



**ALRC National Rally at Eastnor Castle**  
**23<sup>rd</sup> – 27<sup>th</sup> May 2008**

There are still spaces in the Tyro for those Club members who wish to take part. There is also the option to come along and camp for the weekend and support the members who are taking part in events during the weekend. Eastnor is a great place to camp and the atmosphere at the Nationals is second to none!

Neville Dewdney 1st in Class 7 at the RTV & Fun Challenge at Slindon

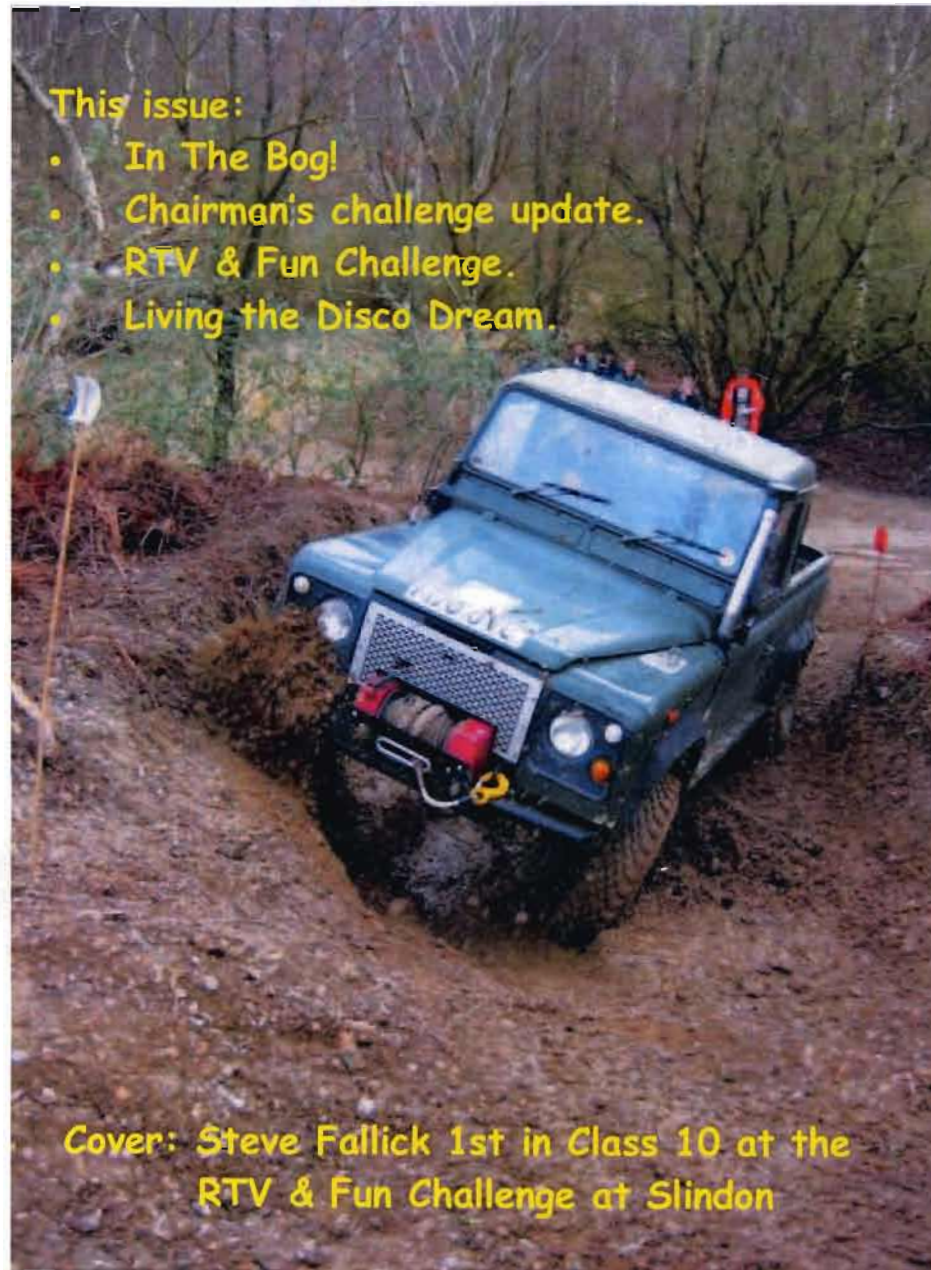


April 2008



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- **RTV & Fun Challenge.**
- **Living the Disco Dream.**



**Cover: Steve Fallick 1st in Class 10 at the RTV & Fun Challenge at Slindon**



2008 SOUTHERN ROVER OWNERS' CLUB

14th Two-Day CCV Team Trial

26th - 27th July 2008

The Southern Rover Owners' Club welcomes you to Smuggler's Country for the 14th Edition of the Two Day Team Trial. Ron Baker devised the event to add a team element to CCV Trialling. Each Team comprises 2 drivers, passengers are not compulsory but each driver may only have one passenger, and no driver may passenger another. The object being for Team Members to guide and direct each other through the sections, obviously without endangering themselves.

There will be Scrutineering on the Friday night for those turning up early and to ease the rush on Saturday morning.

Saturday evening Ron has arranged a Hog Roast for all Competitors and Officials, this will be the only catering on site so please ensure you have catered for your other needs. Lunch breaks each day may be taken "on the hoof" out on the course.

The Trial is scheduled to finish a little earlier on Sunday afternoon than normal to ensure competitors and officials have a little extra time to return home without having to miss Prize Giving.

For more on this event, please see the website or the information folder, which is available at most events. Alternatively, please email me via the committee page and I will be happy to send the entry form and information directly to you.

Sam Parker  
Competition Secretary

## Hants & Berks Land Rover Owners Public Off-Road Driving Day Sunday 13<sup>th</sup> April, 2008 Slab Common, Bordon

Any make of a Land Rover or similar type off-road vehicle! Not suitable for car/van based 4 wheel drives. Max g.v.w. 3.5 tonnes  
Sorry no quads or bikes.

All vehicle occupants must be 'properly' seated & wear an approved seat belt at all times. The passengers sitting in the front seats must be at least 14 years of age. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age. Any child under 12 years of age or 135cm in height must be seated in a C E approved "child seat". All vehicles must comply with the Road Traffic Act, have an MOT, be roadworthy and have a serviceable towing or recovery point, front and rear.

Scenic terrain, offering easy, moderate & challenging routes to cater for all skills & vehicles.

Site open from 10.00 till 16.00 hrs. Located, South of Bordon, Hampshire. Just down the road from Broxhead common. Entry Fee £25.00 per vehicle (HBLRO Club members £20.00). All drivers must sign-in. Pre-booking not required but please check website [www.hbro.co.uk](http://www.hbro.co.uk) for latest information, or call 07711755865.

Refreshments & Toilets on site

## Your Officers and Committee Members - 2007/8

Some new, some old (I mean in the Committee sense!). Give them all your support; let them know what's done well, what you enjoyed, any new ideas. Write to the Newsletter Editor and get any Land Rover thoughts printed and off your chest. Most importantly, get along to the events, get involved and get more out of HBLRO by putting a little in.



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Articles in this magazine are published in good faith; opinions may be of the writer or Editor, and not necessarily representative of the club or Committee.

## CORNWALL AND DEVON LAND ROVER CLUB Ltd.

Invite entries to the

### NEWNHAM CHARITY ROAD TAXED VEHICLE TRIAL 2008

This is a charity event with all proceeds going to St. Lukes Hospice. Sponsorship is being sought in order to maximise the percentage of your entry fee that goes to this charity.

The event will be held over the weekend of **28th June & 29th June 2008** at Newnham Park and Hemerdon Mine, located within 5 minutes of each other by public road. The trial will run over 2 days and consist of 20 sections, 10 sections at each site. It will be run in accordance with ALRC Competition Regulations and the Supplementary Regulations attached to this form.

This is a team event for groups of 3 vehicles/drivers, with **no more than 1 vehicle from the ALRC Modified classes permitted in any one team. Modified vehicles may not be double driven.** Prizes will be awarded for the lowest total team score added together over the 2 days, the highest placed ladies team and the highest placed team consisting of all long-wheelbase vehicles.

**The Entry Fee for each Team will be £120.00 and the Closing Date for Entries will be 25th May 2008.**

It is expected that interest in this event will be high and you are encouraged to register your Team's entry as soon as possible. Entries will be limited to 40 teams.

Send your Entries to: Mrs G Garlick  
Coombe Cottage  
11 Staddiscombe Road 01752 492683  
Staddiscombe Before 9pm.  
Plymouth  
Devon  
PL9 9NA

Camping is available in Newnham Park at £5 per night. A follow on Rally is available until 12 noon on Friday 4th July.

#### Provisional Timetable:

Friday 27th June	Campsite opens	12.00pm
	Signing on opens	12.00pm
	Scrutineering open	5.00pm-8.30pm
Saturday 28th June	Scrutineering and signing on open	7.15am- 9.00am
	Trial starts	9.15am
Sunday 29th June	Trial starts	9.15am

**HBLRO Members: If you would like to take part in this event, and do not have a team, please contact Sarah Duffett by 1<sup>st</sup> May, 2008.**

## SUPPLEMENTARY REGULATIONS

For the purposes of these supplementary Regulations, the term "standard" refers to ALRC trials vehicle classes 1 to 5 inclusive and the term "modified" refers to ALRC trials vehicle classes 6 to 11 inclusive. This competition is held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), the regulations of the Association of Land Rover Clubs, and these Supplementary Regulations.

1. The competition is open to all members of competitive clubs who are members of the Association of Land Rover Clubs.
2. Competitors will maintain vehicle number order wherever possible.
3. Scorecards are to be marked by the scoring marshal only. In addition, they are to be marked prior to moving to the next section.
4. Competitors are responsible for checking their scorecards are marked correctly.
5. Scorecards are to be handed to the scoring marshal at the end of each trials day.
6. No more than 1 modified vehicle may form part of a team entry.
7. In the case of breakdown of a standard vehicle, the modified vehicle **may not be double driven.**
8. In the case of both standard vehicles breaking down, the remaining vehicle may be treble driven but will not count towards prizes if from a modified class.
9. Shunts need not be nominated prior to starting a section.
10. When drivers (or navigators) of LWB vehicles call "shunt", the permitted shunt will be deemed to have been used whether actually used or not.
11. A vehicle positioned in the 12 gate will be deemed to have started the section and no external assistance/guidance is permitted after this time.
12. When finishing a section, vehicles should remain stationary until a marshal has called the score. This includes steep and/or slippery finishes.
13. Only marshals may call a score. Drivers and spectators are not signed on as officials.
14. No driver or navigator may touch a cane or number flag. Tampering with either will incur a 12 point penalty. Furthermore, no obstacles on the course may be moved by competitors. Where the course has been altered by the previous vehicle such that a danger is presented to subsequent vehicles or competitors, the Group Leading Marshal's advice is to be sought.
15. Chains and/or strops are not permitted to be used for recovery purposes.
16. The carrying of a spare wheel is optional.
17. Where the load area of the vehicle is open to the drivers/navigators area, all heavy and/or hard and/or sharp equipment is to be securely fixed in position.
18. All servicing must take place over a sheet that is impervious to fluids and all waste fluids and parts are to be removed from the site at the end of the event.
19. Dislocation/re-location cones are not permitted. Where fitted they are to be disabled to the satisfaction of the scrutineer.
20. Provisional results will be posted at the signing-on tent at the end of each day.
21. Appeals should, in the first instance, be made to the group-leading marshal. If the appeal is not satisfactorily resolved, further representation should be made to the Clerk of the Course. Further appeals must be made in writing and be accompanied by the appropriate fee.

**NEWNHAM CHARITY RTV EVENT 2008**  
**28 and 29 June 2008**

A quick report – so far so good.

A number of people have expressed an interest and in true accounting fashion, I have persuaded them to part with their hard earned cash in exchange for a place in a team of HBLRO's finest!

I have now been able to submit three teams to represent HBLRO at this event. However, each Club has been allocated five entries so if you are still "thinking" about it, come on, give me a call and join in.

Two days of RTV trailing in a great setting – Newnham Park hosted by Cornwall & Devon Land Rover Club Ltd. An ideal opportunity for those of you who sadly are missing out on competing at the Nationals this year.

If you are seriously interested, there is still time to put together another couple of teams, so call/email me – details in front of this mag.

Sarah Duffett  
Treasurer

### For Sale

Discovery - 200 Tdi, 1992 K Reg, Silver/Champagne.  
Good condition with good electrics, sound chassis, new front disks, new clutch and selector. Never been off road. £900 ONO.  
Call 023 9258 8925 (Gosport)

### Wanted

Sponsorship for this Newsletter.

If you would like to advertise in this newsletter please contact  
Matthew Brooker Newsletter Editor (details on page 5).

### The Chairman's Challenge - How stuck can you get?

Yes, he has managed to do it again. On this very innocent looking track at Trottsford Farm, the Chairman once again managed to get himself well and truly bogged down and had to be rescued by Dave in his trusty series



motor. While deciding whether to take part in the days trialling, Richard was bumbling around the site, when unfortunately, the vehicle slipped into a track, and got dug in forwards, and wedged onto a tree from behind. It took sometime before it was freed! Following this, Richard decided that he better not enter the RTV for fear of being pipped to the post for 1<sup>st</sup> place. And so

continues the saga of Chairman's Challenge .... just how many times can one person be stuck in a season? ..... oh and these times are often not while taking part in an event. Like the recent green lane episode which resulted in a door to door visit to find someone to rescue him. What is that we always tell people - 'don't go laning on your own', oh, and in a vehicle that had very few recovery points. Ooops!





Kevin Wood makes a splash

### Trottsford Farm RTV and Tyro

The first RTV of the year was well received at Trottsford Farm, with 12 people taking part. There were some interestingly (tight!) sections laid out on this land, courtesy of Tim Whishaw and his very small band of helpers, namely his

Dad and Nick Woodage! Despite little help with setting out, the guys did a sterling job of giving us an 8 section trial, even incorporating a quick dip in the river at the end of the day. Ideal for cleaning off some of the mud.



Steve Fallick gets caught up



Andy Bunyon attempts the mud run

to this section was OK for all, but exiting was a whole different story, with most of us needing a hefty tow out up the steep bank.

It was good to see some new faces, both trialling and marshalling, so thank

you for coming along! Thank you to Tim Whishaw for being the Clerk of the Course and keeping us all going! And also to Ollie, whose marshalling dedication to fair play knows no bounds! Hopefully you dried out at some point.



Ollie takes a dip



Lucy Dewdney navigates her way around the Tyro sections

Two weeks later saw the Tyro, with 18 entrants, many of them new to the event. With yet another beautiful sunny day, but still with some ground frost, we were in for a fab event. It was also really good to see some members from the past coming back to join in the mud runs!

Mike Fitz as CoC, laid out 9 sections with his slightly larger band of helpers, but ended up doing only 8 due to conditions underfoot being worse than originally thought. The reversing section was abandoned just before lunch due to difficulty even getting off the start line! There was a good mix of youngsters and adults, but the ladies are still very under represented, so come on girls, give it a go! A lot of the younger drivers ended up on lower scores than the adults, a real taste of the future drivers in the Club.



Andrew gets his tyres muddy



Elton takes on the side slope

In all, I think everyone thoroughly enjoyed their day of trialling, and hopefully we will see them keep coming back for more as the season goes on.

We are always on the look out for people to take on the role of Clerk of the Course. If there is a particular event you would like to do in the calendar, please let me know. If you have not done this before, but would like to have a go, we can offer you help to set out and run an event. It would be great to get everyone involved!

Sam Parker  
Competition Secretary

## In The Bog!

Here we are at the begging of April . . . were does the time go?

Some changes have happened over the past few months on the website and at the moment there is no forum - the committee have decided to remove this for now, because a small minority of members and non members were abusing the site for their own agenda by writing personal and non-constructive comments; not a good image for the Club. This is not to say that the forum will return at a later date. In the meantime, if you have any constructive comments or positive feedback you would like to mention for the club, do write a letter to the Editor and he will publish it for you in the Club magazine.



A new item on the website is a members page were you can look at committee minutes and previous issues of the Club magazine. There is also a list of trophies and how they are won. Personally speaking, I found this section informative and I think the only award that I am likely to get this year is "Boobs Bust". If you went to the RTV/Challenge event at Slindon on the 9<sup>th</sup> March then you will know what I mean!!

The day started out well, then came the afternoon and it all went pear shaped. I started the punches with my winch-man, Nick Whishaw and on one particular challenge we had been reversing along quite merrily until a silver birch tree jumped out behind the landrover and for no reason at all, bashed into the rear door and window. We didn't say anything to each other apart from "Oh dear"!

Then the day went from bad to worse and I managed to bend my X Brake (have since found out that I am only the second person to do this both times at Slindon). After disconnecting the handbrake cable to relieve the tension off the disc break to enable me to move the Landrover, we decided to retire but on the way back we managed to get a couple more punches and my enthusiasm got the better of me. I saw punch Number 2 in what looked like a harmless bomb hole with a bit of water, so I drove over the bank and down the slope into the hole filled with what I thought was water, oh how naïve I was!

It became apparent very quickly that the water was not just water but sloppy glutinous mud (about 3 feet deep) to which the Land Rover sank into. Nick abandoned the car and managed to jump onto the bank with a tree-strop and shackles and I was left on top of the bonnet for the next hour! (see Photos). All I can say is I did get the punch in the end. I would like to say a big thank you to those of you who helped rescue me and towed me home that night, which was another experience!

I am sure those of you who entered and marshalled, had a good time. I know I did! There were 18 entries and the feedback I have had so far has been very positive.

Just before I sign off, don't forget the public drive around on the 13<sup>th</sup> April and keep an eye on the website calendar, as we have various events on military ground this year including the Mike Wolf challenge at Slab Common, Bordon (on 30<sup>th</sup> November) in which we have some extra land with this site. We want to encourage more ALRC vehicles to enter, so those of you who have winches and ALRC vehicles, get a team together and enter!

I am waiting for the M.O.D to confirm Long valley near Aldershot, those of you who might remember this site, it is three times the size of Slab Common with some excellent terrain.

We are moving into some exciting times with the Club - can't wait see you all soon.

Now back to cleaning the "90"!

Richard Salter (chairman)



## MIDLAND ROVER OWNERS' CLUB

Invites you to

### THE 10<sup>th</sup> MAJOR'S MEMORIAL TRIAL

12-14 September 2008

(For Entry forms please contact Sam Parker,  
HBLRO Competition Secretary)

The 10<sup>th</sup> Majors Memorial Trial will be held at Eastnor Deer Park, Near Ledbury on the weekend of the 12<sup>th</sup>, 13<sup>th</sup> and 14<sup>th</sup> September 2008. The trial will be run over both the Saturday and Sunday with up to 20 sections.

The Major's Trial is a classless event. Teams of three drivers representing their club will compete over the weekend for the Major's Trophy, the "ROSE BOWL". A shield is also presented for the highest placed team driving Standard Vehicles and the now well-established Ladies Trophy will be awarded to the best all female team. There will be a maximum of five teams from any one club.

Please note that this trial is a competition to test the driving skills of the best CCVT drivers in the country and is not recommended for the inexperienced.

**THE ENTRY FEE FOR EACH TEAM WILL BE £130.00**

This event must be PRE-BOOKED

**THE CLOSING DATE FOR ENTRIES IS THE 13<sup>th</sup> of JULY 2008**

Please reply ASAP

**Please send entries to:**

Richard Banks, 217 Brownhill Green Road, Coventry, CV6 2AS

Tel: 024 76338048 or 07894 275908. E-mail: richardbanks195@btinternet.com

Camping is available in the Deer Park; fees per unit are as follows:

£10.00 per night which is Payable on arrival.

Sunday night is available by arrangement with the Deer Park.

#### Events Timetable:

- |                           |  |
|---------------------------|--|
| Friday 12 <sup>th</sup>   | The campsite in the Deer Park will open at 12:00.<br>Scrutineering and signing-on will be held from 16:00 – 22:00. |
| Saturday 13 <sup>th</sup> | Scrutineering and signing-on from 07:15 – 08.15. Trial starts 08:30.   |
| Sunday 14 <sup>th</sup>   | Trial restarts 08:00.  |

#### IMPORTANT NOTE:

You will be requested to sign-on at rally control when you arrive, where you will be issued with competition numbers. Score cards will be issued when the vehicle has passed Scrutineering.

## Paintball Event

Saturday 3<sup>rd</sup> May at Nellies Dell

£9.95 per person

Price includes:

100 paintballs

All equipment

BBQ lunch and refreshments

Please call Lee Claydon  
on 02392 351699 to book





### Competitors and Marshal's League Tables

(And the resulting awards if you are lucky enough to win!)

Following discussion at recent committee meetings, it has been decided to change the scoring for the awards to a 'positive' system. These type of scoring systems are used by many clubs and we have adapted it for our own use! Below follows a description of how this will work for both competitors and marshals, although I am sure many people did not even know how the old system worked! I will also give a description of the trophies and how they are allocated.

The official scores will be allocated depending on the role that is carried out. Setting out and some other roles that require a greater responsibility will have higher scores. Other roles, still crucial to the event, but still allowing people to take part if they wish, will carry a lower score. These scores will apply to all the events that the Club runs, including TYRO's, RTV's, CCV's, Challenge Events and Driving Days. The scoring is as follows:

Setting Out (if not taking part the next day)	10 points
Clerk of the Course	8 points
Chief Marshal	6 points
Steward	6 points
Scrutineer	4 points
Secretary of the Meet	4 points
Marshal	2 points

The points system will apply in the period between AGM's. At the AGM, the three officials/marshals with the highest scores will be given an award.

The competitors' scores work on a similar basis, with drivers being awarded a score, dependant on their position within their class on the day of trialling. The scores are as follows:

1 <sup>st</sup> in class	10 points
2 <sup>nd</sup> in class	8 points
3 <sup>rd</sup> in class	6 points
All other drivers	2 points

For those events where you are required to officiate to qualify for a trophy, your points will be added to the marshals' league table and to the competitors league table for officials roles that require an all day commitment.

Events are divided into several different categories throughout the year. These will be either a series of events, a one off event or class dependant. There are also some non-competitive trophies. The year for consideration for trophies normally runs from AGM to AGM. When a person is given a trophy, they will be asked to sign for it and given information on returning it. Most Club trophies are perpetual, and therefore the committee asks that these be returned at the beginning of November so there is time for them to be engraved before the Christmas meal, when they are presented.

Below is a summary of trophies and how to fulfill the criteria to be considered for an award. For the series events, the Club endeavors to run between 3 and 5 events during the qualifying period. To be considered for a class specific trophy, a driver's vehicle has to be in that class for the whole of the qualifying period.

Award	Criteria
Pilot Trophy (Range Rover)	Must drive at least 6 RTV's over the year. Best 6 scores taken.
Red Leader Shield (Leaf Sprung)	Must drive at least 6 RTV's over the year. Best 6 scores taken.
Performance Trophy (Class 4)	Must drive at lease 6 RTV's over the year. Best 6 scores taken.
Winter Series (All Vehicles) Oct-Mar approx	Must drive at least 3 RTV's and officiate in at least 1 (as CoC/CM/Steward/Marshal). Best 3 scores taken.
Summer Series (All Vehicles) Apr-Sep approx	Must drive at least 3 RTV's and officiate in at least 1 (as CoC/CM/Steward/Marshal). Best 3 scores taken.



# HBLRO CLAY PIGEON SHOOT



Award	Criteria
Tyro Trophy	Must drive at least 3 Tyros over the year. Best 3 scores taken.
Brooklyn Engineering Ladies RTV Challenge	Overall ladies winner at the summer rally.
Boys Own Trophy	Overall mens winner at the summer rally.
Michael Wolfe Challenge Trophy	Overall winner of the Mike Wolfe Challenge event in the ALRC class. *
Member of the Year	Member considered to have given outstanding contribution to the club in the last year. (Non-Committee Members)
Wally of the year	Member who got it wrong in an embarrassing way.
Boobs Bust	Member who caused outstanding, unnecessary or most damaged to their vehicle.



Hosted at Hook-End Farm

Midday, Saturday July 5<sup>th</sup> 2008

*Weekend Camping Available on site (RTV follows on Sun 6<sup>th</sup>)*

Hopefully this article has gone some way to explaining the complex system of scoring and the trophies that the Club has. Unfortunately, over the years, many long standing trophies complete with their history, have gone missing. Some have been replaced, but those names on the originals who have won it since it's conception have been lost. Some trophies have never been recovered, such as the Red Leader Trophy. If anyone has any old trophies lurking in their cupboards, please can they be returned so that they can be passed onto the new winners, and they can see the complete history of winners since the trophy came into existence.

Sam Parker  
Competition Secretary



## *Ladies and Gentlemen*

*You are invited to enjoy the challenge of the clay pigeons in the country, driven grouse and bursting partridges. All followed by a tasty BBQ later in the afternoon (£3.00 per head).*

**£15.00 includes  
Tuition, Clays and  
60 Shots.**

*(Additional shots at £5.00 per  
20 available if you want to get  
carried away!)*



Contact Lee Claydon at [lee.claydon@hbpro.co.uk](mailto:lee.claydon@hbpro.co.uk)

Or call 023 92351699

*Please book well in advance*

*Over 16's only – Children allowed as spectators from safe distance as indicated on the day.  
Site Address – Hook end Farm, Hook end Lane, Upper Basildon, Near Pangbourne, RG8 8SD*



**Southern Rover Owners Club invites HBLRO members**  
**to their Summer Rally at Copford Farm**  
**21<sup>st</sup> to 26<sup>th</sup> August, 2008**

JTV Trial	Sat 23/8/08
RTV Trial	Sat 23/8/08
TYRO	Sun 24/8/08
CCV Trial	Sun 24/8/08
Chairman's Challenge	Mon 25/8/08

Camping from pm 21/3/08 to am 26/3/08 3.00 pound per night.  
 There is ample camping at Copford with good views of the local countryside. Water and one fixed WC are available

HBLRO have been invited to join with other ALRC Clubs at SROC Summer Rally. This event will take place at Copford Farm, which is a superb site for trialling. They are offering a wide range of events during the weekend, along with camping on site. If you are interested in taking part, whether to just camp, or in an event, please contact Tricia Jacobs (via committee page on the website or in person), so we can give Southern an idea of numbers. More information will be made available nearer the time.

Competition entry forms are available from Sam. We have a small number in hard copy, or they can be emailed if required.

The JTV is offered to children from the ages of eight to seventeen. Please contact Jan Homewood to apply for your child's membership prior to the event.



**Slindon RTV and Fun Challenge 9<sup>th</sup> March 2008**



Well, what a turn out for this new format event. We had 19 entrants sign up to take part in this incredibly well set out RTV and an afternoon of attempting to gain 60 deviously placed punches. I am sure half of these were not actually out there, but the idea was to get them out the back of the trailer and merrily punch away without getting remotely muddy!

The event came about due to the postponement of the Mike Wolfe Challenge, and yet we still wanted to do an event. So we came up with a 4 section RTV (those who like to trial but don't like a whole day of waiting) and an afternoon of punch hunting (for those who like to get muddy and drive lots!) And the setter outters did not disappoint!

The start of these events always seems to remind me of school days, where those 'in charge' try to gain control of the giggling and slightly out of control crowd of hecklers who are obviously not paying any attention to what is being said, and cannot even put their hands up at the right time! I hope those of you who are relatively new, were not too confused at the multitude of hands that went up for each name that was called for the running order.

The drivers briefing out of the way, and we were off, as this procession of land rovers made their way through the woods to form a long line up at the first set of gates.

The first section was a loop of dips and turns and a couple of nice little hill climbs over some serious axle twisters. Drivers had to be on just the right line to make the tight turns, with scores ranging from 1 (well done Andy and Neville) to 10. The end of this section saw Lee with his motor up on the jack, with air leakage problems from one of his tyres. Just the first jacking up for him for the day. The next section saw the drivers doing more loops over more axle twisters, with a nice muddy hole to finish with. Again, the scores ranged from 1 to 11, with lots of people caught out by the uphill start that needed a tight turn around a tree.

Section 3 had a really lovely twisty start with a sharp downhill turn, a bit of a water run, and an axle twister thrown in for good measure. And that just took you half way round the section! Again, the scores ranged from 1 to 12, due to the quite tricky wiggle through at the very start. Section 4, and the last one of the morning, saw a very devious choice of starts which took you up and over a steep rutted hill or through a tight set of gates on a bit of a side slope that tipped you over into the cane if you were not careful. It was then onto another series of twists and turns to get you through to the end, again producing a mixture of scores from 0 to 8, with nearly half the field getting towards the higher score.

With the RTV out of the way, it was back to the start for a quick lunch, and a briefing for the afternoons activity. Lunchtime also saw a hive of jacking activity, once again for Lee who was still leaking, and also for Neil, who I think was doing it so as not to feel left out. Bob also had to go round and fit the punch cards to the motors, an activity which was not short of bribes for longer tie wraps!

In the normal format for this type of event, 60 punches had been hidden placed around the site, with each one worth the same points, but still some being more difficult than others, and up to the entrants to attempt or not. Points were to be awarded individually, but people could pair up to help each other out, which Mark and myself did with Kevin and Chris Wood, who were to become the depth testers in most of the larger areas of water and mud. Over the past few events, I have managed to develop quite a portfolio of Kevin stuck in various depths of mud and water. Seems to be a pattern emerging here!

Complete with waffle boards, tow ropes, strops and winches, people managed to drag their way through the thickest of mud that is synonymous with Slindon, and that was just to get themselves through, let alone the motors. There were a number of retirements and mechanical casualties, and quite a few soggy people after the torrential downpour, complete with sleet, mid-way through the afternoon. Luckily, it did not last, and we were mostly in the sunshine for the afternoon.

Back to the start again at the end of the day, where motors were polished (oh yes, Andy, complete with duster) and muddy water was allowed to drain from the carpets and Bob did his best to sabotage the prize giving. Details of the results and scores are on the website, along with a compendium of photos. Some of which have been kept back for bribery purposes. I must say thanks to Mark for the ride in the morning and allowing me to get in the motor in the afternoon despite being caked in mud. And also to Kevin and Chris, coz at the end of the day, it was a good laugh.

Huge thanks must go to the following people, without whom we would not have had such a cracking event; Elton Jonsson, for setting out and doing such a sterling job as Clerk of the Course; Bob Davis, for setting out, doing scrutineering and Chief Marshall (and ruining the prize giving photos!); Phil Edwards and Ian Smart for setting out and marshalling on the day, Andy Richards for helping to set out (and hopefully getting to grips with the driving at the same time) and Nick Jennings for helping out with marshalling, winching people out and laughing when we all got stuck.



Chris and Jan Homewood fly up the hill, lifting a wheel in the process, on the first section of the day

Sam Parker

## Living the Disco Dream

Well I thought I'd better introduce the other half of a dynamic duo, although Laurel and Hardy may be a better analogy.

The other half of this duo, Mac, my sort of 'brother-n-law' is an experienced off road driving instructor with 10's if not 100's of thousands of miles worth of Land Rover driving under his belt. So what brings me, an environmental scientist to the world of politically incorrect 4x4s and green lane/off-road driving, and in one move instigate a two-pronged attack on Mother Earth, choking her with carbon dioxide and gouging at her with mud-plugging tyres. Surely a past-time slightly less acceptable than baby eating. Well the good news is that being an Environment Chemist means simply I try to make sense of the impacts of chemicals on the environment, rather than have particularly strong views on saving the planet. Also, being a level-headed sort of guy, I like to take a balanced view on things rather than a knee-jerk paranoia approach to today's problems, whipped up by governments and media. Yes I do know that carbon dioxide levels are increasing because of man's impacts; the result of this should be global warming. Can I do much about it? Not really, I could give up car's altogether, recycle all my waste, never eat anything interesting ever again - how far do we take it? Until a concerted effort is made across society; world-wide, we will not dent CO<sub>2</sub> levels. So many simple things such as making unsolicited mail illegal, reducing unnecessary packaging, switching to energy-saving light bulbs all would have a far greater impact on waste and resources than driving a few miles in a 4x4.

At 42, if I'm lucky I've got 25 good years left on this planet - if I want to drive a few miles a year in a 30 mpg diesel Discovery, then I'm happy to justify it. Anyway I've off-set this impact by recycling my wine bottles, so my conscience is clear! Also I feel like it is about time we started to stand up against this nanny-state, hectoring me about what I can and can't do in an ever more Orwellian society. So in some small way, I'm putting two fingers up to all those so called do-gooders who preach to the masses whilst exploiting every privilege they have for their own selfish ends.

Cost = £800 Disco +£200 insurance + £50 diesel Bruised knuckles = 0 Curse words = None Miles driven = 50 AA call-outs = 0
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Enough ranting, I'm sure you all feel the same and are as sick as I am regarding this anti-car attitude. I have always loved cars and am slowly building up a collection of vehicles, with my daily driver and family wagon, a Citroen C5 estate and my Saab 900 convertible for sunny days. Although labelled a mid-life crisis mobile, the Saab is actually a very practical car with a decent boot for a couple of golf bags and 2 back seats for the kids, hardly a Lotus Elise!

So when it comes to cars I do have a bit of form. I've always had a bit of a thing for Land Rovers. My dad had an old Series III, 1971 109 Safari, which we used as the family wagon, hauling camping gear all of the country. After passing my test at 17, dad made me reverse it miles round Devon lanes getting used to using mirrors. Although torture at the time, it has put me in good stead often since then when reversing in tight spaces. We never really took the Safari off-road, we skidded across a few fields and drove a few lanes, but nothing too extreme. Year's ago at work I did a bit of off-road driving, getting a flat-bed transit marooned on East Wittering beach, with an incoming tide. I dug the wheels into axle depth then was rescued by a council JCB shoring up the coastal defences as the water lapped up towards the cab. It rusted away soon after that incident, funny that..... We also had a crusty old diesel 90 at work, which was awful, there seemed to be little relationship between steering wheel input and wheel movement at the front. Still driving it through London once made realise about having a seemingly indestructible vehicle around you, provides you with immense confidence when changing lane and trying to find your way around. The dents and scratches all over the bodywork meant that people tended to give me a wide berth. The other Land Rover we had at work was a meaty V-8 Defender which was fast, loud and bouncy, great fun for the first mile, after that life became more and more tiresome though.

I fell in love with the Land Rover Discovery when they first came out in the late 80's. My father and I test drove one from the County Garage in Barnstaple, North Devon as soon as they became available, but I never persuaded him to buy one. I did drive a friend's one briefly a few months ago, to tow their BMW 535 out of a local Ford having half drowned it taking a short-cut. Having received a panicky phone call from

Bianca at 9am on Sunday saying Brian (her husband) was stuck in a ford - funny I thought - he drives a Beemer! Anyway after stopping laughing we met Bianca at the ford in her Disco, with Brian bravely going down with his ship. I waded out to the poor bedraggled BMW, hooked it up to the Disco and pulled it out. Seeing him open the doors and water pouring out will live me for a long time - all that missing was a large trout surfing out on the wave of muddy water exiting 35 grand's worth of fritzed executive motor. Still I was impressed with the Disco's towing ability.....

Still for me, a Land Rover has always been something out of reach as they have always been too expensive for me to afford, so owning one has never been an option really..... until now!

So a few weeks ago, sitting around enjoying a nice Cabernet, Mac and I were musing over our fantasy purchases if we went 50:50 on a vehicle. I was quite keen on a classic English sports car, something I fancied before getting the Saab, but decided owing to my lack of ability with spanners, buying a Triumph Stag or Sunbeam Alpine (the two cars I considered) would result in it spending more time on axle stands than on its own 4 tyres.

We mused about options on a budget of around £2000. A Triumph TR7, I considered a pretty shrewd option, lots of classic for your money, although that budget would not extend to a snarling V-8. However, the chances of getting a rust-bucket were high, and Mac being an adventurer has always been a keen Land Rover fan and he said what about an old Landie? I bit at this immediately, seduced by his stories of off-road exploits and derring-do in the desert.

We tracked the Autotrader, Ebay and Exchange & Mart over the next couple weeks looking for potential vehicles. Indeed it seemed possible to purchase an elderly Disco or Range Rover for around £1000 that on paper, appeared viable. We did not want to travel far to look at one (owing to laziness) and really wanted a diesel or LPG conversion (for cost reasons). A private sale would probably offer the best value. A couple of good looking Discos and Range Rovers came and went without us following up, then finally we came across a Disco TDi 1993, J-Reg, taxed and tested in Abingdon. It looked like an honest car being offered for £1100 with 150K on the clock. I

rang up on Saturday morning expected it to have gone, but it was still available, so we jumped in the car and drove around that lunchtime.

On seeing it, externally it was in fantastic nick, barely any body rust or scratches. Mac was convinced it had been resprayed, though we could not find any evidence. The interior was reasonably tidy, it was devoid of electrics, bar a nice radio and CD player. It also only had 3 doors, so fitted our off-road brief nicely of a bog standard simple vehicle. Underneath things seemed in order a bit of oozing oil here and there, weeping oil sump nut, a couple of moist areas around the diffs, but being a scientist not a mechanic they seemed not that severe. Pulling up the mats in the back revealed rot on the back floor, a common area of oxide formation apparently, welding probably required for the next MOT.

Starting the engine did not produce any horrific white smoke, and only a slight tappety sound interfered with what sounded a pretty sweet engine. Checking the radiator header tank and oil filler cap, showed oil and water to be in their rightful places, suggesting a solid head gasket. The Service history petered out about 50,000 mile ago, but records showed a broken cam belt had resulted in a lot of internal bits being replaced, so again, this provided a certain amount of confidence in the engine.

Mac drove it for a test drive, it pulled well, stopped well and felt solid on the road. All that was left was to negotiate a price and start thinking of justifications for the investment for my wife and Mac's partner (my sister)! After having our first offer of £800 immediately accepted, we left a deposit and agreed to come back on the next day to pick it up. So there you go, £400 quid and I had a half share in a hopefully not too decrepit Discovery which will provide us with the opportunity to take in some fresh outdoor air whilst allowing me to learn a bit about handling a vehicle off-road.

We arranged insurance for £224 and the next day we picked it up and I drove it home the 50 miles with an ear-to-ear smile. The high-up driving position is something that I can appreciate that makes people feel safer in 4x4's. The body roll was a departure to what I've been used to, but the steering is a lot tighter than the constant adjustments I used to remember in the Safari and work Defenders. The clutch was pretty light,

the gears engaged easily and pretty accurately, again much more car-like than what I remember of the long and sloppy changes in the Safari. So finger's crossed we have a serviceable vehicle for £800 - too good to be true? Well we'll find out.

Next job, change the fluids and filters, give her a good once-over, take off the side runners, I guess change the all terrain tyres for mud ones, provided we can sort some cheap ones out, and find somewhere to drive her, can't wait for my first lesson.....

Sean Comber  
[comberclan@btinternet.com](mailto:comberclan@btinternet.com)

## CALENDER OF EVENTS 2008

Check for updates and maps on our website [hbpro.co.uk](http://hbpro.co.uk)

Date	Event	Venue	Contact Details
12-13 Apr	Public Drive Round	Slab Common, Bordon	
19 Apr	Hullavington 4x4 Auto Jumble	Hanger Farm, Hullavington, Wilts	<a href="http://www.4x4jumble.co.uk">www.4x4jumble.co.uk</a>
20 Apr	Green Laning		Julian Mallard, ROW Officer
3-5 May	RTV, Tyro & Paintball	Nelly's Dell, Nr Alton	For paintball either Lee Claydon, Social & Camping Secretary or direct to <a href="http://www.camouflagepaintball.co.uk">www.camouflagepaintball.co.uk</a>
22-27 May	ALRC National	Eastnor Castle, Nr Ledbury	Hosted by Midland Rover Owners <a href="http://www.mroc-national2008.co.uk">www.mroc-national2008.co.uk</a>
7-8 Jun	Land Rover World Show	Eastnor Castle, Nr Ledbury	<a href="http://www.landroverworld.com">www.landroverworld.com</a>
14-15 Jun	Tyro & Members Only Driving Day	New site more details to follow	Neil Tomlinson, Tyro Competition Secretary
28-29 Jun	Land Rover 60th anniversary	Chepstow Racecourse	Hosted by the Series One Club
28-29 Jun	Two-Day Charity RTV	Newnham Park, South Devon	Hosted by Cornwall & Devon Land Rover Club. Contact Sarah Duffett who will be co-ordinating HBLRO team entries
5-6 Jul	RTV, Clay Pigeon Shoot & BBQ	Hook End Farm	Lee Claydon, Social & Camping Secretary

Date	Event	Venue	Contact Details
18-20 Jul	Tyro	Ingrams Green	Neil Tomlinson, Tyro Competition Secretary
26-27 Jul	Two-Day CCV Team Trial	Knowle Farm, Broad Oak, East Sussex	Hosted by Southern Rover Owners
2 Aug	Green Laning		Julian Mallard, ROW Officer
10 Aug	RTV & CCV	Provisional	Sam Parker, Competition Secretary
16-17 Aug	Berkshire 4x4 Show		Richard Salter, Chairman
23-25 Aug	Summer Rally Inter Club	Copford Farm	Hosted by the Southern Rover Owners
13-14 Sep	Majors' Memorial Trial (CCV)	Eastnor Castle, Nr Ledbury	Hosted by Midland Rover Owners Club
20-21 Sep	RTV	Broxhead Common	Sam Parker, Competition Secretary
27-28 Sep	Abingdon 4x4 Festival	Abingdon	<a href="http://www.abingdon4x4festival.com">www.abingdon4x4festival.com</a>
28 Sep	Competative Safari	Monkings Farm (Provisional)	Hosted by the Southern Rover Owners
4 Oct	Green Laning		Julian Mallard, ROW Officer
5 Oct	London to Brighton Land Rover Run		Organized by the South London & Surrey Land Rover Club <a href="http://www.london2brighton.org.uk">www.london2brighton.org.uk</a>
11-12 Oct	Mendip Challenge RTV and CCV Inter club	Eastnor Castle, Nr Ledbury	Hosted by Somerset and Wilts <a href="http://swlrc.co.uk">swlrc.co.uk</a>
26 Oct	RTV	Long Valley	Sam Parker, Competition Secretary
9 Nov	Green Laning		Julian Mallard, ROW Officer
15-16 Nov	RTV & Public Drive Round	Slab Common, Bordon	Sam Parker, Competition Secretary
30 Nov	Mike Wolfe Challenge	Slab Common, Bordon	Sam Parker, Competition Secretary
13 Dec	Green Laning		Julian Mallard, ROW Officer
14 Dec	RTV	Aldermaston	Sam Parker, Competition Secretary

## COMPETITION SECTION - WORD SEARCH -

Welcome to the all new competition section, Drivers, this is the indispensable, unputdownable way to wile away a few minutes between sections, or, passengers, while waiting for your driver to scour the county for a new half shaft or diff!

S	Q	W	N	O	T	D	D	R	A	O	B	E	C	I	T	O	N	D	G
O	B	L	A	N	K	G	E	B	N	J	W	W	C	A	W	F	F	G	N
O	L	U	N	C	U	A	S	D	T	S	A	C	F	Q	W	E	B	H	I
D	A	E	T	Y	R	T	N	U	O	C	S	S	O	R	C	F	R	H	R
R	N	T	H	J	Y	H	F	M	E	R	S	N	O	W	D	F	I	O	E
Y	K	A	L	Y	T	E	F	I	R	U	P	D	T	I	U	D	E	I	E
E	E	G	K	N	R	R	A	N	W	T	O	D	P	N	E	P	F	U	N
J	T	T	N	T	D	I	H	A	Q	I	I	A	R	D	L	O	S	J	I
K	C	R	O	O	C	N	V	S	W	N	U	Y	I	W	C	R	O	S	T
L	O	A	H	W	G	G	E	X	C	E	L	U	N	C	H	U	O	S	U
R	W	T	A	B	I	I	E	V	H	E	R	T	T	H	W	J	T	H	R
Q	U	S	Z	A	R	N	R	H	C	C	R	R	K	G	S	S	F	F	C
S	E	W	G	L	D	I	H	M	E	D	L	H	H	H	R	U	L	E	S
E	R	H	G	L	W	K	E	Q	A	O	K	E	S	R	A	M	A	R	X
R	A	C	I	N	G	H	Q	F	L	R	O	N	U	S	L	K	T	G	B
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C	R	O	S	M	F	V	S	E	T	A	G	I	A	D	R	E	R	B	O
I	R	E	U	A	F	E	E	Y	U	T	J	K	I	L	E	R	E	T	O
P	E	S	I	D	E	S	L	O	P	E	S	R	N	E	D	F	G	V	B

- |               |              |               |            |
|---------------|--------------|---------------|------------|
| Blanket       | Lunch        | Rain          | Squelch    |
| Briefing      | Marshal      | Rules         | Start Gate |
| Cross Country | Mud          | Saw           | Sun        |
| Flat Tyre     | Notice Board | Scrutineering | Tow Ball   |
| Foot Print    | Pictures     | Side Slopes   | Trees      |
| Gathering     | Racing       | Snow          | Wind       |

### Who's Who?

For a chance to win, tell me what Land Rovers belong to these HBLRO members, some may have more than one. Email your answers to the Secretary (details on page 4). Please specify between wine (red or white) or chocolates.



1



2



3



4



5



6



7



8



9

Answers to last Who's Who Competition:

- |                   |                    |
|-------------------|--------------------|
| 1 - Niall Banyard | 7 - Bob Davis      |
| 2 - Ian Smart     | 8 - Lee Claydon    |
| 3 - Neil Read     | 9 - John Jennings  |
| 4 - Paul Homewood | 10 - Tricia Jacobs |
| 5 - Klim Corke    | 11 - Garry White   |
| 6 - Roy Friend    | 12 - Sarah Duffett |
- No winners!! Come on, get your answers to me on time!