

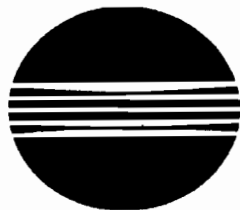


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PANTS & BARKS

July 86



Journal of the HANTS & BERKS ROVER OWNERS

H01	A Rivers Fletcher	Kineton	
001	P Nightingale	Ashford Hill	P5B,P6
002	H Vyse	Baughurst	P5B
004	H Glossop	Mortimer	LR2(V8),RR
006	A Smith	Tadley	P5B
007	D Cuthbert	Basingstoke	LR80",LR2 88
011	I Stewart	Baughurst	
013	R Stewart	Tadley	LR3 lt/wt
018	P Anderson	Battersea	P5B
024	C Carter	Beenham	LR1 88
028	K Drackett	Fareham	P6
030	T Edwards	Chippenham	LR2 88
033	S Hansford	Cheriton	LR3 lt/wt(V8)
036	T Jones	Gt Bookham	LR2 88
039	D Lee	Southampton	P5B
040	R Micheal	Eastleigh	LR2 88
043	L Nyrredal	Copenhagen	P5B
044	R Pattie	Whitchurch	LR2 88
054	R Sutton	Builth Wells	
057	J Wallis	Petersfield	LR3 1ton,P6
059	B Williams	Gosport	P5B
062	R Francis	Miami	P6
063	M Rain	Tadley	LR2 88
067	M Jefferson	Southampton	P5B
068	S Bell	Basing	
069	M Adamson	Upper Basildon	LR1 86
070	A Nightingale	Ashford Hill	P5B
071	A Tew	Tadley	LR1 86,RR
076	P Simons	Horley	P5B
079	C Aylward	Ashford	P5B
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 Dobson	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
110	R Stirkazer	Basingstoke	10,P6
112	M Furnell	Reading	LR80"
115	R Goodwin	Basingstoke	P6
116	P Furnell	Reading	LR80",LR2 88
117	G Hodgson	Petersfield	LR1 107
118	S Ainslie-Brown	Petersfield	P6B
119	P Burton	Lindford	LR80"(V8)
120	C Bryant	Yateley	LR3 88
121	M Thompson	Langley	LR3 109
122	Mrs J Flynn	Kingsclere	213
123	N Wibden	Fingsclere	
124	J Ferguson	Windsor	P6B
125	S Kirby	Twickenham	LR2 88
126	M Edwards	Southampton	LR2 88
127	J Townend	Gosport	LR2 88
128	D Goddard	Wantage	LR3 88
129	G Bensley	Yateley	P4
130	M Perry	Tilehurst	SD1
131	C Vokins	Newbury	LR3 107
132	J Robinson	E Hendred	LR2 lt/wt(V8)
133	D Rashbrook	Beaulieu	LR2 88
134	R Dent	Caversham	LR90 V8
135	J Birchall	Tadley	LR3 lt/wt

CHAIRMAN'S COMMENTS

What a month its been! Roaring Rat has found a home. That's to say somewhere under cover to carry on the rebuild, and quite appropriately it had to be a Pub. Well, I have got a tradition to live up to, and just to make it interesting, you can all watch in wonder, because it is parked at the Hinds Head. So, I suppose that will give me an incentive to get on with it.

The engine side has started with a complete rebuild, and for those who don't know, a rather large crack was found in the block, so a new engine is being built from another block. Hence the reason for writing this with two fingers and thumb on one hand and two fingers bandaged on the other. Just hope Kathy can read this for typing. (I dunno Pete, it's just as bad as previous scribble; K)

Preparations for the annual rally are well under way, but more of this in another section. Talking of the annual rally, normnally we have a committee meeting on the Wednesday after the Hinds Head Meeting mainly to sort out our Rally. However, there we all three sat round the table when a message comes through that our Hon. Sec. has tied knots in his propshaft. As sometimes he does tend to go on about how strong Land Rovers are, does this mean that only saloon owners can drive on tarmac without destruction?

Finally, I wonder how many people are aware that the ECOSSE C2 car of Mike Wilds and Ray Mallock uses a Rover engine? Unfortunately, the car retired in the Silverstone 1000 kms race, but it was leading its class at the time of retirement.

Last but not least, my thanks to Rivers who provided a very entertaining evening, as I am sure you will all agree.

See you all next month.

HBRO ANNUAL RALLY '86

For those who do know and those who don't, this is our Annual Rally at Petersfield.

The actual site is the Pub With no Name, which is just off the A32 at the [redacted] crossroads, which is approx. 8 miles south of Alton.

We start on Saturday with a Pub lunch for those who arrive early. As an added attraction, there is a ride on the Watercress Railway for those who like steam power, at 4 pm from Alton, lasting about 45 mins. Saturday evening will see Ken Drackett doing his bit for those interested. This is entirely voluntary on Ken's part so do take time to listen, if its only for 5 mins.

Sunday seems the event start at 10 am with driving tests, concours, Class awards for self judging and of course, Rolling Disaster and Long Distance awards as well. For special features this year we have two bar-b-qs going all day, a driving test with model radio controlled cars, auto jumble and Rover Cavalcade. We also have two extra trophies this year. One from Dave Taplin, who supplies and engraves our trophies, which he hasn't decided what to award it for yet, and one from myself which will be called the Chairman's Choice Award.

There are also awards for Rover Derivaties, ie MG V8, Morgan V8, Custom Cars etc. We also hope to have a Rover powered slingshot Dragster and 1915 Dennis Fire Engine on display.

Entrance is £2.50 per car, which entitles you to enter any event free of charge and attendance plaque. Camping is £1, if stopping Saturday night.

A bigger event than last year and one I hope you'll all enjoy. See you all there on 19/20 July.

SHOW AND SHINE - WATERCRESS LINE

Ah yes, the results so far : Bass 4 : Chairman 0 but that's another story!

The day started with the traditional Sunday morning car wash. In other words, it rained! So trying to turn this to my advantage and leading the convoy down to Arlesford, I thought I would nobble the opposition by driving through all the mud and muck I could find. I ended up getting myself more plastered than those following!

Having arrived at Arlesford and lined up the vehicles we cleaned off what dirt we could, and throwing insults to the opposition, we waited to see who else would be tempted to turn up. With a total of 8 vehicles in attendance it was thought to be an interesting event as this is the first time we have tried something like this. It was also pleasing to see the Off-road contingent taking an active interest.

Everybody seemed happy to let Yours Truly do the judging, so Ken Drackett decided that with the pressures involved, the Chairman ought to have some sustinance. This didn't get him anywhere, but nice try all the same, Ken.

	Results	Points
1st.	Norman Pearce P5B Coupe	57
2nd.	Mr Perry SD1 3500	53
3rd.	Bill Butcher P5B Coupe	50
4th.	Ken Drackett P6 2000	41
4th.	Howard Vyse P5B Saloon	41
1st.	Richard Stewart Military lt/wt	49 Off Rd
2nd.	Colin Gross LW13 Safari	57 Off Rd.

I must have got it right because I walked away intact. Anyway, most people agreed they had enjoyed themselves and want to do it again, but next time, can someone else do the judging, please, as I would like to enter my own car. Many thanks to all who turned up, especially those who came all the way from Staines & Uxbridge, and all who helped to make it a success.

BRAEMORE '86

What a change after Arlesford!! Writing this with the temperature approaching the high 70s and brilliant sunshine all round.

This year saw our Stand literally stand out (excuse the pun) with a concerted effort to present a higher standard. In other words, we have gone more professional!!

But firstly, my thanks must go to **Dave Lee** who presented his excellent Coupe for display, **Carl Ollerenshaw** with a very smart 3 litre saloon, **Colin Gross** with a very tidy LWB Safari Land Rover, who since Alresford insists he cleaned the underneath with a bucket and scrubbing brush, **Howard** who provided his Ministry Saloon (still no signs of mushrooms on the engine, mate?), and lastly, my little P6.

A couple of interesting cars were spotted, one being a Rover powered dragster, also a Rover 10, a 1939 P2 and a nicely turned out 1963 Land Rover.

With 9 club Stands in attendance, this year the Ford Sidevalve won BEST Stand again. But I think with a little more effort we can do it, next year!!

The next event will see the HBRO Stand at **Easthampstead on 6th July**.

Hope to see you all there.

Pete.

FOR SALE

Rover 3500 1969 Blue, radio, sun roof. Under 52,000 miles. Present owner since 1973. Taxed and MOT until next December. Looks Good, Runs Well.
£775. Thatcham 62218.

FILM NIGHT - 11th JUNE

I will try to convey to all those members who could not attend, some of the enjoyment and atmosphere of this marvellous evening.

The evening started with Mr Rivers Fletcher who likes to be known as "Rivers" outlining how he came into motor-racing. At the age of 10 he knew that "motor racing was to be his life".

After working for Bentley at Cricklewood as a salesman he was asked to deliver a Bentley to a customer, and on the way he lost control and "hit a Taxi amidships". The way Rivers described the scene to us was Magic. I cannot do his talk justice. Mere words, but he put all the extra feeling into the scene.

At the age of 16 he rode as mechanic to Sir Malcolm Campbell!!

He was instructed by Sir Malcolm to keep the lap score and so he duly sat upon an oil tank which had a cushion on it, lowered his goggles and was off in the Brookland Grand Prix.

On each lap as they were coming off the banking, the car would leap off the road at a notorious bump and his goggles which were too loose would finish around his neck. His eyes would stream with water and he had to hold on with one hand and adjust the goggles with the other. After a few laps Sir Malcolm asked "What's the matter, Rivers?". Rivers replied "Goggles loose". On the next lap Rivers felt a scraping on the side of his helmet. Sir Malcolm was only driving with one hand and tightening Rivers' goggles with the other, whilst travelling at about 130 mph on the banking!!

The films that Rivers showed were fantastic and must be priceless. Film that he had taken from the days at Brooklands, and the drivers that he has driven with; well, again, it was just amazing.

The whole evening and films were about Rivers and his family and I for one have never had such an entertaining evening!! At one time River had an horrendous accident and to see it on film..... The result was that he was unable to talk for 3 years.

Rivers is still racing, only now at the age of 74 (and not a grey hair!!), he is racing against, not the sons of the drivers years ago but the grandsons, and he still has the enthusiasm for racing.

As Editor I would like to take this opportunity to thank Rivers for a marvellous evening and hope that he had a very enjoyable day on his Birthday (18th June?).

To all members who could not attend - you missed a marvellous evening, so next time, perhaps you could attend? I hope so. Editor.

RIGHTS OF WAY - A CORRECTION

At the top of Page 4 of last month's Newsletter, there was reference to the word Highway. This is wrong. The word Highway has no significance as regards vehicular rights. The key word is "Carriageway", so when you are researching old maps the term you must look for is **Public Carriageway**

Whilst on the subject of mistakes, I must apologise for reducing the Green-Road Weekend Form to A6 instead of A5! In addition, there is a deliberate mistake amongst the photo captions. The first person to spot it may get a small reward. On the otherhand, he may not.

We are now getting into the busy part of the year, although apart from the ARC Nationals I have either missed them, or they haven't taken place yet.

Coming up is our Annual Rally at Petersfield 19/20th July. This has always been a good day for any Rover Owner, and if you like sociable evenings, come along on the Saturday night and bring a tent.

Dave.

ARC NATIONAL RALLY

The ARC National Rally, by definition, should be the premier event in any member's calendar, and this year it was held in the beautiful surroundings of Eastnor Deer Park over the Spring Bank Holiday weekend. The deer park is also the home of the infamous Land Rover Test Track, and thus promised a good weekend for the off roaders amongst us.

Two groups of HBRO members made their separate ways to the site on the Friday afternoon, and for my group which was first to arrive, there followed an hour's delay in finding our camp sites when the computer booking system failed to acknowledge the existence of the HBRO. However, by the time Red Leader group arrived we were fully set up in the allotted sites and able to join in the fun of erecting Dave's tent. This puzzle was finally completed when a jack handle was substituted for a missing ridge pole.

The Club had entered two vehicles in the Gymkana event on the Saturday, my LWB and Dave's SWB. This event required good driving skills and a resourceful navigator if the team was to be successful, and we hope to hold a similar event at our own Rally in July since the event is ideal for saloon cars as well as Landies.

The National Trial, with 15 sections, occupied a full 11 hours on the Sunday with over 200 vehicles entered in the event. Since none of the HBRO were taking part we all spent the day watching the experts at work and wondering what would be required of us in Monday's Family Vehicle Trial.

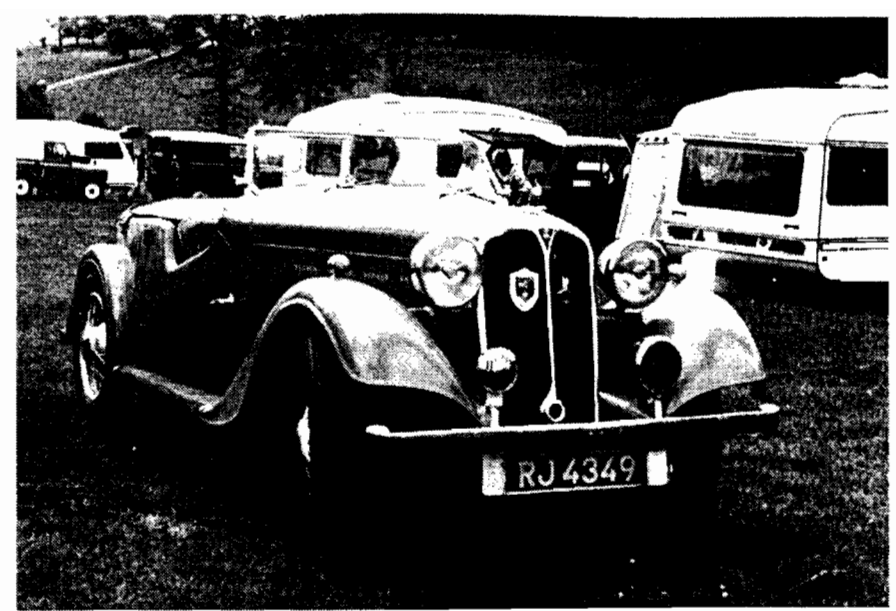
The Club had five vehicles taking part in the FVT. Gary was driving his 107" Safari, whilst myself, Red Leader, Steve and Roy were driving an assortment of 88" Landies. The Trial started at 8 a.m. with a joke that was called "Scrutineering", i.e. if you had 4 wheels and a tax disc you passed.

The Trial consisted of 8 sections over assorted terrain of grass, mud and hills, and involved about 120 entries. At the end of the day Steve had managed a very creditable 4th place in his Class, only one point behind the 3rd prize winner. Unfortunately this event was run at the same time as the Comp. Safari and so we were unable to watch that event.

The rest of the HBRO returned home on the Monday night, but Steve and I stayed on to watch the Team Recovery on the Tuesday morning. This event was the most spectacular to watch, with vehicles and drivers trying to get as muddy (and wet) as possible in the shortest time.

This was the first "National" that I had attended, and it was a first rate social event held in delightful surroundings. However, my personal view was that the two trials were not as difficult as I would have expected for the "National Event". Anyway, it was a great weekend, with the bonus of good weather, and I look forward to next year's "National Rally" and hope fully a larger contingent of HBRO members.

P.S. I gather that the highlight of the event occurred later in the week, when several of those who stayed on were allowed to drive their own vehicles around the Land Rover Test Track!

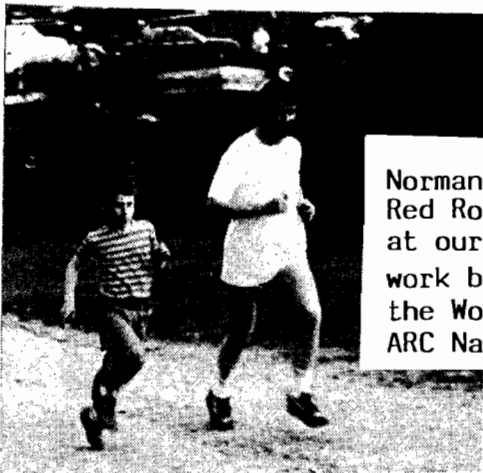


Rover about to have a go in the Gymkana.



Colin Gross taking part in the Family Vehicle Trial at Eastnor.

Colin Gross.



Norman Pomfrat (?) Treasurer of Red Rose LRC and regular attender at our Hinds Head Meetings when work brings him South, Running the World for Sport Aid at the ARC National Rally at Eastnor Castle.

THE SAGA OF LANDIE Q941FLD

by Colin Gross.

PART EIGHT

The bodywork of the Landie had always been in exceptionally good condition and so apart from cleaning off the mud and derusting the steel side frames it required very little work. Once the steel parts had been repainted the wheel arch areas were heavily under sealed in an attempt to reduce the road noise. The rear body tub was then fitted to the chassis and to every ones surprise it not only fitted, but it also mated to the bulkhead. With the addition of the front wings the garage suddenly contained a Land Rover and not just a collection of parts.

Before the floor panels were fitted the fuel tank changeover valve was fitted to the front of the seat assembly and two luxury items fitted to the gearbox. The first was a reversing light switch. This is very easy to fit since a convenient hole is allready drilled in the gearlever support bracket for the switch. The only mod needed is to fit a small angle bracket to the reverse selector shaft to push the switch as reverse is engaged. This bracket is best fitted under the 'spring plate' screw on the selector lever. The second was a trip computer! What I had originally wanted was a trip odometer on the speedo for use when driving in remote places like Iceland. However the cost of a replacement speedo with this feature was about thirty pounds. Then one day whilst in my local Ford dealer buying some brake parts for my Escort I saw this trip computer for the bargain price of thirty pounds. Obviously it was too good an offer to be refused. Its installation required the fitting of two small magnets and a sensor to the drive shaft of the vehicle plus a sensor under the bonnet for the fuel flow. Thus the magnets were fitted to the outside of the handbrake drum and the sensor fitted to the side of the overdrive unit. Once the

wires from these items plus the fuel changeover valve and front tank sender unit had been routed into the bonnet area the floor panels were bolted down.

Further concessions to luxury were to made in the cab. A Ford Transit light and wiper switch assembly was fitted to the right of the steering column, and after rotating the arm the original indicator assembly was fitted to the left of the column. This left the original light and wiper switches on the dashboard free for use on the rear door wash / wipe system and for the heated rear window and high intensity fog lights. As a result of this rebuild there was no need for all those little panels of switches which normally adorn Landie cabs. The single fuse box which normally resides under the steering column was also replaced with two units and these were fitted into a plate which also served to cover the oil and ammeter gauges installed in the dashboard.

Then followed my favourite task; the wiring. For three glorious days I worked on the new wiring system. In practice rewiring a vehicle is not very difficult, especially if you equip yourself with crimping tools, a good pair of cutters and a large amount of masking tape. Unfortunately I only had seven colours of each of two sizes of wire available but by labelling the ends of the wires as they were cut it was easy to keep track of what went where. Once the wires had been bunched together they were removed from the vehicle for binding with PVC tape to form looms before they were finally clipped into place. Once the wiring was finished the fuses were inserted one at time as each group of circuits was checked. As I had hoped (and secretly expected) everything worked first time. That afternoon the Landie was driven out of the garage and with several passengers onboard it was run up and down the service road behind the garage. At last it really was nearly finished.

A few days later the inspector from the local vehicle licensing office arrived to check the vehicle. Because I had been foolish enough to tell the DVLC that I had fitted a new engine and a

new chassis I had been told that a new registration number would be issued. After half an hour he agreed that it was still a Land Rover and said that there would be no problem in getting the new log book.

Thus a few days later after fitting the doors, side panels, and roof, the Landie made its first trip on the road for nearly a year when it was driven to the front garden where it normally resides. After a few days of final fitting out it was at last ready for its MOT.

Next month..... Back on the road ?



Gary Hodgson trying his hand at the Trailer maneuvering test at the Nationals.

NEW MEMBERS

Welcome to all our new members, especially Rick Dent, our first Land Rover 90 owning member, a V8 at that! I hope we see it soon, Rick.

132	J Robinson	E. Hendred	LR2 lt/wt (V8)
133	D Rashbrook	Beaulieu	LR2 88
134	R Dent	Caversham	LR90 V8
135	J Birchall	Tadley	LR3 lt/wt.

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WALLY OF THE MONTH

We have not had a Wally for some time, but this is a real Dilly. On a visit to Morgan (report next month) this person put a film in his camera, wound on and noticed that it was not transporting, so he rewound the film right back into the cassette. Not even the tag end poking out, and he didn't have another film. Can you imagine, all those lovely cars etc. and NO FILM! He! He!

Who is the Wally? **MIKE PERRY** from Tilehurst.

DATES OF NEXT MEETINGS

Hinds Head	Wed. 16th July	7.30 pm
Hinds Head	Sun. 27th July	12 noon
Hampshire Bowman	Wed. 24th July	7.30 pm