



PANTS & BARKS

Apr 86



Journal of the HANTS & BERKS ROVER OWNERS

CHAIRMAN'S COMMENTS

OFFICERS of the Hants and Berks Rover Owners.

Chairman	Peter NIGHTINGALE	Tadley 5194
Treasurer	Roger PATTIE	Pangbourne 2884
Secretary	Dave CUTHBERT 313 Cranbourne Lane Basingstoke Hants RG21 3NU	Basingstoke 476227
Committee	Colin GROSS	
	Roger SUTTON	
Newsletter Editor	Howard VYSE 67 Long Grove Baughurst Hants RG26 5NU	Tadley 2708
Photocopying	EQUIPU	

MARCH MEETING - HINDS HEAD

If any of you attended this and wondered where we were, sorry. We were invited by the Craven Motor Club to take part on their Navigational Scatter. As this is the first such invitation we have received, we felt it was important to attend this for the name of the Club, although it fell on a Club Night.

Unfortunately it came at short notice, so we were unable to contact every member about it.

RESULT

Andy Smith (driver) and Dave Cuthbert (navigator) came second in the Novice class, with 97 points and in fact came 9th overall, a really smashing result, this being their first ever Scatter. ED.

With the launch of XX this month and the demise of the SD1, or have I got that wrong, and the talk of selling off Land Rover to the Americans I suppose if one was to take stock of the situation then Rover Buffs will be very sad.

Firstly, I suppose because of the sale of Land Rover, if it hasn't already happened. But in my opinion, it might not be that bad if L.R. can steer their own destiny. After all, its GM that can provide the backing with a view to development of future products. And the reason probably that GM are trying to take over the trucks is more than likely to ease competition with Bedford. Mind you, the Americans can't build a vehicle like the Range Rover, and they admit that. So, if you can't beat them, buy them out. Does this mean that we will see Land Rovers with massive chrome wheels, trick paint jobs, and tinted glass? And since when has electric windows helped traction when stuck? I'm all for Land Rover being British but if it means their survival then perhaps the inevitable must happen.

As to the SD1, this is the last true Rover in my opinion, because it was designed by the Rover team when they still had a say in things, and must include the V8 engine. In fact it was the late 60s when the SD1 was really designed. When this car goes, all I can say is that its an end to an era, and I for one will shed a silent tear.

Lastly, for this month's comments, I was at Popham Airfield the other weekend when I spied this rather tasty P5B saloon. Must get them in the Club, thinks I. So, duly wanders over to have a chat when the young lady inside starts quite a conversation. Strange thinks I, as she obviously knows me from somewhere. Then the penny drops. The **Butchers from Fawley**. So, apologies for not recognising you, and I promise it won't happen again.

Sorry about that!!

Cheers!! Pete, your Chairman.

APRIL NEWSLETTER - FRONT COVER

Dave Lee's Coupe. This car is immaculate. You really have to see it to appreciate how good it is. (See article)

MY COUPE

We bought our 1970 Rover Coupe in January 1981 from Arnotts of Bournemouth, the South's leading Rolls Royce dealer, who were willing to take offers on a saloon and a Coupe they had. The cars were being used by the owners while their Rolls Royces were being repaired or serviced so they had had a hard life.

After inspecting both cars I decided on the Coupe because of the sleeker line.

Some small items were missing and these were replaced but it was not my intention at this moment in time to do anything to improve the appearance, other than give it a good wash and polish.

With a mileage of 74,000 I thought there would be plenty of life left in the engine as it had been regularly serviced and so it proved with a touring holiday in Scotland that year with the family. I didn't do anything but keep digging deep in my pocket for petrol but the sheer pleasure of driving more than made up for this.

The car was being used daily and the next Winter started taking its toll on the bodywork. Two rear wings were acquired, painted and put on and some welding done to the sills. The biggest improvement came when I decided to renovate the leatherwork with a kit from "Woolies" of Peterborough. Each seat was taken out of the car to make it easier and thoroughly cleaned before applying the renovator. The difference was really startling and well worth doing, especially if you have the buckskin interior. After giving the carpets a good shampoo and the door panels a scrub, the job was complete.

A holiday in Norway was booked for the Summer which I thought would really show the car's reliability. Before then though I read about a meeting of Rover P5 cars at Littlecote House in July '82 and thought I'd go along.

This was my first rally, so I didn't quite know what to expect but everyone seemed so friendly and ready to talk about their cars. The Concours competition was very interesting and very keenly contested and gave me the incentive to improve mine even further.

A very enjoyable day.

The holiday in Norway was taken in the Fjord district of Balastrand, where steep mountain passes and hairpin bends were commonplace. She coped with the tough terrain very well and 1500 miles were covered in 16 days, turning heads wherever we went.

Arriving off the ferry at Newcastle we drove as far as Scotch Corner on the A1 and decided to stop for petrol and a meal. On finishing we were just about to get into the car when a lady asked what had

happened to the car's grille? On inspecting it, I found someone had ripped the two Rover badges off that I had bolted on along with some of the slats. It took the edge off the holiday and top priority was a new grille. A bit of luck here as Leyland were overstocked and selling them for £25.

I decided to do something about the bright work in '83 as it was starting to get pitted and entrusted this to the Hampshire Chroming Company in Southampton who come highly recommended. This left the paintwork. There wasn't much rust but a lot of niggling scratches which had accumulated through the car's life. I did not have the skill or the facilities to do the job myself but kept the price down by stripping everything off the exterior that needed to come off and rubbing down ready for the respray.

A local firm did this for me and I was very pleased with the result. After carefully putting all the items back on we were ready for the '84 rally season.

It was at one of these rallies at Braemore House that I came across the H.B.R.O. and **which I've enjoyed being a member of ever since!**

This year we are off to Holland on holiday in August and no doubt we will meet some enthusiasts over there.

On reflection the highlight so far came at the Bristol Classic Car Show last year where the Club had their first stand. The Low Spot? Well, I think that belongs to Blackpool, also last year, at a rally with Jan and Andy Smith. Our hotel was right on the sea front and I woke up on the Sunday morning to find the car covered in a thick layer of sand and salt. It took me over a week to get everything clean again but even now I'm still coming across that familiar salt stain in the most unlikely places.

I'd like to finish by saying I enjoy talking about our model and if anyone has any problem they think I can help with you only have to get in touch and I hope to see some of you in the coming year.

Dave Lee
(0703 693416).

FACTORY VISITS

For those who are champing at the bit about these, I can tell you the following. We have visits for **Morgan** booked and also **Panther**. **Morgan** do not allow visits anymore but have graciously allowed us round, so count this as an honour.

The date we have booked for **Morgan** is **WED. 18th JUNE.**, in the afternoon.

Panther is **WED. 17th SEPT.**

Those who wish to go to **Morgan** must let me know personally with written confirmation. The first 10 replies I get will be accepted. The number is the maximum that **Morgan** have set.

Unfortunately, still no reply from **ASTON**.

PETE.

KEEP LAND ROVER BRITISH CAMPAIGN, BATTERSEA PARK RALLY.

I first heard about the Battersea Park Rally about a week and a half before hand when Howard handed me a letter about it at a committee meeting. I glanced at it whilst pretending to listen to our Chairman -- ~~waffling~~ talking, but didn't read it properly until the following day. I then realised that this was something members may like to attend and phoned Roger Pattie about it. We agreed to postpone the greenroading for that day and I started to make a list of all Land Rover owning members on the phone.

On Friday evening, I began phoning around and it was clear that I had underestimated the strength of feeling and expanded my list to include ex-members and potential members, in fact anyone I knew with a Landie or Rangie. I also made a start on writing to all those not on the phone. To those of you who received one of my letters I must apologise for the scrawl, as you will appreciate I had a lot to write in a short time.

During the week the doubts began to set in. Would the HBRO be the only ones there? (I knew of two nearby larger Clubs who hadn't contacted all their members). Or even, I'm ashamed to admit, would Roger and I be on our own?

Saturday saw me washing the salt off in the snow and applying hastily purchased Union Jacks.

On Sunday I was met at the Basingstoke meeting point by one Land Rover. Not totally unexpected as Basingstoke was a bit of a dog leg for most members, but not a great confidence booster. About 50 mins later we pulled in Heston Service Area to be greeted by the sight of over 20 Land Rovers and Range Rovers, with more arriving in a steady stream. Unfortunately, they were not all ours, as the Somerset and Wilts Club were meeting at the same place. However, we still pulled out with a convoy of over 20 for the drive to Battersea.

As you can imagine, this convoy caused quite a stir, especially along the elevated section of the M4. As we crossed the Albert Bridge we were greeted by Land Rovers approaching from all directions.

As an added bonus the road through Battersea Park was covered with a layer of hard packed snow, requiring the use of 4 wheel drive. After we had parked, the first job was to go and sign the petition. To save time this was contained in 4 books but despite this there were still queues to sign them two hours later. There was then time to walk along the lines of vehicles present before gathering to listen to some speeches on the matter. Unfortunately, owing to a miners' rally at the same time, the Police confined us to Battersea Park and the proposed cavalcade of all vehicles present had to be abandoned. A convoy of 12 vehicles proceeded to Downing Street to deliver the petition, this convoy including representatives of each type, some of the specials, such as a coachbuilt motor caravan Land Rover conversion and a two door Range Rover, and representatives of the Land Rover Movement.

Whilst they were gone we were able to take a further look at the vehicles present during which time I met a number of members and friends who had made their own way to Battersea. I didn't count the vehicles but there were over 1,000 according to the organisers. There were many interesting vehicles there including a couple of Fire Engines, an amphibious Land Rover and a Velar (a prototype Range Rover before they decided on the name. A close escape?).

During this time, in the interests of inter-Club relationships, I had a chat with some of the Red Rose member down from Lancashire. This action was misconstrued by some members, as it took place in the Prince Albert, making it necessary to partake in suitable beverage.

After greeting the petition bearers on their return the gathering broke up, our only regret being the cancellation of the mass cavalcade.

May I thank all those who attended, and apologise to those I didn't manage to talk to. Red Leader.

SECRETARY'S NOTES

Keep Land Rover British Campaign

Just before writing the last newsletter the news broke of the possible take over of Land Rover by General Motors. My first reaction was that I would rather see it stay British, but that the take over was by then inevitable, and who would care, other than a handful of Landie fans, anyway. As I stated last month, it is mainly a political matter, and politics have no place either in this Club or Newsletter. For this reason, I concentrated last month on what I thought may happen to Land Rover (the product, not the Company).

However, it seems a lot of people do care and the Keep Land Rover British Campaign began. It was decided by the committee that this aspect of it could and should be supported by the Club and the reaction of you, our members, showed us to be right. So far we have attended a rally at Battersea Park, and if anything else comes up, I will try and contact all who are interested. If you were omitted last time, but want to be included, please let me know. Unfortunately, things are happening too fast to use this newsletter.

Corrections to last month, for "12 cwt Trooper" read "Isuzu Trooper". Those of you who have seen my writing will sympathise with Kathy. (Too true, says Kathy).

WALES

Just a reminder that we are off to Wales on 12/13 April. Details were given last month, but if in doubt, just appear at the Wheelwrights Arms, Erwood, south of Builth Wells, or phone me. Remember, this is a weekend for all members, whatever form of Rover they have or even non Rovers (bearing in mind the fuel consumption of most Rovers).

MARCH NEWSLETTER - FRONT COVER

Photo was of Ian Hancock's Rangie at our very first rally at the Hurst School. (Note the oil leak!).

H.B.R.O. CLOTHING

Clothes with the H.B.R.O. logo are now available. The logo is about the same size as that on the wind-screen sticker. What, you haven't bought any stickers?

Shame on you! I say about the same size, because (here's the cunning bit) the logos are embroidered and can be up to 50% larger or smaller than standard.

Not only that, the logo can be any colour you want, (unlike early Ford cars, it doesn't have to be black!).

How is this possible? I hear you asking - Well, no stocks of clothes are held. Each garment is individually embroidered. YOU specify the size and colour of the garment and the size and colour of the logo and its position. The garments available include sweatshirts, V neck lambswool sweaters and jogging suits. What's more the garments are British (it might be rubbish but it's British rubbish), and of very high quality. Sizes available - small, medium, large, extra large, and Howard's size. Sweatshirts are available in any colour.

V Neck Sweaters are available in - red, black, grey, cream, sky blue and navy blue.
Jogging suits are available in - grey and blue.

The nitty gritty (prices) are - embroidery charges of **£5** on top of the garment price.

Sweatshirts - **£9** (ie **£14** inclusive)

V neck sweaters - **£14.95** and **£17.50** (ie **£19.95** and **£22.50** inclusive)

For those who want them, embroidered logos are available (any colour) at **£5** to sew on yourself, or better still, on your clothes!! Or

You can have the logo embroidered onto your own clothes for **£5** each. If you don't want logos you can have **HANTS & BERKS ROVER OWNERS** embroidered for the same price (letters, any colour, 3/8 inch high).

Postal charges have not been included because, by arrangement garments can be collected from me at meetings, and also left for embroidery.

Orders to me : Rog. Pattie
Firhill Cottage East
Whitchurch
Oxfordshire RG8 7HQ

Cheques and POs made payable to **R.PATTIE**. For more information contact me on **Pangbourne 2884**.

Windscreen stickers - **£1.20** each, would normally be sent with journal - available from **Roger Pattie**.

OH YEAH?

A very rare sighting - an MG Midget was overtaken on the M4 by the blue Landie belonging to and driven by Roger Roger (the MG was not on the hard shoulder or being towed!!).

Unfortunately, there is no photographic evidence of this event which occurred whilst returning from the **KEEP LAND ROVER BRITISH** rally at Battersea.

EDITOR'S BIT

I have received an article on Greenroading from **I Tristram** of **Acton, London** (where can you greenroad in London?) which will be in next month's newsletter.

STOP PRESS (OMITTED FROM EVENTS LIST)

R.S.R. RALLY ASHTON COURT
BRISTOL. MAY 18th CONTACT PETE

THE SAGA OF LANDIE Q941FLD

by Colin Gross.

PART FIVE

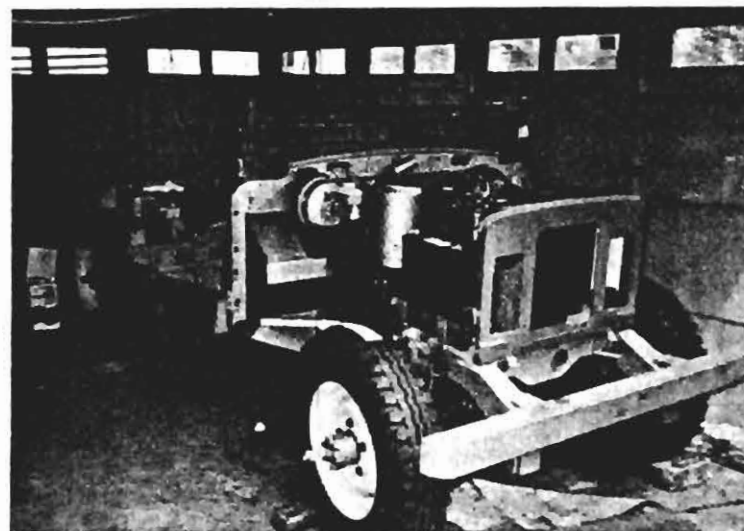
Well it was now only two days till Christmas and the relatives were arriving for the holiday. Little did they know what was instore for them. With the chassis fitted with springs and axles it was hoped that it would look like a rolling chassis before work stopped for the festivities. The first job was to push the new oil seals into the hubs, and as with any oil seal this was easily accomplished after a simple tool had been made. Basically all that is required is a piece of metal slightly smaller than the outside diameter of the oil seal and about 1/4 inch thick. If this is placed on the flat face of the seal, the seal can then be tapped into place much more easily than trying to work your way around the outside of the seal with a block of wood and a hammer. Slight variations of this technique were used on all the oil seals on the vehicle, using spacers and tubing as required. The old seal bearing surfaces were then removed from the stub axles, using an angle grinder to cut them apart, and the new ones pushed into place. After the front half shafts had been fitted the stub axles and brake backing plates were bolted on. Surprisingly for such an important set of bolts there is no torque figure given in the workshop manuals, so I did as the local dealer recommended and tightened them as much as possible with an 8 inch spanner. After packing the bearings and hubs with grease the hubs were fitted and the tedious task of setting the bearing end float to 2 thou was carried out using a dial gauge. Once the new brake cylinders and shoes had been fitted the drums and wheels quickly followed, and finally the chassis was standing on its own.

With my brother to help we then thought that we could fit the engine and gearbox before stopping work for Christmas. Unfortunately the

crane loaned to me by a friend was not up to the task of lifting an assembled Landie engine. Thus work stopped still short of the desired target. However luck was on our side. Whilst shopping on Christmas Eve for the fresh vegetables my father noticed that the local tool hire shop was open until midday. So suitably equipped with a large crane the relatives found themselves at work in the garage. Two hours later with the engine and gearbox fitted, the festivities began in earnest with everyone happy that the chassis now looked complete.

Thus Christmas arrived and I had one of the best possible presents, a new chassis standing on its own wheels and fitted with the engine and gearbox. Five months had passed since the project started, and at last it looked as if the end could be seen. Unfortunately bad weather and the natural desire to stay indoors meant that very little progress was made over the next six weeks, but for the time being the family was happy.

Next month..... The bulkhead and Engine bay.



GREENROADING

The first Sunday in March was to have seen us traversing the Ridgeway. Many of you will know that the Ridgeway is the subject of a lot of conflict over use by vehicles. This has been written about in the past in the newsletters and no doubt will be in future. In the meantime, I feel it is important that we use it.

Due to the "Keep Land Rover British" rally at Battersea, we had to postpone it for a week, which saw the freeze end and the ground soften.

Sunday morning saw **Richard**, with his new lightweight, **Colin** in his series 2 trailer and a very hungover **Red Leader** with "WOW" meeting in Newbury. Last time we did the Ridgeway Roger got very upset about references to the speed (?) he drove along the A.4, so I won't say we got there quicker this time. Soon after arriving at the Ridgeway cafe, the first disaster! It was shut. We were soon joined by **Terry** and set off.

The first couple of miles went quite well, if a bit muddy, apart from a short pause to sort out Terry's wipers. Soon we reached Barbury Castle. Those who know the Ridgeway will know that this is where the problems start. At first it was just the ruts. Even where they are only a couple of inches deep it is impossible to get out of them but much of the way they were far deeper, eventually bringing Colin on 6.00 tyres to a stop. Whilst on 7.50s I could get through myself, towing Colin was touch and go. However, we soon reached the well known holes at the end of this section, Red Leader getting stuck just as he approached them. Trying to drag him back out Colin again succumbed to the ruts. By now, we were tied together with a taut rope, meaning we both had to be recovered.

This was eventually achieved with all four vehicles in a row. We then did a recce ahead (better late than never) and decided we had a 50/50 chance of getting through. However, if we failed, the chances of recovery were far less. So, common sense said - go back.

This proved easier said than done, as we now had to face the dreaded ruts going uphill. By now we were better arranged, by tyre size, 7.50, 6.00, 7.50 & 6.00 so there was help where needed. This section, about a mile, out and back, took over an hour, so we skipped a bit and went straight to lunch. By now Red Leader was in need of the hair of the dog!!

After lunch, we tackled Fox Hill, which this time caused no problems at all and by now conditions were improving though still interesting. Again we called a halt when we reached the Wantage road, and went our separate ways, after an enjoyable day.

Red Leader.

FILM SHOW

This is for **WED. 11th JUNE.**

And the person who has agreed to provide this extravaganza has become affectionately known to many enthusiasts as **RIVERS.**

To those of you who haven't had the pleasure of one of **River's** film shows, I can only say they are highly recommended, this coming from personal experience. **Rivers** has been associated with the BRM-Rover project as well as racing at Brooklands and many hill climbs. Believe me, this man certainly knows what motor sport is all about.

One of the highlights of the evening must certainly be the film of the Rover-BRM car at Le Mans. So I would like to have lots of support for this and a special welcome as **Rivers** is an **Honorary Member** of our Club.

Among the cars **Rivers** lists in his stable are a 1934 2½ litre **Alvis** with racing body, 1938 **Alvis** with racing body and spats, and a 1958 1½ litre **MGA Coupe** which is ex-works.

As Alvis were bought by Rover in 1965, technically they are affiliated vehicles. I'm sure **Rivers** won't mind if we visit him for a photo session. They would certainly make interesting articles for the Club's magazine.

TREASURE HUNT

On the last Sunday in February, the HBRO met in Overton to show their superiority over the locals of the White Hart. The previous winners, Colin and Steve had split up and brought their own navigators, both of whose names escape me. Sorry. Colin was in his LWB while Steve came in a 6 wheel Hustler, a sort of Mini based greenhouse on wheels. Andy and Howard appeared in Andy's F**d E*****t, while Richard and Dave were in Dave's SWB, determined to improve on their previous second place. Against us, the White Hart put up two teams, in an Avenger and a Beetle::

Following Pete's directions we headed for Overton station, where we met the Avenger going round in circles and they were locals! Soon after we left Overton we met Andy and Howard coming towards us, and they had left half an hour before us. We were to meet them several times that morning. We believe they were following us till we slowed down then they looked or a club (I can say that, as I expect the Editor will cut it out!!). **Wrong, ED.**

We next met both the Beetle and the Avenger, looking for a bridge 1000 yds away. There were bridges at 1800, 1450, 1200 & 1100 yds, but none at 1000. It was at this point, having decided that it was a typing error (cheek, Katy) that we met Andy and Howard again, and Colin looking for a reference to chalk. How were we to know we actually had to bring a piece of chalk back with us? Leaving Whitchurch we soon had Andy on our tail again, despite having just seen them coming towards us. They definately had an advantage as Escorts are a lot easier to turn round, but I let him pass to allow them to do the hard work, as they did by finding a postbox for us. At this point Howard tried to physically stop Richard with his door, so I immediately pulled round to stop Andy driving off, till he desisted. In a contest between Escort and Land Rover, the Land Rover tends to win.

We last saw the terrible twins leaving Micheldever Station in the wrong direction so arrived back at the White Hart full of confidence. Alas, it was not to be. Colin had done it again with only 2 penalty points to our 4. Imagine our horror when Andy and Howard arrived back and were found to have slotted between us with 3 points! I cannot remember the other scores but Steve had not disgraced himself, and was the only competitor we hadn't seen. The nicest thing I can say about the White Hart teams is that they came 5th and 6th!!

Thanks must go to Peter for organising an enjoyable event, despite what we may have said at the time.

Wait until next time, at least Colin can't beat us, as he will be running it.

Dave Cuthbert.

YEOVIL 86

We have been invited to this event, as we attended last year, and have accepted by booking an extra plot. So hopefully, we can put on a larger stand and encourage more like-minded owners to join us.

However, if you would like to attend this event, we will have a couple of passes available. **Date is 9 - 10 August.**

Having manned the stand solid last year, is anybody prepared to help this year?

Any offers greatly appreciated.

SPARES & TECH.

For those who wish to have their woodwork restored on P5 and Bs we can now offer an exchange service. This is for dashboards and window surrounds, but unfortunately the door caps for the Coupe are not available at the moment, but we are working on this. New items can be made but are expensive.

Telephone Tadley 5194 for details.



Association of Rover Clubs



NATIONAL RALLY 1986

hosts

MIDLAND ROVER OWNERS' CLUB

at

EASTNOR DEER PARK, LEDBURY, HEREFORDSHIRE,
May 23rd to 28th, 1986.

Programme of Events:

Friday, 23rd.	Caravan Reception opens
Saturday, 24th	Gymkhana
	Concours
	Winch Recovery
Sunday, 25th	National Trial
Monday, 26th	Competitive Safari
	Road Trim Vehicle Trial
Tuesday, 27th	Team Recovery
	Prize Giving
Wednesday, 28th	Rally closes at noon.

(ARC Regulations apply to all events)

OTHER ATTRACTIONS

Children's Bicycle Trial · Balloon Ascents · Chauffeured Safaris
Club Shop Sales · Model Car Racing Circuit · Trailer Reversing Competition
Raft Building Competition · Trade Stands · Static Steam Display
Display of interesting Rover Vehicles and Specialist Conversions
Bar & Catering facilities on site.

18

WICKS (Printers), ATHERSTONE

A R C Nationals.

I have the entry forms for this event, which is highly recommended. If you want one let me know. There are two different forms so please tell me if you are just going along for the weekend, or if you intend to enter one of the competitions. Closing date is May 6th so don't hang around.

To get adjacent sites entries should be in the same envelope so if you send them to me by April 30th and I will send them on. Don't forget your cheque and to fill in, and stamp, the confirmation post card.

DAVE

SKITTLES RESULTS

Well, we didn't totally dishonour ourselves, in fact I thought we did rather well. Basically, we managed to hold the Standard Motor Club to a draw of 50 points, all in the first round. The second round wasn't so eventful, with us going down by a 7 point deficit.

But, never mind, a knockout was decided upon which found 5 HBRO members up against one Standard Motor Club member. But as she was rather good-looking which I think was an unfair advantage, the HBRO was slowly knocked out one at a time. Obviously, we were distracted, chaps! However, the Standard Motor Club have agreed to a return match (mainly because we want our bottle of beer back). So, when we can arrange this, we need lots of support to get revenge.

And so to the highlights of the event. **Dave Lee** turned up with his very tasty 2000, with only 25,000 on the clock. Dave has just bought this car, and he's right, I do have competition.

Ken Drackett parted with the cost of membership, which quite shocked the Chairman, so Ken was persuaded to revive him with copious amounts of Fosters. Cheers, Mate!!

Then there was poor old Howard, who was very nearly mistaken for a bowling ball, and sent headlong at the skittles!!

And finally, **Bam Bam** who won a bottle of booze. Must run in the family.

Anyway, grateful thanks to our Hosts, the Standard Motor Club, and my thanks to all members who made the effort to turn up. Without you, we couldn't have had such an enjoyable evening.

CONCOURS ON A BUDGET

This is not supposed to be a breakdown of how to make the car immaculate, but is aimed at those people like myself who use their car, Landie, or whatever as everyday transport.

The reason for writing this is the amount of people who take one look at something and pass the inimitable comment of "all very nice, but I haven't got time for that", or something similar.

This is to show that a car or whatever can be kept presentable without the major rebuild. So take heart, chaps, and you'll see what I mean.

Those who know my 2000 will also know that the car also gets driven a hell of a lot but can be made to look quite presentable. Drawing from personal experience I aim to show what can be done by giving a breakdown in sections.

EXTERNAL

1. Body. First off is to give the car a good wash-down. I normally start at the top first. The reason may sound obvious but I find it easier to stop at the waist rails and change to clean water. By this time the worst of the muck and rubbish will be damp and with fresh water will come off easier.

Usually to speed things up a bit, I use a wax with the water so it's polished at the same time. Sometimes a tablespoon of paraffin helps by chasing off any excess moisture. Always stir in well. Never use a detergent such as Fairy Liquid because this is a grease cutter and will remove what little polish you have left. Also remember to go around the lips of the wheel arches and sill bottoms as well and front and rear valances below the bumper. Also clean hubcaps and then remove and give the wheels a quick wipe as well.

2. Cleaning. Having a nice clean base to work from, the next thing is to use a chamois leather and remove any water left. Remember to open doors, bonnet, boot etc. and remove any water that may have settled in trays, gutters, channels etc. If the body has a good shine already then it shouldn't need any more done, but I tend to give it a quick wax over as every little adds a bit more protection. My own preference is Triple Wax or Minute Wax. The reason being its a nice soft wax that doesn't cut into the paintwork too much and can be polished up afterwards. It can also be used in sunlight, though on a hot body I wouldn't try covering too much at a time. If something is really dull try T-Cut. But go carefully as this is a cutting compound.

When polishing I always try to use cotton based cloths, though you can get very good cloths from Discount Stores etc. Now, having a beautifully shining paintwork, check there is no snag of thread from the cloth left trapped in the trim etc. Also, remember the valance, front and rear, and round door openings, boot and bonnet lips etc.

3. Chrome. I find as I am sure many others do that probably the best thing for chrome is Solvol Autosol. Very coarse but does make an excellent job of removing any bits of rust blemishes and really cuts through grime from other traffic. If the chrome is fairly clean and sound I have found that something like Triple Wax also works well. Remember not to leave any wax or whatever smeared on any rubber trim etc.

To protect behind bumpers I find a good rub down with wirewool then a couple of coats of Hammerite or similar helps protect.

4. Glass. Nothing annoys me more than to find somebody using a domestic window cleaner such as Windowlene on my glass. I find that if all glass is washed with the car then a chamois leather used, this gives a good enough result. However, to remove grease etc. a proper screen cleaner from a reputable Company is best. This doesn't leave the windows with a hazy smear over them.

Remember things like headlights as well and wing mirror
 These get the full force of dirt and bugs etc. Also,
 if any spray gets onto the bodywork wipe it off as
 soon as possible. Don't worry too much because it
 shouldn't affect the paint.

PETE.

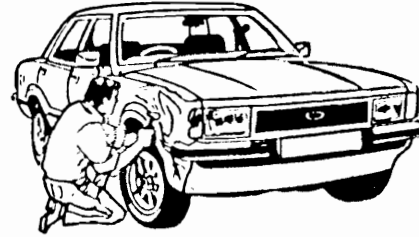


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EVENTS

- 12/13 April Camping trip to Wales.
 Show and Shine, Sunday lunchtime.
- 3/4/5 May National Classic Motor Show, Birmingham.
- 23-27 May ARC Nationals, Eastnor Castle
- 15th June Wessex Motorcade, Braemar.

Volunteers please.

Show and Shine Competition to take place late May
 early June. Entry form and details next month.

NEW MEMBERS.

028	K Drackett	Fareham	P6
	(welcome back, Ken)		
123	N Wibden	Kingsclere	
124	J Ferguson	Windsor	P6B
125	S Kirby	Twickenham	LR2 88
126	M Edwards	Southampton	LR2 88
127	J Townsend	Gosport	LR2 88

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