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The HBRO "Mike Wolfe Winch Challenge Event"
Now in its 3rd Year – Next Event 5th Feb 2006



"Truckin' About"



The Newsletter of the Hants & Barks Owners Club



Issue No 1 – January & February 2006

HBRO Member Jon Beagley 'Givin' it Large' at the HBRO DRD Slab 4th December 2005.
Fancy your truck on the next HBRO Magazine Front Page?...E-mail an article to me then : nigelbarker@btopenworld.com

Your Officers & Committee Members – 2006

Below are the various retrobates 'loving referred to' as the HBROs "Officers & Committee"
Here iswho they are.....Its worrying that this lot are in charge.....



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Articles in this Magazine are published in good faith, and many of the opinions may be of the writer or editor, and not necessarily the opinion of the Committee, or the Club. As such neither the HBRO committee, its Officers, or the Editor - (well he's completely nuts anyway - the committee often have their head in their hands going "Oh Gawd No,now whats he done.....") do not therefore accept responsibility for any effect thereon,so there. Ner.

Newsletter Editor

'Ramblings of a madmad'

OH MY GOD.....

What have I gone and done ?.....

...I have just inherited the "HBRO Newsletter" mantel !

So, here the 1st attempt, what do you think of it ?

I need to know if like it, or dislike it, its your Magazine, but

Without feedback I am in the Dark.....so write !!!!!.....and say <Gulp>.....

Editorial contributions to the HBRO Magazine are Essential,

its your magazine and for you. If nobody sends me any reports

then I am in a bit of a pickle.....so expect to be chased when you take a photo,..... nagged if you

ever run an event ,or win at one ,actually your now at risk if you even enter an event,....

..... basically run if you see me !.....

I know that there are loads of us all out and about at our events, all you need to do is ping me an

e-mail, some pictures and you'll see you work in lights (well text and pics actually but you know

what I mean).there's a goodly effort from many this month, thankyou AND MORE OF IT

Share your experiences with others through your newsletter. Have you done something your

rightly proud of and want to show others ?...we want to see it. DO NOT rely on "Others" to

contribute, do your bit for the club, write an article, do a report, embarrass a close friend

horribly with a feature (with Pics) of what they have gone and done / did...and do it now,

.....go on you know you want to :



Articles to me on e-mail : newsletter@hbro.co.uk or nigelbarker@btopenworld.com

Or Post : Nigel Barker, 51 West Close, Fernhurst, Surrey, GU27 3JS

Lastly there's the **Mike Wolfe Winch Challenge** event on 5th Feb 2006, join us for a great day,

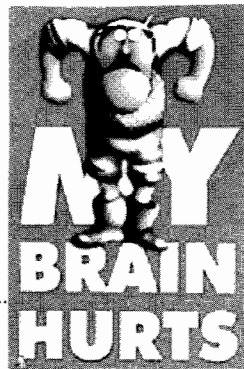
the biggest field of entries ever, with 25 teams of 2 booked already (typing this pre Crimble),

we need Marshals so contact me if you haven't already as all marshals will be prebooked and

registered for the event, you will have a fantastic day, 1st timer Marshals are welcome too !

Whilst there are no spectator 4x4s on site, spectators on foot, pointing and laughing at the

mess we will all get in to are welcome !.....



Feedback From Members – "Pants & Barks"

This is YOUR section,....

Members of HBRO are invited to use this section to air views..

PLEASE write in and have your say, for either views, news, information, questions, thoughts, moans and or groans...

So write to me at nigelbarker@btopenworld.com or Newsletter@hbro.co.uk

For this Issue, here's the Winners of the HBRO Trophy Awards

HBRO TROPHY & AWARD WINNERS 2005		
TROPHY NAME	CRITERIA	2005 WINNER
PILOT TROPHY (Range Rover)	Must drive at least 6 RTV's over the year, best 6 scores taken	GARY WHITE
PERFORMANCE TROPHY (Class 4 Vehicles)	Must drive at least 6 RTV's over the year, best 6 scores taken	ANDY BRIDGER
WINTER SERIES (All Vehicles Oct-Mar)	Must drive at least 3 RTV's, and official at least 1. Best 3 scores taken	GARY WHITE
SUMMER SERIES (All Vehicles Apr-Sept)	Must drive at least 3 RTV's, and official at least 1. Best 3 scores taken	HUGH DUFFET
GIRL'S OWN TROPHY (All Vehicles - Ladies)	Winner of RTV at Summer Rally	SAM PARKER
BOY'S OWN TROPHY (All Vehicles - Men)	Winner of RTV at Summer Rally	HUGH DUFFET
MEMBER OF THE YEAR	Member considered to have given outstanding contribution to the club within the year	CHRIS HOMEWOOD
WALLY OF THE YEAR	Member who got it wrong in an embarrassing way * (*see Tip 3)	NIGEL BARKER
BOOBS BUST	Member who has caused outstanding unnecessary damage to their vehicle	ED ELLIS
OFFICIAL OF THE YEAR	Members who have acted as an official the most frequently throughout the year	SARAH BRIDGER BOB DAVIS NEIL TOMLINSON

Chairman The "Fireside Chat" from Mr Ed

New Mag ..New Year....New Committee

It's early December, and Christmas is just around the corner, but by the time you read this it will be 2006.....So

What has happened in the HBRO world ?
How was your Christmas and New Year ?
Did you get what you wanted from Santa ?.....

Here's to wish you all the very best of 2006,from myself and the committee.

We have had a very enjoyable winter sunshine Driving Day and RTV at Slab, another successful venture onto that well tried and tested military site.

Our Christmas party has been and gone. A buffet and disco this time, thanks To Maureen & Dennis for stepping up to the plate and getting it all organized.Oh and thank you all for giving me the 'Boobs Bust' trophy, for 'light damage' sustained to my RR.Attendance was good.

So the first question I have is this what the club wants for its Christmas party ?
Your answers and suggestions by email to me please.... OK I know that Christmas 2006 is 12 months away,but let's get the difficult bits out of the way while it is still fresh in everybody's mind.

This is the first time that you will have seen the new magazine. 'Trucking About'.
Please tell us what you think.....
Is there enough content,..... are there things you want to see includedand is there stuff that we can drop ?....

Remember we are now printing for issue every two months.... so you have just a little more time to make a contribution, and reply ! Send to Nigel at nigelbarker@btopenworld.com or post (address inside front cover)

Just around the corner is the Mike Wolfe Challenge on Sunday 5th February, at ANOTHER new site, and what a site !...I am sure marshals are still needed; any support will be gratefully received. One question I have, is do we do enough of these events ? . We may plan two this year.

I was talking to the MSA a couple of weeks ago about running a TYRO driving day. Mrs E. had this great idea that we should run a driving day for novices. Let's face it the only time they get behind the wheel is at the first gate, hardly fair.

Well not surprisingly the answer from the MSA was 'Nope', 'Can't do that.' But all is not lost we can run a number of practice sections before the real TYRO trial. Based on Angela's idea we are formulating another idea for a TYRO trial. Longer sections, a few practice attempts at each section before you go and try a scoring run. Watch this space, or should I say Neil's section to see how this develops.

I also questioned the MSA about the ages for front seat passengers on driving days (promotional days is the correct term). The rules are quite clear 14 yrs minimum age, and must wear a seat belt, rear passengers have to be at least 2 yrs and all passengers and of course the driver must wear a seat belt.

Now the Road Traffic Act (RTA) does not limit age in the front, so far as I am aware. But for us this is not an issue to do with the RTA but the MSA and on to our insurance. The MSA have reported an increase in the number of significant injuries at promotional days, so much so that they are considering banning them. Apparently the premiums are rocketing. I hope that we do not loose this activity from the club calendar; with the way things are going with this and the anti 4X4 lobby we soon won't have anything left.

Mr Comp Sec has written about rules behind vehicle classification for RTVs and other events. The ARC green book is a good place to look. There are a lot of issues being raised, such as, 'If I cut away my wheel arches, then am I still in standard class ?' Well I am not going to answer it here. So read on, all I will say is if in doubt, ask, and we will do our best to give a concise answer.If we can't, then we will approach the ARC, or more correctly now the ALRC Ltd.

On the subject of the 'Green Book' the regulations are being updated, the last time was in 1996.

Apparently it is going to take another 2 years, but they will be simplified in many cases, by reflecting the requirements of the MSA Blue Book.

Hopefully this will make things clearer in the long run.

The new committee is now in place, further in this magazine you'll see who they are, what they like doing with the HBRO and even their Landys and what their planning to do to them, perhaps you would like to have your Landy featured...if so let Nigel know nigelbarker@btopenworld.com and share what you are doing or have done with us all.

Whatever lights your bubble have a great 2006 with the HBRO and look at our 2006 events page, and then join us out in the mud, The Mike Wolfe Winch Challenge is set to be the biggest yet, of this increasingly well respected event

Mr Ed.

Mr Ed's Motor

"The 60 second interview"

What are you driving now ?.... My current drive is the third Range Rover Classic I have owned. The first a Red 4 door 83 model, then an auto boxed 85 EFI which was eventually consigned to the scrap heap and now another slightly earlier model 86 EFI auto.

Why auto's ? because I drove Chris Homewoods one about 4 years ago and liked it, more of an armchair approach to 4X4 driving.

What am I going to do to this one ?Well I don't intend to roll it..... like the last one.

Will I give it a lift ?.... Hmm, that's tough. I have saved the 2 inch lift from the last one and the 750s to boot. But I am not sure yet if I intend to cut away the wings to make the taller tyres fit.

What's it got so far ?.... Well it came with a steering guard and what I think are stiffer police rated springs, that's it. Oh and a load of electrical faults which I still haven't cured.

What else have you got planned ? ...It needs a set of rock sliders and diff guards, they are an absolute must. And I really want a winch for Christmas, but I don't think Santa will be that generous. I would really like a hydraulic one.

What's the next job ?.... To sort out the electrics, it stalls and then won't start, the battery feels dead. My guess is some poor earthing somewhere. Oh and now winter is here I need to get the heater working. Its great in the summer because the AC is really smart, but in the winter..?

What's your favourite event ?.... Any one where other people get some pleasure. I really enjoy organizing them. But as a competitor, I have to say I really do enjoy the challenge events. Lots of driving, usually mentally taxing and great spirit.

What's your biggest gripe ?It's got to be those who complain about something the club has or has not organized, but never get off their backsides and contribute to the running of the club..... Stand up and be counted. !

How do you feel about the ARC ?Well its being re-branded, but I think it should review its rules and regulations, some of which are definitely outdated.

Your HBRO Officials.....

What they do,what their planning to do ... with the HBRO....and their Landys !

Andy Mullins - Treasurer. (I count all the HBRO money.....Mmmmm lovely !)

Would you marry the girlfriend who rolled your treasured Landy ? I'm pleased to say that I did and no permanent damage was done - to either Landy or her. I bought my Defender 90, Trigger, as an "exped" vehicle to explore and to get to new places, the fact that it requires almost constant attention also fulfils my engineering bent... Winch - for those days when it gets too sticky. ..Exmoor Trim Seats, Heated Front Screen and a Preheater

Why Trigger? Because I don't think there is much on it that hasn't been replaced...



Nick Woodage - Yes I'm the new 'Club Sec'

Not a new member of the committee more like an old one changing seats. If anyone needs to know something about the club they can contact me and I will try to answer. Neil Tomlinson , the new Special Events officer has said that he will continue events that I started i.e. 'Nicks Nightmare' & 'Fun Challenge', The problem is this does mean a taste of my own medicine when I enter...I look forward to the year & hope that the changes to the club will be accepted positively & that the club continues to prosper.. See you all out in the dirt Nick Woodage.

Denis & Maureen Keen

Maureen the club's Secretary and myself the Permit Officer. We joined HBRO because our daughter Danielle went on a trip to Cornwall with the Ellis clan (the ARC national). When she arrived home it was "dad you must join the club and get a Landrover so we can all go off roading".....

The next move was to join the club, then find a car, as I had used Mr Ed's car a few times I plumed for a good old Range Rover. We started to go to the social camp weekends, the first one was to the New Forest. we camped in my van that I used for work which was okay until the air bed got a puncture and went flat on us (or should I say under us). This made us think about getting a caravan, that we still have, it makes the social weekends a whole lot better now.

We became committee members after attending an AGM two years ago we only went for the meeting. I went home with lots of folders and papers, then all I had to do was find out who all the land owners were and their addresses after that it was and is a very easy job to do. It is all on the PC now just push buttons and away it all goes the hardest part is putting the stamps on the envelopes.

Maureen joined the committee as Social Secretary just to help out one year now she is into her third year she quite enjoys it really. We were very pleased to see everybody at the Christmas Disco we had a good turn out. As normal the next day Maureen could hardly walk due to my disco feet and knees, food was good and we had a good response to the Disco

Now to the New Year what would you members like to see on the social calendar let me know your thoughts. Ideas are required to help me out on what you want for the social side. ?? write to pants & Berks maybe, copy nigelbarker@btopenworld.com with your thoughts

I will close now for us both

Maureen & Dennis

Nigel Barker - Newsletter Editor

Long Term HBRO Member.. never ARC Legal!. Ex Comp Safari Driver, Ex Trialler, Specialises in recovery at both the HBRO & AWDC clubs (Chief Drive Round Marshal AWDC). Organises & Runs Winch Challenge Events - next HBRO one Booked 5th Feb 06 at new site "Slindon"

Nigel can be found at most HBRO 'Drive Round Days' in his much and very heavily modified 4.5V8 90. Twin PTO Driven Hydraulic Winches, Twin ARBs HD axles etc.....Known to get himself horribly stuck, & does things people shake their heads at. He finds writing about himself in the third person like this peculiar and will stop now.....



Richard Salter - Rights Of Way.

Richard is the man to speak to about the HBROs green lane events, see calendar for more info.

Steve Kirby - ARC Liaison Officer



Long term Stalwart of the HBRO and the Liaison Officer for the ARC (now the ALRC). Ex HBRO Newsletter editor for years and years and years (previous editor was a Mr Noah). Steve is 4x4less at the mo, but does appear with a fetching collection of woolly hats at as many HBRO events as he can

Neil Thomlinson - Special Events Officer

Last year I was 'Competition Secretary' and this year I have taken on the role of 'Special Events Officer'. During the year I will with your help organise various events Chippy Challenge, Navigational Events, Marshalling for BAFMA Events. I can not carry out these events without your help.

Having not taken part in a club competitive event last year I intend to have a crack at RTV this year and the clubs Winch Challenge in early February. One of the first thing I have to do in my new role as Special Events Officer is thank everyone who was involved in the Roadmaster and Rickshaw Events in 2005. Once again, the club has done itself proud in the way it helped with these vents. Col Bob Birrel has asked me to thank the club once again for all its hardwork, it is very satisfying when many of the crews come up and personally thank the club for their help and hard work well done.....If any of the club members are Civil Servants, Police Officers etc and who fancy having a go at next years Rickshaw 2006 let me know and I can put you in touch with the organisers.

Ian Parker - HBRO website Guru

Hi my name is Ian Parker,

I currently hold the position of web site editor for the club, and a member of Hants & Berks for the last 10 years. In that time I have made a great deal of friends with a passion for all things LR related. HBRO originally had a web site back in 1997, but updates were infrequent.

I started an unofficial site which with committee backing became the official club web site in 1999. The site has steadily grown over the years in it's content and has celebrated some memorable events in the club calendar. It was always my intention to retain all the content as I think it provides a valuable record of club life and what any prospective new member can expect.

The web site is quite niche, but it still attracts around 4000 visitors a month. I am not sure if new visitors are disappointed when they are directed to the site using search strings such as Mr Whippy, bamba gascoingne, hilux, dirk diggler and even a direct search for Chris Homewood this month. Just put your name into google and see what it finds.....I am always happy to receive photos and articles for inclusion on the site.

Send any content to ian.parker@hbro.co.uk

Here's a bit about my motor's...I have only had 2 Landrovers since joining the club.

My first vehicle was a Series III 2.25 petrol. I lavished a lot of time and money on the vehicle and the end result was a very tidy example of a hard top series III.

Competition Secretary – Reid all about it

A New Year and an updated magazine all very exciting, starting with the competitions we have held two competitions since my last report the first was a Tyro at Trotsford Farm with the kind permission of Nick Whishaw on November 20th, unfortunately I was not able to attend but congratulations to Tim Whishaw for winning the juniors and to Nick Jennings for winning the Men's, the first time the club has seen a Discovery 3 trailed.

Thank you to Nick Woodage for volunteering to be COC and for all those who helped him set out on the Saturday, results are at the end of this report and where possible these will be published in future reports.

The next event was the RTV and Driving day at Slab Common on 4TH December, congratulations to Paul Homewood and Andy Bridger for you first places, looking at the scores a few of you were caught out by the COC, Gary White and his setting out team, many thanks to Gary for a very challenging event.

One the same day as the RTV we also held a Driving day at Slab for which we had a good turn out ensuring that it was a very profitable weekend for the club not only financially but we also attracted a couple of new members.

There were a couple of issues that arose during proceedings that I would like to address, the first is with regard to non landrover type vehicles being bought to Club only driving days by members, having checked the regulations we can confirm that only Landrover derived vehicles may take part in club only driving days,

I would like to confirm that this dose not apply public driving days where any make of vehicle is permitted. I hope this confirms the situation.

The second is the use of Kinetic recovery at Driving Days, it was clearly stipulated in the SR's for the event that self recovery was permitted but that the use of Kinetic recovery was not to be carried out by anyone, during the day a couple of instances occurred where Kinetic recoveries took place and in one instance the Kinetic role parted, luckily no one was hurt.

Our reasons for putting this rule in place are simple, it is for safety, this type of recovery puts tremendous stresses on both vehicles taking part and in the event of a failure it is not uncommon to find a sizable lump of metal attached to one end of the rope heading for one or other vehicle, so please, we are not spoiling your fun but wish to ensure your well being.

One a different note the committee have been discussing vehicle classes and what constitutes a standard vehicle, this point was raised after a recent query from a member regarding cutting away the wheel arches of a Range Rover to accommodate larger than standard tyres, having consulted with the Chairman of the ARCL Scrutineering committee we can confirm that any alteration or modification to a vehicle that takes it outside the standard classification will mean that for instance a 90 will go from class four to class ten and a Range Rover from class five to class eleven.

Unfortunately the vehicle was too good to use in anger so I moved onto a V8 90. This vehicle had been owned by Nick Jennings for 7 years so it was well worn in so to speak.

The fairer half of the partnership (Sam) uses the 90 for RTV events and I use it for general playing and the occasional RTV. I have not really modified the vehicle too much, how can you improve on perfection.....

Nigel Thorne. – Club Scutineer.



Been a member for around 10 Years,

I try to arrange the odd Green Lane trip, and do laning all year when I have time, we have a thriving group on the Surrey Hampshire border . Love driving days, so funny sometimes, like to do recovery and try to help with setting out whenever I can, scrutineer, on challenge and other events, gives an insight into other peoples 4x4. My racing takes up more and more time so I have been doing less, would like to cut

down on racing a bitand do more off roading.

My 4x4 is the lightweight, series 3 1981. Mods are Detroit locker in the back, Truetrac in the front. 2.25 petrol engine, snorkel and Weber carb. Fairey PTO winch's front and rear, Parabolic springs and gas shocks, 235*85*16 Grizzly Claw tyres on white eight spokes and Extended rear shackles.

Jan Hallum – Membership Secretary.

My first month as Membership Secretary was November this year and I've got myself settled into the role, systems up and running and ready to carry on from Tricia (Jacobs) who left everything in perfect order – I was spoilt !

So far there have been 2 new memberships from Andrew Sharples from Clanfield who brings with him Carolyn as an Associate Member and Neil Brown from Crowthorne. Hopefully they will have been able to make Slab Common on Dec 4th and have a great day as most people do – a popular venue. All membership renewal reminder letters have been sent out, so come on folks! get your cheque books out and your renewal forms back to me ready for the 2006 season.

I Joined HBRO last year under the guise of (as our ex-Chairman Hugh often wrote in the monthly magazine) Chris Homewood's 'new friend' Truth is, I came along to an RTV with my partner Chris and loved it so much I was soon hooked. I've since competed in a few RTV's and TYRO's and it's great. Chris passengers me in his Range Rover – he's my teacher and there with me if I get stuck in the mud ! I also love the camping weekends in our caravan and have seen a lot of the lovely countryside along the way. Chris introduced me to his friends from the club and now they're my friends too!Looking forward to the 2006 season!

You should also be aware that alterations like; suspension lifts and bumpers are also included in this. However as we are already doing in some cases these classes could be amalgamated at the discursion of the COC at an HBRO event, it should also be considered that these alterations or modifications could mean you will not be eligible to compete in the standard classes at the nationals, if you have any queries please contact me and I will try and assist.

Whilst on this subject I would also like to confirm that the use of steering wheel balls is not permitted in any from of competition unless the driver is disabled, again this is for safety reasons, if the steering wheel was to flick around as the result of a road wheel hitting a stump this could cause a sever injury. Till the next time have a great 2006

Trottsford Farm TYRO 20th November 2005

Name	Class	Section 1	2	3	4	5	6	7	8	9	Total	Position
Tim Wishaw	4	0	0	0	0	0	1	6	0		7	Junior 1st
Nick Jennings	5	0	0	0	0	6	1	3	1		11	Mens 1st
Richard Slater	5	0	3	0	7	7	8	5	0		30	Mens 2nd
Barry Web	4	0	1	0	3	11	10	8	0		33	
Ben Brown	5	7	12	11	0	8	10	8	12		68	Junior 2nd
Tim Smart	5	8	10	11	11	10	11	3	6		70	

Slab Common RTV 4th December 2006

Name	Class	Section 1	2	3	4	5	6	7	8	9	Total	Position
Paul Homewood	5	6	0	8	0	4	7	1	1		27	1st Class 5
Nick Woodage	4	10	8	2	0	2	7	4	2		35	
Sam Parker	4	10	8	2	0	6	7	3	2		38	
Hugh Duffett	4	10	0	0	0	2	0	1	12		25	2nd Class 4
Barrie Webb	4	12	4	8	0	4	7	7	2		44	
Nick Petty	4	11	11	0	11	12	7	2	1		55	
Andy Bridger	4	0	0	0	8	4	0	0	1		13	1st Class 4
R Ware	4	0	1	8	0	9	5	7	2		32	
Roy Friend	4	0	4	0	0	9	7	0	12		32	
Steve Fallick	4	11	0	8	0	9	6	2	1		37	
J Petty	4	11	9	9	12	12	7	1	4		65	



Oh, and the about me bit?... ..er ok.....

I have only been a member for three years and this is my first elevation to the high echelons of the committee. The function of the Comp Sec is firstly, with the aid of the committee, to plan and agree the annual calendar of competitive and non-competitive events for the year.

Having only been in the role a short time, trying to please everyone from the "RTVer" to the "play day boys & girls" and the "mad challenge nuts", Oh and we must not forget the "CCVers" and the speed freak "Compers", you see got to keep them all happy.

My charge is a 1996 Defender 90 which a PTO Hydraulic winch, Lockers with hardened shafts, Grizzly claws, Snorkel plus a very large number of mods to add to and enhance the pleasure.

Until next time (finally)

Neil



Marshals Section

(The Non Stick Nick Section)

This new section is for, and all about Marshals, and will have articles and information in each edition from Nick Jennings, with his trusty Disco often at HBRO events, come say 'Hi' at events if you don't know him, he doesn't don't bite...

I thought long and hard about what to call this section of the magazine. (well about 5 seconds really), and an important point here -I want this to be a two way thing.Yes every month I will put a bit in here about Marshalling or the issues raised by it but I also want to hear from you out there who are doing 'the job'. Send in your comments, suggestions, questions etc and I will see what can be done. New and Old Marshals, please send stuff in for publication, your experiences recently, your wants, likes... dislikes, moans and groans stories etc?...and also what would you like to see here?...write now!

Write to the newsletter - nigelbarker@bopenworld.com and see your name in print in the next magazine.

So, as a bit of back ground, who is this pompous personage claiming to know all there is to know about marshalling. Well here goes. My name is Nick Jennings. I have been a member of HBRO since the year diddely squat, actually I cannot remember when we joined but the membership number is 178, so that gives you an idea, but it must be in the region of twenty years. In that time I have been Club treasurer, newsletter distribution bod, membership secretary and was Chairman for 3 years from 1997-2000. It's fair to say I am a HBRO'er through & through.. One of the best things about the club are the other members. We have made many good friends through the HBRO.

To start this section off, some answers to often asked questions....

How to marshal ?,

and what is required ?,

what are the options ?,

how does someone go about getting to be a marshal ?,

what is marshalling, ?

Who to see when they turn up ?

Right, back to business and marshalling issues.

Of late my main area of activity within the club has been organizing recovery training courses, there will be more of these to come so keep your eyes peeled.

I would like to go back to basics of marshalling at Trials.

There is more to than you may first think. What I am planning to do is to have some marshal training in the new year, at one of our events. If you are interested in this let me know and I will arrange everything.

If you feel like being a marshal, come to an event and ask at the signing on tent..

The first thing to do is 'sign on'. This will ensure that you are covered by the event insurance. You should be looking for a sign that says "signing on" or "rally control" or similar.

Failing that just head to where there is lots of cursing coming from uplifted bonnets. Just ask some one. We are all friendly and only too please to help, you'll be given a orange jacket, and then everyone will think you know what you are doing and bow to you... Either myself or one of the more experienced officials will always be willing to help out and welcome ' new kids on the block'....you'll learn and find its great fun...

There are a few different roles for marshals,

There is the job of watching the vehicles to see if they score penalties, there is the "keeping a watchful eye out for idiot spectators who are standing in the wrong place" role , etc.etc. Normally one official is put in charge of collating the scores on a master score sheet.

The marshals will be responsible for making sure that the drivers don't stand around all day chit chatting and get on with the event.

It's all common sense really and normally really good fun.

So come down to the next event and have a go, we will make sure you enjoy yourself !

So the sign off, if you bear this advice in mind, you won't go far wrong.....

BE SAFEKeep you wits about you at all times
BE SEENAlways wear hi-vis clothing when Marshalling
BE INSUREDAlways sign on when you get to the event

Regards

'Non Stick Nick'
AKA Nick Jennings

What's new out there ?

New "Stuff" & Reviews

Now, odd as this may sound they are fantastic !...waterproof breathable and warm GLOVES.

If you ever go off road you'll know how those warm pinkies go ice cold once yer gloves are wet through, and often they end up removed as its warmer without any than having wet ones on, yet, if you want to then winch or help etc, gloves do offer protection - these are superb - how do I know well, Mrs SWMBO bought me a pair for crumble, and damned fine they are too.

Go to www.sealskinz.com have a look at the website, the ones above are classed as "Waterproof Breathable gloves, Close fitting windproof with a Merino Wool lining for extra warmth and comfort", the website also shows stockists,mine came from a shop in Farnham.

Do you have something interesting that you have just bought, that others might like to hear about ?.....if so e-mail me with the info to nigelbarker@btopenworld.com

Classifieds – "Wanted" & "For Sale"

Adverts are free for the mag for non commercial members, just ping me the info to nigelbarker@btopenworld.com and I'll shove it in, after 2 issues it will be removed if you don't tell me its sold, better if you just e-mailed me to say "Its sold"

1983 RANGE ROVER 3.5 CARB. MY DADS GIVEN UP DRIVING SO WE NEED TO SELL HIS RANGE ROVER. COMPLETELY STANDARD 100THOU MLS, TAXED TILL END OF FEB. HAS MOT TILL END OF JAN BUT I WILL MOT IT SOON IF REQUIRED. 4 DOOR, BEIGE IN COLOUR, STAINLESS EXHAUST SYSTEM, LOWER TAILGATE RUST BUBBLED BUT COMES WITH NEW ONE. VERY GOOD ALL ROUND CONDITION. £850 ono. ANDY B. 01252 516402.

FOUR PIN DIFF 3.54-1 WILL FIT RANGE ROVER DEFENDER DISCO
£250.00 contact Jon Beagley jonathanbeagley@hotmail.com

5 x LR 'Freestyle' alloys from a Defender 90. Good condition complete with nuts and locking nuts. Offers around £275 John Jennings 07717792646

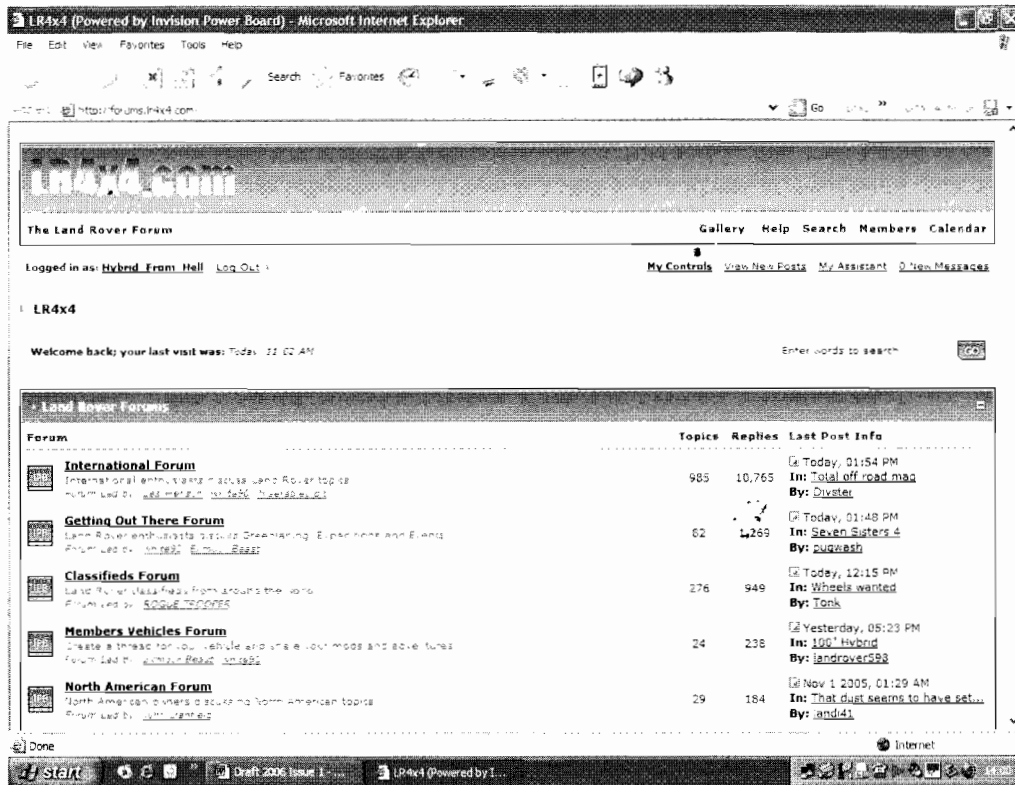
110 Hardtop for sale (just the hard top not the whole 4x4) with no windows in vgc inc rear door, £150 or swap for truck cab top for 90/110 07789 161805 Chris

FREEyes that's FREE - As it says above free to a good home, but you have to collect from South Oxfordshire...2 x Rover 3.5 V8 engines (carb models) 1 x good 1 x good for top end spares. Call 0788 4066643 Hurry before they go. Regards Nick Jennings

Best Of The "Web" this Month 'LR4x4.com'

Event Report

Tyro Trial 20th November 05



Each month we will share with you all members "Finds on the Web".

This month to kick things off is one I am involved in..... : www.forums.LR4x4.com

This forum is a wealth of information, both given and asked for. There are sections for Series, 90s, Range Rovers, Military, and a good and growing Technical Forum. It is moderated strongly,so it is a 'kid safe' site.

There are several HBRO members here already Myself (Hybrid_From_Hell), Tonk (Mark McFarlane), Nigel Thorne (Lwt1981)and others.

Drop it - its infectious !.....Membership is Free, come and say "Hi"

Do you have any websites, or links you think HBRO Members might like to know about ?

Drop me an e-mail nigelbarker@btopenworld.com and tell me about it !

Well I was asked again to CoC for the tyro trial at trots ford farm, a really beautiful place to hold a trial of any description. Of course I accepted the offer again as I like to do my bit to support tyro trialing to encourage new, junior and novice drivers to take up the sport of trialing.

This is a way of introducing new people to get involved in competition which is a big part of this club. I myself have been trialing for many years approx 17-18 and find it fun and rewarding even though I cannot concentrate totally to be able to win on the day. But I do have a lot of fun trying. So on this day for setting out the offer to collect the trials tender by Ian Smart was very nice and saved me the trouble of fetching it myself. Thank you Ian.

So after a cup of coffee with the land owner and his son i.e. Nick and Tim Wishaw I met up with Ian and Neil T to set about task in hand. A poor show really but as it turned out a very pleasant small group of volunteers to do the job. I mark the holes to set the gate and they put the cane in the ground. We did this for 8 sections and myself and Ian 90" and 110" drove all the sections to make sure they were drivable for all sizes of vehicle. We had a great time being as cunning as possible to make the next day a good challenge with fun in mind.

The next day. Well Ian with son Tim came along. Also did Bill with son Ben. Barry with his V8 90", Richard with his 05 plate Range Rover, Nick and son Tim in there Td5 90" and last but not least Nick and son John with a very brand new Discovery 3. This was really a result to have such an impressive line up of very expensive vehicles but hey, this is trot ford farm and that meant no trees and no damage. This really is a fantastic place to be on a bright sunny if not but cold Sunday morning.

We had a great days fun with some rivalry between the two electronics who were there to try there expensive toys with no chance of doing any damage but if only to there pride as both were trying so hard to beat each other that they both missed a separate gate on section 5. This really gave the rest of the field something to snigger about. But hey we are here for our fun and even the best trialers some with as many as 24 years experience can still make mistakes.

We had a fun day in a beautiful place but it a shame that hardly anybody bothered to join in the fun of this tyro trial. If you the members don't make the effort to turn up at these events well then myself and other committee members may think twice about putting on this type of event.

I would like to say a very big thank you to all the people involved in helping me set out this tyro and also many thanks from the committee to Nick Wishaw and his father for letting us use his land for a great day.

Nick Woodage COC

'A Grand day out' – from Jan Smart

Monday 5 Dec saw the first day of a two day course package arranged by the Camel Trophy Owners Club and held at Land Rover's Training Academy, part of the Gaydon facility, I did mention this on the HBRO website - www.hbro.co.uk

The course, designated 'LR508', covered the 200Tdi engine and LT77 gearbox. The following day was the LR509 course covering the 300Tdi engine and R380 gearbox. Land Rover normally runs the courses for 6 people but by putting 8 people on the course the cost was reduced to £90 per person for the day, which included refreshments and a hot lunch in the on-site cafeteria.

The course started in a classroom where the instructor, Doug Jowle, introduced himself and handed out copies of the relevant Workshop Manual Supplements (Publication Number SLR 621 EN WS 1 for the 200Tdi and WS 2 for the LT77S).

After allowing each attendee to explain their background and aspirations from the course, the rest of the day was spent in the workshop.

Things have moved on Since Land Rover introduced the 200Tdi and the used engine and gearbox which Doug had found for the course looked very out of place amongst the modern vehicles, chassis assemblies and cut-away engines.

We soon had oily hands as we set to work dismantling the engine with Doug stopping us every now and then to point out things of interest. By lunchtime we were all confident that we could strip and rebuild the engine, remove and refit the injection pump, knew how to set up the timing and even those who had done it many times before had picked up a tip or two.

Along the way we had chance to use many of the special tools but one handy hint which I particularly remembered was the use of an old reversing light switch in place of the special tool LST 128 when setting up the timing; it screws into the flywheel housing and the spring loaded plunger drops neatly into the slot in the flywheel. After lunch, there was a concerted effort with eight pairs of hands all trying to reassemble something at once so that we could move on to the gearbox. Amazingly we only ended up with two spare bolts!

The gearbox was a different issue entirely.

Since we were not going to be using it again we made maximum use of tool 18G 1A, aka the hammer! It was just as well as I'm not sure how we would have removed the casing without it (and the pry bar and a few other things best not mentioned!).

With the casing off, Doug explained the workings of the major assemblies before we set about taking apart as much as we could.

This required the use of several special tools and also several 'locally manufactured' tools that are fully described (pictures and measurements) in the back of the workshop manual supplement. Unfortunately, Doug was not going to let us go home until we had rebuilt his gearbox so, with several references to the manual and an unhealthy disregard for basic engineering principles, cleanliness and the various loadings, spacings and tolerances the various parts were mangled into place.

Even using the special tools, there were several occasions when we were surprised how difficult the job would be to do properly and we were all as surprised as Doug when the selector appeared to find all 6 gears after the rebuild was complete. We all now know what the gearbox specialists do to earn their money and most of us decided that we will be happy to leave the innards of gearboxes etc to them.

During the course we discussed issues regarding performance, economy, tuning and reliability. Doug explained that 'out of the factory' Land Rover set up the engines somewhere in the middle of the mutually exclusive spectrum between maximum economy and maximum power/performance; a point which also offers good reliability and longevity.

It is therefore perfectly possible to modify or tune the engine to improve one particular aspect but this is normally at the expense of others. Doug was careful to point out that engines are designed as packages and if you change one aspect you need to consider the impact on all the other areas, just as increasing the overall power output requires thought about the impact on the transmission and braking systems.

After a thoroughly useful day, few of us were in any hurry to rush off and jumped at the chance to take a look around the vehicles and items in the workshop and to act as 'ballast' so that we could squeeze Tim's roof tent under the access door for a photo-call with his Camel Trophy veteran 'in amongst it'.

Overall, I found it a very useful day and now have the confidence to tackle jobs I would previously have left to a garage.

At less than the cost of two hours garage labour, I recommend the course.

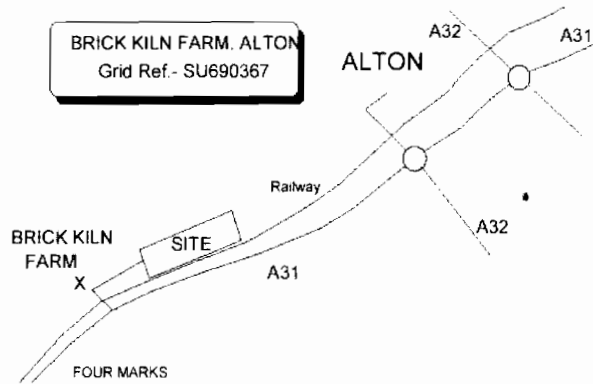
Think ahead what you want to get out of it and you'll find Doug very willing to do what he can within the day to answer your questions. Meanwhile, if you need special tools you can do worse than point your web browser at www.spxuk.co.uk for pictures and prices

Jan Smart

Calendar of Events – 2006 Overview

Getting Out and About - The next few Weeks...

January 21st 22nd - RTV at Brick Kiln Farm - COC Sam Parker (WS)

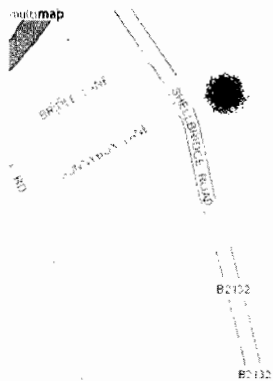


January 29th Green Laning Petersfield Area

Contact Richard Salter Tel 0870 242139 M 07711 755865 for info

February 5th 3rd Mike Wolfe Memorial Winch Challenge Event - off A29 Slindon - SU975075
COC Nigel Barker (er...ME !), Officials Neil Read and Ed Ellis (so it will prob rain ☁)

This is one of those "Must not be missed events". From humble beginnings (10 teams some single 4x4 entries) this year will see around 25+ teams of 2 4x4s battle on about, and probably under the horrendous mud at SLINDON. Its one of the HBRO most prestigious events, advertised in LRO (Feb. 2006) and will have coverage by Land Rover Magazines (again). Many people have already put their hand up to help and marshal at this event, time is absolutely running out if you haven't and you want to !. As a marshal you will be in charge of several sections that the entrants use, ensuring that apart from pointing and laughing hysterically at the state they get into its done safely, you will be allowed to bring your 4x4 on site, along with the officials and Entrants, other than that its NO 4x4s on site, spectators are of course welcome, and frankly if you love Land Rovers, and Off roading you MUST not miss this event.



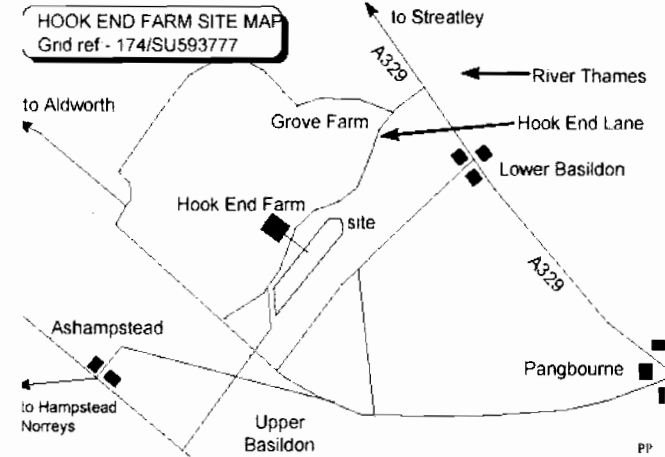
Sponsored and supported by KCC (advert Back page) Shaun and his SWMBO have decided this year to park up their Landy, roll up their sleeves and get stuck is as a marshal, with a proposed 70 - 80 punches for the teams to get it's a big event and needs support of the membership, so, last chance (no "I fancy marshalling on the day" is allowed - if you want to help, join us have a hoot and a great day contact me now, as time is running out nigelbarker@btopenworld.com if you

have just woken up to see this event (was the planet you've been visiting nice ? :O) and want to enter you can try....contact me very quickly and have a chat.....
DO NOT DRIVE DOWN SUNNYBOX LANE PLEASE !!!!!!!.....DO NOT PARK IN THE ROAD !!!.

Access from A29 at Slindon, West Sussex, turn into Shellbridge Road, then you'll see the site entrance marked, enter the site, Parking will be laid out at the end of the entrance road (1/2 mile up track) then park in DESIGNATED CAR PARKSAFELY OFF ROAD AND OUT OF SIGHT

February 18th / 19th - RTV / CCV at 'Pangbourne' - COC Mark Ambler Camping Available !!

(WS)

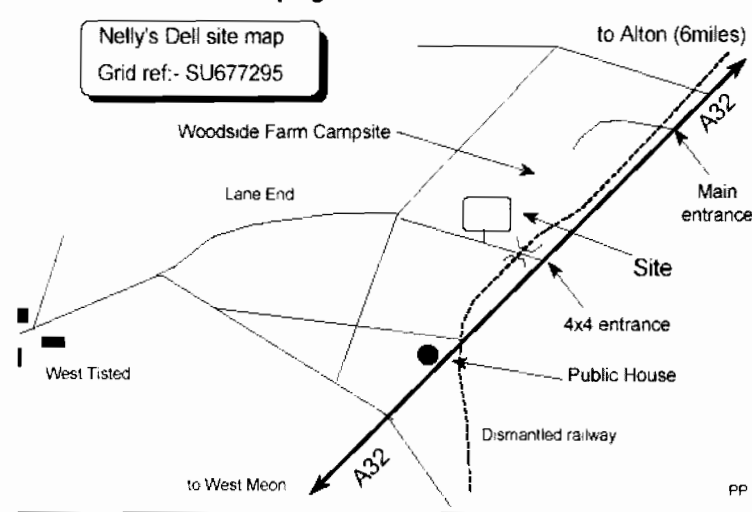


February 26th Green Laning Salisbury Plain

Contact Richard Salter Tel 0870 242139 M 07711755865 for info

March 5th - RTV - 'Nellies Dell' RTV
COC 'Max Bob' Davies Camping Available !

(WS)



March 11th / 12th - Green Laning Day - Area TBA

Contact Richard Salter Tel 0870 242139 Mobile 07711755865 for info

March 18th /19th - TYRO - Trottsford Farm

Map in next Magazine

And in The Future.....

April

April 1st 2nd - DRD (P) - Slab Common - Contacts : Neil Read & Neil Thomlinson

We need people to volunteer to help with setting out and marshalling this event.

This is a good chance for the club to promote its self and raise its profile, and for a great day out !

April 15th 16th - Easter Rally Event RTV & TYRO - Minstead / Camping Contact Neil Read (WS)

April 29th 30th RTV May Bank Holiday - Minstead / Camping Contact Ed Ellis

May

May 13th 14th RTV Langrish & Steep

May 27th 28th ARC Nationals Lincolnshire / Camping

June

June 4th through to 11th Welsh Green Laning Week - Er..Wales !

June 17th 18th DRD(MO) RTV - TBC

July

July 8th 9th RTV - Bowhill

July 21st - 23rd LRE Show - Billing / Camping

July 22nd 23rd - Nicks Navigational Nightmare - Location TBA

July 29th 30th - Green Lanning - TBC

August

August 5th 6th RTV TBC

August 26th 27th Summer Rally RTV & Gymkhana & TYRO - Minstead or Nellies TBC

September

September 2nd 3rd DRD(P) RTV - Broxhead

September 16th 17th Belgium Nationals (guess location)

September 23rd 24th Green Lanning - Somerset Area

September TBA ?? Rickshaw Ramble BFMA

October

October 30th 1st RTV TBA

October 14th 15th Winch Challenge - Slindon

October 21st 22nd Old Sodbury Sort out (Newbury)

October 20th - 2nd - Roadmaster BFMA - Salisbury Plain Contact: Neil Thomlinson

October TBA - HBRO AGM - Location also TBA

November

November 4th 5th RTV and Bonfire Night

November 18th / 19th Green Laning day TBA

December

December 2nd 3rd DRD(P) Slab common

RTV - ARC Trial,

DRD(MO) - Drive Around Day - HBRO Members Only -

DRD(P) Public Drive Around Day.

TYRO - Beginners/ shinnies RTV

WS Means event is part of the "Winter Series"

The "2 Dates" means Setting out 1st Date, event on the 2nd Date - Contact the COC for info

Club Pub Meets are held on the last Wednesday of each month at
"The Hogs Lodge", Gravel Hill, Clanfield Petersfield. Hants. PO8 0QD,
Just off the A3 - Grid Ref SU714174 from Approx 7.30PM
Tel 02392 591083 for more information

Event Report RTV - Slab Common

Sunday 4th December saw a majority trial of 90s at Slab, one class 10 amalgamated into class 4 and just one Range Rover. With two new drivers sharing their 90, the Petty brothers, although they scored high, it was their first trial and they had only owned the vehicle a few days..

Gary White set out an interesting trial for the lads and lass, - just one Sam Parker.

Section one caught a few of the experienced drivers out at gate 10, so there were some high scores on the board early on. I was caught off guard on the first section when asked if it was OK to engage lockers. What ...? Oh No,funny we missed that at Scrutineering.

Section 2 incorporated a tricky cross axle at gate 8, Nick Woodage falling foul of this. Russell Vare put in loads of boot at the last gate, getting his front wheels airborne smacking his roof on a branch and scoring a 1. Section 3 went without much incidence, a few clears and a couple of 8s being scored. The hardest bit on this section being the soft rutted sand that dominates Slab.

As we moved onto section 4 there as a huge puddle to negotiate, or so most of the early drivers thought, all except Paul Homewood who through good course management went around the back of the puddle, thus showing the way for the last few drivers. Things were going really well, mid day and lunch time already. Into Section 5 after lunch, the first few guys missed the obvious line through a deep rutted puddle leading to gate 8 and scored high again, having said that there were no clears on this section.

Section 6 was back into the trees, gates 6 and 7 caught most drivers out with a mini wall off death. Only one clear here. Section 7 proved more fruitful for all with the scores coming in the 2s and 3s. A nice long section with lots of twists and turns.

Things were moving really well as we headed off to the last section. I don't recall any clears here, Andy Bridger and Hugh Duffet vying for the top position. Andy got a 1 leaving Hugh needing better than an 8 to beat him. Roy Friend set off dropping out of the 13 gate into another rutted puddle, wrong line he stopped just before the 12.

A few minutes later Hugh did the same and received a hearty cheer from the onlookers.

That 12 cost him first place. So the order of the day was, Andy Bridger fist in class 4, Hugh Duffet Second in Class 4, and Paul Homewood in a class of his own, first in class 5.

My view on the trial really well set out, challenging, such that every one of the drivers got caught where they least expected it. Our thanks go to all those that helped set out on Saturday, the marshals, Paul Homewood for Scrutineering and Gary White for being COC and setting out some great sections.

Mr Ed

Technical Tips 1....

This Newsletter.... 'Tow points'

If this applies to you...in any way..... then please make this the next modification you do to your 4x4...

I have with other Marshals recovered 'stricken' vehicles at a Drive Around Days and Events for years but the pics here at one in particular finally made me put pen to paper.....its me "Pet Hate"



Sadly, a large number of 4x4s at all events have (in my opinion) either dangerous, inadequate or just plain mad recovery points,many when you try to explain that what they have is really unsuitable, are grateful and its appreciated, for many a shock, ... most take the advice and get something sorted toot sweet....some sadly seemed to miss the pointcompletely....

Anyway I thought,..... maybe a bit in the Magazine might just ring a few bells with people, so here goes.....Oh and these are my opinions and not necessarily those of the clubs etc etc and all that

I guess for many of us who have been about and those of us who have 'competed' over the years just sort of "Know it", we also had to have recovery points to a standard for Scrutineering, so we just "Know" what's right - more difficult for the DRDs where many venture off in a non competitive event ...maybe for the 1st or 1st few times...so if you are new then you probably don't know as no one has really said anything to you...so how would you know !! ?...well here goes then.....

A 'good' recovery point is essential, best is both front and rear, it makes our job (marshalling & Recovering) so much easier, if we are ok with the recovery points then we can concentrate more of the job at hand, if we are uncomfortable with the recovery points it makes recovery longer and more dangerous for all.....

So, what are 'good' and 'bad' examples ?... First some myths dispelled.....

"I've used it for years and its never let me down" ... see photo above, winch bumper and then winch came off when I winched !....guy was fine about this, shocked but fine !....

I've heard this so many times - a common retort when we try to point out that what they have is not up to the job - the answer frankly has to be

"Well, that's a miracle -..... oh.....and its still C%^p"...

Suzukis - have a "Loop at the front out of 8mm steel, centre of the chassis tube between the rails, and on the back next to the tank - both are 'Tie down' eyes for being transported on a trailer, and are NOT suitable at all for recovery, this will get torn offand is dangerous to use as recovery points. Similarly on 90s there is a shaped plate with a big hole in it, its held on with 1 bolt through the chassis front end and rear ends, it looks quite HD..... again it's a tie down hook, and will not be suitable.

Towballs bolted through a front bumper on a 90 / Series etc. ... Yep towball is good,and some nice HD 10.8 bolts say 14-16mm even better,but you are bolting it to a 2mm thick bumper,which will self destruct with any force.

Towballs welded to Chassis - Nope !,you have welded a casting to a sheet steel again say 2mm thick, likelihood is sooner rather than later the ball will tear away, then come looking for someone at high RPM,not safe.

Studding,I saw a nice NATO hitch a while ago, on a 90, and spreader plate (covered later) but let down because it used 8mm studding to hold it on - VERY dangerous, NATO hitches are heavy bits of kit, and are not good when flying about - again I got the "**Its been there for years**" Comment.....Towballs or Winch bumpers that the bolts are loose are equally common, ALWAYS check you recovery point bolts,they can stretch,if they have replace them,use nylocs and do them up as tight as you can.....

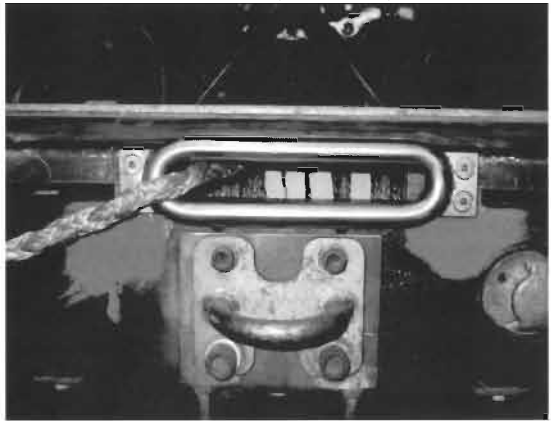
Bits of plate welded to bits of chassis are often just plain dangerous, is your welding good enough to trust other peoples lives to ?,..... and if it hangs down then it also will get you stuck quicker as it will act as a plough.Ok, so having covered off the "No Nos", what are good points ?

The best recovery points are those that offer recovery both in and out of where you are, i.e. FRONT & BACK, this gives us the option of 'choice of extraction'. Next is that there is now a whole range of suitable kit available from suppliers, for frankly not a lot of money, and to be honest why bother making your own for what is such a minimal outlay.....?

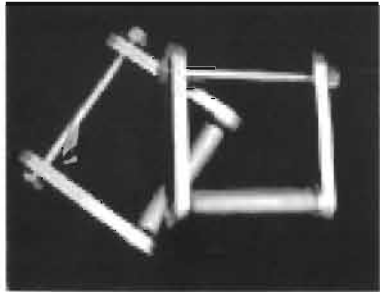
In no particular order here are some good ones, take your pick,..... but 1st with all recovery points

Use HD High Grade bolts, these are stamped on the heads with 8.8 or better still 10.8 (try hacksawing through a 10.8 !! - you think you blade is blunt), Allen bolts are also fine check the rating, and do not use Stainless Steel, the strength is much much lower ! Then use washers, and Nylocs, and a spreader plate. A spreader plate is some thick piece of metal say 6mm which spreads the load across the back of what is all bolted on the 4x4. Factory LR drop plate are fine, but they must have the arms that go back to the side rails of the chassis, just a drop plate and a towball at the bottom is not, the shearing force on the plate bolts and crossmember is huge !

D RINGS For example - my own rear recovery point is one of these D rings



You can see from the picture I have a spreader plate on the front, and an even wider one on the back of the 90s crossmember, Here then are 4 bolts, the bottom are 16mm and the tops 14mm the crossmember has tubes in on this year of 90 the Allen bolts are 10.8 ton HD with washers and nylocs on the back, As the crossmember has tubes inside the bolt holes on this year it's a case of then putting it all together and doing it up TIGHT, till the veins on your neck stand out.....



then just recheck there tight from time to time..... These are really not expensive, I think this was around £25, the spreader plate needs just a few holes drilling in it and then new bolts, I got mine from Margnor Fasteners in Guildford.

JATE RINGS

Good practise here is to fit one on each corner, then a 'Bridle' could be attached to half the strain on recovery.

Here is a picture of one fitted to a Range Rover, this is a really simple strong and easy to fit recovery point !



NATO Hitches, Built like 'the proverbial' - if its squaddie proof, then its ok for you ! They can be mounted front or rear, in this example again really nice job and good practise of spreader plate front and rear, on some crossmember these units will not line up with the predrilled holes. If you drill holes ensure you put a suitable thick wall tube inside (weld it in place) otherwise as you tighten it all up the crossmember will crush.



The really good thing about 'D -Rings', 'Nato Hitches' and 'Jate Rings' is that once we have connected to you the fixing stays, i.e. with a towball scenario, the rope or winch strop can (and often does) come off during recovery. Of the above I believe D Rings and Natos are the better - they allow a fixing until it is no longer required, and are Multi Point fixed to the 4x4 (i.e. loads of bolts - 4 on Natos, D-ring) the Jate being one bolt each. Towballs, are often used, on Series 90s Suzukis etc, again, bolts must be HD and spreader plate on the other side, One downside (other than rope coming off accidentally) is the fact that the "Pull" is at the bottom edge of the Crossmember, rather than central ie with Nato and D Rings..look at the pictures.

There are a vast range of Winch bumpers now on the market, some Very good, and some appalling. Bear in mind that a Winch of say 8000 lbs pull will do that - irrespective of it being a SJ413 or a Range Rover, people often underestimate the "Stucktion" factor of being in deep mud, So any winch bumper in my opinion needs to be 6mm plate, and the bolts HD 10.8 and more than 'just a couple', you can have the best nicest strongest Winch Bumper with superb welding & recovery points built in, but it's only as strong as the bolts bolting and holding it to the 4x4 !

Swivel recovery eyes are now often seen, I am concerned that all pulling is done on what is one (high quality big bolt), but, it is only 1 bolt...If you plan to use these then also get a short bridle (a strop 20,000 lbs rated) and couple of RATED shackles (if they don't have SWL and I would suggest a minimum of 4.5 tons) then don't buy them. Then attach the bridle with the shackles to the pair of swivel recovery points



Hopefully this will help all of us, and you are welcome to find me at any event to discuss look for the Grey 90 HCG 678 So, to the old hands sorry for a boring article, for the new members I hope you find this useful,but to all of us, next time you walk past your pride and joy, look at the recovery points, are there some ?, Oh and are they up to spec ? ...are they ??..... ARE THEY ??

Nigel B



Technical Tips 2 & 3.... From Mr Ed

Tip 2.

OK, my new blue V8 '86 Rangie seemed to have an earth fault as I reported once before. Me mate Nige said he would check it out with one of those multimeter thingies.

Symptom, engine cranks over very slowly then coughs into life. Then when stopped even after 15 or some minutes running the battery feels absolutely dead.

So we check all the wires. Every thing seemed to be in place and although the voltages were not the best, they were OK. And no stray earths

So Nige B suggests we check the timing.....

On investigation it was found to be 23deg before TDC, a V8 normally runs around 6deg TDC. The timing was reset but still it was not right. Further investigation finds that the vacuum advance and retard is blocked. Pipe replaced.

The engine now fires first time and runs better with lots of life in the battery.

Reason: The engine was trying to fire half way up the compression stroke so in effect combustion was taking place so early that it was trying to force the piston back down again. This meant the battery and starter circuits were fighting against such a heavy load that the battery was getting fully drained very quickly.

Thanks Nige - clever little bugger

Tip 3.

This is a tip for 90 owners.

A mate of mine recently went to Sodbury Sort Out to buy a couple of 90 side panels to fit with windows. Cut a long story sideways he duly purchase 2 at £10 each, a real bargain.

Took them home spent ages cleaning them up etc and had them sprayed professionally at a cost of £50.

He the set about removing the old ones, took about 1½ hours to get the first one off and offered up the new one. Oops it didn't fit, 2 inches to short.

The tip here is firstly check you have brought the right panels. The ones he purchased looked identical, but were from an 88incher. Then maybe you should measure them before you hand over the cash. Then maybe before you paint them you offer them up to the vehicle or maybe even at least you offer them up before you strip off the old ones.

Nice one Nige.Not so clever then.....Made me smile all the way home on Saturday. Mr Ed

A Full version of 'ALRC NEWS' is on the ALRC website www.alrc.co.uk

As you will have noticed we have changed the name to the Association of Land Rover Clubs. The decision for this change was not taken lightly as the birthplace of Land Rover was with the Rover Car Company. However, with the break up of the Rover and Land Rover brands to different manufacturing companies and with having had no car clubs within our Association for several years it was considered more beneficial and representative of our Association to make this change.

Denis Bourne A.R.C. Chairman.

2006 A.L.R.C. NATIONAL RALLY- Hosted by Staffs and Shropshire LRC and Lincolnshire LRC
Booking forms are available via the dedicated website www.arc2006.co.uk

C&D INTERCLUB RTV - 1/2 JULY 2006

Based on the Majors Memorial Trial formula of two 10 section trials over 2 days and on two sites including Newnham Park. Team entries of 3 invited with at least 2 vehicles from Standard Classes.

Midland ROC - Date for Majors Memorial Trial at Eastnor is 15 - 17th September 2006.

NON- A.L.R.C. CLUB EVENTS

Heritage Land Rover Show 2006.

Saturday 29th April 2006 - Noon to 18:00

Sunday 30th April 2006 - 10:00 to 16:00

- * Unveiling of the Range Rover No 1 restored
- * Heritage Run
- * LRW Arena
- * Land Rover Club Challenge Cup
- * 4 x 4 for the beginner track
- * The Chris Savidge award for the best Club Stand
- * The Tom Barton award for the most Authentic Land Rover
- * LRW Tirfor Challenge stakes
- * Club stands * Craft and food stalls
- * Lots of Land Rover Trade stands
- * Home of the Legend drives
- * 3 day camping available
- * Museum * Go Carts * Children's Roadway
- * Saturday Evening Barbeque.

For further details visit www.heritage-motor-centre.co.uk