



# *PANTS & BARKS*

NOV. 87



Journal of the HANTS & BERKS ROVER OWNERS

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### TREASURE HUNT SUNDAY 8th Nov.

This event is being run by Phil Parkinson so let's have a great support for this, because a tremendous amount of work is involved in setting out the course. This event is for everyone, saloons and land rovers, push-bikes, prams and Sinclair C5s.

Meeting place Andover Railway Station main car park  
9.45 a.m. 8th Nov.

### CHRISTMAS DINNER '87 18th Dec.

Due to unforeseen circumstances the Dove at Micheldever will not be our venue this year. The dinner will be held at The White Hart at Overton at 8pm. Approx. cost £8.00 - £10.00.

Please contact Pete Nightingale on Tadley 5194 a.s.a.p

## CHAIRMAN'S COMMENTS

Firstly, let me pass on my best wishes to our Secretary Andy, who unfortunately was unable to attend our AGM due to an unforeseen Hospital appointment. Hopefully we will see a speedy recovery, so Best of Luck to Andy from all of us!!

To start this month's ramblings here is something I have noticed on all cars under 3 years old. It is a new fitment that obviously comes on all new cars and can be added to newer ones. What is this wonderful item you may ask? Well, it's what can loosely be termed an 'invisible force field'

You know the sort of thing, where a car sits on the white lines at a junction with the bonnet sticking out into the road, thus causing oncoming traffic to play at bumper cars on the opposite side of the road. Then there's the force field that enables one to emerge at roundabouts early thus missing the car going round by inches. Then there's the deluxe version that enables you to cut corners and bounce off the opposing car. But what happens when this protective force fails? The result is one embarrassed owner and another irate one.

Strange thing is you can also drive in poor light with sidelights on and even no lights at all! Even when thick heavy fog is about! Well, I'll let you guess the rest!!

Strange thing is that I notice older vehicles or even our type of cars don't have this device fitted Or perhaps it's only in the last few years this phenomenon has come into being. On the other hand, does this mean that the drivers of today's cars are becoming more sloppy in their attitude to others?

Whatever happened to common courtesy and common road manners?

Talking of manners!!

Talking of manners, have you ever met the show-off who insists on telling you how fast his car is etc? This happened at my local once when an owner of a new Lotus Elite Turbo wandered in with the Lotus regalia all around him. He then proceeded to bore everyone with anecdotes of who's doors he had just blown off. After about an hour of this drivel he took his leave of the bar and wandered to his beloved plastic projectile. It was wet and greasy in the car park and to this day he maintains the turbo boost was too high. What followed was a sickening crunch as he disappeared behind the pub with wheels snaking. It then went deathly quiet.

Next thing we heard was the roar of a V8 on full song, as the Lotus was slowly pushed back into the car park, amid bits of fibreglass dropping all over the place.

The moral of this story is : he obviously couldn't cope against a fast moving Range Rover! Or, nought to zero in twenty yards! But perhaps he didn't drink his Carling Black Label!!



Phil Parkinson arrives in Whitchurch.  
April Treasure Hunt.

## SANDY BALLS (nothing personal)

Unfortunately, the Petersfield Rally is no more, but being a decent chap, or actually it was the GBH of the earhole that did it, I took it into my head to organise a rally for those who contacted me, so with help from Howard it was left only to find a suitable site. This was done by Bill and Irene Butcher who came up with Sandy Balls. At first I thought it was the way he walked, but obviously he was serious. As the site had plenty to offer in the way of entertainment for non car enthusiasts and the kids alike, it seemed the obvious place.

With more thought about what to do, it was decided to go for a weekend event, and that with so much to offer from the site it was decided to make it a Classic Car Rally for all sorts of vehicles.

Now, bearing this in mind, it was hoped to make for quite a good rally, but with only six weeks to go I suppose it was asking rather a lot.

Saturday of the Rally dawned with Howard and I travelling in convoy to the site, thankfully with fine weather. On arrival we found Bill and Irene Butcher and also something called a Burlington Arrow in company with the cleanest MK2 Zepher I have ever seen!

While setting the site out other vehicles started to arrive with the oldest being a pre-war Bradford Commercial panel van. With a gathering of 11 cars of various guises, and a very good auto-jumble stand from Torbay no less, it started to take shape.

With mid afternoon approaching we started the Treasure Hunt, previously set out by Bill and myself.

Five cars set out for this and being of an evil nature I thought to myself, I wonder how they are going to get on? Will they wade out to the middle of the village pond to get a bullrush as required?

Bill and Irene set out to act as a checkpoint at a pre determined spot to collect the first half of the clues and hand out the second half of the clue sheet.

All was going well until after waiting some 2½ hours, I was getting worried. Meeting Bill and Irene at the entrance to the field we had to wait a further ten minutes to find Howard and Clive in the Burlington returning at something in the region of sub-sonic speed. Shortly following came a Daimler and then the Bradford. But of the MK2 jags, as far as I know they are still wandering around the New Forest somewhere.

Incredibly it was only 1 point that separated the winning car of Howard and Clive from the second placed car being the Daimler.

After swapping tales and yarns it was a quick cup of tea before adjourning to the Fighting Cocks (battling willies) for the remainder of the evening.

Sunday was blessed with fine weather and what proved to be an interesting day. With Howard running the Driving test like a demented ferret and myself making

a right whist of it as per normal, it was certainly an enjoyable Sunday.

Concours was certainly worth a look with such cars as a beautiful MK 2 MGA who won his class, as well as Jowett Javelin and Brian Hill's Rover P2 14hp, both class winners. The TR6 was worth a look but what caught my eye was the one owner Rover P5 3 litre Coupe in incredible condition.

Among the non concours was P6, P5s and a pair of P4. Among the classics was a very memorable Model T Ford in regulation black and also a set of American registration plates. Some very fine MK 2 jaguars, Austin 12, pair of J6s, right up to a jet black SD1 V8.

Highlights of the rally was watching a Mercury negotiate the entrance without scratching his pink paintwork and the arrival of a replica Ecurie Ecosse lightweight E type.

But what must be a compliment to the organisers of the rally, as it was purely an experiment to see what the result would be, was when the owner of the site came up to me and offered the use of his purpose built show ground if I could run a similar event next year. This I am giving a great deal of consideration to!!

My thanks must also go to the following : Howard, for the running of the driving tests: Bill and Irene for helping run and map out the treasure hunt; and Dave and Di Lee for judging the concours at short notice.

Now for a moan! It won't take long but take note. It was an excellent weekend as those who attended will tell you. It was hoped that as it was an interesting location (the New Forest) and something for everyone (a Holiday Centre) and a bargain weekend (caravans) that we would have had a great attendance from our own members who had requested this. You know who you are!

Excluding those who ran the rally and counting our own members only, we had a marvellous attendance of ONE. It was only because of response from our members that no other Rover Club was invited, to find out how many of our members would turn up. I am just thankful that all other manners of classics turned up so as not to make it such a waste of time. Nothing can be as hurtful to a person's feelings as when people ask for something major like this which had my own money pumped into it and they don't support it!! This Club has managed to achieve this. So all I will say is if anybody asks again for something, all I will reply is : **Remember Sandy Balls!** There was 3 months of advertising in the Club's newsletters so no-one can say they didn't know about it. Enough said.

Pete.

## COMPETITION NEWS

The next HBRO Road Trim Vehicle Trial will be held on the 6th of December 1987 on the Ham Lane site, near Petersfield. Those of you who missed last years trial on this site may be interested to know that the site has one of the slipperiest surfaces you are likely to encounter.

For a change Steve Kirby is to be Clerk of the Course, assisted as ever by Hugh Glossop, so those of you who thought you had got the hang of my style of sections will now have to come to terms with Steve's style. The event is to be non damaging, and will be laid out using Steve's Rangie.

A map showing the location of the site is included elsewhere in this issue. In order to keep the entry fees low the club has decided that the number of prizes in each class will depend on the entry in the class. ( ie. Less than 4 entries in a class = 1st prize only. Up to 7 = 1st & 2nd. 7 or more = 1st 2nd & 3rd. )

After the support shown by the members at the last trial, the future of trials is safe for another year and we are intending to hold at least 6 trials next year. If we can find more sites then this number may be increased, especially if the attendance continues to be high. So if any member knows of a possible trials site then please get in touch. Don't just assume that we already know of the site. Local knowledge is often the best way of finding new sites, and the committee does not personally know about all of the Hants & Berks countryside.

## ROAD TRIM VEHICLE TRIAL

at HAM LANE LEISURE CENTRE on 6th DECEMBER 87

The event is open to all fully paid up members of the H.B.R.O. Membership cards will be inspected when entrants sign-on at the event.

Entry will be limited to 20 drivers, so return your entry forms to the Secretary of the Meeting as soon as possible to be sure of a place.

All entries should be made on the OFFICIAL ENTRY FORM and be accompanied by the entry fee.

Entry Fee £7.50

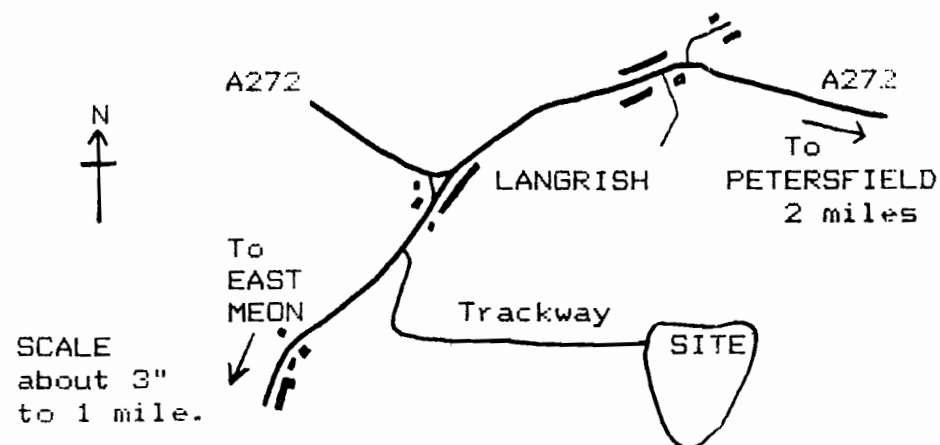
Scrutineering from 9am. Competition starts 10am.

Secretary of Meeting.  
& Scrutineer  
tel. 0895 638957

COLIN GROSS  
16 THURLSTONE ROAD  
RUISLIP  
MIDDLESEX  
HA4 OBS

Clerk of the Course.

STEVE KIRBY.



SCALE  
about 3"  
to 1 mile.

Map Reference of Entrance.

OS Map sht. 197  
704 235

## MIDLAND ROC MAJORS TRIAL

### The Background.

Every year the Midland Rover Owners Club holds a trials competition which is open to all clubs within the Association of Rover Clubs. Competing clubs normally enter up to three teams, each of three drivers. The event is of the style normally known as Expert Trials, ie it is not a non damaging trial, and the scores of each team of three are totalled to find the winning team. To date the HBRD have never entered this event.

### Why I was driving.

You may recall a recent article entitled "Do you need a VB". Well in my case the answer was NO. What wasn't explained in the article was that the engine had been purchased from another club member with only 5000 miles run in a Rover saloon after its complete rebuild. Unfortunately it only lasted another 1000 miles in my Landie before it died with an oil pressure of about 10 psi. This was only 6 weeks after I had finished converting the vehicle. Not surprisingly I wasn't very happy, and after the vehicle had stood in my garden for three months it was sold to Steve Barnwell of the Anglian Rover Owners Club. In the mean time I purchased a Rangie, but that's another story.

Only one week before the Majors trial, Steve phoned me, and having explained that he had replaced the engine ( and rebuilt the gearbox that broke on his first outing ) he asked if I would like to double drive the vehicle at the Majors. ( In case you didn't know I am also a member of the Anglian club.)

Thus the second Anglian team consisted of Steve Barnwell and myself driving the 88" VB truckcab, and Dick Corking with a similar 2 1/4 litre engined vehicle.

### The Event.

The competition was held on the 10th of October ( that very wet weekend ) at Eastnor Deer Park, and required us to be there for scrutineering by 8am. Steve and Dick drove the vehicles to the event, where we met up with the Anglian 'A' team. Luckily the rain stopped just after the competition started, but the ground was absolutely sodden, and very slippery. After the draw for running order had taken place we found that I was to drive before Steve,

thus giving me unenviable task of driving the vehicle before its owner. Even worse was that I hadn't driven a Landie for 6 months !

The sections had apparently been set out with an 80" Landie ( the same type as most of the competitors were driving ) and the larger turning circle of the 88s rapidly showed to be a disadvantage. On the first section this gave rise to a bad entry angle into a deep gully. Result, the front bumper was jammed into the tyre. After ten minutes with a club hammer we had moved the bumper enough to drag the Landie out of the section. A couple of snatch tows then straightened it enough for Steve to drive the section. Luckily for the vehicle he failed to make the corner at all, and so didn't repeat the exercise in the gully. Most other drivers found the exit from the gully to be impossible, so I only dropped one point on the typical good score.

The next section saw most drivers in our group of twelve scoring 5 or greater, so my score of 5 was acceptable.

The third section saw typical scores of 6 to 8. Having driven all except for the last gate I was dissapointed to find that I had touched a cane earlier and had a score of 4. I also wondered why everyone was smiling. When I tried to get out of the vehicle I found out. Apparently the first low tree on the section had removed Steves orange flashing beacon from the roof ( the vehicle is now used in Steve's garage business ), while the second low tree had bent the roof and gutter so that the drivers door would not open. After more work with the hammer Steve failed to reach the tree, and I began to wonder if I was trying too hard in his road going machine.

The next section dissapeared over a 40 foot muddy cliff, where most of the Anglian 'A' team rolled at the bottom ( or so they told us ). Not surprisingly we declined to drive the section, our half hearted attempts resulting in scores of 10 each.

The following section had another impossible turn, and resulted in Steve bending the front wing on a stone wall, that together with a ditch formed the outside of the turn. After another section on which the first gate proved impossible for every competitor in the group, our scores were becoming difficult to add without the use of a calculator !

The next section started with the 12 gate at the

foot of a 30 foot muddy mountain, with the 11 gate above on a ledge. Most 2 1/4s only climbed about 6 feet, while many V8s also failed the climb. Somehow I scrambled up to the 11 gate, and my navigator swore that I cleared it, the flying mud knocking it over. Unfortunately the marshals were standing on the other side of the vehicle, so I scored 11. If the navigator was right I was the only person in the group to clear the gate and would have scored a 9.

We again declined to drive the next section. Steve thought that the drop from the 12 gate ( before reaching the 11 ) which resulted in every vehicle hitting a very large tree was more than his Landie should have to put up with. After all he hoped to drive it home !

Following another impossible turn between 12 and 11 on the next section ( I actually beat Andrew Flanders of the Anglian 'A' team here by getting a hub through for a score of 10 ), we began to hear ominous noises coming from the rear axle.

With the running order having rotated around, Steve was now driving before me. As he entered into a superb looking bog the Landie became a two wheel drive. The resulting tow out also rebent that front bumper. Thus we retired from the event, leaving Dick to carry on. When you consider that this was only Dick's second ever trial, he had really made a fantastic series of drives in his road going motor, and finished the day with only minor dents, and a hole through the rear body side !

Steve's Landie however had certainly had a tough time, and a brief examination showed that the final retirement had been caused by pieces of the rear differential attempting to escape through the casing. After removing the rear propshaft and the two half shafts Steve was able to drive home.

#### The Results.

At the prize giving the Anglian 'B' team ( Steve, Dick and myself ) found that we had won a prize. Steve had the worst score of the day, and collected the booby prize. My score was 114 for 12 sections each of 12 gates. If you discount the 3 maximums when the vehicle was broken, and the 3 sections that we didn't attempt it doesn't look quite so bad, or so I try to convince myself. The eventual winners were from the Cornwall and Devon club, a victory on their first attempt at the Majors. The Anglian 'A' team had a total ( for the 3 members ) of 174 ? and collected second

prize. These winning scores put our 'B' team total of 339 somewhat in the shade.

#### Conclusions.

The event was great fun, and did only superficial damage to the vehicle, if you discount the diff problem. However with a road going vehicle it was wise to take a maximum penalty on some sections. Watching the experts at play was very entertaining for us normal RTV types, and showed what a devious lot they are. Normally loops are frowned on, and not used, but if no boundary markers had been used they thought nothing of going once around the car park to get a better line on the gate. Also if you want to be competitive you really need an 80" with a V8.

Obviously the superb sections had been ruined in many cases by the atrocious weather, which was why we all scored 11 on some occasions, but our thanks must go to the Midland Club for a fantastic event.

Also my thanks must go to Steve for allowing me to help wreck his vehicle.

#### The Future.

Undoubtedly there will be another Majors event next year. The question is will the HBRO be entering a team ? If you are mad enough to fancy a try then why not get in touch with me. In the mean time I suggest that we start practising.

## GREENROADING NEWS

The wobbly front propshaft referred to in last month's article turned out to be a broken centre diff. Rangy owners will know that this is a ludicrously expensive item, but I managed to negotiate a second hand one for a sensible price. I used the car, complete with damaged diff for the Yorkshire trip knowing that if it gave up completely, I could remove the front prop-shaft and lock the diff to get me home. The replacing of the diff overran into the green-laning weekend of October 4th which I therefore missed. I am indebted to Gary Hodgson for leading an outing on that occasion.

Hopefully, the next green-lane trips will be on November 1st and November 29th (brought forward a bit due to the HBRO trial on December 6th). Call me on 01-894-3961 if you are interested.

## YORKSHIRE '87

I set out on Friday 18th September, aiming initially for Leicester Forest East Services on the M1 to meet up with Roger Pattie and Richard Stewart in Roger's Rangy and Andy Smith with Janet also in a Rangy. We then travelled in convoy to Yorkshire. The motorway repairers played a dirty trick on us by sending us all on a 17 mile diversion to avoid road works. Andy had found out about some nice cabins at Keldy Castle in Forestry Commission land for me, Richard, Colin, Andy and Janet. Roger and Dave were due to camp at a site in Rosedale but we visited the site and Roger didn't like it at all. Roger left a note for Dave who hadn't arrived by that time, and he found a better site at Spiers House.

On Saturday, we went for a tour round the Dalby Forest Drive. This is a superb planned route

through Forestry Commission property. We stopped at a marked point to admire a panoramic view of the countryside helped by a long picture board indicating the salient points of the landscape. In the afternoon Dave found the note and caught Roger up at Spiers House, and we gathered in the cabins at Keldy to await the arrival of Colin who had been on holiday on the Isle of Man. We had a long wait! Mid evening, a couple went out in the rain to get some fish and chips. Their return was soon followed by the arrival of a rather bedraggled Colin who had suffered gearbox trouble on his Rangy. We shared our food with him; he needed it!

On Sunday, Colin, Dave and I took part in an RTV trial with the host, Yorkshire, and other clubs. Colin disgraced himself by winning his class whilst Dave and I didn't do well at all. (I had a sick diff! Well that's my excuse.) Dave Cuthbert's Landy was found to have a broken wheel bearing on his return to the camp site. (That's his excuse!)

Monday saw us taking Dave's hub to a garage to be looked at, and we then went on to visit the rail museum at York. Just a load of old railway locos really! Seriously though, it's well worth visiting even if you're not a steam nut. It's an ever changing display as most of the exhibits are not only in working order, but go out to work from time to time and other locos take their place in the museum. In the afternoon, Colin and I went in search of brake bits for his car while the others went shopping in York. You'd think that in true Land-Rover country, spares would be easy to find. Unfortunately, Rangies aren't at all common in that neck of the woods, and neither are spares for same! Dave's hub was pronounced unrepairable so we arranged to visit a Yorkshire Club member at his works to get a second hand one the following day.

On Tuesday morning we all went to get Dave's hub and as no saloon car owners had come, we went green-laning for the rest of the day. There are no RUPPs or BOATs in the National Park/Forestry Commission area but Dave had been given a list of legal roads by local club members



so we drove those. They were all quite easy but wonderfully picturesque. The view from the top of the moors was superb but very blowy. Roger reckoned if you tied a brick to a piece of string you could fly it like a kite!

Wednesday saw us green-laning again with Dave at last being able to join in. The roads picked out were very pleasant and we ended up at the coast to investigate a shore-line route to Robin Hood's Bay. We all chickened-out I'm afraid as the descent to the beach was horribly steep and slippery and none of us fancied a long drive across the sands with the tide coming in!

The North York Moors Railway was billed as one of the highlights of the holiday so on Thursday we drove to Pickering to catch the train to Grosmont, 18 miles away; the longest privately owned railway in the country. The line is very steep and twisty as it winds through the dales, the loco pulling very hard indeed as we climbed what I understand to be the steepest scheduled railway in Europe. (Non rack and pinion, that is.) At one point the train slowly ground to a halt with the loco wheels spinning. Yes! Dave's video gear had overloaded it. After much chuffing, clanking and wheel spinning, the driver gave up and reversed back to the previous station and took another run at the incline. Success! Now that sort of thing doesn't happen every day. We think he forgot to engage low ratios. (Sorry, I couldn't resist that.) In the afternoon we drove to Rievaulx Abbey, a magnificent piece of architecture dating from the 12th Century. We spent some time looking around, helped by the well organised plans displayed in each section

The following day Roger went off to Wales with his caravan while Andy and Janet returned home. The rest of us found a road with a crossing point close to where the train had stalled the previous day and waited to see if it happened again. No such luck, but we did get some fine pictures of it roaring past, pulling hard. We then drove around the countryside and visited Whitby and Robin Hood's Bay. We returned via Grosmont to see the train come and go and to visit

the railway workshops and museum.

Saturday was going home day. Dave headed West to Wales whilst Colin, Richard and I headed South. Due to navigational errors by Richard and me, we missed most of the motorways which was just as well because Colin got caught out by the aforementioned diversion on one motorway and by massive traffic jams on another!

Despite holding this trip in September, we had excellent weather. It rained occasionally in the night and while we were travelling but always stopped when we were out and about! Anyone interested in a similar trip next year?



Kathy & Janet finding a clue.  
April Treasure Hunt.



Roger Pattie showing us how good his new tyres are, so long as he is turning right.



Roy Micheal receiving his well deserved trophy from Clerk of the Course, Colin Gross.

### FUTURE EVENTS

- Sunday 8th November : Treasure Hunt  
Andover Railway Station 9.45 a.m.
- \*
- Sunday 6th December : Road Trim Vehicle Trial  
Ham Lane Leisure Centre Langrish
- \*14/15 November : Camping weekend, Erwood, Wales.  
Contact Roger Pattie for details.
- 18th December : Christmas Dinner 7.30 pm  
White Hart, Overton.

### Next Meetings

- Wed. 11th Nov : Hinds Head Aldermaston, 8 pm  
Sun. 22nd Nov : " " " " noon  
25th Nov. Wed : Queens Fishers Pond 8 pm

### Membership Renewal

If last month you received a s.a.e. plus a renewal form and you have not paid your subscription then this will be your last newsletter. (Do I hear cheers? Ed). Even if you are not rejoining would you please use the s.a.e. and let us know. We wish you all the best and Happy Rovering and Safe Driving.

### Newsflash

Roger Pattie has bought the ultimate accessory for his Land Rover! (In joke! Ed).