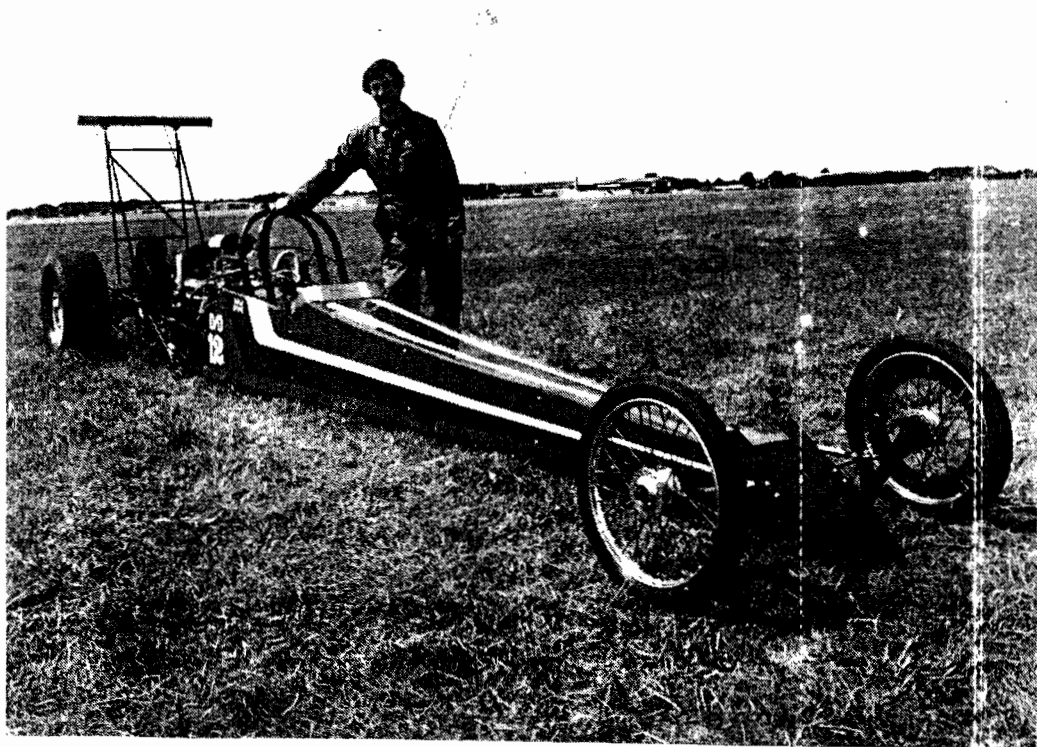




PANTS & BARKS

July 87



Journal of the HANTS & BERKS ROVER OWNERS

CHAIRMAN'S COMMENTS

OFFICERS OF THE CLUB

CHAIRMAN : P Nightingale Tadley 5194

SECRETARY : A J Smith
29 Silverdale Road
Tadley, Hants Tadley 3395

TREASURER : R Pattie Pangbourne 2884

COMP. SEC. : C Gross
16 Thurlstone Road
Ruislip
Middlesex HA4 0B5

RIGHTS OF WAY
OFFICER : D Cuthbert Basingstoke 476227

EDITOR : H G Vyse
67 Long Grove
Baughurst
Hants RG26 5NU Tadley 2708

COMMITTEE : D Lee
R Micheal

CLUB
LIBRARIAN : R Stewart

FRONT COVER

TEAM VALIANT (SEE ARTICLE P.5)

PHOTO: P. NIGHTINGALE

What a month it's been! Having now got Mini Rat back, attended two major events, and thinking everything was sweetness and light, when this kind chap offers me a leak-free gearbox, but more of this anon.

Two points for discussion this month. Having come back from Enfield and just arriving hot wheeled back from Braemore, a couple of points came to my notice.

Is the Classic Car Movement (although now well established) becoming above itself? For example, at a particular local show organised by a certain local organisation, it was noted that a particular motor car Club exhibited its cars with pride. Fair enough! But, when it came to the Clubs cars to take their turn round the ring, this particular Club took all twenty odd and the commentator proved he must mix in affluent circles as there followed a 35 mins commentary.

Lovely, except us mere mortals never got a look in. Put it this way, anyone who owned a car below 30,000 in value never got a look-in. If only I had one of those mascots! Now what happened was, this created some disgruntled feelings among the other exhibitors.

Point 2. When at a major event last year, the report in the National Press made a point about no Italian Exotica present. What hell difference did it make? The Show was a great success and more importantly, from the effort of all concerned a great deal of money was raised for some very worthy cause.

The point I am making is this. There are those of us who can't afford exotica, and out of those it must run at something like a 200:1 ratio. Out of that a fair majority of us use our vehicles all the time. If you take away that majority, where does that leave the Classic Car Movement?

On the whole, most of us get along together, understanding each other with a common cause. There will always be the small few who think they are the élite, but let's remember we all have the same objective. At the moment the favouritism I have pointed out is small, but what if it gets bigger and real snob value takes over? If that happens, what of our hobby that we have come to know and love?

Now for the second part of this rabbit. A fair few of you have asked when we will be holding our own Annual Rally this year. It has (as far as I'm aware) never been published as to why it is not being held. It was a committee decision, based on the fact that only about 6 Club members other than the committee attended the last Rally. All the cars were from other Clubs etc. and on this basis it did not warrant the considerable amount of time put into the event, and unfortunately this has never been published. The committee agreed to hold an informal meeting for Club members only; in other words a chat and a few beers.

Those of you who have taken the time to phone me seem to be disappointed. I can't say I blame you, but it was asked back in January for your comments, and as nobody bothered to reply the Rally was dropped.

But what's even more interesting is the amount of NON members who want to come back for another rally, so to cater for all of those, I am prepared to organise and run one. This will NOT be a HBRO Rally but one purely run by myself, but of course, any Club will be welcome. I hope to have a great turn out so please make the effort to support the Rally.

At the moment all I can tell you is it will take place MID SEPTEMBER. Possible sites are National Motor Museum, or a Caravan site in the heart of the New Forest, or perhaps Avebury House or Wasing Park. More details later.

Pete.

I would just like to remind everyone that Richard Stuart our Club Librarian has a vast collection of other Rover Clubs Newsletters which we receive every month, so anyone interested in a good read can contact him on **Tadley 5495**.

I have received details of "Rough Terrain Training" courses which are held in North Oxfordshire. Anyone requiring further information please contact me for details.

I also have information on an extractor tool for replacing Land Rover spring bushes, rear chassis bushes and 90, 110 & Range Rover Panhard rod bushes.

If anyone is looking to have a new wiring loom or even just a part of the loom made for their car, then it would pay you to contact Ray Hare at R & S Auto Electrics, Tel.No.Portsmouth 291035 (office hours). He also reconditions starters and alternators and fault finding. He can be found at 16 Boulton Road, Southsea, Portsmouth.

There will be a motor gala at West Park, Bognor Regis on Sunday 16th August which is being run by the Rotary Club whose major objective is to raise funds for charity. This year's attractions will be Veteran, Vintage, Classic, Military and Public vehicles as well as Craft tents, static displays, refreshments, a car auction and also arranged for some of the local garages to display their latest range of cars.

If you require further information please contact **Mr D R Foster, c/o Alex Sayer & Partners, Arcade Chambers, High Street, Bognor Regis, West Sussex PO21 1LL**.

I attended this show last year with a certain white resin rocket (not the 3 wheeled type) so I can thoroughly recommend going.

Andy Smith.

TEAM VALIANT

I hope I am forgiven for the title. For those who are new to the Club may not be aware of a couple of members from Verwood who have I am sure the quickest Rover in the Club.

They own and have built a twenty odd foot dragster, and being a couple of enthusiastic members phoned the other day to let us know what's happening.

It was hoped that they would be running at Santa Pod on 1st April, but unfortunately the flywheel decided to shatter which amounted to some kind of mess.

The result is that they have a special steel billit on order so they can machine their own flywheel that will be much stronger. While they are waiting for this, they are at the moment modifying the gearbox to act as a manual but still retain the Auto.

The idea is that to start the car rolling a conventional clutch is used. Once it starts to pick up speed the automatic takes over. This unit has already been put back together so its just a case of machining the steel billit.

Two other bits of info. is Brian, who is the mechanic in the outfit, is developing a V8 engine with four valves per cylinder, all working from one camshaft.

The other development that is purely on paper is to build a V8 with twin overhead cams per bank with belt drive from the crankshaft.

Alan who drives for the team has promised an article about the car, so if they succeed with the 4 valve per cylinder, that should be quite a quick machine!! They hope to be racing by the end of June. We'll keep you posted on how they get on, and developments along the way.

Incidentally, does anybody know anyone who would be willing to sponsor them??

MINI RAT (THE SEQUEL)

Last month as reported was the start of the comeback of the P6, so this month is what happened in the past month.

When coming back from Enfield what with one thing and another, the gearbox decided to call it a day.

To be precise, it burnt, dropped or what-have-you something in the region of 2½ pints of auto-fluid in 60 miles. That's almost as economical as the engine!

Anyway, to cut a long story short, this damn decent chappie called Paul Kinder turns up with a 2000 auto-box.

So, after winding each other up over the price, money changed hands and an oil-tight box was mine!

Next came the problem of fitting the thing.

As a u/j had gone in the prop shaft it was decided to renew this at the same time. So the first job was to get the car up and on four ramps. This done one can now crawl under the car to commence much cursing and swearing.

First job was to remove the propshaft and exhaust system from the first car to the exhaust manifold. This will enable the box to slide back when ready. Next was to place a jack under the rear of the engine sump to support the weight, so when the gearbox is lowered the engine doesn't topple back.

The havoc caused by the overhang from the Caravan when turning sharp corners and negotiating roundabouts was highly amusing. The amount of XR3s that got swotted was incredible. I'm sure half of them didn't want to go where they did. Anyway, finding the site was no problem and excellent it was, too. It was based on playing fields so no uneven ground which later proved of great advantage.

With the stand set up and the rain finally giving up it was a welcome chance to wander round the Show before the onslaught of Saturday. What was noted was we were the only Rover Club in attendance so we had a field day. Others that aren't seen that often include AC, Pre 50 American Club, Hillman Owners and regionals such as Greater London Volks waggons, Enfield MGs and all. Fords were very well represented with at one point four separate Clubs in attendance. Our old friends the Series 1 Land Rovers were also found at the Pageant.

Sunday, the sun shone and the crowds came with just on 9,000 attending for the Sunday, so by the time mid afternoon came yours truly actually lost his voice with all the talking, and not a drop of the falling down water to be seen!

What was nice was the organisers provided a bar-b-q and disco on Sunday night for the Exhibitors only. This was well received by all who attended, as was proved by the Triumph Stag owners, who were found arm-in-arm with the pre 50 Club members and a few others belting out in chorus "High Ho Silver Lining". It was worth attending just to watch these antics. So with a good singing and feeling fueled up it was time to get as much rest as possible.

The enthusiasm can only be related to something like the 5 Nations at Cardiff Arms Park.

Monday was busy from the attendance point of view, but thankfully quiet from the Exhibitors side as I had by then definitely lost my voice. (Any comments and I'll let you inspect the inside of my gearbox!).

Such diverse attractions included a horse-drawn 1876 fire engine, complete with shire horses and uniformed fire fighters. 1913 AC Sociable to a 1910 Triumph and lovely 1912 Douglas motorcycles. Going through to Ford Mk 2s, Jaguar XK and E types, Vauxhalls, in fact, just about everything you could imagine, from Steam exhibits to military, buses, commercials, fire engines, ambulances, pushbikes and even a collection of Trade Handcarts.

But if I had to pick out the highlights, for me it would be the 20cc micro racer that overtook a very surprised Harley Davidson, who promptly smiled at the little racer's antics then managed to stall on his exhaust fumes.

Pete.

22 Boyatt Cres.
Otterbourne
Eastleigh

Dear Howard

Two weeks ago I spent an enjoyable evening watching Red Leader's superb video of the Club's recent trial. I second Steve Kirby's congratulations to Colin and Hugh on the event.

The reason for my letter. I was sad to hear that Dave is leaving the area and we won't see quite so much of him in the future.

Good Luck, Dave and thanks for all your hard work for the Club.

Yours faithfully

Robb Unsworth

Dear Members

The recent Green Lane Expedition which included the successful passage through the Devil's Highway showed up certain restrictions to my SWB's progress (trees being one of them!). Many thanks to Steve who did lots of towing.

The most critical was larger tyres. Does any member have or know of a set of 5 "FV" wheel rims going at a reasonable price? Failing that the best commercial source.

Yours sincerely

Tim Moore

POINTS TO PONDER

Two interesting points from the Motor Industry this month. The Range Rover has finally lost its whine from its gearbox according to a report in Car magazine. There is also many detailed improvements, which I suppose if you live round Sloane Square, it helps stop getting the Hush Puppies dirty.

Secondly, did you know that a variable biased four wheel drive has been developed by Jaguar?

There is a bias of 25/75 to the rear wheels at low speed, which alters to 60/40 at high speed. The invention is based on a epicyclic gearbox inserted between the engine and gearbox of a conventional front engined rear wheel drive saloon.

This will obviously give Jaguar an edge over the competition or bring in royalties from other manufacturers.

The intention is to fit the system to the new F type which is hoped to recapture the E types and also some of the top line saloons.

Pete.

To: The Editor

From : Wales

Dear Howard,

May I take up some space in the "Pants and Barks" to thank all HBRO members. When talking at the start of June's Green Roding I was surprised when Andy Smith started thanking me for what I had done and handed me an envelope. How nice, I thought. They're giving me a card. I was amazed to find it was not a card but a book token. I will now be able to buy lots and lots of O.S. Maps. Seriously, I am looking for a suitable Land Rover book to remember you all by, not that I could ever forget you all. Thank you all again.

As many of you will know, I joined the Club at its very early days (about the 4th member to arrive, Ed), and was wallied into running the off road side. I had been a member of several motor clubs over the years, but this was the first one I had got involved in the running. I have found it very enjoyable and rewarding, if at times frustrating. My first priority was to get the off road section going, which was then in the minority. I am pleased to say this happened very quickly and since then one of my main concerns has been to ensure it remains **ONE CLUB** for all Rover owners.

To this end I arranged events that every member could enjoy, whatever vehicle they owned, mainly camping weekends.

Some of these events are still outstanding and I will be seeing them through, such as the forthcoming trip to Singleton Open Air Museum on 5th July and the week in Yorkshire in September. Both these events are ideal for **ALL** members and their families, whatever vehicle they own.

Thanks once again, and I hope to see a lot more of you at next year's ARC Nationals.

Yours sincerely

Dave Cuthbert (Red Leader)

YORKSHIRE WEEK 19 - 26th Sept

As you will have read last month the HBRO are going to Yorkshire for a week, from 19th - 26th September.

We will be staying at The **Rosedale Caravan & Camping Park at Rosedale Abbey**, North of Pickering. The charge will be £3 - £3.50 per tent/caravan, depending on the number of occupants. The site has all the usual facilities. Dogs are welcome but must obviously be kept on a lead. An off lead exercise area is available (for the dogs!) The site is on the edge of the village of Rosedale Abbey, so Post Office, Golf Course, Pub etc. are within walking distance. Fishing, fly or worm (no maggots) is available at a small charge. If you are interested in Bed and Breakfast we are investigating that now, so contact me or Andy and hopefully we will have some info. by the time you read this.

The idea of this trip is to provide a pleasant week's holiday for all members and their families. It is hoped that those attending will do things together as a Club. To give you an idea I have made out a possible programme :

- Sat. Drive up and set up.
- Sunday. Attend Yorkshire Rover Owners Club event at Helsmly.
- Mon. Go to York. York is an interesting walled city with a Minster. Additional attractions include a number of museums, including a Viking Museum and the National Railway Museum.
- Tues. Sight seeing in the Yorkshire dales.
- Wed. Visit the coast, Robin Hoods Bay, Scarborough etc.
- Thurs. Sight seeing in the North York moors, including the North York Moors Railway.
- Fri. Sight seeing taking in some of the industrial areas, as a contrast to the moors and dales, including the National Museum of Photography at Bradford.
- Sat. Pack up and go home.

It must be stressed that these are only proposals, to give you an idea of what I have in mind. The actual programme will depend on who attends, the weather etc. Basically, come along and if there is anything you want to do, we will do it!! Of course, there is nothing to stop you doing your own thing, but it is hoped that the Club Spirit will prevail. I intend to make a firm booking in August, so if you are coming, please let me or Andy know.

Red leader.

FIRE EXTINGUISHERS

Most people don't have any fire extinguishers, either in the home or in the car. They are the sort of item that you think you will eventually get around to buying. When you need one you probably won't have one. Why not have one and not need it? Why not get one now? The most useful type is the BCF fire extinguisher (BCF is the abbreviation for some big word like marmalade!)

A 1½ kg BCF extinguisher is a very convenient size for "domestic use" and I can supply these complete with mounting clips at cost price of approx. £15 (brought to meetings), this being about 40% under normal price. These extinguishers are top quality - they must be, they are put on aeroplanes!

Other sizes available. For more details, orders etc, contact me : **Roger Pattie Pangbourne 2884**

Ramblings from the Competition Secretary

1) Competition News.

From the comments we have received from members (and letters such as those published in the previous issues) it appears that the club members would like to see a change in the classes for RTV trials. The main requirement would seem to be that the Series One Landies fitted with 2 1/4 ltr engines should be in the Standard class, and not the Modified class with the V8 machines. Secondly, the LWB Landies (and Rangies) would like to be in their own class. As a result the classes will be ammended for our next trial which we hope to hold on SEPTEMBER 13th. Note this date now. Full details of classes and the trial will be published next month, but as I explained two months ago we need a good turnout if the club is to continue holding trials. The event will be suitable for ANY 4WD and even if you have never competed before why not come and join in the fun.

2) Green Roding. June 7th.

I'm sure you all know that Red Leader has moved to North Wales, but you may not know that Steve Kirby has stepped in to take over Dave's post as Rights of Way Officer. Normally Steve would write this report, but he has just disappeared to work at the Paris Air Show for a couple of weeks, so instead the job has fallen to myself and Roger.

The trip was billed in the Pants & Barks as being tougher than usual, and on the morning seven vehicles turned up at Viabes to try their luck. The groups were split up with Steve (in his Rangie) leading the two SII SWBs of Richard and Tim, with Roger (in his trusty SWB) leading two other SWBs and Gary in his much abused SI 107" Safari. I travelled with Steve, and thus Rogers report on his parties travels is recorded elsewhere in this issue.

Red Leader had suggested that we should try Crockford's Lane in the morning, and if we could get out again, the Devils Highway would keep us

occupied for the afternoon. However a new industrial site is being opened at the start of Crockford's and the Site Agent was most insistent that the Lane had been down graded to a footpath. Although we are 99% sure that he was wrong we decided not to argue and retreated to drive elsewhere. Steve has already written the requisite letters to the County Surveyor and Council, and if the Lane is still useable then we will return another day.

Consequently the morning was spent to the south of Basingstoke driving some of the tougher lanes, and allowing Tim (who had not done much offroading before) to sort out the waterproofing of his ignition. He also got some good practice in the mud before heading for the Devils Highway in the afternoon. At the agreed lunchtime pub session we met up with Red Leader, who informed us that Rogers party had still not emerged from the Highway, and suggested that perhaps we should start from the opposite end with a view to helping them out.

Thus we headed in to the obviously little used lane. The surface was deep grass and consequently much walking was required to spot the very boggy pits hidden in the undergrowth. Tim on 6.00 tyres needed several tows from Steve to pass the deepest mud, but eventually we arrived at the worst part of the lane. Tyre tracks coming the other way stopped about 100 feet away, and showed where Rogers party had finally given up. Between us and their tracks lay two muddy pits, big enough to swallow a whole vehicle, and several minor pits separated by short "firm ?" stretches. For some strange reason we decided to go forward.

After moving aside the remains of a dead tree, whose smaller branches we placed on the first bog as a kind of matting, Steve launched the Rangie at the first pit. Naturally it stopped with its front wheels about 1 foot short of the firm ground. Still we decided to continue, and since there was no way to get another vehicle past we had to find a way to pull out the Rangie. By joining all our nylon ropes in about a 80 foot line from the front of the Rangie, it was possible

to use a small hand winch roped to a tree to tension the nylon ropes. By itself it was unlikely that the winch would have extracted the Rangie, but with the five of us pulling the ropes sideways to aid the tension Steve drove the Rangie out of the pit. On the third adjustment of the tackle the Rangie cleared the first pit and fell into the second ! After much more pulling and winching the first vehicle reached the far side of the pits. The others were then quickly towed through. The 100 feet had taken nearly 3 hours to negotiate. From here it was a relatively easy exit from the lane, although Tims vehicle did require several more tows to escape completely.

This was definitely a tough days 'driving' and very different to our normal trips, but next time we try this style of run a more powerful winch will probably be taken along.

3) Rights of Way Officer.

As previously stated Steve Kirby has taken over the above named position and is obviously intending to copy Daves style as closely as possible. Indeed on his first green road trip as R o W Officer he copied Daves style exactly by falling into the largest puddle he could find. This is the one habit of Daves that he should perhaps try to avoid. Anyway, many thanks to Dave for a superb job over the last few years, and good luck to Steve for the future.

DATES OF NEXT MEETINGS

Wed. 8th July	Hinds Head, Aldermaston	7.30 p.m
Sun. 26th July	Hinds Head, Aldermaston	12 noon
Wed. 22nd July	Queens, Fishers Pond	7.30 p.m.

(see June Newsletter, Page 2).

FUTURE EVENTS

5th July	Green Roothing. Phone Roger Pattie.
5th July	Singleton Open Air Museum, meet Viabes Craft Centre, Basingstoke, 11 a.m.
12th July	Treasure Hunt. Meet Micheldever Railway Station 4.30 p.m.
11/12 July	Powderham Castle Car Rally, Near Newton Abbott, Devon. (Invitation from T.R.C.C.) Contact Pete or Howard.
8/9th Aug.	Yeovil Festival of Transport. Club Stand will be there.
15th Aug.	Classic Show, Castle Combe, (see May n.letter).
16th Aug.	National Rover Day, Dartmouth Park Sandwell (contact Andy Smith).
30th Aug.	Quainton Rally P4 Guild, Buckinghamshire Railway Centre.
19-26 Sept.	Yorkshire week (see article)
9/11 oct.	Midland Rover Owners Club, Eastnor Deer Park. (see article).
17th Oct.	Watercross Line (see Mays newsletter).

AS YOUR EDITOR IS GOING ON HOLS AND TIME IS SHORT ONE ARTICLE HAS BEEN LEFT OUT (ROGER WAS TOO LATE ANYWAY).

PLEASE NOTE AN OMMISION (AND SPELLING!) ON EVENTS LIST

12th JULY P5-PSB RALLY
STRATFIELD SAYE