

# *PANTS & BARKS*

JANUARY 1988



Journal of the HANTS & BERKS ROVER OWNERS

## CHAIRMAN'S COMMENTS

During a recent chat with a few members, I think it was between the Alka Seltzer and the semi-vertical position, someone asked what the new project was.

Apparently this was put at the bottom of the add. last month. "Space wanted for new project." Well, I'm afraid I'm going to disappoint a lot of you and say it's not four wheel drive but another P6. As most of you who have seen the Mini rat (2000) thought I was mad to attempt putting the car to rights, but I must admit that if it wasn't for such comments I don't think it would have been done.

As to the new project, perhaps I ought to be certified for this one. One of my pet loves is Maserati, followed by the AC 3000 ME and perhaps a DBS or maybe a De Tomaso. Still, we can all dream I suppose.

But seriously, one of my cult favourites is the 3500 S P6, apart from the Vitesse. And it so happens that an S has come into my possession.

Nw, I'll admit that it's in a far worse state than the 2000 ever was, and having almost rebuilt one P6 and got to know the ins and outs, the S will have a total rebuild from chassis up. While all this is going on its also intended to beef up the suspension and install a roll bar plus whatever it takes to bring it up to competition spec. for hill climbs, sprints and perhaps the occasional drag race.

So that's about it for now, except to say I hope to have the beast ready for an assault on Castle Combe by mid August, ready for the Classics Action Day. Pete

## OFFICERS OF THE CLUB

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## SECRETARY'S REPORT

Entries are now being invited for car clubs to put on their display for the Essex Motor Show. This is a 2-day event on **1st and 2nd May 1988**. There will be a **£500** prize and trophy for the best club stand. The show will be split into 4 sections as follows : custom classic - vintage - vans & military vehicles, and the show's vehicles are required for the full 2 days. The show also consists of new car stands, side stands, fun fair, open market, auto-jumble, air display, helicopter rides, beer tent, pony rides and displays from the police and fire brigade. The HBRO will have to pay an entry fee so let's have some definite participants. Please let Peter Nightingale know as soon as possible.

The club has received details of handling kits applicable to Range Rovers only. See else-where for details Also details of foreign holidays with 4 x 4s in Africa Game Reserves. I have a brochure for this so contact me if you would like it.

Andy Smith.

## BEWARE

At one of our meetings recently a piece of rather disturbing information came to light from one of our members regarding the tightening of regulations on the M.O.T. This chap works in the trade and so I presume can be taken as fairly correct and true.

In the near future part of the test will concern the amount of burnt gases to unburnt petrol being expelled by the exhaust system. If, for example, there are so many parts per million over a set figure then the car fails and the only likely cure is an engine rebuild. Nobody likes wasting precious fuel, but the figure quoted is the equivalent of a car with about 20,000 miles on the clock. One dodge around this is to adjust the mixture so the engine runs weaker, this giving the desired reading on the gauge, then after its passes, adjust it back so its running correct.

This may be fine for those who are fortunate enough to either swap their car for a new one every two years or so, or have the benefit of a company car. But to my mind, this legislature (if true) is getting ridiculous. For those of us who use our cars as everyday transport and as a hobby as I do will soon start facing problems. For this, if thought of carefully, will wipe out, not just Classic cars and those of interest, but almost every car on the road. After all there's a limit that you can keep rebuilding any engine.

What makes me so sure he may be right with this is another small piece that appeared in one of the National Journals recently which basically seemed to confirm all this.

At the moment the Historic Vehicles Club Committee (HVCC) are involved in consultation at home and at the EEC Brussels. This group are starting work and in the recent past have managed to avert a couple of major disasters for the older car owner.

This group to alter such a piece of beurocratic hogwash needs the support of every club, and even every individual enthusiast to put our point of view across. To keep our cars on the road.

The action taken could be a massive petition delivered to Brussels to point out the grave mistake to the Euro MPs, or maybe stronger action such as a Classic Car Rally to descend on Brussels. Remember the Land Rover campaign? Prepare to do battle, before our type of car is driven out forever.

## CHARITY RUN

Last year Howard and I attended an action day at a race circuit with our cars and came back with a whole new respect for their design and capabilities

As we enjoyed ourselves so much for the day, yours truly has taken it upon himself to attempt something similar. Also at the same time, apart from enjoying ourselves, it is intended to make this a charitable event by gaining sponsorship.

It is hoped to do this by driving a Rover (naturally) for a solid twelve hours **non-stop**. It's also intended to use two cars for this so that as one is in being re fuelled or whatever there is at least one car on the track.

Providing the vehicles aren't too much of a problem, obviously a person can't be expected to drive continuously for twelve hours, so what I am asking is this! We need **volunteers** who are willing to help in this respect with drivers and back-up, ie mechanical, time keepers, even if its down to shouting abuse, sorry, encouragement, all will be wellcome. The venue I have applied for so far is Castle Coombe or Lydden, unfortunately Thruston can't help because of their schedules. Bear this in mind as apart from a thoroughly enjoyable time, it will be raising funds for very worthy causes.

## FIVE MINUS ONE PLUS TWO IN WALES - IN NOVEMBER.

Unfortunately, Steve Kirby was unable to get away from work on the weekend of 14th/15th November, so it was just Richard Stewart and Colin Gross and their Rangies who had to wait for me towing "the shed" on the Gloucester by-pass lay-by. I was delayed because the gas board had dug the road up outside the cottage and whilst the Rangie could have negotiated the hazard, the caravan could not. After an uneventful cross-country trip we reached Erwood just after two so there was time for a lunchtime drink at the Wheelwrights Arms. Richard and Colin had been offered and had accepted accommodation in the Wheelwrights Arms whilst I was in the campsite directly opposite.

Dave (Red Leader) Cuthbert arrived in the evening in a hire car. His Vauxhall had not been repaired from an earlier accident (not his fault!) and Land Rover WOW was deemed "unfit to travel" down from Colwyn Bay. He was also staying in the pub. As no saloons had joined us, we decided that we would go green-roading, so on Saturday morning we set off towards Machynlleth for an interesting Green Road reported in the "glossies". We took the scenic route via Rhayader and the Elan Valley but had to stop after Richard advised over the C.B. that he had a loud grunching noise from his Rangie's rear. Investigation revealed that the light grating noise he had reported on Friday was of greater significance than realised at the time. One of the rear brake pads had worn down to the metal. We decided that the best course of action was to get spares in Aberystwyth. Dave guided us toward the AA information building (wonder why?) and then discovered a Land Rover dealer next door. 15 mins 37 secs. later and the pads were changed. We eventually reached the green lane which started near Rhyd-yr-Onnen on the Talyllyn railway.

The track started easily, but one or two narrow sections with large rocks made for interesting driving. It was necessary to guide the vehicles through. Steady progress was maintained for a couple of miles until a long grassy hill was reached.

The track split at this point and we decided to follow the left hand fork over the hills to Dolygaer and the Pentwyn Reservoir.

No problems were encountered on the open track on Bryniau Gleision apart from low cloud and mist. Just before the track entered Cwn Callen (the woods) we stopped to check the approach to the gate. We all walked over the ground and back but when I drove forward, progress was halted. It was like driving on cold porridge. The surface was hard and firm enough to support people but vehicles broke through the surface. I was pulled back amidst much laughter and further tramping found a firmer way, which we all negotiated.

I thought that the HBRO brake problems had befallen me as we reached Dolygaer with a grating from my front brakes, but wheel removed revealed a stone had got wedge between the disc and the guard. This was quickly removed.

As it was still early afternoon we decided to go back to the beginning and start again but take the right hand fork after the woods. Having reached the fork we discovered another Rangie (D reg Vogue) following us. He had seen us driving past the reservoir and had decided to follow us up through the woods. He had a Rangie full of Land Rover Ltd supporters because two Suzukis which sped up the track while we were stopped chatting, were loudly booed as they circled us then screamed off up the right fork (one was turbocharged and anyway, Suzukis don't roar!) very quickly without acknowledgement - wonder if they got stuck in the porridge??

The Rangie driver asked what the tracks were like and when I said I would point out on his map the tricky bit, he replied "You don't need maps when you have a Range Rover". He was, hopefully, joking - but he did n't have any maps!

He decided to follow us down through the woods to Abercynafon.

The rain that had been in abundance in Wales had softened the surface quite considerably. Colin set off first up the slope but came to a halt with wheels spinning after a cross ditch was negotiated. After two more runs he got up the hill which was about 200 yards long. Richard set off next and had the same difficulty at the ditch. He reversed down the slope then set off again. Strange noises were heard coming from the rear end of his Rangie, which sounded more expensive than brakes. Something in the rear axle was not well! Colin was at the top of the hill, I was at the bottom and Richard half-way up! Having negotiated the hill Colin was reluctant to return straight away as there was only about 1½ miles to go, so he decided to continue whilst Richard and I returned and then met up at the far end of the track. About 3 mins later Colin called up on the CB to advise us that he had reached a "muddy stretch" and whilst he would probably get through, thought that "discretion" dictated he return; after all, if he did get stuck, who would pull him out? He turned round and we all set off back to Erwood by which time it was quite dark. Inspection of Richard's Rangie confirmed that the rear diff was damaged.

In the evening Simon & Sally Slater who had recently moved to the Hereford area visited us and we heard all about their trip out to Russia, China, India, HongKong and other far eastern countries, and the Land Rovers they saw. They hadn't been green roading for some time, so they decided to join us on Sunday morning for green-roading in the Talybont Reservoir area. This was an area we had driven before on our first trip to Wales when we camped at Llanthony and we were interested to see how the tracks had changed. Richard also decided to leave his Rangie at Erwood.

We set off through the woods, crossing the trackbed of the Brecon and Merthyr Railway before coming to an area which was being used by trial motorcyclists. They were quite surprised to see us!!

This track was negotiated without much difficulty, the Vee gullies that had been there previously were now gone and we reached the ford and the road without any problems. Talking to the Rangie's driver revealed that he worked for Land Rover Ltd and had borrowed the vehicle, which was an LPG conversion for the weekend. Interestingly, the 1.p.g. filler was at the front by the number plate - we all thought it a bit vulnerable.

It is unfortunate that the Rangie driver didn't have any ideas of what Rights of Way were. "We haven't done anything wrong, have we?" he asked - bit late really - and that the Suzukis showed scant regard for others with their speed and noise because these are the sort of drivers who give "responsible" off-roaders a poor image!

It was by now beginning to get dark so Simon and Sally set off back toward Hereford whilst we returned to Erwood. We had time to watch the videos that Dave had taken over the weekend before he set off back to Colwyn Bay. Richard, Colin and I stayed overnight and set off on Monday morning, Richard driving down to the M4 as he decided that it would cause less strain on his differential if he travelled steadily on the motorway rather than "over the hills" to Gloucester and so back home.

No doubt, saloon owners reading this will think that there's no point in going camping (or caravanning) with the HBRO because all that's done is green-roading. I must emphasise that we only do what the members at the weekends want, when saloon owners do turn up and want to go sight-seeing, then that is what we do, as Howard will confirm, and then the saloon owners who express an interest in off-roading can travel as passengers and they usually get a chance to drive off-road if they want.

The next planned visit to Erwood is 18 - 21st March with camping and caravanning opposite the Wheelwrights Arms. B & B can probably be arranged, the itinerary depends on who turns up. For info. contact Rog.Pattie on Pangbourne 2884.

9 PG

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I recommend the following package:

- |                                 |        |
|---------------------------------|--------|
| 1. Handling Kit                 | @ £295 |
| 2. Springs (Range-Rover only)   | @ £ 95 |
| 3. Shockabsorbers (de Carbon)   | @ £170 |
| 4. AMSOIL synthetic lubricants. | @ £100 |

The complete Range-Rover package costs £660 + V.A.T. and carriage (£20 two or more items, £10 for one) and fitting (£95 on our premises) and converts your Range-Rover into a very well behaved, quieter, more economical and more civilised vehicle. All purchasers of the complete package will receive a complimentary gift in keeping with the Range-Rovers image and value.

All or any part of the package is recommended but in particular the Handling kit and the shockabsorbers. Our springs are specially made, 1" lower and dual-rate and are a must for earlier cars. Fitting costs are pro-rata.

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I strongly recommend de Carbon shockabsorbers which are now available for the first time in the U.K. for 4x4 vehicles. De Carbon are the original patent holders for gas dampers and all other well known makes use these patents. De Carbon have continued their development in this field to remain ahead of the rest and they are also very competitively priced! They are standard equipment on many well known makes both here and on the continent. Independent tests show them as still the best. Gas dampers take much of the "chop" out of a Range-Rover's ride.

Other dampers can of course be supplied for both the Range-Rover and 90/110 Land-Rovers, for example Bilstein, Koni and Monroe.

For more information please write or telephone. Trade enquiries welcome.

Nigel Mansell writes: "I must say I have been impressed with the difference it (the handling kit) has made on my new Range-Rover."

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GREENROADING NEWS  
Steve Kirby. Rights of Way Officer.

The green-road outing on Nov. 29th was a great success. Mike Maskelyne had commented on the excellence of the lanes in his area (Thatcham/Newbury) so I asked him to lead the trip. We met on a cold, frosty, misty morning in the Wharf Car Park in Newbury at 09:00 and left just after half-past. The lanes were all clear and highly enjoyable and the mist slowly diminished leaving only a slight haze later on.

At midday we 'rested' at the Blue Boar Inn at North Heath but the landlord became quite snotty at having several dirty Land Rovers in his car park. It took a while for Mike to explain to him that there were six of our group inside buying his food and drink. He calmed down a bit then! We ended up on the Ridgeway, now in season(!), and investigated a mysterious invisible RUPP at the Ridgeway/A34(T) intersection. The County Council have sent me a map clearly showing it's position. This is only an unidentified track on the Pathfinder map, but is not shown on the Landranger. When we got there it had gone completely! A very quick reply to my letter to the Council stated that their map was in error!. Dusk came all too soon and we called a halt about 5 p.m. when it was really too dark to continue safely. An excellent day out, Mike. Thankyou.

Is anyone interested in a two day green-lane event early 1988? Roy Wordingham is hoping to organise such a do in the Whitchurch area. (Just West of Basingstoke). Roy has a field for camping/caravanning and a barn for an evening pow-wow. Limited accommodation can also be arranged. If you are interested, please contact Roy on 0256-892247.

## Comments from the Comp Rep.

The more astute of the club's members who read last months Chairman's Comments may have noticed a slight inconsistency. "Everybody is still in the same posts" but the competition secretary had disappeared from the list. Having suggested that the large committee seemed moribund, and that a smaller one may achieve more, some job had to go. This ended up as mine ! The work is still mine to do, but I now report to the committee, rather than have a position within it. The job title has also been changed to Competition Representative.

## SPONSORSHIP NEWS

Steve Kirby.

An attempt to obtain a sponsor for our trials is starting to bear fruit. I have been to see Robert Grigg, Director of F.W.D.Motors and he has arranged a deal in association with Castrol. All he needs now is details of the next event, preferably an inter-club do, and he will organise the purchase and inscribing of the F.W.D. Motors/Castrol Trophy. I have already received numerous Castrol stickers from him and I understand that these will be backed up by quantities of oil as prizes for the event. It is unlikely that the deal will involve more than this for the time being, but the availability of a Trophy with status should attract a good entry to the trial. I have talked briefly to Colin about this and he intends to make the trial open to the four main clubs in the South-East. Watch this space.....

F.W.D.Motors are at 34 St. John's Road, Hampton Wick, Kingston-Upon-Thames. 01-977-8118. They may give 10% discount on presentation of AWDC or ARC club membership card if you talk to them nicely!. (End of free advert!)

For this year the events which have contributed towards the shield are:

Ham Lane	7-12-86
Wapseys Wood	15-2-87
Ham Lane	12-4-87
Broxhead Common	13-9-87
Ham Lane	6-12-87

The winner this year, with an aggregate of 26.4 penalties, was Roy Michael. Congratulations I'm sure are offered to Roy from all our members.

Now for news of next years events.

The first RTV trial for 1988 has been arranged for 21st February at Ham Lane, Langrish. The plea for volunteers was answered as follows.

Clerk of the Course	Richard Stewart.
Scrutineer	Ian Tristam
Secretary of the Meeting	Roger Pattie.

All entries should be sent to Roger at Firhill Cottage East  
Whitchurch  
Near Pangbourne  
Oxon

At the last trial held on 6th December the club achieved an entry of 17 competitors. Since the limit for the site is 20 I would suggest that you enter early for the next event to be sure of a place. The entry will only be accepted when the entry fee of £7.50 is received by the Secretary of the Meeting, and will be strictly on a first paid, first entered system.

Next months Pants & Berks will hopefully contain most of the trials calendar for 1988. All the clubs own trials, together with the RTV at the ARC Nationals, and the inter club trial against the Anglian Club ( held at Gerrards Cross, Bucks ) will count towards the Red Leader Shield for 1988.

Now for the competition representatives comments regarding the 1987 trials. As many of the members know this was the clubs first year of holding trials, and they appear to have been a great success. Many of the competitors are new to the scene and may not even have a copy of the Trials Handbook. If you haven't received a copy ask the Editor for one since this details the clubs competition rules.

After the last trial many of the competitors, including some prize winners, went home before the prize giving. ( sorry about the delay ) For their benefit I shall print the comments that should have been made at the prize giving, since I consider that they are important enough for all the members to take note of.

1) There was some confusion over paying for entries for the last event. Some people sent subscription renewal fees plus entry fees to the treasurer. As a result one entry fee was lost, and several entry forms were nearly mislaid. In future all entries must be sent with both the Entry Form and the Fee to the Secretary of the Meeting. If you post it too late you may have to pay again ( and wait for a refund ) since entries will only be accepted when the Secretary of the Meeting has both the Form and the Fee.

2) Providing you observe any Out of Bounds Areas we have no objection to members driving around the site. However normal trials etiquette dictates that you don't drive through the sections, especially when another group is attempting to compete on that section. Will those members who did so please remember this in future.

3) We only have scrutineering to ensure that your vehicle is safe to compete. If a vehicle has a minor problem you are normally asked to get it fixed before the next event. At the last two events some vehicle preparation has become lax. One comment to a scrutineer was "yes I failed on that last time." Starting in 1988 a log of all failures will be kept. If the same fault is present at consecutive events then the vehicle will not be allowed to compete.

Whilst the whole idea of trialing is to have fun, we cannot accept vehicles which are potentially unsafe. Anyway since you will normally have driven to the event, think about the safety on the public highway. I don't like having to formalise the events, but all the above points should be considered as helping the club to continue successful trials.

Next I am waiting to see what problems befall Richard when he acts as Clerk of the Course in February. The list for last year goes as follows:

Dec 86. CoCs trialer fuel pump develops major leak on the morning of the setting out. Had to use spare vehicle.

Feb 87. CoC loans vehicle to a club member to compete with, on the understanding that he drove it home. Member went home leaving CoC to try to take two vehicles home with only one driver.

April 87. CoCs recently completed VB loses all oil pressure whilst setting out the event. Engine subsequently consigned to the scrap heap.

Sept 87. CoCs Rangie loses all brakes whilst setting out the first section. Cause of problem not yet found and system still not 100%.

Dec 87. CoCs Rangie breaks rear diff. whilst laying out the first section.

I hasten to add that both CoCs involved have competed in many other competitions ( with other clubs ) without any vehicle problems. Perhaps Richard can break the pattern, and then life may be simpler for the CoCs. After all the club only held five trials in its first year; with seven planned for 1988 we need an easier time.

Finally, in case you wonder where your trials entry fees go, I have included a breakdown of the costs for the last event.



## HAM LANE SUCCESS

RTV Trial, December 6th '87.

Income.	16 entries at £7.50 = £120.00
Expenditure.	RAC Fees 17 at £1.50 = £ 25.50
	Site Hire = £ 50.00
	Trophy costs ( 7off ) = £ 14.60
	Replacement canes = £ 3.20
	Stationary = £ 1.75
	TOTAL EXPENDITURE = £ 95.05
	PROFIT = £ 24.94

This trial was well attended and as you can see made a profit. However with only a few less entries we would have made a loss. ( 16 entry fees and 17 entrants is explained above.) Since we never know how many will attend the committee feel that we cannot lower the entry fees. Remember that some trials sites cost over twice this fee and hopefully you can see why some events cost more than others.

I trust that this epic has given you an insight into the behind the scenes side of trialing, and that it won't put you off entering during 1988. If you haven't entered before then why not give it a try. As we often say you only need a roadworthy vehicle, with towing points front and rear, a tow rope, and a throttle return spring to be able to enter. Come and join the fun in 1988, we look forward to seeing you.

PS. Howard please don't shorten this article. Just think how long next months may become.

Wishing all our members success in the new year.

*Colin Gross.*

Interest in RTV trialling seems to be on the increase if the entry for the latest competition is anything to go by!

Colin Gross did all the ground work as usual, arranging the hire of the site and all the legal niceties regarding the RAC. The sections were laid out on Saturday by me (Steve Kirby), Allan Tew, Hugh Glossop and James Blumlein. I discovered I'd got a broken rear diff whilst laying out the first section so I test drove all the remaining ones with Hugh's racer. The motorcycling guys who use the site regularly have cleared a lot of ground, opening up an increased area to play with but removing some of the more interesting humps and bumps! A drainage system has also been installed making the site drier than before.

I then removed my rear half-shafts and drove round with Hugh, Allan and James to Gary Hodgson's to investigate my diff. I stayed at Gary's overnight and early Sunday morn. Hugh and Allan turned up with a spare diff which we then fitted and returned to the trial site.

The day of the trial was cold and a bit blowy but fortunately dry. We had seventeen entries, a record I believe for a closed HBRO event. Mark Jones did the scrutineering and we started the event at 10:00(ish). The first couple of sections were done with all entrants together due to a lack of marshals. This benefitted Hugh who had to zoom off to buy a ballast resistor for his car. He got back in time to take part! We then split up into two groups to expedite the event as the days are rather short at this time of year. The course had dried out even more overnight (makes a change!) and many sections were easier than intended. However the balance was just about

right as only one person managed to stay clear all day.

Class 1 had most of the entries with only very few in each of the others, so only 1st place awards were made in classes 2, 3, 4 and 5.

### RESULTS

Class 1	1st	Roy Michael	2
	2nd	Roger Pattie	5
	3rd	Richard Maskelyne	6
Class 2	1st	Tony Readman	0
Class 3	1st	Gary Hodgson	22
Class 4	1st	Richard Stewart	8
Class 5	1st	Mike Scott	26

Roy Michael continues to show us all how to drive a bog-standard Landy while Tony Readman shows what can be done with a Series One V8! Gary's ageing Series One station wagon battled on well considering the sections were laid out using a Comp Safari Racer! Richard's fine score with a standard Rangy is commendable but Mike Scott was not on good form, picking up more penalties than Gary!

### THANKS FELLAS

Finally, a big thankyou to Hugh, Allan, James and Gary for your assistance in dealing with my broken diff. The sight of the replacement early Sunday morning was a great relief.

### FORTHCOMING EVENTS

- 21st Feb. R.T.V. Trial (see article)
- 27/28 Feb. Green roading weekend
- 18-21 March Erwood camping etc (see article)
- 1/2nd May Essex Motor Show (see Sec's report).

### Green Roding Weekend - Sat/Sun. 27/28th Feb.

Camping available. Contact Roy Wordington  
Whitchurch 892247

See Green Roding News by Steve Kirby.

Queries on Memberships and changes of address :  
contact Treasurer : ROGER PATTIE.

### Date of Next meeting.

Weds. 13th Jan 1988. Hinds Head, Aldermaston 7.30 pm