



PANTS & BARKS

Oct 87



ALF NIGHTINGALE'S P5B.

Journal of the HANTS & BERKS ROVER OWNERS

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CHAIRMAN'S COMMENTS

Now is the time for the AGM and at this point most people tend to look back and reminisce about the past year. But, now is the time to look to the future. And that can be done with your help. Now I know that AGMs can be boring to some, but its a chance to make your views known and say how you would like to see the Club run, or indeed what you may even like to see us doing for the coming year.

If after this there is any moan, don't blame us, the committee. It's still not too late to send a letter or phone the Secretary and put your point forward.

O.K. Moan over!!

A couple of weeks back we held a trial at Broxhead Common. Much entertainment was had by one and all, but who suggested putting L plates on me?? I hope you have an early transmission failure. Preferably 2 a.m. in the morning. Anyway, many thanks to all who helped with the organising. And especially to Hugh for supplying the trees. Honestly, I do believe in conservation!! It's just that this tree was running across in front of me, but didn't run fast enough!!

Lastly, it has been reported to me that one of our members took his car into a Jewish garage to be simonized, and they cut two inches off the exhaust pipe!!!

TREASURE HUNT

This one is organised (Oh yeah, Ed!) by Phil Parkinson and his two Secret Weapons.

If you have not attended one of our Treasure Hunts NOW is the time.

The starting place is **Andover Railway Station, 8th November 87 at 10 a.m.** and will cover approx. 20 miles. That's if you don't get lost.

So let's have a great turnout for this event, as it is one of the events asked for by members.

CAMPING AND CARAVAN WEEKEND

Put this date in your diary - 14/15th Nov. in Wales at **CRWOOD**. We have been there before and it's a great weekend. This is for everyone, saloon and off-road. In fact, last year we did more sight-seeing than off-road, and the Wheelwright Arms is owned by one of our members (Roger Sutton). We always get a good welcome.

These dates are subject to confirmation.

Howard.

AGM 14th Oct. 1987 7.30 Hinds Head.

Don't forget this year's AGM. This is your chance to have any of your "brill" ideas put into action.

All topics will be discussed from knitting to hang-gliding so please come along and have your say.

Howard.

BROXHEAD COMMON FVT 13/9/87

The third attempt by members of the HBRO to run a trial was a great success, so read on.....

The sections were laid out on a dreadfully rainy Saturday by Colin Gross, Roy Wordingham, Hugh Glossop and Steve Kirby. The terrain at Broxhead is essentially firm sand but this turns to a kind of lethal slurry in places when water is added! The rain continued through Saturday night and Sunday morning but miraculously cleared as the contestants arrived. Steve Kirby did the scrutineering whilst Colin checked everyone in. There was a total of twenty-one entries, including some vehicles being double driven. We were delighted to welcome entries from other clubs including the Southern Rover Owner's. We hope you enjoyed it. Do come again.

The vehicles were divided into two groups, due to the number of entries. Everyone agreed that the design of the sections was excellent, some being fairly easy and some just LOOKING so! Very few people got stuck as the loose surface was easily cut away to reveal a firm underlayer.

I won't go into detail about all the sections, if you weren't there it doesn't matter anyway. There were a few boneshakers and some nice gooey bits. The only real excitement as such occurred when Mark Jones managed to find enough side slope on the side of an otherwise perfectly safe gully to roll his lightweight onto it's side! He'd have been alright if he'd stayed on the section.

At the end of the day, the two groups got together for one final section. This was one that had been used before, but this time the start was at the other end. It turned out to be far more difficult this way round and certainly sorted a few of them out, some wild and amusing antics taking place as well.

All this was made feasible by the hard work of those who laid out the sections and who ran the event so smoothly. Thankyou ladies and gentlemen.

The trophies were presented by Peter Nightingale, the club chairman, who indicated that everyone seemed to have had a fine day out.

RESULTS

Class 1	Up to 2500cc & up to 93" wheelbase.	Vehicle	Points	Place
Richard Stewart		SrsIIa	16	1st
J. Gifford		Lt Wt	17	2nd
H. J. Curwen		SrsII	18	3rd
Roy Michael		SrsIIa	20	
Malcolm Adamson		SrsI	27	
Mark Jones		LtWt	33	
Rob Unsworth		SrsII	34	
Tim Moore		SrsII	44	
Howard Vyse		SrsII	53	

Class 2	ANY engine & up to 93" wheelbase.	Vehicle	Points	Place
Tony Readman		SrsI 86"	16	1st
A. Mottram		SrsIIa 88"	53	2nd

Class 3	Up to 2500cc & over 93" wheelbase.	Vehicle	Points	Place
Chris Perfect		SrsII 109"	17	1st
Miss Penny Smith		SrsI 107"	40	2nd
Gary Hodgson		SrsI 107"	45	3rd

Class 4	ANY engine & over 93" Wheelbase.	Vehicle	Points	Place
M. Fish		Range Rover	34	1st
N. Jennings		Range Rover	36	2nd

Class 5	Specials and non-Rover vehicles.	Vehicle	Points	Place
Mike Scott		Bushranger	7	1st
R. Baker		L/R Special	8	2nd
Allan Tew		R/R Special	27	3rd
Peter Nightingale		Special	36	
Mrs. Sue Glossop		Special	52	

Ladies Trophy Miss Penny Smith. (Who beat her fiance, Gary, in his own car!)

Have you lost a wheel and tyre? We found it leaning against a tree after everyone had gone! Contact Tim Moore on 0628-29073, as he's got it.

LETTER TO THE EDITOR

11 Sept 87

Dear Howard

Having just returned from a much-needed and prolonged holiday, I have been catching up on the newsletters. I thought I'd scrawl you a quick note to let you know that Phil and I greatly enjoyed the Treasure Hunt and meeting some of the other members. Despite our lowly scoring we have vowed to return with a vengeance.

The 3500 S is off the road for the winter for a complete rebuild and so I'm on the lookout for a short wheel base Land Rover to fill the space. As soon as this is sorted out I'll hopefully be able to attend more meetings.

Yours sincerely

Richard Spikins.

On 8th November, could we see "The Return of the Two" ?? Ed.

STOP PRESS!! FOUND
SUNDAY EVENING 13th SEPT.
AT BROXHEAD COMMON FAMILY
VEHICLE TRIAL:
ONE WHEEL MARKED
" 2Y2309 167 " "AVON RANGER
MK II 7.50-16-C"
WHOEVER OWNS THIS, PHONE
TIM MOORE 0628-29073
AFTER 9.00 pm.

GREENROADING NEWS

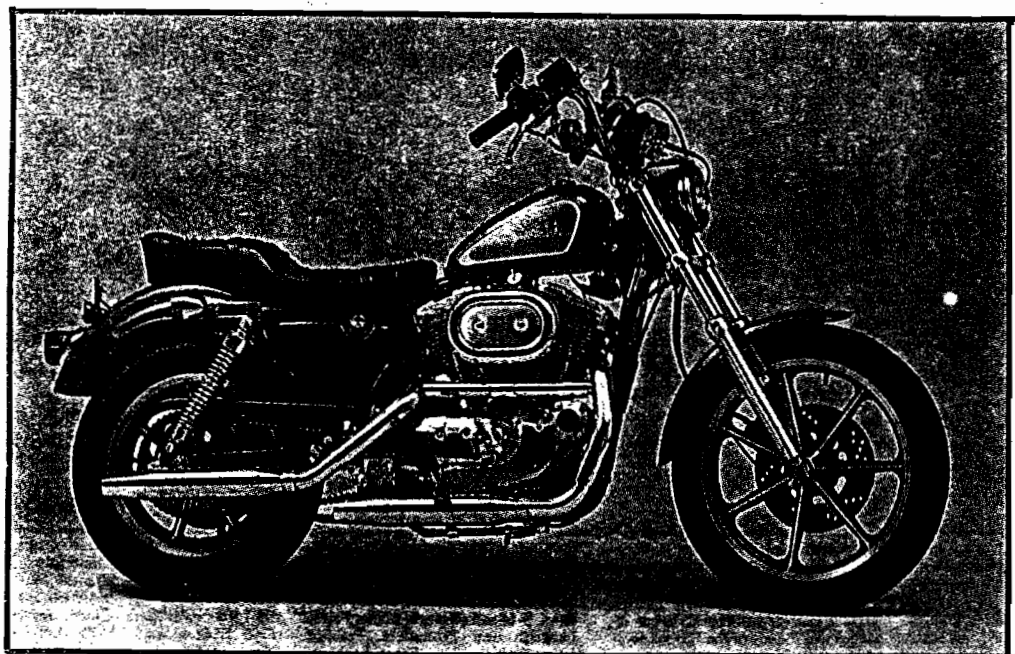
Or how the unbelted navigator got his
come-uppance!

The line in last month's article '....as passenger with Colin Gross last year.....' really goes with the Cautionary Tale article. Yes! It was me, the unrestrained navigator! I think even Colin will agree that it is very rare indeed for me to travel unbelted. Sod's law decrees that on that odd occasion something will happen to drive home the point. The funny thing is that I think I hit the same stump this year and nearly had Richard falling all over the place. So heed Colin's warning.

I'm sorry I couldn't get out green laning on the 6th but the mag hadn't arrived by the 4th and I had to investigate a wobbly front propshaft. The bearing in the front of the transfer-box was showing signs of wear so I had to attend to it to prevent further damage inside.

I should be able to report on green-laning in yorkshire in the next issue.

Steve Kirby.



DO YOU REALLY NEED A VB ?

by Colin Gross.

Many of you will know that I own and occasionally compete with a LWB Safari Landie, but you may not have known that I also shared a SI: 88" 2 1/4 ltr pickup with fellow club member Steve Kirby. This vehicle was used throughout 1986 for RTV trials and greenlaning, covering some 5000 miles during the year. Once the ignition had been waterproofed then it did all we ever asked of it and was only caught out by a lack of power on about three occasions. However towards the end of the year we had several drives in VB machines and decided that when the time came to replace the clutch a VB would be fitted. Having helped another club member (Mark Jones) to do a VB conversion during the summer I had a fair idea of the problems likely to arise, and felt that I had answers to most of them.

There are two well known VB fitting kits on the market today and both fit the engine with the front of the crankshaft about 5" above the normal level. This was originally to allow the oil filter assembly to clear the front axle. Although this eased the problems of the lubrication system it did require a fair bit of cutting about of the bulkhead, transmission tunnel, and floorboards and whilst this was not too difficult a task, the nose high installation did give rise to a problem with the propshafts. On Mark's vehicle the front propshaft knuckles tended to foul on the yokes even when the vehicle was on the road. Using the longer spring shackles and driving offroad meant that there were often ominous noises from the propshaft, even after dudidious grinding of the yokes. Also with the engine tipped up the oil levels were no longer at the designed positions and the water pump pulley (with the fan removed) was dangerously close to the radiator. A major plus however was the availability of an exhaust system designed specifically for the this installation.

A point to bear in mind is that regardless

of how the conversion is carried out, you will need to be a fairly competent mechanic and will need access to a substantial engine crane (to remove the old 2 1/4 ltr engine), welding gear (to modify the bulkhead etc.) and a large stock of odds and ends to complete the cooling system, throttle linkage etc. together with a Rangie nearside exhaust manifold and the correct type of saloon manifold for the offside. A large pot of money is also needed since the job always costs more than you think (£500 - £700 is typical)

Anyway as Christmas approached and Steve made his own way with a Rangie, the time for the conversion arrived. In order to keep the engine on its old crankshaft line I opted for a conversion kit available from Ian Ashcroft (of the Anglian Rover Owners Club). By using a very slimline oil pump adaptor with a remote oil filter the axle clearance problem can be avoided, and thus the propshaft problems do not arise. However lowering the engine effectively moves the water pump pulley even further forwards, and so the radiator must be moved. This was solved by cutting a chunk out of the front crossmember, and after the installation of suitable reinforcing inside the box, the member was closed off to allow the installation of a series three radiator 2" forward off the normal position. The radiator panel also had to be cut and welded to relocate the radiator, and the bonnet had to be held shut by 'pillar' type bonnet clips. After this had been done the headlamp assembly could just be refitted by doing away with the moulded wiring plug in favour of separate connectors. The series three radiator was used because the higher pressure (15 psi) of the V8 cooling system tends to cause the large series two header tank to split.

With the engine fitted attempts were made to fit the exhaust system previously mentioned. There was no way that it could be done, because with the engine sitting lower the routes used by its designers were just not present in my vehicle. So out came the engine again. A half moon shape 3" across was 'cut and shut' in the nearside chassis rail to clear the exhaust pipe and the brake pipes

were re-routed to keep them well away from the exhaust system. The engine was then refitted using diesel mounting rubbers at the front, and normal engine mounting rubbers at the gearbox. With the addition of an engine steady between the nearside cylinder head and the chassis I felt that the engine was reasonably restrained in place. Even so it still rocks about under the torque reaction (but generally the vehicle rocks with it). The exhaust was then fabricated by the local exhaust centre using pieces cut and welded from the non fitting system.

The rest of the conversion was reasonably straight forward. A Ford Sierra alternator fits in front of the rocker cover, allowing the battery to stay in its original position, and the remote oil filter fits in place of the old air filter. The electric fan for the radiator had to be fitted behind the radiator, since the gap between the radiator and the grille was now too small for the fan motor. A Range Rover starter motor was also required to prevent its being removed by the propshaft. A fairly major rewire of the electrics was also carried out for two reasons. First the alternator can provide a lot more current than the old dynamo, and with the extra demands of the electric fan the old wiring was hardly up to the job. Secondly items like the starter push button on the bulkhead could not be reached when wearing a full harness seat belt (Yes I do think seat belts are a must even for RTV events plus a hard top or roll bar.) and so these were moved onto a new dashboard assembly. To list all of the odd jobs and solutions like the throttle linkage, choke, inlet manifold cooling etc. would take several issues of the magazine, so just be prepared for plenty of work.

All together the conversion took about 14 man days (long ones please note) to complete before the machine was ready for the road. The insurance bill also increased by about 30 %.

Now the problems began to show. The engine tended to overheat when green roading. This was cured by fitting a large 1/2 gallon overflow bottle to stop the cooling system from emptying

itself. The fuse box melted and had to be replaced with a type offering more fuses, to split the electrical load, which required more changes to the wiring. But worst of all the ignition system despite my normal water proofing techniques proved to be totally allergic to water. This is still an ongoing problem partially solved by using Rangie plug leads, but still requires more thought. Obviously the higher engine installation would have helped here, but when there is 4" of water above the floorboards some pretty drastic waterproofing ideas are required !

The obvious question of "Is it worth it", is difficult to answer. On the road the Landie offers a more relaxed driving style. With 160 horses to play with it easily keeps pace with the traffic, and the number of gear changes is greatly reduced. If you keep to reasonable speeds (and remember that SAT tyres are only rated for 55 mph) then about 16 mpg is obtainable. Fitting an overdrive or higher ratio diffs may give a better economy but requires a high capital outlay. Previously an average of 20 mpg had been normal. Offroad when green laning the consumption changed from about 7 mpg to about 5 mpg, although many roads can now be tackled in high box. When using the vehicle to set out a trial (with plenty of towing out and getting stuck in mud) a figure of 2 mpg was obtained. In any circumstance the original 9 gallon tank does not get you very far. Also if you have any sort of 'ear' for the mechanics of the vehicle you will certainly hear the transmission protest if you start to be heavy with the right foot.

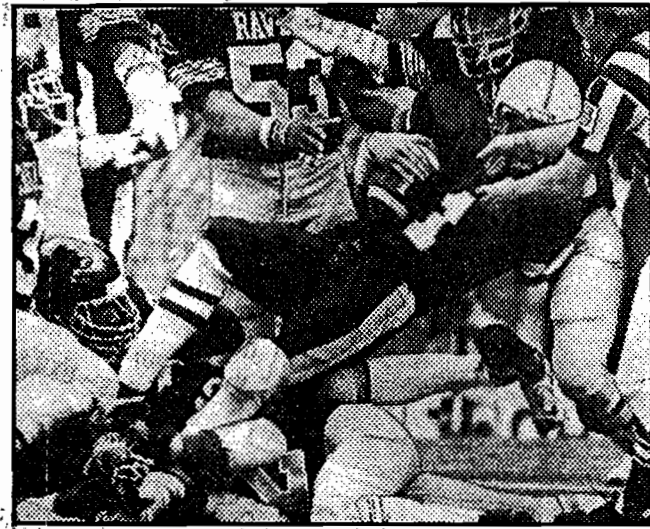
Overall, the best advice would probably be to NEVER go near a V8 Landie, and thus you will probably stay content with your present standard product. Be warned, if you ever drive a V8 you will probably be hooked, and then you to can start wondering about whether the vehicle will survive the day. Life certainly isn't dull when conversion is finished, and I'm still waiting for a day out that does'nt bring a problem of some kind. The old machine never gave any problems, while in two months of its new life no trip has been without

incident. As a friend once said of his Lotus Esprit " When it's running it tends to make you forget that most of your time is spent in the garage ".



ROY BLACK'S P4 AT PETERSFIELD '85

MAKE FRIENDS



(LAST ORDERS AT THE HINDS HEAD)

ANY WITTY (NOT DIRTY) CAPTIONS TO THE
EDITOR, THEY WILL BE PUBLISHED NEXT MONTH

FORTHCOMING EVENTS

- 9th/11th Oct. Midland Rover Owners Club
Eastnor Deer Park
17th Oct. Watercress Line
23/26th Oct. Brussels Retro (contact Pete)
8th Nov. Treasure Hunt. Andover 10 a.m.
14/15th Nov. Camping/Caravan weekend -
Erwood. Details later.
18th Dec. Xmas Dinner at The Dove,
Micheldever.
(Details in Nov. newsletter).

DATES OF NEXT MEETINGS

- 14th Oct. A.G.M. Hind Head 7.30 p.m.
25th Oct. Hinds Head at Noon
28th Oct. Queens, Fishers Pond 7.30 p.m.

MARWELL PARK

We would like to thank all the members who attended our Rover Rally at Marwell Park on 28th June last and hope you all enjoyed the day.

July 3rd has been set aside for next year's ('88) event and I will pass on details when we have finalised them.

We would like to thank Peter Nightingale for all his help at the rally. Thanks Pete.

Best Wishes

Dave and Diane Lee