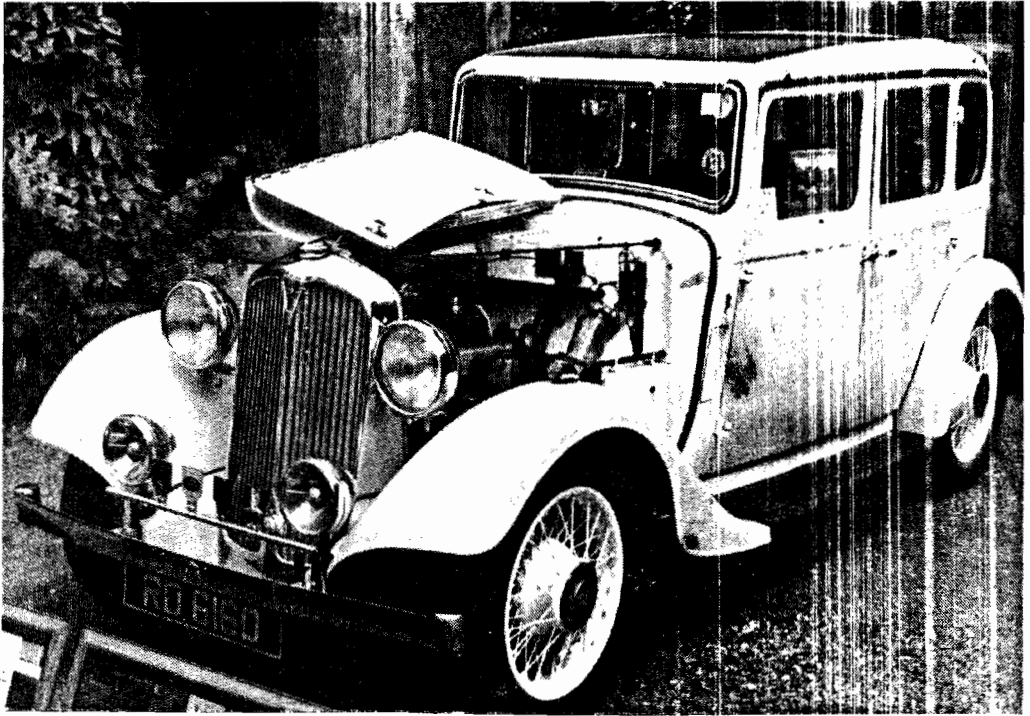




PANTS & BARKS

Sep 87



Journal of the HANTS & BERKS ROVER OWNERS

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PHOTOGRAPHS

We are in difficulty in producing photos for the Club magazine, because Dave Cuthbert moved away, and he used to produce "Half Tone" from the original. This task was taken over by Ian Stewart, and now he can no longer produce these prints, so it appears we will not be able to have a front cover or additional photos. Unless some other member has access to machinery that can produce a half tone! If you have please ring the Editor. PRONTO. Howard.

Have you remembered September 13.

Don't forget that this is the date of the clubs next Family Vehicle Trial which will be held on Broxhead Common West near Bordon in Hampshire. (see last months magazines.)

Club Wealth Warning.

Holding trials is expensive, and if badly supported will seriously damage the club funds.

What this means, is that as with the Clubs Annual Rally, it appears that a large number of club members expect the club to organise these events. Unfortunately, on the day very few (and normally the same group of) members turn up to support the event. The club exists for all its members and cannot justify spending the members subcriptions to support events which are badly attended by its members, to the extent that they are a drain on club funds. If you really are interested in trialing, and every questionnaire returned by offroad members said they were, then please either support the event, or get in touch with the committee to restate your support. If the attendance of club members at trials declines further then this will be the last trial, and I will be resigning as competition secretary at the next AGM.

Colin Gross.

Competition Secretary

STOP PRESS
COMPETITION NEWS

Surprisingly we have more than 3 vehicles entering the trial in Class 5, so prizes will be awarded in this class.

Please Note

That all passengers in vehicles at the above trial must be full or associate members, for insurance purposes.

CHAIRMAN'S COMMENTS

Something that has concerned and even annoyed me over the past year is the way the Kit car element has emerged within the classic movement.

For example, there are so many copies of AC Cobras about now that it seems to make a mockery of the real thing which was few and far between in the first place.

I haven't got anything against people who build such cars, after all I suspect the wish to own a Cobra burns within most of us. What I do object to is the exorbitant prices that are asked for these pieces of plastic projectiles. For example, the Kits cost an average of £1500 to about £2,500 to buy. By the time paint, trim, running gear and wiring is applied this will probably add another £4,000 if all is done well. A donor car for the engine and gear box if this has to be bought, perhaps an average of another £2,000.

So a total outlay of about £8,000 to build a presentable car seems reasonable. Therefore, I would presume this to be the value of the said vehicle!

But to me the annoying part is that advertisements have started appearing in Classic Car magazines.

If it was something distinctive like a Marcos I could understand, but these things are selling at grossly inflated prices. The minimum I have seen is £15,000 up to an average of £20,000 odd.

There are now kits of Lamborghinis, E types, Ferrari, and I suspect a whole lot more. If as it appears that these vehicles are allowed the same status as the real thing, could this be the beginning of the end??

As always the Hants & Berks Rover Owners Annual General Meeting will be held on the 2nd Wednesday of October at the Hinds Head, Aldermaston, Berkshire.
14th October 1987 at 8 p.m.

The rules of the Constitution state that any matters for discussion should be submitted to the Secretary 14 days in advance, so that I can arrange for them to be on the Agenda. As I am sure you know any HBRO member is eligible for the committee.

Now, this is your Club so it would be in your interest to turn up and have your say so that the committee can work towards a common goal. So if any changes are made and you didn't go to the meeting, its no good complaining about it afterwards. There could be quite a few changes made so make sure you have your say. **REMEMBER : 14th OCTOBER. A.G.M.**

YORKSHIRE

As you should have realised by now, the Club is going to Yorkshire for a week from 19th - 26th Sept. It's still not too late to go, even if you haven't booked. To play safe you could ring the camp-site direct, but if you just come along there will probably be room. If you want B & B phone Andy Smith now.

We are going to Rosedale Abbey Caravan Camp Site, Rosedale Abbey is in the middle of the North Yorkshire Moors a few miles north west of Pickering. To get there use your favourite route to York. I suggest the following : Oxford M1 (North) to Junction 32 - M18 - A1 (M) - Doncaster by pass (North) - A1 - A64, continue north east on A64 - round York bypass, onto Malton/Malton bypass, turn onto A169 - Pickering, turn left onto A170 (towards Sowerby) - to Wrelton (3 - 4 miles) turn right onto unclassified road to Rosedale Abbey.

If you wish to travel in a group phone Andy Smith or Roger Pattie.

See you all there,

Red Leader.

P.S. Contact Andy or Roger for any further details.

RETRO 87

Those who attended last year will remember the excellent hospitality shown towards us and of course the great time that was had by one and all.

This year the Belgian Rover Club have invited us back and also asked whether we would like to display a pair of English Rovers alongside theirs.

The date is the weekend of October 24/25th unless advised otherwise.

To get a car with minimum of two people, return trip and hotel with breakfast for 4 days, 3 nights accommodation will cost about £80 a head. The more passengers in a car the cheaper it gets.

If you wish to go this time, please contact me as soon as possible on Tadley 5194 and I expect a deposit to hold a booking for you, which will be non-returnable. This is only to ensure the genuine enquiries as on previous years people do tend to mess about.

Please note, they have asked for the 4 W/D section to attend if they wish, and have promised some green-riding in the Ardenes.

Pete.

GREENROADING NEWS

Outing on 26/7/87.

by Steve Kirby.

Rights of Way Officer.

The trouble with being an RTV competitor and Rights of way officer is that from time to time there will be clashes of interest. Our first Sunday in the month Green-lane trips have clashed with competitions quite a lot lately and presumably will continue to do so. I hope to be able to plan far enough ahead to reschedule the Green-lane trips. If anyone wants to lead an expedition on the 'official' days, then carry on. Don't forget to fill in the survey forms, though. If you need any, please contact me. I've got masses.

For the time being I have been phoning around the 'regulars' to make up a group. The latest one gradually built up to five vehicles then rapidly diminished to two as a result of cancellations! The remaining one couldn't be reached by phone so I had to go to the meeting place to see him anyway. I picked Richard Sewart up on the way just in case, and we met Dan Gornall (also on his own despite promises of a car full!) at Woolhampton near Aldermaston.

We decided to have a go but not get up to anything too adventurous. The first lane was impassable about half way through because a ford on the map turned out to be a narrow footbridge over a deep wide ditch. The bridge sagged alarmingly as we walked across it. Investigation revealed that the main beams underneath had rotted through and fallen into the stream! The byway had clearly not been walked/ridden/driven for a long time. I reckon the weight of a horse would collapse the bridge and I have mentioned this in my letter of complaint to the council.

Most of the other lanes were superb; some clearly not having been driven for many years from the size of the trees in the way. I can't understand why some lanes are driven to death while others are ignored. The dents and scratches on my Rangy may go some way to answering this question but I'm keen to try new ones all the same. Last year, on an AWDC outing, we drove a lane near East Ilsley. It was overgrown and heavy going. It was the same on Sunday, in other words probably not driven since I went along as passenger with Colin Gross last year!

Dan had a new (old) Landy with an hydraulic winch that he was dying to try. The first time he got stuck he tried it out only to have an hydraulic pipe fail! He got out on his own anyway which was just as well as I was already bogged in at the time! He then recovered me and we proceeded. Thanks go to Dan and Richard for a great day out.

Next scheduled trip will be on September 6th. Those interested please contact me on 01-894-3961. I may be persuaded to squeeze another in before then, try me!

A CAUTIONARY TALE

Or the irresistible force met the immovable object

This incident occurred on the recent AWDC greenroad weekend. After driving for several hundred yards along a track that was best described as an interference fit, the road widened to about 15' with a grassy floor between trees for the next 100'. The navigator decided that it was a good time to fill in the survey form, and the driver having scanned the road ahead, began to concentrate on the next narrow section. Thus no one noticed that the nearside of the irresistible force (1.7 tons of LWB Safari) was about to make contact with the immovable object (a 20" high tree stump masquerading as a patch of long grass and nettles.

When the two objects met (and after the front bumper had twisted through 45 degrees) contrary to normal thinking all motion did not cease. Instead gravity lost out, and the nearside of the vehicle rapidly headed for the stars. As a result the rear passenger received a nasty thump on the head from the roof, whilst the front passenger ended up lying across the drivers lap, taking a chunk out of the drivers arm in the process. The driver unable to properly control the vehicle with only one free arm then proceeded to do more serious damage to the vehicle by hitting another tree with the front wing of the Landie.

The moral of the story is that if the occupants of the vehicle had been wearing their seat belts then the more serious damage to both passengers and vehicle could have been avoided. Indeed if the vehicle had rolled a few more degrees it may have ended up on its side with more serious implications for non belted passengers. Remember that all this took place at less than 5 mph on a very innocuous looking grassy road.

YEOVIL

Every year since attending this excellent show we seem to have been blessed with trivial little things like hurricanes, rain, wind and the occasional monsoon. But shock, horror and even surprise, as for once we had one of the best stands yet and sunshine all the time.

As per other years Howard and I travelled down on Friday to meet with the Torbay Rover boys who for such a small Club could put many of the major Clubs to shame. Normally the site has floodlights at strategic points, but who needs floodlights when as with the Torbay Club you bring your own generator and lights!! You could see them from any point on the site.

At this point I should say a big **THANK YOU** to the Torbay Club for the hospitality shown, for the excellent bar-b-q and copious amounts of falling-down liquid provided.

Saturday morning saw bright sunshine with the arrival of the Valient Drag Racing Team of Brian, Alan and Helen. For those who don't know, they own and race the quickest Rover in the Club. Bearing in mind that the trailer they use must be all of 22' long, we ended up by dismantling the Fiat's stand to get the trailer to the camping area. Unbeknown to us they couldn't get it through the entrance only to discover they had to tow it out through the main entrance and half way round the field, only to then discover that when returning through the main entrance they couldn't get in because of an incorrect pass.

So after duly convincing the Security Guard they were allowed back in.

Just proves if you put someone in uniform, power goes to their head.

Other arrivals included Bam Bam with his Ministry Saloon, which together with Howard's made a fine pair.

During the morning a fair interest was aroused, especially for the Dragster. After all, if we upset a National magazine last year by putting a 213 on the stand, we thought we would really upset them this year. After all, it is a Festival of Transport.

The morning passed and by lunchtime it was decided to adjourn to the Exhibitors bar by some of us, or the Torby Caravan, whichever was the nearer.

A new attraction for this year was a free fall parachute display team, as well as the tractor pulling, ballooning and many trade stands as well as many other attractions too numerous to mention.

Saturday evening saw frantic working on the Dragster ready for Sunday as we planned to have it fired up and running. Course, while all this was going on yours truly couldn't resist trying the cockpit for size and got stuck. So after half a pound of marg. was used I managed to extracate myself.

With all this commotion out of the way, it was in convoy next to the local Fish and Chip Restaurant which just about blew the mind of the waitress when 19 of us descended.

Following an excellent polishing-off of the Torbay's Caravan Bar we adjourned to our own after fond farewells until the morning. That was fine until yours truly had a collapse of sleeping accommodation and found himself on the floor among wooden debris.

Sunday morning saw Brian in attendance with his 1938 12hp and Howard and myself doing our bit in the driving test. Great fun!!

On returning to the Stand after our little escapade it was a quick flurry of activity before firing up the Dragster, which was great for attracting people to the stand. It could almost be heard all over the site.

Wandering around the show one or two things did catch my eye, such as a Rover 12 that had the front sub-frame of a P5B Coupé complete with V8 engine, as well as the oldest vehicle in Show dated as 1897.

Club stands for this year seemed more impressive than previous years and as usual we had a thoroughly enjoyable time at an excellent Show.

It only remains for me to say many thanks to all who attended.

Pete.

CASTLE COOMBE

or

How to wreck a Rover in one easy lesson!

Remember I asked some time ago if you wanted a drive around a circuit? Incredible as it may seem, where was all the support??? Moan over, but please think about it!!

Anyway, Howard and I attended this excellent Show with the difference of the cars who demonstrated on the track instead of being static as if they had just come out of a Show-case.

To cut a long story short, we obtained our track passes and throwing caution to the wind I was the first to go out. What happened is that you were entitled to do three laps before coming in and groups of 15 or so cars were let out each time.

In my group were such cars as Renault Alpines ,MG, Mini Cooper etc.

Having done 500 yards I then discovered the bonnet was open which after pulling to the side and pushing firmly shut, it was off and running again. Having slowly found a comfortable position I came up against a MK X Jaguar. After managing to hassle him round the circuit it wasn't until at Quarry Bend that his wheels locked up and he had to let me go. This out of the way, it was then the turn to hassle an Escort Mexico. A great dice was had with him as it was discovered that I was catching him on the bends but he was holding his own on the straight:

Next was Howard's turn out which made quite a spectacle to see a P5B hurtling round the track. It wasn't until Howard got back that he was quite enthused about the whole thing

Following on from lunch we obtained a couple of extra passes.

Howard went out first with me taking photos from inside the car of the track. It was then I realised that this guy was not hanging about!! And so it was that we duelled with the likes of Talbots,Bentleys a racing Healey 3000 and a racing MGB.

Tyres squealing on nearly every bend and waves of enthusiasm to the crowd - it was certainly a terrific feeling moving round that track! Next out was yours truly who took it upon himself to improve on his previous performance.

First lap was rather fast with this flippin' TR6 hard on my tail. As we entered Quarry Bend I was determined to beat the bugger and so gain the line (as we pros say).

Well, there I was coming up and over the brow of the hill when the car went suddenly light . Over-enthusiastic, but next problem with the car sliding all over the place was "How the hell do I get round the bend?". So with the car's tyres smoking well it was a case of arms going everywhere trying to keep it straight and shouting to Howard to get some action shots. With knuckles white and writing Last Will and Testament he shouted something like OFF.

Next lap was determination not to make the same mistake, so when chasing hard we had just come out of the bend when something flashed in the mirror. Glancing up it was the rear nearside hubcap disappearing into the Armco. And so past the checkered flag with smoke from under the car, collect the hubcap and then discover that when pulling up in the paddock the brakes had been overheating!

It must have been entertaining as several members of the public made a point of chatting to us afterwards.

All I can say is that it was certainly a very entertaining day and a different approach to a Show concept Hopefully if they repeat it next year, I for one will make a point of returning, but instead of the 2000 it will be the 3500S used in vengeance!!

Jaguars, watch out!

Pete.

INJURED IN THE LINE OF DUTY

On 31st July at 10.45 p.m. Pete & I had finished the newsletter and I cycled down to my local Post Office. (I do this every month so that it catches the 1st post next day). With the power of a cycle lamp of about 2 glow-worms and pitch dark around the lanes, I approached the P.O. There was a parked car with its headlights on. These dazzled me so much I lost sight of the edge of the road and the next second I was Hang Gliding (without the Hang!). I shot over the handle-bars and landed on my head (no comments, please). This resulted in smashed spectacles, the hinge scoring a groove down the side of my face, from temple to chin, also ground my elbow down to bone, left knee gashed, right thigh scrapped, belly grazed (not a pretty sight, Kathy) left hand Gravel Rashed.

I picked myself up, only to find that three quarters of the newsletters were all over the road, so I gathered them together, only to have blood drip over them. I posted those of them that were not too bloody, rode back home and re-enveloped the very bloody ones. I posted these next day. So if your August newsletter was grubby, that's the reason.

P.S. I now have new bins and the scabs are coming off, and my two black eyes are a bright shade of yellow!!

"Howard, Blind as a Bat" Vyse.

NERVOUS BREAKDOWN

It was on a Sunday morning in May, when a certain member pulled up outside my house. "Come and look at my paintwork" says he of great height, so with much excitement and gibberish speech, he takes me round his car (like a stately home!). "Look at this, look at that". He nearly wets himself with excitement.

I admired the paintwork from all angles, even from HORIZONTAL, and had to admit it was PERFECT. Not a blemish in sight. "Come for a pint or 3 to celebrate" (any excuse, Ed) so off down to the Hinds Head for a pint and a game of snooker. About $\frac{1}{2}$ hr later it started RAINING, and My oh My, he of great height was reduced to a near weeping wreck. "My car, oh! my poor paint etc", weeps the wreck. The snooker is now forgotten, red balls and colours all blend into one haze of panic! "I'm not driving back until it stops raining" says he rushing out to the bog to throw up (nerves you know, Ed). The sun shines and snooker is on again, but he cannot concentrate, keeps looking at the water droplets on his car, so he loses 3 straight games.

I asked him if he would like another pint. "No, quick, its stopped raining. Let's go before the car gets wet again". Well! I needed smelling salts after that. HE REFUSED A PINT!! We drove off back to my house. "I'm going home to leather the car" were his parting comments.

The latest thing now is that he covers the car each evening with light poly sheet. Before, it was open to all the elements. Mind you, he has a good reason for covering it. The last time I was at his house we were attacked by 633 Squadron. A large flock of his neighbours' pigeons which whirl around and BOMB his car. This makes Big Boy scream abuse and was last seen disappearing into his shed muttering "Lead shot, 12 bore, shotguns, rocket launchers.. I will get the b.....s".

Who is this member?? If you haven't already guessed, it is none other than the Restorer of Mini Rat : Pete your Paranoid Chairman.

Pete did admit to me that it now worries him silly when he parks Mini Rat in case it gets damaged, whereas before, it was taken down muddy lanes etc. O.K. joking apart. Niel Haworth has done a marvellous job on the re-spray, and of course, Pete wants to keep it in concours condition. Just think how people who buy a new car (£10,000 plus) must feel. The worry must be tremendous. I hope Pete takes this write-up in the way I intended. (Read into that what you like) but by the time everyone (including Pete) reads this, I will be :

Howard
(somewhere on the Isle of Man).

P.S. Pete now has a window sill mounted Gatlin Gun in his bedroom.

SANDY BALLS

Rally organised by Howard and myself for **26/27th September 1987.**

Treasure Hunt on Saturday at 3 pm and tour round the New Forest. Main Rally on Sunday. Site is at Godshill near Fordingbridge on the B3078.

Camping available and also there are large holiday homes/caravans on site available.

If coming for the full weekend from Friday to Monday there is also pony trekking and fishing on the River Avon, as well as plenty of walks and also a swimming pool and shop open to residents.

Details from Pete on Tadley 5194 and Howard on 2708.

Land-Rover loses £85m export deal

Land-Rover man goes in £85m deal storm

Sensational Tire Repair Discovery!

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FOR AS LOW AS **75** CENTS

Repairs Worn Spots for a Few Pennies

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New, sensational discovery called SPREAD-A-TREAD. Covers old worn tires with a new, tough, flexible, long-wearing tread for as low as 75c. Repairs a worn place for a few pennies. At least 2000 additional miles GUARANTEED. Many Spread-A-Tread applications wear 6,000 to 12,000 miles. An amazing opportunity for agents to make up to \$6.00 in an hour. Rich territories now being allotted—act today to reserve yours.

SPREADS on with a knife—Dries over night
 Anyone can apply Spread-A-Tread. An old knife is all you need. No other tools necessary. It spreads on like spreading butter on bread. Dries over night—tough, flexible and long-wearing. CAN'T come off.

Ends Costly Tire Repairs — Helps Prevent Accidents
 SPREAD-A-TREAD ends costly vulcanizing or re-treading. Saves buying new tires. Helps prevent skidding, punctures, blow-outs and accidents due to poor tires. Seals holes and cracks. Rebuilds tire from outside without taking off car or even letting out the air. Reinforces weak spots. Vulcanizes itself to the old tire so that it cannot crack or peel off. Saves delays and repairs. Protects fabric against water, grit, rot and wear. Makes driving safer.

Made \$1,734 in Two Weeks
 Harry Gillig, of Kansas, forms his own sales company for distributing SPREAD-A-TREAD. In two weeks he sold 7 gross giving him a profit of \$1,731. You have the same opportunity.

MAIL COUPON FOR FREE SAMPLE

Mail Coupon for FREE demonstration sample showing toughness and flexibility and special agent's exclusive territory offer. I will show you how other men are making up to \$6.00 in an hour with this amazing product that is bought eagerly by owners of motor cars and trucks. Mail coupon today. Wm. Stewart, President.

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Good for FREE Sample

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I am interested in SPREAD-A-TREAD. You may send me the Free Sample to prove its flexibility and toughness, and tell me how other men are making up to \$6.00 in an hour.

Name

Address

City

Territory interested in

FIRST PUBLISHED IN FEBRUARY 1933.

DATES OF NEXT MEETINGS

Wed. 9th Sept.	Hinds Head	7.30 p.m.
Sunday 27th "	" "	12 noon
Wed. 23rd Sept.	Queen's Fishers Pond	7.30 p.m.

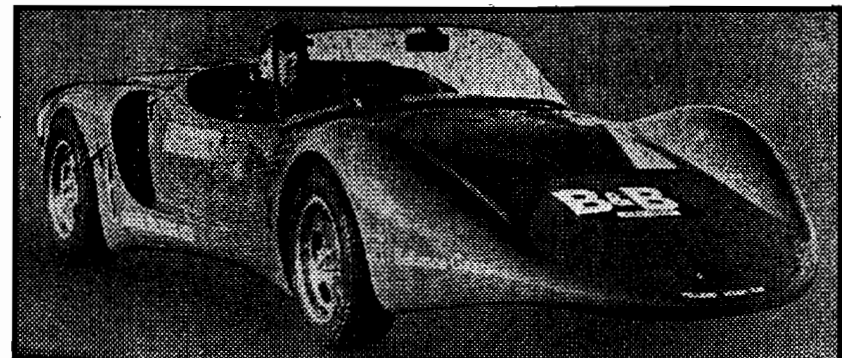
FUTURE EVENTS

- September
- 13th Family Vehicle Trial, Broxhead Common West (see Aug. newsletter).
 - 19th - 26th Yorkshire Week (see Aug. n.1).
 - 26th & 27th Rally, Sandy Balls, Fordingbridge.
- October
- 9th - 11th Midland Rover Owners Club Eastnor Deer Park
 - 17th Watercress Line (see May n.letter).

AGM AGM AGM AGM AGM AGM AGM AGM AGM AGM

14th October Hinds Head, Aldermaston 8.00 p.m.

Steaming to a record?



Set to be a world-beater: The pollution-free, never-rust Pelland Steam Car