the cost of 50p the problem was cured. Next was the hazzard flashers which didn't work. Cause was a blown inline fuse which is behind the glove box rail on the driver's side. If only they would show this on the wiring diagram! Next was the reverse light bulb, so the rear wing was duly thumped, but then I suppose that was pushing Luck a bit. The result of all this, 45 mins work and a ten pound bill. So, next time something like this happens, don't assume the obvious, as a cheaper remedy may be found. And now for what you've all been waiting for : **the answer to last month's problem.**

Firstly, many thanks to those who phoned, but unfortunately, all the answers were wrong - (although some were close). In fact, it was a clogged air filter. Ideal for cold starting with a rich mixture, but at normal temperatures and

clogged air filter, the engine was being choked permanently. So the engine wouldn't start at normal temperatures. If anybody thought of that, give yourself a housepoint. That's all for now, so I'll see you all next month.

Peter Nightingale

SECRETARY'S REPORT

First, a look ahead to three events. As mentioned last month, we are going to Wales on the weekend of 12/13 April. We will be going to Erwood in Powys. The activities will depend on who attends, but it is intended to have a small "Show and Shine" on Sunday lunchtime, followed during the afternoon by a gentle meander through South Wales, finishing up at the Severn Bridge in the early evening.

We will be staying on the Orchard Cottage camp site in Erwood (O.S.Sht 147 or 161 G.R.096431 in the best traditions. It is on the corner of four O.S. sheets 147, 148, 160 and 161). This site has full facilities, showers etc. (hopefully better than Machynlleth!). Cost £1.00 per person per tent a night (unconfirmed at the time of writing). If you do not wish to camp try Mrs Nancy Jones, Ty Isaf Farm, Erwood, Builth Wells, Powys, Erwood 607 for b & b or b & b & evening meal, or ring Roger or Sandra Sutton on Erwood (109 823) 287 for other suggestions. If you wish to save cooking and eat in the Wheelwrights Arms (opposite the camp site) please give Sandra a ring so that she can get enough food in.

Directions. Follow the M4 across the Severn Bridge to Junction 24. Take the A449 and A40 through Abergavenny. Two miles beyond Crickhowell turn right onto the A479, following the signposts to Builth Wells, joining the A470 to Erwood.

Entering the village you will first pass the Erwood Inn on your right. After about 100 meters you will come to the Wheelwrights Arms on the left, with the camp site opposite. If you have a Landie or other slow vehicle, and don't fancy the long slog down the M4 it is very little further to go the Gloucester, Ross on Wye route.

Sec's report continued

The next event is the ARC Nations at Eastnor Castle 23-27 May, always a good event. Has been known to be dry! By the time you read this I should have the entry forms, but time will be running out, so give me a ring.

Finally, the "National Off Road and 4 Wheel Drive Show", Stafford, 6-8 June. I promised you details this month, but I haven't got many yet, so as I have gone on a bit already I'll leave it for now. Looks good though. For the same reason I will skip most of what I was going to say, but before I finish I must welcome our newest member.

I don't usually welcome new members individually, but **Julie Flynn of Kingsclere** has two claims to fame. She is our first lady member in her own right (as distinct from those who are part of husband and wife couples) and our first 200 series owner. The first of many, I hope.

Renewed/new members :

033	S Hansford	Choriton	LR 3	1t	wt	(V8)
121	M Thompson	Langley	LR 3	109		
122	J Flynn	Kingsclere	213			

Apologies

After reading last month's apology (Page 6) it sounds as if I did the work for the new format. **Not true.**

Most of the praise is due to Howard and Kathy who do all the work. I'm only guilty of producing the front cover. (Always up front, that's our Dave, Ed.

Dave Cuthbert.

GREEN ROADING

On Sunday 2nd February, an enthusiastic group of green roaders met at New Alresford for what we hoped would be an enjoyable day out after the wet New Year.

We set out West and joined the Wayfarers Walk heading North West and then after half a mile met our first obstacle - a vehicle. Two gentlemen had parked their pick-up in the middle of the right of way, whilst they cut wood; naturally they didn't offer to move it and stood by the pick-up as we edged our way past with a couple of inches to spare.

They didn't acknowledge our courteous "Good Morning" either. It is nice to meet friendly courteous people on a Sunday morning. We continued North West without problem toward Itchen Wood, then headed back towards Abbotstone and along tracks to Old Alresford, and then completed our circular tour by returning to New Alresford.

Heading South along tracks we by-passed Cheriton then setting off East at the source of the River Itchen by a very sharp double bend which, when there has been heavy rain gets very badly flooded - perhaps the River Itchen flows upstream and onto the road? Cutting through Hinton Ampner we headed North to skirt Cheriton Wood and then a circular tour to drive past the North East of the woods.

With unusually bad timing we arrived at a hostelry in Bramdean at about 12.15, where there was a welcoming log fire. Suitably refreshed we set off past Meon Hut Cross Road then south towards Drayton and then down a fairly long track starting in woods towards HMS Mercury. A couple of fallen trees were the only difficulties we encountered.

We headed up toward Butser Hill but discovered that the track we had intended using had recently been downgraded and had the official "stunt motorcycle" road sign, so we had to back-track and set off North toward the (in)famous Fiveways.

I had been elected to lead and on reaching "the place" we stopped, in good off-roading manner, to examine the way. Had there been only 2 or 3 of us I wouldn't have gone on, but with 5 vehicles plus towropes we thought we would have some "fun". At the centre of Fiveways is a hole (full of muddy water) with an alarming drop in and a ramp - with deep ruts - out. If taken slowly, the Landy would probably get the chassis caught on the edge - so it had to be tackled with a little speed - which of course sprayed the engine with mud. (Perhaps an electric fan in place of my 8 bladed military cooling fan?). The main problem was 750 tyres or lack of them. The gearbox cross member grounded on the way out of the pool, and after attempting unsuccessfully to dig out at the front, a backward tow out was decided upon.

The Nato Hitch was of course under water so Dave decided that the easiest way to get at it was by getting right into the water, and sitting down in it!

He assures us that this was not what he had intended, but had slipped on the side of the "pool", over-balanced, fell into the water, and, to stop moving downwards, had sat down. He then complained that the Nat Hitch was stuck! (Subsequent attempts to empty the pool by baling it out with wellies didn't work too well!). After I had been success-

fully towed out backwards, Colin decided to have a go but got stuck in exactly the same place. Steve in his V8 lightweight Landy (with 750 tyres) managed to get through as did Dave (pride somewhat restored) with his 750s.

Roy having seen the difficulties, had decided that discretion etc., and after Colin had had another attempt and had been towed out forward, Roy and I set off by road to the other end of the track where we decided that we had had enough entertainment for the day and set off home with enthusiasm not dampened, apart from Dave's!

Rog. Pattie.

GREEN ROADING : First Sunday of the Month.

For details contact me (Rog) Pattie, Pangbourne 2884 or Dave, Basingstoke 476227.

FOR SALE. Rover 2300 SD1 white, reliable but not pretty, although sound. Must go as owner is emigrating. Any sensible offer.
Tel. Mike Wright Swindon 870676.

For Sale Rover 216, red, B reg. offers around £4500. Contact Mr Flynn, 25 Sandford Close, Kingsclere Tel. Kingsclere 298830

For Sale P5 saloon front windscreen, door glasses, and heated rear screen. Sensible offers only, please or swop for Coupe equivalent. Also pair of nearly new P6 V8 5 steel rims, hand book and operating manual for P5B. Tel. Tadley 5194.

For loan to Club members only : the following manuals

P4	80-100	Supplement
BGT V8		Supplement
P5	3 litre	Workshop manual
P5B		Supplement
P6	2000-2200	Workshop manual
P6		Parts list.

THE SAGA OF LANDIE Q941FLD

by Colin Gross

PART FOUR

With the beautiful new chassis occupying the garage I was tempted to think that the rebuild was well under way. Indeed, if anyone had suggested that a further nine months would pass before the Landie was on the road I would not have believed them. However, I had temporarily forgotten my normal pursuit of perfection. As a result, in order to match the standards of the chassis I found myself removing every trace of rust from every single component of the Landie (by the laborious use of wire brushes) and then hand painting every part with two coats of primer and a top coat of Hammerite. For example, the heater fan case and the heat exchanger box took a total of eleven hours just to paint them, and thus the rebuild took longer than I expected.

The first items to be fitted to the chassis were a new set of road springs. Since the original springs had been very heavy duty types (and falling apart at that) they had been replaced with the normal LWB Safari springs. These were ordered from John Craddock of Cannock at 15.30 and had arrived the following day at 08.15, a fast delivery which they nearly always matched for speed. All the bolts were smeared with Coperease to try to prevent their rusting in place, a process which was continued throughout the reconstruction.

The rear axle on LWB Landies is of the Salisbury type and this cannot be dismantled without a special tool. Thus it was taken to E.V.E. Ltd who serviced it, and adjusted the shims to remove the backlash. This was the only part of the whole vehicle that I was unable to rebuild myself. After painting, the axle was placed into position on the springs but was not bolted down until the shock absorbers had been fitted.

Anyone working on a LWB series three should note that it is impossible to change the rear shock absorbers if the axle is bolted to the springs due to a masterful design of their lower mounting bracket. Finally the check strap guard plates were fitted under the axle and it was bolted into position.

The front axle was serviced by yours truly. The only difficult job being the removal and refitting of the propshaft drive flange. The manuals state that the centre nut should not be undone by locking the axle shafts to prevent the rotation of the input shaft. This was solved by using one of the Sash clamps as a kind of adjustable spanner on the square edge of the drive flange, thus providing a long lever to resist the required torque. This axle was then bolted onto the springs.

The swivel housings were tackled next. Since the inner chromed sections were heavily pitted they were replaced with new units. Likewise the swivel bearings and Railco bushes/pins were replaced. To fit the parts together the bearing parts were placed in the freezer until required, while the swivel housings were cooked in front of a two kilowatt fire. Once pushed into place, everything quickly locked into position as normal temperatures returned. The assembled bearings should then be adjusted until (I quote) "... a force of 8 - 10 lbs is required at the track rod mountings to move the assembly once the initial resistance is overcome ". In practice this adjustment is carried out by changing shims to adjust the end load on the bearing. Unfortunately, when my assembly was tested it required over 50 lbs force before any end load was applied. The solution was to polish the outer diameter of the Railco bush pins using 1200 grade wet and dry paper until the correct setting could be obtained. Remember to soak the Railco bushes in EP90 oil for a few days before performing this adjustment or your work may need repeating when they are finally lubricated. After fitting new oilseals and leather gaiters to protect the swivel housings from stone damage the housings were bolted to the axle. **NEXT MONTH .. CHRISTMAS**

JANUARY TREASURE HUNT

A very cold and crisp Sunday morning saw the start of the first "Treasure Hunt" of 1986. Once again, the Land Rovers outnumbered saloon owners. (Come on, saloon people. Where are you? After all, this is an event which you can take part in, and you don't need to clean your car for it).

The first of the vehicles set off just after 10 o'clock and subsequently at 5 minute intervals. After the last vehicle had departed, Roger, Roger and I drove to the Hinds Head, Aldermaston to leave his Land Rover outside the pub as it was part of the last instruction for the Treasure Hunt.

We then quickly made our way to a suitable vantage point to watch the action, and we certainly found that when **Dave Cuthbert** plus navigator **Richard Stewart** skidded to a halt in their Land Rover. Richard leapt out and ran up to ask us if the matchbox was in my car. At this point let me explain that one of the clues was for the participants to find a matchbox concealed somewhere "en route". Inside was a numbered piece of plastic which matched a number printed on their clue sheet. If they found their number and brought it to the end of the event, they would score an extra 9 points. As it happened, only 2 crews could find it (hidden behind a boundary stone on the A4). We later discovered someone had been looking in all the rubbish bins along the way!

After watching much scratching of heads we decided to drive to our next vantage point at Theale. The first people to go past us was Dave and Richard. I think they were determined to finish first. Whilst waiting for the others to arrive Dave and Richard reappeared and headed off to retrace their steps. Then **Malcolm Rain and crew** appeared quickly followed by Dave and Richard again. **Colin Gross** plus accomplice were next on the scene. As you might guess, Dave drove past yet again, retracing their route.

Howard drove past. **Pete** our Chairman drove past, then quickly reappeared, stopped, turned round and drove off. Yet again, Dave went by.

Roger and I waited a while longer for someone else to go by, before we drove to the finish. We never did see you en route, **Gary Hodgson**. What happened?

Malcolm Rain was first to arrive back, but unfortunately he dropped a few points along the way, which enabled **Colin Gross** and his partner to win. So, we can now all look forward to Colin organising our next Treasure Hunt.

Many thanks to all of those who turned up and I hope they agree, a good time was had by all. Thanks also go to Janet for typing and photocopying.

Andy Smiff.

VIDEO EVENING AT THE HINDS HEAD

A large number of members turned up for this, our second video evening. The event started off with an introduction to A.W.D.C. (which I missed 'cos my lift was late!! Ed.) but we arrived in time to see the Jack Brabham Trophy. This was featured in "100 Sporting Moments" about 6 weeks ago on T.V. and it really showed how exciting saloon car racing is. In fact, I think its more exciting than Formula One. Then we saw a Transport film on transporting a 136' column. This was filmed pre motorways and really highlighted how bad the roads were. (The comment was real Alan Whicker stuff).

Then "Motor 100" at Silverstone. The film was taken by the A.W.D.C. The most interesting film was "Off road Driving Techniques" by Suzuki, which brought howls of laughter when the commentator said "engage 4 wheel drive in deep mud". (All of 6" deep).

The film of the Land Speed Record by Richard Noble was incredible. One of the speeds quoted was 420mph within 3/4 mile. Whew!! Here's to the next one in the Summer. We all froze even though the **one bar** was on the gas heater! Icicle Bill. (Ed.)

LAND ROVERS, BY GENERAL MOTORS

As I write this, one of the main topics of conversation seems to be the possible take-over of Land Rover Ltd by General Motors. I, with many people, some of whom I didn't think even knew I owned a Landie, were asking my opinion, no doubt expecting me to be horrified. By the time you read this it may all be history. So, what do I think? First, we should consider, why? Of course, the proposed take-over is of Leyland Trucks by G M Bus and Truck Division. It was only after negotiations had started that G.M. realised L.R. was included, and they called in Chevrolet, their 4 x 4 division, and L.R. became very much the carrot. But why sell off Leyland Trucks at all? Unfortunately, they are in a very poor state (not entirely B.L.'s fault), as the commercial vehicle market world wide is in a sorry state. This includes Bedford, which is why G.M. would like to combine them. Over the past few years B.L. have relieved vast sums of tax payers' money, and although they haven't had any for some time, the Truck Division will need more money from somewhere soon. Whether this comes privately or from the Government is a political argument that I don't intend to enter into here.

What is of more concern to those of us who are L.R. enthusiasts is, how will it affect the product? This is difficult to foresee, as the G.M. Board haven't yet asked my advice, strangely the L.R. Board have made the same omission!! In general, both the Leyland and Bedford Range are getting long in the tooth (the mainstay of the Bedford Range is the T.L., which was introduced about 3 years ago as a re-hash of the similar T.R. itself introduced about 1960. Obviously in some areas they think along the same lines as L.R!) So presumably fairly extensive rationalisation is likely on the Truck side but the future of Land Rover is not so clear.

All we can do is look at G.M.'s record. At present they have a poor reputation for Vauxhall as being Opel lookalikes, but with the exception of a few parts they are basically European, although they are importing some light commercials from Japan, badged as Bedfords.

Land Rover are in a strong position as most major parts are unique to L.R. and I would think it

unlikely that they would import the 12 cwt Trooper as a Land Rover. I think it is more likely that G.M. would put more money in, and the recent improvements will continue. The biggest question mark must be over the V8. Of course, its future was already in the balance, as it is unlikely to be fitted to the Rover 800. I am not familiar with the G.M. engine range, so I don't know if they have anything suitable for the Rangie or not, perhaps they have a diesel! On the other hand, perhaps the whole thing is just a plot to get their hands back on the engine that Buick let go in the 60s. B.L. Australia have already used it, in 4.4 litre form, in a truck, so there could be possibilities there, alternatively, what about an Opel Manta/Senata V8?

Overall then, I have a fairly open mind about the ownership of L.R., but I do not see why the tax payer should pay, and if G.M. take over, I am hopeful that they will remain fairly independent, but with a stronger financial backing. Time will tell!!

Red Leader.

QUOTE OF THE MONTH

At our Committee Meeting the Newsletter format was discussed. Roger Roger says "I think two staples should be used, Howard".

I replied: "Putting in two staples really slows down the production of the Newsletter, and its a right pain in the bum".

Back comes DAVE CUTHBERT, quick as a flash (not his usual speed): "Howard, why don't you use a staple gun instead?" .. FUNNY!!

The Treasure Hunt has been reported by Andy Smiff, and I would like to make a contribution to this event. On arriving (why was I the only saloon?) I parked in the Pub car park (and got a glare from the Landlord) As I was on my own, no passenger or map reader, this slows you down. You cannot write your answers and drive; it really is comical to see other people going the wrong way, Yellow Landie making off to the Roman museum, not the Wall (hee! hee!) but then one clue said "You are 8 tonnes". After scratching my head and driving straight on for about 2 miles, the penny dropped. I should have turned left, so doing a 4 point turn on ice, back I go, following other clues. At this point I see Colin Gross in the distance. Yippee! I must be going the right way, so I follow him. (That was the only time I saw him en route). Off I go, down a winding hill, couldn't find the answer to the clue "What's behind the Corporal?", so came back and met other members coming the opposite direction. It is really funny to see their puzzled faces, and you can lip read "Why is he going back that way? What does he know that we don't know?", or "He's lost, Ha, Ha". Most of the clues were very well thought out (hats off to Andy and Roger Roger). I never saw Pete or Andy and Rog., but I did see Dave and Ian. Lots of times.

At one point I had got the correct answer, at the Church, and just to put them off I rushed up to the gate and pretended to get some info. from the gate (alls fair in love and rallies)!

I was searching for a clue in a layby on the A4 which said "Hit for Six". After about 5 mins. I realised that it was the "Boundary Stone". Shouts "Yippee" and punches the air. Passing motorist nearly runs off the road in amazement. Nearing the end of the Treasure Hunt I thought I knew where the matchbox was, so speeds off back, meets Dave and Ian again, going the other way, gets to the phone box. WRONG!

On the way back I come across Dave and Ian chatting up an O.A.P., so being astute I said "Have you found the box?", but the crafty s..s wouldn't let on. In fact, they were doing a rescue service, the old dear had hit a pothole and her engine had died, so out with toolbox etc and Dave fixes dislodged wire to coil. One very happy O.A.P. courtesy of H.B.R.O.

We all had a great laugh discussing the Treasure Hunt and how everyone seemed to go in circles except Colin Gross (smarty pants). For his efforts Colin is going to arrange the next T.H. Maybe we could arrange a T.H. further south, nearer to Soton, or maybe a club member in that area will volunteer to run one. Any takers!!

As you read this the T.H. against the White Hart, Overton will have been run. Hopefully we will have won.

In closing, once again many thanks to Andy and Roger for a good T.H. I know how difficult it is to make the clues interesting but not too difficult. Well done, chaps!!

Editor.

‘Stop this
sell-off
before it’s
too late’

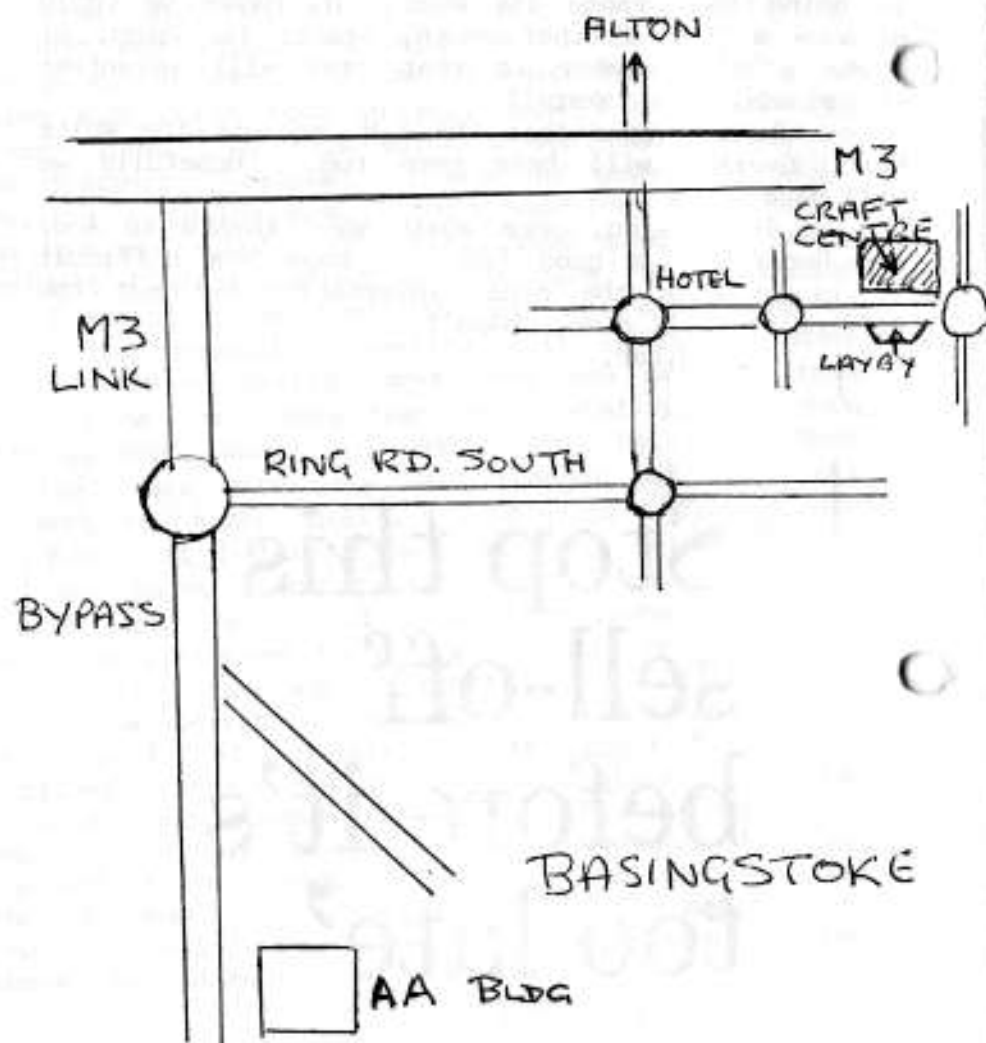
STOP PRESS

23rd March **TREASURE HUNT**

Meet at the layby, Viables Centre, Basingstoke

9.45 a.m. - 10.00 am start

Organised by **COLIN GROSS.**



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SPARES

Electrics

Note, the charging systems on P6 2000 with the 11 AC alternators. This system is apparently obsolete but parts can still be obtained. However, for very little work this can be updated to a more modern system that is readily available, and half the price of the 11 AC. Also believed to apply to 2200.

Engines.

Auto Power Services at South March, Long March Industrial Estate, Daventry, Northants NN11 4PH Tel.No. 0327 76161 These people specialise in the V8 and offer full service for machining, fitting, parts etc, for road, race and rally. For example, they offer a 4.5 litre as well as a 5 litre conversion and also a supercharger kit which is a Rotex 120 APS. They also offer 6 months or 6000 miles guarantee on these conversions. This company is certainly worth investigating.

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