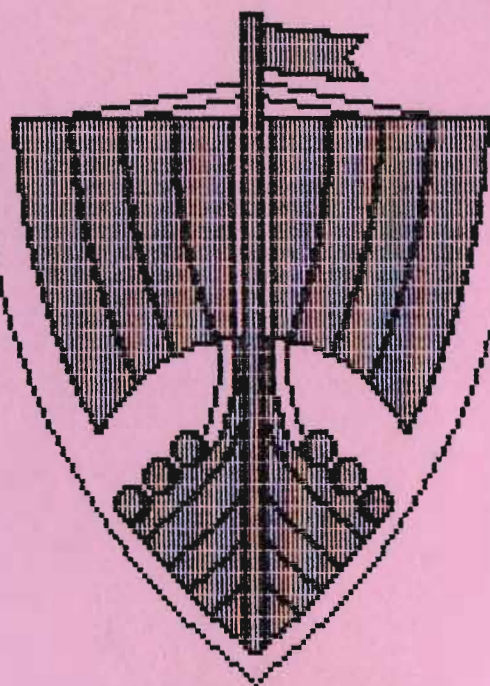


**PANTS
&
BARKS**

**HANTS & BERKS
ROVER OWNERS**



Newsletter of the
Hants and Berks
Rover Owners
July 1988

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Note:- * denotes committee post.

EDITORIAL.....

I seem to be running out of articles to print! I've had a good back-log up till now to act as a buffer and I've finally got round to printing the second part of Libby Purves article. In case you're wondering, we DO have permission

from "PUNCH" to reprint it.

The lack of photos in P & B has been commented on. If any members can produce PMTs or half-tones from colour prints, please let me know. Lack of opportunity has prevented me from experimenting further with our famous grid but I'm told we can't expect too much from colour pics.

When Tom Andrews cut the card for last months covers, he made them oversize so the innards wouldn't stick out and look untidy. They only just fitted the envelopes! Many thanks to Rog Pattie for helping with the assembly of the mags. You'll have received either red or orangy-yellow covers depending on the card available at the time!

FOR SALE

- * Set of 4 Ninety rear seats (folding) £50
Contact Richard at:- 5a Church Road
Tadley, HANTS RG26 6AU
- * Dixon-Bate bull-bar for Range Rover. Wrap round type with light guards, plus tow-bar £50.
Call NICK JENNINGS on:-
0734-471258 after 6:00 p.m., 0734-471528 daytime.
or write to:- 1, Gayhurst Close, Caversham Park,
Reading, BERKS.
- * Four headlight conversion kit for Range Rover. All the bits. Phone Colin Gross on 01-0895-638957.
- * Good Rover 2000TC engine with all ancillaries. No charge although donation would be appreciated. You'll have to collect it from Newport-Pagnell. Phone STEVE on 0908-616878 eves. 0908-611413 days.

WANTED

Good radiator and front bumper for Series II L/R.
Phone Tim Moore on 0628-29073 for a haggle!

GREENROADING TRIP, 1/5/88

James Wallis.

Alton station car park was the venue on a wet Sunday morning. (Only the ducks should have been out!) Six drivers turned up:- Tony Readman, Srs.1 V8; Andy Muchmore, Ila 2 1/4; Mick Doherty, V8 LtWt; Richard Spikins, Ser III 2 1/4 and myself, SerIla 2 1/4.

After a brief discussion, we decided to tackle the 'River Bed', a lane which has been formally transferred to the stream from the field above. I brought my chain-saw with me so we felt confident of driving the lane and clearing any fallen trees.

The first part of the lane is fairly straightforward with no obstacles, then there is a dog-leg left then right and up out of the stream gully. Tony and Mick made light work of this but I broke a rear half shaft while tackling this obstacle. This was due to the bolts on the drive flange having worked loose and the shaft was very slack in the axle. A fifteen minute check of your vehicle for loose nuts in this area would be time well spent! Richard, Mike and Andy all needed a push to get through.

A short distance further on, Tony came across a large soft patch with a short sharp slope up and out. A bit of spade work then followed to reduce the sharp angle. Then, using Andy Muchmore's Tirfor winch, he came out without too much trouble. Once Tony was through, any other vehicle that ground to a halt could be towed out. As I had a broken half-shaft, I spent the rest of the day behind Mick's lightweight.

We had to remove some fallen trees on the way through, my chain-saw earning it's keep there!

It is an interesting lane with varying amounts of water (Depending on recent weather),

mud and high banks in places causing scuffed paintwork and minor damage from trees etc. It is best tackled with three vehicles and SATs make an enormous difference. A good long rope and occasionally a spade are also useful. I would not recommend Rangy owners to try this lane otherwise you could end up with customised denting! There are one or two very tight points which would damage a Range Rover's bodywork.

If anyone is interested in greenlaning at any time other than the first Sundays of the month, then you can contact me on Petersfield (0730) 62057.

Editor, *Pants & Barks*.

Colwyn Bay
June 88

Dear Steve,

As one of the founder members of the Hants & Berks Rover Owners may I take this opportunity to congratulate Malcolm Whitbread.

At the recent ARC National Rally Malcolm entered the National Trial, not RTV, itself worthy of mention, as I believe he is the first HBRO member to do so.

However to cap this he won his class, so giving the Hants and Berks their first mention at a Nationals prize giving. Now we can say we have arrived!

I'm sure I write for all members in saying congratulations Malcolm.

Dave Cuthbert

Careless Torque. Part 2.

Let other pens dwell on guilt and misery. Suffice to say that any single fault on a Range Rover costs a minimum of £86 for parts and £100 plus VAT for labour, and that there are a lot of parts. And that after the hearty macho of a Land Rover, which goes into a ditch and judders a bit and hauls itself out with a manly shrug, the extreme wincey-ness of a Range Rover comes as a cruel shock. One little bump on its miserable nose, one weedy little ditchside tree, and the power steering goes peculiar and various horrid bits and pieces inside come adrift and wander around, and the next thing you know there is a BANG! BANG! under the bonnet and it can't pull itself along, let alone the trailer, and the friendly 4WD mechanic sucks his lips, smacks his gut, and informs you with relish that, "She's got a rad problem", and will take a week. And ten days later she comes out going BANG! BANG! just as badly, and the chap says, "Never met this problem before," rot his black deceiving heart.

In the end, two or three thousand pounds and ten months later, the gearbox disintegrated with a cheery tinkle, leaving the machine able to function only in third gear. Fortunately - I will grant you this, I am nothing if not a fair woman - the genus Range Rover is blest in being able to start off in third gear, at least when parked pointing downhill; and thus we drove grimly around until, like the accursed devil-bottle in the Robert Louis Stevenson story, the machine was at last offloaded to the maddest bidder.

But I am not over it. This double flirtation with four-wheel-drive has left me with perverted, incurable leanings. I like it. I yearn for it. I have tasted the rough earth beneath my wheels, whizzed over the snow and slime, parked blithely in mud holes, and I am hooked. I do not want a dull plain car that goes along boring roads with two weedy wheels to pull it. Alone in my bed of nights, I draw out from under the pillow with trembling hands a copy of Off Road and 4WD magazine, the only periodical to be written throughout in a low, throaty, menacing roar; I fantasise about sand-crunching and green-roading and feel my old clutch-foot stamping holes in the sheet when I read heady things about Max Traction and reinforced steel roll-bars and how good the torque always was on the Series III.

I tried to compromise: I flirted briefly with the idea of getting one of those Japanese off-road "concept" posing-jeps with pseudo-chunky tyres, I actually bought and drive a squat little Panda 4x4, but it is no good. All these ersatz King's Road four-wheel-drive showoffmobiles have soft seat, and "good-mannered" pedals, Almost normal gearboxes and nothing to stamp on. None of them is khaki enough or dirty enough or has that special tinny aheu-ahau-ahau sound that spells freedom, and sweaty satisfaction, and sod-you-Jack.

It's no good. I want my Landy back.

Like all restless unsatisfied perverts, when filthy literature is not enough I resort to gadgets. One gloomy day I sneaked off to Ipswich and got my poor little Panda fitted with a big black cowcatcher on the front, what we 4WD folk call a Nudge Bar. I tell people that it is merely a protective device, necessary because I shop a lot in Aldeburgh, and Aldeburgh has its own unwritten Highway Code (if you are over seventy, knew Peter Pears and belong to the Yacht Club and/or Festival Club, you are exempt from using your indicators or looking round when reversing. Paul once had an old Aldeburgh lady slide effortlessly backwards in her Mini onto the front of the Land Rover, on a slope; she never even glanced round. Just thought her hill-start had gone a bit better than usual when she left.

But really, I bought the Nudge Bar as a consolation prize, because what I truly want is a big brown box with a spare tyre plonked uncompromisingly on its bonnet and scratched tin benches in the back, and because I haven't yet got the bottle to buy one. But I can dream. Outside the school gates, I may look like a sober Mummy fetching home my little one and his latest bit of potato-printing; but at my wheels lies an imaginary desert, a bleak snow-bound moor, a flash-flood in the Atlas mountains. I am ready for it. To hell with the handbag-hook.

Libby Purves.

Reproduced by permission of Punch.

HAM LANE RTV 5th JUNE 1988

Having reported last month that the Ham Lane Clerk of the Course's vehicle seems to be jinxed, Gary Hodgson bravely agreed to undertake that job. He arrived at the Ham Lane trials site on the Saturday in conditions that could hardly be described as ideal, well it was ideal for ducks but few others. With its bowl shape the bottom of the site was somewhat slippery and he, together with Mark, James and Tony spent some time just trying to drive around. They eventually set out the trials course, worried that some sections might not be driveable on the Sunday. They need not have worried because the site dried out very well overnight, in fact on some sections it looked as though there had not been any rain for months.

On Sunday morning signing on started promptly at 9 o'clock and eventually after the vehicles had passed scrutineering (see RTV News) 14 drivers received their final instructions. The drivers included 2 who joined on the morning, one in a fine genuine lightweight, genuine as it is military registered and owned, that had had the engine "worked" on, there were a lot of jealous people around that morning!

It must be pointed out that one of the drivers had not arrived with the intention of participating, but was persuaded that she would enjoy the experience! Until an electric problem caused the vehicle to be withdrawn, Louise was doing very well.

The ground was for the most part very firm and even on the slopes traction was not really a problem. The course had been set out to use the few permanently muddy sections to great advantage and there were many different techniques for negotiating them. Surprisingly it was the dry sections that caused the problems, perhaps it should be pointed out that the very dry sections were very rutted and that Gary and Co had incorporated a number of "axle twisters" which caught out the unwary (going a bit too slowly and not having enough momentum). A good line up at the start gates was also needed and this did catch a number of drivers out.

One of the other lightweights had problems with the electrics (24 volt version) and was unable to continue as

it couldn't be started. and at the end of the day Roy Michael with a fine drive was first in class 1, while Vic Garrett, who had just joined the Hants and Berks on the day, took second place in his Army lightweight, with Malcolm Adamson a close third. In class 2, Tony Readman took first place with a near perfect drive, while Steve Kirby who hadn't participated for some time in Hants and Berks trials, took first in class 4. We had three ladies competing and Angela Marynicz driving in her first trial took the ladies prize.

Thanks go to Gary and Co for setting out another interesting trials course, everyone seemed to enjoy it, Hugh for scrutineering and the marshalls for assisting. Thanks to the drivers for participating. We will hopefully see most of them at Broxhead Common on 14th August.

Name	Section								Total	Class
	1	2	3	4	5	6	7	8		
M.Adamson	0	0	0	6	7	6	5	1	25	1
N.Carter	2	4	7	6	2	1	0	8	30	1
D.Catlin	2	0	8	7	7	7	6	0	37	1
M.Doherty	2	0	8	6	4	7	0	9	36	2
T.Doherty	6	5	8	6	5	7	6	0	43	2
V.Garrett	0	0	1	6	0	6	0	9	22	1
S.Hill	0	5	0	6	2	9	10	10	42	1
S.Kirby	0	6	6	6	2	6	0	0	26	4
J.McGhee	10	7	8	6	7	6	7	0	51	4
A.Marynicz	2	0	8	6	2	7	0	8	33	1
R.Michael	0	0	0	6	0	7	0	0	13	1
A.Readman	0	0	0	3	0	0	0	0	3	2
M.Whitbread	0	0	0	7	0	10	10	10	37	1
L.Whitbread	2	5	1	6	7	10	10	10	51	1

FOR SALE

Unused copy of Torque Technical Tips in as-received condition from Overlander Bookshop. Produced by the Range Rover Club of Australia, this is a very useful book for the Range Rover owner and has masses of information for the enthusiast. For sale at the cost price of £21.99. For more details contact Rog Pattie, telephone 07357 2884.

RTV NEWS

Now that RTV's have become established and popular, it seems a good time to comment on points that have been raised by members about our RTV's. The site at Langrish was our very first site and has been used by us for nearly all of our RTV's. I know that one or two members have said that the Ham Lane site is always the same, however those members who have participated or spectated regularly at the Ham Lane RTV's will, I am sure, agree that is not really the case. The motorcyclists who regularly use the site have changed it quite dramatically over the months and this together with clearance work undertaken by the owners, has produced a site which has allowed the different clerks of the course to set up different trials courses on different occasions. It's been a challenge for them but they have succeeded very well. We have a site that is both suitable for the beginner, and there are always a number of "first timers" at each RTV, who will be able to find out about his, or her, vehicle and driving ability without doing any damage to either, whilst the bowl shape of the site has allowed the clerks of the course to set out more taxing sections on which the beginner will possibly hit the canes but allow the more experienced driver to use acquired skill to complete the sections. I mention ladies because we always encourage them to come along and enjoy the day by participating and seeing what it's all about.

Sites suitable for trials are not easy to find and get permission to use. Because of a number of problems we have not been able, until now, to get permission to use military land, but in August we will be using Broxhead Common near Bordon, for an RTV Trial. This is an extensive military site which will have many varied sections and to make it more interesting invitations have been sent out to other Rover Clubs : Anglian, Somerset and Wilts, Southern and the Range Rover Register.

F.W.D. Motors of Hampton are putting up a trophy and Castrol will be present and assisting.

I will repeat my request for marshalling assistance on the day, it does not take long to learn the basics of marshalling and the few who normally undertake this important task would appreciate assistance. Contact me, Rog Pattie.

One of the reasons that military land has not been available has been because of the inconsiderate driving by a very few drivers who have driving over areas that are "out of bounds". This quite naturally has upset the authorities who have decided that if clubs cannot control their own members then clubs cannot use the site. For this reason members MUST stay on the approved areas at Broxhead (and Weavers Down later in December; there will be more about Weavers Down in a later newsletter) otherwise another site could be lost.

If any members know of sites that they think could be used for trials, then please contact Colin Gross, who is taking over, or should I say taking back, from me the post of Competition Secretary from which, for personal reasons, he stood down earlier in the year. In fact if you have any queries about the competition side then contact Colin.

Scrutineering at Trials seems to have brought up a number of points. Remember that scrutineering is about safety, we don't want accidents, but if an accident does happen the scrutineer could well be asked why a particular vehicle was passed. For this reason, the scrutineer will always err on the side of safety. It is a job which usually gets little thanks and so we must thank Hugh Glossop for taking on the position of Chief Scrutineer.

Looking at the scrutineering forms for a number of trials indicates that the main problems have been with steering ball joints and throttle return springs. Get good quality ball joints fitted, nearly all failures have been with non Land Rover Parts and that includes one ball joint that had been fitted the day before a trial!!

Note that extra throttle return springs are required on ALL vehicles competing, the existing Rangie throttle return springs, although acting directly on the butterfly valve spindle have been known to break and because of their inaccessibility are not items frequently checked.

Tow ropes are present (or not) in all shapes and sizes. It has been decided that the minimum requirement is a TOW rope, 25 mm in diameter in good condition. The club will provide a RECOVERY rope. Towing is where all the slack in the rope is taken up before the pull begins. Recovery is where slack is present and the stuck vehicle is "snatched" out.

Rog Pattie.

RANGE ROVER OWNERS

Those members of the Hants and Berks Rover Owners who own, or drive, Range Rovers and who are intending to take part in HBRO RTV's, may be interested in a new trophy.

The trophy, which has yet to be given a snappy name, will be awarded by Rog Pattie, to the driver of the most successful Range Rover competing in HBRO RTV's.

The Rules are very straightforward:

1) The Trophy will be awarded at the HBRO AGM (but not in 1988) to the driver of the most successful Range Rover competing in HBRO organised RTV's or in RTV's to which HBRO have been invited and could reasonably be expected to attend. Success is measured by low score so that if a driver does not compete in an eligible RTV he or she will then be awarded the maximum score for that event.

2) The driver must be an HBRO member.

3) The Range Rover must essentially be standard. Only minor modifications are permitted to the suspension, for example, uprated springs and shock absorbers. Any other modifications must be in line with modifications made to all production Range Rovers.

4) Tyres must be Radials, with a maximum overall diameter of 33 inches when inflated, mounted on 16 inch rims.

5) Rog's decision on all matters is final, even if he's wrong!!

The obvious aim is to encourage the use of standard Range Rovers in RTV's and if a driver officiates instead of participating at an eligible event, he or she will not lose out, as a score will be awarded by Rog at the end of the season for that event.

Note that for this occasion only, the Broxhead RTV in August will count towards next years trophy.

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LAND/RANGE ROVER PARTS

LR109 (4cyl) Front brake shoes.	£16.06
LR88 Front & rear brake shoes.	£10.80
V8 (all) Decoke gasket set.	£12.27
LR 2 1/4 Petrol decoke set.	£5.00
LR 9. 1/2" Clutch driven plate.	£14.40
Oil seals, axle, engine, g/box from	50p
LR Springs	from £35.00
RR Rear springs	£17.14
RR Brake pads, Front & Rear	£10.00

PLUS:- Engine, gearbox, general service parts and exhausts at low prices for all Land Rovers from 1958 onwards. Telephone anytime for details including Sundays or call for advice should you run into difficulties.

CUT PRICE POWER STEERING

Robb Unsworth

I think I may have re-invented the wheel, the steering wheel that is! If you're like me and run an early Range Rover on a limited budget and struggle with manual steering, longing for some assistance, my experience may offer some help.

I have grafted on a power steering unit from a Rover P5 car. I am very pleased with the results and can now get into Tesco's car park with ease!. The modifications even comply with ARC vehicle regulations. Total cost was about £100. I hope to be able to test it to the full in a future Hants and Berks trial. Anyone thinking along the same lines can call me on 0703-260501.

F. W. D. MOTORS/CASTROL
ROAD TRIM VEHICLE TRIAL

Hants and Berks Rover Owners will be running an RTV trial at Broxhead Common on Sunday August 14th, 1988. F.W.D. Motors are to present a trophy to the Best Driver and Castrol will present prizes of their products.

The event is open to all paid-up members of Hants & Berks Rover Owners, Anglian Rover Owners Club, Southern Rover Owners Club, the Somerset & Wilts Land Rover Owners Club, and the Range Rover Register. All of these clubs have been sent invitations to participate.

All entries should be made on the official entry form and be accompanied by the entry fee.

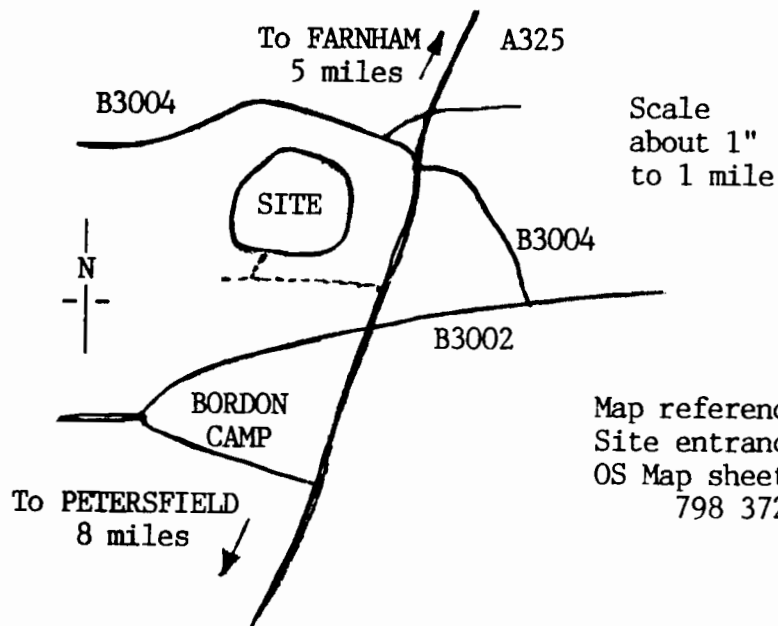
Entry fee:- if prepaid, £8.50
if paid on the day £10.00

Scrutineering starts at 9.00 a.m.

Competition starts at 10.00 a.m.

Secretary of the meeting:- Roger Pattie,
Firhill Cottage East,
Whitchurch,
Oxfordshire,
RG8 7HQ

Tel: 07357-2884



FORTHCOMING EVENTS

- JUNE 26th Green-lane outing. (Brought forward a week so as not to clash with trial on July 3rd.) Contact Steve on:- 01-894-3961
- JULY 3rd Anglian Club RTV & Experts trial at Houghton Regis (Near Luton)
- JULY 13th Pub meet at The Hind's Head in Aldermaston. To be held in the up-stairs room this time. 7:30 p.m.
- JULY 15-17th Breckland Land Rover Club's "Wheels Weekend" at Weeting. See article in May's issue for details.
- AUG 10th Pub meet at The Hind's Head in Aldermaston. 7:30 p.m.
- AUG 14th HBRO RTV Trial at Broxhead Common. Co-promotion with AROC. FWD Motors Trophy, sponsored by Castrol. See map in this issue.
- AUG 28/29th Anglian Club. Dave Wise Trophy. Two day RTV and experts trial at Sundon (near Luton.) Camping. Secretary:- Steve Fuller, 3, Roseby Way, Goldington, Bedford.
- SEP 25th Novice Trial at Isle of Wight Farm. Details later.
- DEC 11th RTV and Experts Trial at Weavers Down. Co-promotion with the Anglian Club (AROC) Details later.

For AROC camping, contact:- Shaun Collins, 83 Wood Lane, Kingsbury, London NW9 7NA. Tel:01-205-4429

NOTE:- For all AROC events, vehicles must carry a total of 2.5kg of BCF or HALON fire extinguishant.