

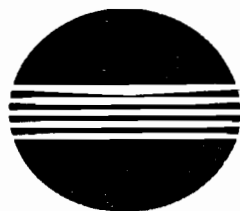


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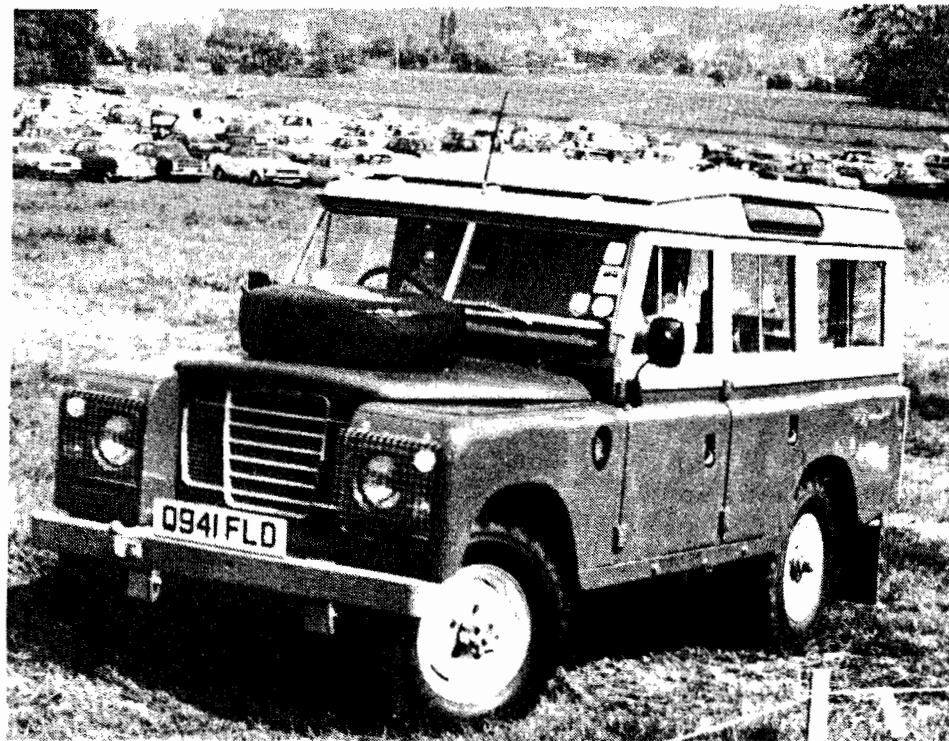
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PANTS & BARKS

Sep86



Journal of the HANTS & BERKS ROVER OWNERS

OFFICERS OF THE CLUB

Chairman P Nightingale Tadley 5194

Secretary D Cuthbert
313 Cranbourne Lane
Basingstoke
Hants Basingstoke 476227

Treasurer R Pattie Pangbourne 2884

Editor H G Vyse
67 Long Grove
Baughurst
Hants Tadley 2708

Committee Members C Gross,
R Sutton.

OXFORD HAEMOPHILIA CENTRE

At our Rally we collected and donated £20 to this Charity, thanks to Jessy Nightingale running a Stall and everyone concerned. We have received a very nice letter of thanks, addressed through Andy and Janet Smith.

NEXT MEETINGS

Wed. 10th Sept. Hinds Head
Sunday 28th Sept " "
Wed. 24th Sept Hampshire Bowman

AGM AGM AGM AGM AGM AGM

8th October 1986. 7.30 pm Hinds Head.

Also a video to be shown.

CHAIRMAN'S COMMENTS

Something that struck me recently (and it wasn't the blonde behind the bar) was, looking round some of the recent shows we have attended is, just how much the classic car movement has grown.

For example, in the last 3 years or so we have seen the emerging of some Rover clubs that now are quite a force to be reckoned with. The P6 Owners in particular is one well established recently formed Club. There are many Land Rover based clubs as well as P5, P4 etc and now a SD1 Owners Club.

Then if you take the smaller local and regional groups there is quite a lot going on. With all these groups around the specialist has grown in numbers also, and with them some of the older trades are still alive and well. But all this could change if certain people get their way.

Ever heard of lead free petrol? WE used to have 5 star/100 octane fuel, cars like E type and P5 were in luxury until it was phased out. The point I am trying to make is this. It looks like the Government is intent on lead-free fuel. This means that nearly all our type of cars are unable to use this new fuel without doing great damage to the engine. The Government say they will continue supplying as long as there's a demand. That's O.K. except for the past couple of years cars have been made that are capable of using this new fuel, but the more of these vehicles that come into the second-hand market means the demand for leaded fuel will decrease and will be phased out. This leaves people like you and me high and dry.

There is no easy remedy for this, but to rebuild the engine, if this is possible with the older engine designs. Octane boosters will also damage engines as well, so it appears that there is no easy solution.

This is just something to set you thinking, before the movement as we know it comes to a grinding halt, or will it?
Pete.

SECRETARY'S NOTES

First the good news. I have had to rationalise my spare time commitments, and it is with some regret that I have decided not to stand as Secretary at the AGM. Editor permitting, there will be an article elsewhere in this Newsletter outlining what I see as the duties of the Secretary to encourage someone to take it on.

Talking of the AGM, this will be in October, and in order to get any proposals in the Agenda, I will need to receive them fairly soon*(by the second Wednesday). Please remember that before a motion can be voted on, it must have a proposer and a seconder, although I will put it in the Agenda whilst you are getting your seconder. It is not necessary to be present at the AGM to have your motion voted on, but it is obviously advisable.

If you wish to include any notes explaining your proposal, please do so.

Those of you with Range Rovers will know that occasionally problems are encountered with the rear tailgate due to corrosion. One solution for the top half is to use one of the aluminium kits provided by HBRO member Rob Unsworth. This comprises of a new frame, but utilises your existing bits such as lock, hinges, glass etc. However, all these parts can be fitted without modification and the kit comes with complete fitting instructions. I have read them and I reckon I could fit it, so it must be simple. It can be obtained by sending £85 to R Unsworth, 22 Boyatt Crescent, Eastleigh, Hants SO5 4LP, who will also supply full information.

WALES. We are going to Wales for a long weekend in September. I propose going on Thursday evening (18th Sept) and return on Monday 22nd, but it is meant to be a flexible and informal event, so if you can only make a shorter period, just come along.

I think I can say that all who have attended our previous weekends have enjoyed them, so if you've not been before, come along and see what you have been missing.

I cannot say what we will be doing, as that will depend on who turns up. So far we have always had better weather than Hampshire has had (mind you, we seem to pick the wettest weekends!!) We will be camping in the Orchard Cottage camp site in Erwood (OS Sht 147 or 161 GR 096431). This site, which also caters for caravans, has full facilities and the cost is expected to be £1 per person per tent per night. If you do not wish to cook, meals are available at the Wheelwrights Arms across the road. If you do not fancy camping there is b & b available in the village. If you phone **Roger or Sandra Sutton on Erwood (09 823) 287** they should be able to advise you. To get there head for Builth Wells. Erwood is about 7 miles south of Builth Wells on the A470. On entering the village you will first pass the Erwood Arms on your right, then about 100 metres further on the Wheelwrights Arms is on your left. The campsite is directly opposite. If there's no one around, try the Pub.

SECRETARY

As you may or may not have read in the Secretary's notes, I intend to stand down at the AGM and the purpose of this article is to give you an idea of what is involved, in the hope that someone out there will want the job.

In simple terms the role of the Secretary is to look after the paperwork of the Club. This can be split into three basic groups. Firstly, the official paperwork, things such as the Club's insurance, RAC Membership etc. There is not a great deal of this as they only crop up once a year, although applying for permits for events falls into this group. Second, membership records. This is probably the biggest part as it includes sending out application forms to prospective members. Thirdly, receiving correspondence. This mainly involves passing the information on as required.

What qualifications are needed? Not many. Access to a typewriter would be useful, but not essential, although if you haven't you will need better handwriting than mine!! I would say a telephone is almost essential. If your spelling is as bad as mine, I would recommend a dictionary.

What does the Secretary do? To start with, he must keep a record of all members, by means of a card index at present, and look after any documents the Club may receive. As stated above, at the moment these consist of our RAC Registration Form and our Insurance Policy. He must deal with all correspondence. I probably receive five letters a week. A large number of these are requests for membership forms, or the forms themselves. These involve putting the member's details onto a card and adding his name to the membership list, passing the cheque and details to the Treasurer and the address to the Newsletter Editor.

Next comes various Newsletters etc. from other Clubs which I find interesting and read before passing them on to the Librarian, a certain amount of advertising matter (what I do with this depends on what it is). We could easily fill the Newsletter each month, but I've assumed that isn't what you want (I presume you'll tell me if I'm wrong). Finally, there are a number of letters to the Club that cannot be classified but need attention in various ways. The Secretary must deal with phone calls, probably an average of 3 or 4 a week, but normally all on the same night (during Top Gear and Tomorrow's World!!). Most of these again can be split two ways. Those requesting information about joining, and those trying to sell their car. Finally, the Secretary must attend all Committee Meetings and take the minutes. This is the only additional expense (all postage etc. can be claimed from the Treasurer, if he has any money) and it is held once a month at a time and place convenient to all Committee members. Taking the minutes just means making notes of what goes on, writing or typing them up to present to the next meeting.

You don't need to record everything that is said, basically just the decisions taken, unless especially asked to record something, for instance, if someone wants it put on record that he disagreed with a decision taken.

In addition I feel that the Secretary (or any Committee member) should try and attend as many of the Club meetings and events as possible.

As you can see, being Secretary involves an hour or so's work a week, plus one evening a month for a committee meeting. The present committee hold them in a pub so they are an evening out in themselves, and possibly attendance at a few more Club events. As most expenses can be recovered, the only cost will be attending the committee meeting. Until joining the HBRO I had always been an armchair Club member, and I found being involved with the running of a Club very interesting and rewarding.

Green Lane Survey Forms.

As promised in the June Newsletter, I have had some Green Lane Survey Forms printed and these will be available from me at HBRO meetings. They serve two purposes. Firstly, they will enable me to record the conditions of all the lanes in the area. This information will, of course, be available to all members when planning a trip.

Secondly, in future years they may be useful as evidence in closure enquiries etc. This is why they require a witness to the signature.

The Forms themselves have been made as simple as possible to encourage you to fill them in as soon as possible after driving a lane. However, there is nothing on the back of them, so you can add as much extra information as you like. Obviously, there will be times when a lane takes on several different characters during its length. In this case, you can either circle several answers (making sure you include the worst conditions, even if they only last a few yards) perhaps with an additional explanation or you could be really keen and send in several Forms, treating each section as a different lane.

RIGHTS OF WAY OFFICER

This is a post that does not exist at present, but I intend proposing it at the AGM. It is appropriate to consider it now as it takes on some of the duties currently done by the Secretary.

The role of the Rights of Way Officer would be to look after the interests of members in Rights of Way matters. This can be done in several ways. One will be to receive and file the Green road survey forms from the members. Another will be to keep in contact with other Club's R.O.W. Officers, and finally liaise with the local councils. One thing I do not envisage the R.O.W. Officer doing is running off to the Council to check on the status of lanes. Just the opposite in fact, hopefully after members have checked themselves, they will inform the R.O.W. Officer of the results.

The aim is that if a member wishes to drive a lane, he can first contact the R.O.W. Officer who will be able to look in his records and pass on information about the conditions of the lane, and if someone has already checked, its status. After driving it, the member should then send in a Survey Form, and the result of any visit to the Council.

In addition, he should know of any closures in advance, and be able to assist members to fight it, in co-operation with other Clubs.



Colin Gross and his LWB in Wales.

YEOVIL '86

Having enjoyed myself so much last year and raring to go back this year, it was quite a surprise to find an invitation for the '86 event.

It was thought that we stood a good chance of winning "Best Club Stand". Last year Fiat won it. It wasn't until about 3 weeks before that we realised that we had nothing to fill the Stand. Howard and I were going but a 50 x 25 area is pretty big, so who else could we con (sorry) persuade to go? Well, as luck would have it I bumped into Bob and Julie who own the 213 that's in the Club, and after pouring vast amounts of Best Bitter down Bob's throat, and chatting up Julie, they were persuaded to go.

So, Thursday night saw me loaded with caravan and regalia ready for an early start Friday morning, towards Pangbourne. No, I'm not lost, but collecting the remainder of the regalia from Roger Pattie's.

Mid-day Friday saw me on site at Yeovil complete with a six berth caravan, but no sign of Bob and Julie. As we had arranged to meet at 12 on site I unhitched the caravan and had a drive around looking for them. I thought I would go around the campsite, but even though I was displaying an Official Pass they wouldn't let me through.

Having explained that I had already deposited a caravan on site on our Stand, the Security Guard still didn't believe me, so I showed him the papers we had been issued with, but that didn't work either. Then I had to explain that I hadn't been issued with an Exhibitors Badge.

Confusion reigns, O.K.

When I explained that I was with the Hants and Berks Rover Owners he said "Funny", "I've just let another car go through who said he was from your Club". "Red 213 Rover" asks I. "No" says he. "Blonde, blue eyes and quite butch". So look out Bob, there's a Security Guard looking for you!!

Having unloaded the cars we set about trying to turn them into prize exhibits, which is probably why Bob nicked my Solvol, tyre dressing, chamois leathering etc. I suppose that's what a Chairman is for. As for me, I tried to cover as much rust as possible. Howard arrived in the nick of time before dark to find the Fiat motor club cleaning our cars. Anyway, one of their transporters arrived and they asked us to move one of our cars out of the way. So we did, and parked it on their Stand!! With the Stand completed, I decided that everyone needed a beer, so we adjourned to a quiet little Pub that had a skittle alley in the bar and a juke box going full belt: Having strained our throats through shouting we tried the local we found last year only to find another juke box but with a video this time. As poor Julie had her back towards it this left Howard, Bob and me staring at a 30 degree angle towards the ceiling. Well worth it, as it was Samantha Fox on view!! Anyway, after the local grog we returned for the night.

Saturday morning saw us up bright and early and remembering how we forgot the food last year, we thought nothing could go wrong this year. **WRONG** The caravan had no crockery or cutlery!! So, after a big fry-up and eating with fingers, Bob and Julie arrive from the campsite and we set about putting the finishing touches to our Stand. This saw Yours Truly rushing into Yeovil for yet more bits and pieces. Guess what. I couldn't get back in again, not because of Security but sheer volume of traffic.

First surprise of the show was when Julie came back after about an hour with this cuddly Frog. (No, not a French man). (Bob won it playing darts, Ed).

Another surprise was the amount of interest shown in the 213. Even to the point where Bob was acting as unpaid salesman, so all you dealers take note, a great deal can be gained from supporting Clubs. Julie decided to take another wander as the rest of us got some refreshments from the Exhibitors tent only to find her coming back with even more cuddly toys. (Total for the weekend : 7 frogs 2 bears, Ed). Saturday afternoon proved very eventful with us meeting the Belgian Rover Club Secretary. More of this later.

But the best part was when the HBRO Miami Section turned up - one of our Founder members **Ralph Francis**.

Ralph comes over every year to visit his family and we always have a smashing time. He is one of the nicest blokes that we know, and he has promised to write an article for the newsletter about Landrovers in the Everglades!! (Looking forward to this, Ed).

The Yeovil show is very large and has entertainment for everyone. The men can browse around the massive Auto Jumble and find bargains (Norman Pearce was seen with about a ton of Rover bits, for the cost of peanuts). Also there are all the other Club Stands, the P5 - P5B had a stand and we spent a few hours talking about their Club and our Club, and how things are progressing. It is nice to know how similar our Clubs are and how they are going through the same pattern as ourselves.

There is also **tractor pulling**. If you haven't seen this!! Well, I cannot describe it. The **NOISE** (nearly as loud as Pete when he shouts "Mine's a Pint", Ed). Some of the Big Boys in the 9,000 lbs class had engines yes, engines capable of producing 2500/3000 hp. One of the tractors **Euro Invader** has a Rolls Royce Merlin, Super Tramp 6 3½ litre Rover V8, Gandoff, 2 V12 Jags, to name only a few, and to hear these BLAST off, well, the ground SHAKES. Very exciting.

There was a fairground there for the kids, also many Trade Stands, craft tents, musical tents, steam engines and in the Arena there is something going on all the time. On Saturday, Geoff Capes and Emlyn Hughes were in a lawn-mower race, and on the Sunday they had the World's strongest men competing in a Mini Highland Games such as tossing the Caber (won, of course, by Geoff Capes).

Howard and I entered the driving test on the Sunday morning which was easy until we got to the bucket job. This was driving around the course with a bucket on your head (similar to our Rally blindfold test, Ed).

Howard made a mess (as usual) but when I had a go with Howard directing me and Ralph sitting in the back shouting abuse, I did a little better.

At the end of the day Howard and I decided to take everybody to a Fish and Chip Restaurant that we knew, followed by a visit to the local. Sunday saw me trying to poison Bob who said my Bar-b-q was 'orrible. Mind you my fry-ups weren't much better. We also gained an extra car when Alf Nightingale arrived. The day passed quite nicely with Bob and me and new members Nick and Simon under the parasol with a good supply of beer because the Heavens opened up. Julie came back with yet more cuddly toys... At the end of the day was the task of taking the stand apart and packing up. On the way out I stopped by the Reliant Scimitar Sabre stand to meet a couple of old friends. After a chat on the way home I felt very tired but very happy and certainly looking forward to going back again next year.

The only thank left is to say a big Thank You to all who turned out and helped.

P.S. The Smiths, Kathy and Mrs Nightingale also turned up and had a thoroughly good time. Many thanks to Pete for the use of his caravan. It was certainly needed when the Heavens opened. (Kathy, the typist).

THE SAGA OF LANDIE Q941FLD

by Colin Gross.

PART NINE

Exactly three hundred and sixty four days after I had started work on the Landie the great day arrived when it was due for its MOT and hopefully if it passed it could be taxed. So with everything adjusted and checked it was driven to the local MOT testing center, and two hours later we arrived at the licensing center complete with the MOT. The basic problem was that they claimed it weighed more than 1525 Kg and was therefore a heavy goods vehicle. Thus according to them the MOT was not valid and it would require a HGV test certificate. After much discussion they told me to drive it to the local weighbridge and then to return with the weight certificate. With every loose item removed the Landie still weighed 1786 Kg. Thus I was sent to the local HGV test station. To the amusement of the truck drivers at the center the staff pointed out that they had never seen a private Land Rover there before and suggested that it was all a waste of time. By this time the licensing office had closed so I phoned the local Land Rover main agent. Not surprisingly they had never had problems taxing their vehicles at the same office but they could only suggest that the local police may know the answer to the problem. So I arrived at the police station and the desk sergeant set about trying to phone the traffic division. When another officer walked past the desk the sergeant asked him if he knew anything about long wheelbase Land Rovers. "Yes" he said "they're pigs to steer" and continued out another door. Finally the sergeant returned to the desk with notes which said that there was an exemption for dual purpose vehicles (namely Landies) and that if the licensing office would like to phone the number he gave me all the problems could be overcome.

The next morning I returned to the

licensing office and explained the situation. "No" they said, "we will not phone because the Landie is too heavy". Eventually they said "Well it would be different if the vehicle had seats in the back". (If you remember they had inspected it before it had seats, doors, or any body above the wastline fitted) " Do you want to come outside and see the seats " said I (hoping they wouldn't as I still had not fitted them). " Oh thats alright " they said " Just sign here to say that you will not carry goods " and promptly gave me a tax disc. Thus after wasting seven hours the Landie was finally back on the road, exactly a year since the job was started.

As the miles quickly mounted several problems came to light. First there was a steady oil leak from the top of the main gearbox. This was caused by a leaky seal on the 3rd/ 4th selector shaft. When the gearbox had been rebuilt the seal had been unobtainable and so the old seal had been refitted. A set of three seals were now obtained and despite what the manual states it was found to be possible to remove the top of the gearbox, and hence the selector shafts without removing the seat base unit. Thus that leak was fixed.

The second problem was more difficult, but I have since found it to be quite a common one. When the engine was warm and the vehicle was stopped in traffic the petrol vapourised in the feed pipe to the carb and the engine obviously faltered. At first I put this down to the use of an electric cooling fan and the smaller float chamber on the Weber carb, but I have since found people who have had the problem even on standard Landies. The solution is to reroute the fuel pipe from the fuel pump to the carb around the chassis members instead of taking it past the thermostat housing as normally routed. I also fitted an electric fuel pump under the drivers seat thus removing the mechanical pump, which kept the fuel pipe well clear of the engine, although this was not really necessary.

With these problems cured the Landie ran happily and was used every day (whilst the Escort

stayed in the garage), indeed after several weeks I sold the car which I think shows some faith in the Landie. Now with an average of 1000 miles a month, several green road runs, and one RTV trial behind it the Landie is running well, apart from a problem with a seized brake cylinder. Indeed there is a certain something about the machine, it may be slow (compared with the turbo XR3i) but you always have to drive it, not just sit there frustrated by slow traffic (after all I am now the slow traffic) and that requirement to drive it is I feel what makes it such fun to live with. In fact I have now bought a second Landie for trialing with whilst Q 941 FLD is readied for its trip to Iceland.

Next month..... Someone else can write something



Nothing to do with Rovers, but when Read Leader told Chairman Pete that he once owned an MG TC, Chairman Pete turned an interesting shade of green, so here it is, Pete.



Seen in Wales. The owner admits it "lies down a lot".



The correct way to treat your recently completed Concour Standard rebuild!

HBRO MAKE THE HEADLINES

Pete rings Howard : "Do you want to be a film star?".

My first thought is Wind up - wind up - "Oh yeah, pull the other one, Pete". After a long chat I was finally convinced it was true. Granada TV is filming a series of episodes based on Jeffrey Archer's book **First Among Equals**, and they wanted two Ministry black saloons for the action in Downing Street.

ON 5th July Pete and I arrived at the film HQ (Portakabin) at 3.30 pm and the Extra who was to drive my car (**MGP 879L**) made himself familiar (Oh yeah, Ed), with the controls etc. We made off to Downing Street and watched my car being filmed. The film Company never removed our Club badge nor Tax Disc from the windscreen, so look out for these on TV). It started to rain, they did take after take and eventually got it right. The Producer then came over and said they had finished with the car. So, in I get, switch on, turn the key and **NOT A THING**. We had ignition lights but **NO GO**. **PANIC**. My car stuck outside No.10. **HELP**. So, we pushed it out of the way and set about removing the switches and consol gear box cover, gear mechanism, just to get to the Inhibitor switch. The **HEAT**. Just like a Sauna. Got to the switch, shorted the wires and Hey Presto. Put it all back, steam off the Pub for a nice cool drink, and off back home.

Sunday, July 6th.

Pete plus HBRO went off to Easthampstead Auto Sunday, and I drove Alf Nightingale and his Rover up to London for more filming, only using his car this time. Nice, sunny and no trouble. Filmed all day then off we went to Easthampstead to pick up Kathy and my car.

It was a great weekend. The highlight of the weekend was on the Sunday when the Producer minced over to Alf and asked "Are you supposed to be here". "WHY, WHOSE ASKING?" says 6'7", 20 stone Alf. "I was only asking" said the Producing recoiling in horror. So I explained it was Alf's car they were using. "That's Alright, then" says the Producer wiping his forehead and beating a hasty retreat.



Howard's P5B outside No.10



Alf Nightingale's P5B outside No.10

ACORN

It can't go without saying that if it hadn't been for one particular person, I dare say we would have had a lousy weekend at Yeovil.

The person I am talking about is at Acorn Trailer Hire. This chap put himself out by making sure we had some sort of caravan to take with us even if in his own words "I have to hire from another source," and we didn't pay any extra. For example, another Company wanted £45 for the week and that didn't include the weekend. They would only hire for a weekend provided we pay for a week's hire. This meant we had to pay something like £65 on a small caravan.

Acorn charged £30 plus £5 for a gas bottle, weekends hire for quite a large unit capable of housing six. The hire ran from 12 noon Friday to 12 noon Monday, though we were allowed to pick up the caravan at 4 pm on Thursday at no extra charge. They have proved helpful and efficient time and time again and never let us down. Apart from caravans, they also hire out trailer tents, car transporters, horseboxes and ordinary trailers. Very competitive and very reliable (even if they did not supply crockery or cutlery).

They can be reached on **Reading 712918**, address **Shalford Farm Buildings, Aldermaston, Reading, Berks**. Mention the name **HBRO** and you may get a discount!!

CONTINENTAL TRIP

BRUSSELS - NO SPROUTS

In the past two years we have tried to run a Continental trip, either to show who's got the best transport or to make new friends.

This year we have something I hope will bring you all out in your MASSES.

We have recently met the Secretary of the Belgian Rover Club who is organising a show in Brussels on OCTOBER 25/26.

In conjunction with the BRC I hope to organise a trip across for the weekend, out on the Friday and coming back on Monday. They will act as unpaid Guides etc and we have a representative in their show from the HBRO.

This is ideal to make friends abroad and should prove interesting. Land Rover Owners, take note. They have 4 x 4s in their Club and would like to meet some of you, so hopefully we will see a representative from this side with us as well. I hope to arrange the trip with our usual Ferry Company, this being a car, two people, hotel and return. Estimated cost is around £55 per head, for a minimum of 2 per car. The more you take the cheaper it gets.

Please contact me for further details and note that I am not prepared to accept your word that you wish to go - I need something concrete like a GOOD deposit. Full details, Pete Tadley 5194.

RESULTS

OF THE HBRO NATIONAL RALLY '86

Pre '49	B. Hill
P4	C. Hayes
P5	C. Ollershaw
P5B	A. Hill
P6	J. Rendle
P6B	Mr Chambers
SD1 & 200 Valient Drag Team.	SD1 was the tow car.
Rover Derivates	MG V8
Ministry Saloon	H. Vyse
Non Rover	C. Haswell - Humber Super Snipe
Land Rover	D. Jenden J. Rodgers
Driving Tests :	
Saloon	G. Brown +55 points
4 x 4	R. Micheal - 5½ pts
Concours	1st. Mr Chambers P6B5 2nd. Mr Hill 14 P2
Rover Derivates	Valient Drag Team
Chairman's Choice	Valient Drag Team
Rolling Disaster	J Wallis P4
Long Distance	D. Jenden.

ARE YOU SITTING COMFORTABLY ?

Most Landie owners make do with the seats provided by the manufacturer but often wish that they had something better. Well here's a cheap solution to give you a very comfortable seat.

Visit your local breakers yard (or search your local papers) and locate an Alfa Sud from which you can obtain the two front seats. The current going rate for two seats in good condition is about twenty five pounds. These seats are deeply contoured and will hold you in place even on the most vicious side slopes encountered during trials.

Those of you with military style under seat fillers for the fuel tank will have to find a way of making the seat removable, but for the rest of us the fitting can be done in less than an hour.

To fit the seats first remove the existing front seats together with the mounting frames. Also remove the access panel on the seat box unit. Then bolt the Alfa seat runners onto the seat box with the sliding runners aligned with the front of the seat box. If you have the fuel tank under the front seat it is a bit difficult to refit the bolts but it can be done ! Finally refit the access panel. Ideally you should also fit a length of steel angle from front to back of the seat box alongside each seat runner to restore the stiffness to the seat structure.

The advantages of this mod are obvious and since it only raises the seat level by about one inch tall drivers will find no problem with the seating position. The disadvantages are that access to the storage box under the passenger seat is limited to about half the lid opening (with the seat slid forwards) and that the center seat must be removed to leave only two front seats.

by Colin Gross.

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WALLY OF THE MONTH

A well-known member of our Club was recently offered a new Land Rover Steering Box, as his was showing signs of wear. It was an offer he couldn't refuse.

So he decided to fit the new box with the help of Colin Gross.

After about 4 hours work, he had removed the old one and on inspecting the new one, our well-known Club member thought : "FUNNY. THIS LOOKS DIFFERENT!". But as it had come from a Series III it must be right.

Colin looked at it and asked "Did you know that its a Left Hand Drive?".....

RED LEADER is duly elected as this month's WALLY.