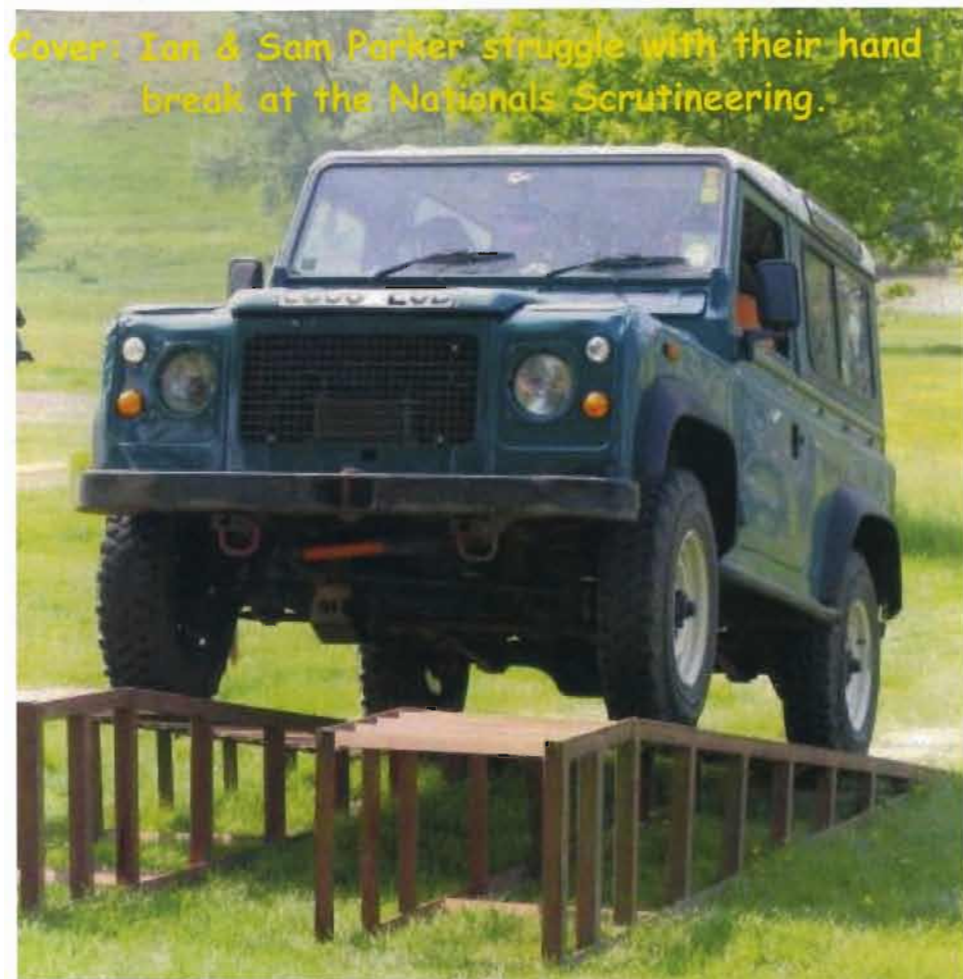


Hants and Berks Land Rover Owners'

NEWSLETTER

June 2008



This issue:

- In The Bog!
- 25 Years of HBLRO
- Comp Sec's Round-Up
- Living the Disco Dream Pt 2.
- And lots more.



Mark Furnell changes a tyre at the ALRC Nationals with no tools, no equipment and ancient tyres! We do better than a Kwik Fit Fitter! No HBLRO members were harmed in making of this picture.

ADVERTISE YOUR COMPANY HERE

The HBLRO Newsletter is:

Highly Targeted

Widely read

Read thoroughly

Available online at www.HBRO.co.uk

We offer competitive rates to advertisers, with flexible terms and concessions for adverts placed by members.

Rates start from:

1 year:

Full page (6 editions for the price of 5) £250

½ page (6 editions for the price of 5) £150

One off adverts for events and special offers:

Full page £50

½ page £30

Please contact the Editor, Matthew Brooker at matthew.brooker@hbro.co.uk for further details

Please remember adverts help to keep this Newsletter free to members.

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.



Richard Salter, Chairman
Tel 0870 242139 M 07711755865
richard.salter@hbro.co.uk



Tricia Jacobs, Secretary
Tel 0118 9710512
tricia.jacobs@hbro.co.uk



Sarah Duffett, Treasurer
Tel 02392 349797
sarah.duffett@hbro.co.uk



Jan Homewood, Membership Secretary
Tel 07787 522057
jan.homewood@hbro.co.uk



Julian Mallard, ROW and Green Lanes
julian.mallard@hbro.co.uk



Sam Parker, Competition Secretary
Tel 01329 516400
sam.parker@hbro.co.uk



Matthew Brooker, Newsletter Editor
Tel 0118 9710512
matthew.brooker@hbro.co.uk



Lee Claydon, Social & Camping Secretary
Tel 0845 1232600
lee.claydon@hbro.co.uk



Neil Tomlinson, TYRO Competition Secretary
Tel 07771 923893
neil.tomlinson@hbro.co.uk



Ian Parker, Web Editor
ian.parker@hbro.co.uk



Roy Friend, Safety Officer and Newsletter Distribution
Roy.friend@hbro.co.uk



Dennis Keen, Permits Officer
Dennis.keen@hbro.co.uk



Nick Woodage, Club Shop

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.

We've been together now for 25 years

This year the Club should be celebrating its Silver Anniversary. Unfortunately the early Newsheets weren't numbered, so I do not know if I have the first, but it was in July 1983 that I spotted an advert in the Basingstoke Gazette announcing that the Hants & Berks Rover Owners would be meeting at the Wellington Arms, Baughurst on July 20th.

At the time I had recently got my 80 back on the road, I was already a member of the AWDC, but felt they weren't quite what I was looking for, and wanted to join a Land Rover club. The Southern Rover Owners seemed to be more in the Surry/Kent area, so the idea of a local club, who hopefully will have organised green road trips in the area, appealed.

I went along and found a handful of Rover saloon owners there, I was the only Land Rover owner present. At that point they had about half a dozen members, two of whom owned Land Rovers. The Club had been founded by Peter Nightingale, ably assisted by Howard and Cathy Vyse. Pete and Howard both owned Rover salons, Howard's an ex government P5B, reputed used by Harold Wilson. Neither had ever dreamt that anyone could get enthusiastic about a Land Rover. By the end of that meeting we had around 12 members, about a third being Land Rover owners.

I very soon found myself leading the off road section, a position formalised at our first AGM in October.

Our first club event was our Annual Rally, rather grandly referred to as our National Rally, held at the Hurst School, Baughurst. Unfortunately I was away with the TA, so missed it, but it was a successful event, with about 30 entries. As a saloon club a rally means every one parks up, polishes their vehicle and admires each others.

Before looking more at the start of the Club, it may be interesting to look at 1983. The latest bit of technology was the Video recorder, becoming affordable (although this was in the days when many people still rented their televisions) Mobile phones were a bit of a novelty, few believed there would ever be sensible cover outside the M25 circle. The M25? That was a planned Motorway that would encircle London and enable people to reach the cross channel ferries quicker, although talk of a Channel Tunnel had been revived.

As for Land Rover, the OneTen had just been launched, but if you wanted a short wheel base you would still have to make do with leaf springs., but you could get Range Rover with four doors (in those days only hatchbacks counted the tailgate as a door). It may be interesting reading the article I didn't write for the newsheet foreseeing the future of Land Rover.

The range will consist of 5 models. *Well there is already the SWB, the LWB, 2 door Range Rover and 4 door Range Rover.*

All Land Rovers will have 6 speed gearboxes. *Don't be silly, nothing has 6 speeds, and automatics will probably become more popular, and autos always have less gears than manuals.*

Most Land Rovers will have turbocharged engines. *Rubbish, turbos will be no good off road because of turbo lag,*

Land Rover will make supercharged petrol models. *Now you're being stupid! Land Rover will be bought by the Germans. I don't think so. Land Rover will be owned by Americans. A few years later General Motors tried to buy LR, there was a tremendous public outcry, so that will never happen.*

Land Rover will be bought by the Indians. *Oh, come on!*

Back to the HBRO. The first "off road" event was a trip to an AWDC comp safari, notable for me in that Hugh Glossop took me round as navigator for one lap (things were a lot more casual in those days.) Our first proper event was a green road run at the end of October. You remember I wanted to join a club, so that someone could introduce me to Green Lining, and here I was, leading on my first ever Green Lane trip. My notes suggest it was not the most successful, we had to turn back twice in the morning, in the Bucklebury Common area, once when the track got too narrow, and once when the route got indistinct. The afternoon stated better when the group of 5 vehicles set off from Hermitage back towards Bucklbury. It didn't end as well, I think my notes say it all "LR80 stuck late afternoon. Left woods in darkness, route unclear." I remember leading the group out on foot.

In December things were much more successful, although I cringe now at the thought of leaving Kingsclere with 10 vehicles. We headed up past Inkpen and Combe Gibbet before turning south towards Andover. A very successful day that started bringing in a lot more members.

From then on greenlaning became a monthly event and for several years was the mainstay of the off road groups activities.

We ended the year (an extended year running up to the 2nd AGM) with a weekend camping trip to Llanthony Priory between Abergavenny and Hay on Wye. This encompassed some wonderful greenlaning, including some of the best lanes I've done, but now long closes (I'm confident our actions did not lead to that).

Following the AGM the membership numbers were issued and the first list of members published. Some had already not renewed, but in October we had 59 members, 29 saloons, 28 Land Rovers (One had a Triumph Stag, one had a Citroen GS, both saw themselves on the Land Rover side of the Club) I'm sure the Membership Secretary can tell us how many of those early members remain, the only other one I have spotted is Roy Michael.

Red Leader

Abingdon 4 X 4 Event 26 & 27 September 2008

This year, Hants & Berks have been invited to have a stand at this event free of charge.

If there is anyone planning to go to this event and might like to help with the HBLRO stand and promote the Club please contact a member of the committee for further information.

Wanted

Sponsorship for this Newsletter.

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



Modern art installation at Eastnor Castle, made using local materials.
Entitled: Missing Chocks.
Artist: Anonymous (Guesses on an email please!).



Comp Sec's Round Up

Well, what have we been up to over the last couple of months? We certainly feel like it has been rather busy. So here is a quick run down of what we have been up to.

I went to the SWLRC Timed Trial at Melksham with a small contingent from HBLRO which was an experience! There is an article elsewhere all about that event.

We also had an event of sorts at Aldermaston. We had spent a long day on the Saturday setting out the trial, putting cane tops in the ground due to the problems we have had in the past with the canes being pulled overnight. Unfortunately, several inches of snow fell overnight and we could not find the sections! Thank you to all who turned up, were very understanding, threw lots of snow balls and had a play day instead. We now have a contingency plan in place for similar circumstances after an idea thrown in by Garry and Mike. Thanks guys!

There was then the drive round day at Slab Common, which was well received. Several new members joined the Club, so it will be good to see them at future events. Welcome and watch the website and mag for the next drive round. Hopefully we can book better weather for you next time.

Then there was the bank holiday meet at Nellies Dell. We are making the most of this site while we still have access to it, due to the land being up for sale. Saturday saw the paintball event, which was great fun but a little painful at times. So come on folks, lets have more of you joining in next time! Sunday saw the RTV and on Monday the tyro. Both events were well laid out with a real mix of scores. As always, scores are on the website along with photos of most of those competing.

Following that was the big ALRC event of year, the Nationals. This year held at Eastnor and hosted by MROC, who did a cracking job despite the weather. The event was attended by HBLRO members who took part in the RTV, CCV and Comp Safari. Again, scores and photos on the website and article to follow. Tim Wishaw did well, coming second in class in the RTV, and Mark Furnell brought home third in class for the comp. I managed to better my score from last year, coming third in the ladies for the RTV.

We have a busy summer ahead, with a mix of shows, events and social activities, so hope to catch up with you all somewhere along the line. We still need people to put their names down for setting out and officiating at events, so come along and help out if you can.

Look forward to seeing you all soon!



Sam Parker
Competition Secretary

MIDLAND ROVER OWNERS' CLUB

Invites you to

THE 10th MAJOR'S MEMORIAL TRIAL
12-14 September 2008

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

In The Boq!



If you read my last letter in the magazine you would of read all about my trusted Land Rover dying in the infamous Slindon mud. Well, things have moved on. After getting one of my vacuum tankers and jettors to clean out the mud from in the defender and washing it down I decided to turn my 90" into a truck cab and give it a good overhaul. So I have done the oil changes and new filters, and fitted a new battery, I have got hold of a second hand outer wing from Brooklyn 4x4 and found a truck cab in Shaftsbury which was couriered over to me. I started taking the outer skin off the wing when Ian Parker offered to help with the wing—well, I wasn't going to turn down his offer of help, I mean have you seen where and how many bolts it is to get that outer skin off! After some sweat, blood and tears I now have a new wing fitted and I have started on the truck cab which I fitted over the weekend of the nationals. So apart from waiting for my new tilt to go on the back and a few finishing touches the 90" will be back up and running soon and hopefully in time for the Newnham RTV at the end of June.

Anyway, back to club matters. I hope you are all enjoying the new members only web page? Soon we will be adding to this with a club merchandise page so you can view items of clothing for sale and perhaps order them online.

You may also remember me talking about the possibility of using Long Valley near Aldershot. We got permission, only for the MOD to cancel the dates as they want it for military use. However, I have been offered Bagshott; this is not far away but I have to do the paperwork and a site visit so watch this space and keep your fingers crossed.

See you soon
Richard Salter (Chairman)

Winch Courses

1st is Sunday July 13th
2nd is Sunday August 10th

A minimum of 10 and a maximum of 12 people per course.

You do not need a winch to do the course or even a vehicle, but there needs to be about 4 winch equiped vehicles on the day.

The cost per person is £40.00.

The event is based in Andover and starts at 10:00 sharp through till 4 or 5 in the afternoon.

To confirm a place on the course please send a cheque made payable to:
Nick Jennings
1 Gayhurst Close
Caversham Park
Reading
RG4 6QW

To reach me at least two weeks before the chosen date.

The course will not go ahead until I have 10 confirmed bookings per course.

Nick Jennings

Disco Dream, Pt 2 - Preparation

Cost = £120
Bruised knuckles = 4
Curse words = lost count
Miles driven = 60
AA call-outs = 0

Following on from my last article where I explained the joint purchase of an aged 'bargain' Discovery with my sister's boyfriend Mac, the next step was to make her ship-shape for greenlaning. A pretty simple process I assumed, as Mac being an adventurener and Land Rover 'expert' I'm sure would not have had us buy a lemon.....

In my introduction, I laid out my historical interest in Land Rovers, but rather limited background in green laning/off-roading to say the least. However, my confidence bolstered by having Mac, a seasoned 'professional' adventurer and erst-while mechanic, as a partner-in-crime we landed ourselves a good-looking Land Rover Discovery for the price of a low spec plasma TV - the big question is, was this the gateway to many miles of off-tarmac fun, or the start of a hellish nightmare of rapidly degenerating British Motor industry memorabilia?

Hmmm. We'll have to see, but as you will see, we've not had a particularly auspicious start.....

Driving the Disco home, I became smitten with it and I was looking forward to pottering around town, just enjoying the view, like most other 4x4 drivers!

The first weekend of Land Rover ownership was spent changing the oil and filters, which looked pretty grimey. Now, I'm no mechanic - but I have boundless enthusiasm and a keen willingness to learn - surely a winning combination? I have previously owned Mini's and French cars, so tinkering is something, I'm used to, changing oil and water, doing the brakes, checking the points, changing spark plugs without too much hassle, although my confidence was knocked recently when my wife's Renault Clio rolled off the jack when I was changing the front discs, but that's another story.....

Anyway, we noticed the coolant was simply tap water, which we replaced with proper blue coolant and thought nothing of it - surely not an omen of what was to come? Having read the latest Land Rover magazines, I realised that buying service parts of the internet would have saved us a fortune in filters, so made a mental note to purchase from the interweb from then on.

The next week, all was fine and dandy, I pottered around merrily intimidating small hatchbacks driving my kids to footie and golf, planning our first green lane trip with Mac and the kids. The next weekend it was my eldest's birthday so we had an invasion of parents, so naturally being a proud owner of a lump of Solihull's finest I was keen to show it off. We duly utilised the 7 seat facility to drive out to the local forest and even found a muddy part of the car park to park in. The next morning I went to top up the coolant level as the water had been given time to percolate around all of the nooks and crannies, taking off the filler cap lead to a flow of coolant running out from under the engine. Funny I thought, I'm sure that's not normal. Crawling underneath and getting an eyeful of coolant which played hell with my contact lenses, I could see it was coming out of the 'tell-tale' hole in the water pump. This made me think may be that is why we only found tap water in the system when we drained it, although it seemed water tight when we bought it - there again isn't that always the way!

We diagnosed a new water pump was in order and I immediately found one on the Internet for £40 quid from M&M 4x4, which duly arrived the next day.

This would be the first test of our ability to keep a budget Disco on the road, not too taxing, but would also give the opportunity to check out the drive belts. The only problem was that the next weekend Mac was in London doing a presentation on adventureneering leaving me on my tod. Being impatient, I set to work, climbing in and out of the engine bay like a demented monkey, owing to my little legs not touching the ground. I slavishly followed the Haynes manual's instructions and expected to have issues with the viscous coupling. However, a bit of fore-thought and the purchase of a 32mm 'special tool', and noting it had a back-to-front thread, resulted in it coming off remarkably easily given it is difficult to free it off whilst bracing the drive belt. Off came the belts, fan cowling and hoses, leaving staring at the water pump's many bolts.

Sod's law now came into operation, after freeing off all bar two nuts, I was left struggling to free them. An almighty tug and it freed off. Actually, no, the socket had twisted and rounded the nut! Trying a series of other sockets, ring and opened ended spanners, I ended up holding a pair of molegrips in my hand, as I inevitably do! The last stand of a bankrupt home mechanic! I stopped short of using to grind the nut into a complete circle and filed 2 flats down from a 10mm to a 9mm, but still no joy. I dowsed the nuts in WD 40 and slumped home, to drink wine and start to think up excuses to explain the debacle to Mac. "I found it like that" seemed the most plausible I decided. Sat in my armchair sipping my Shiraz, I mulled over the problem - leverage was called for, I decided.. I found an old steel tube in garage about 18 inches long - perfect. Next morning I decided to give it one more go with the home-made breaker bar. No good the nut was too far gone. Sunday evening I rang Mac and confessed all. He was remarkably calm although I could not help but feel that I had just gone down a notch in his estimations!

Mac suggested the way to sort it was with heat - lots of it, preferably from a blow lamp. Monday, I was in the local Focus Wickes, my local DIY emporium and bought the only blow lamp they had, a tiny one which was recommended for creating crème brulee - yummy! Hopefully it would be up to the job, if not, I'd console myself by pigging out on calorie-laden desserts! Mac suggested we tackle the nuts that evening.

Now, the problem this time of year (the winter) is that if you want to drive on the weekend, you need to do any fiddling during the week, but with it being dark at 4pm, you either have to own a hanger to work on such a large beast, or you end up having to work outside in the dark. We were lucky with the relatively mild Autumn (CO₂ emissions from 4x4's I guess) meant that we got a chance on that Monday to fire up the blow torch. Feeling slightly jaded about the whole situation, I did half joke that our insurance did cover Third Party **FIRE** & Theft, as the blow lamp was sparked up and aimed into the engine bay. A few minutes of heating with the dinky blow torch had the least crunched of the two locked nuts glowing, a few smacks with a hammer - the tool I am most acquainted with after molegrips - and low and behold the nut slowly unscrewed. Flushed with success, we filed down the mangled 10mm nut into a 9 mm hexagonal of sorts, enough of one to be able to hammer on a socket anyway. We then brought the fires of hell upon the sorry looking nut, banged on the socket at eased it free. Mac had just moved up a notch on my Land Rover guru scale!

Next evening we fitted the new water pump, cleaning and copper greasing nuts to make life easier in the future. All went back together with minimum fuss, although tightening the alternator belt required some brute force and canny nut tightening, particularly with Mac's broken wrist, sustained in the Himalayas. Refilled the coolant and we were back in business.....

We were another step closer to my first green laning experience, planned for the next weekend.... Or so I thought!

Next time - a lesson in electrics!

Sean Comber
42 Duncan Road
Woodley
Reading
RG5 4HS
01189 219298
comberclan@btinternet.com



Southern Rover Owners Club invites HBLRO members
to their Summer Rally at Copford Farm
21st to 26th 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.
Please contact Tricia Jacobs (via committee page on the website
or in person),



HBLRO CLAY PIGEON SHOOT



**Hosted at Hook-End Farm
Midday, Saturday July 12th 2008**

Weekend Camping Available on site (RTV follows on Sun 13th)



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
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*



Somerset and Wilts Timed Trial March 2008



This was the first time I had even been to a timed trial, let alone taken part in one, so it was a bit of a learning curve, although if you know about trialling and a bit about speed events, you are more or less there! So on the morning of the 30th March, I travelled up with Mark F, Claire and Mark A, along with Liam, to Melksham in Wiltshire, complete with motors to have a go at passengering for this event.

We arrived at the site to the friendly welcome from the Somerset & Wilts Land Rover Club (SWLRC) members, and unloaded the vehicles ready for scrutineering. It was the first time we had seen some people since the Mendips, so to was good to be able to catch up again. We signed on and were given a very short drivers briefing, so no hanging around waiting to start! There was to be three sections, with each one being driven three times. Each section has a maximum time limit and penalties are awarded for hitting canes, stopping, reversing and taking longer than the maximum time.

The sections are laid out in the same style as an RTV, starting at 12 down to 1, but are in places wider than for a trail (although not always!) There was also the interesting obstacles of trees and plant machinery. If you think a tree looks pretty unmoveable, you should try driving through tight gaps between some serious metal work - against the clock! The sections are longer than an RTV/Tyro type section, although I do recall some events where we have had a long ramble through the woods to get to the end! There was also only a handful of entries, so by the time you have all your kit on, there is not much time between each run, so you are kept active for most of the event.



Jonathon and Lindsey were also there to take part, double driving Mark A's motor. However, the first section saw a bit of mechanical failure. While attempting a hill climb at the beginning of the section,

Jonathon failed to make it to the top (to that all too familiar 'ping' sound) and it became clear that something had broken. Claire also got a bit bruised as a chunk of mud flew up from the back of the motor and hit her on the 'chest'. That made a good bit of film footage! Not to be deterred, Mark F's motor was to be put through it's paces by serving 3 drivers for the remainder of the first section and the subsequent two. We were not the only ones to suffer damage on the first section, and another motor was to fall foul of the hills and ended up retiring before the end of the day.

The second section saw part of the course go through a very tight set of trees and plant machinery. There was also an interesting looking marsh, where you could go if you so chose. Mark's motor opted for the skirt around the outside. However, Mark A was caught out on the second run, as we ended up tipping off the side of the bank and coming precariously close to the water (not on my side so I was not too worried!) In reversing, we also managed to hit a tree, leaving a small dent in the back. But we missed the unmoveable stuff, so that was OK!

After the second section was lunch, and time to drain the fuel from the injured motor into the one that had to do all the work, and was going through a serious amount of petrol in doing so. It was also an opportunity to make the most of the weather, which was glorious. Once we had all finished, it was time to tackle the third



and final section. This was quite a long run, and did entail having to remember the route, due to it not always being obvious. This also involved a fast run to finish through the one gate, going through several water holes in the process. Top tip, remember to keep your visor down until you have exited all the water. It tends to get everywhere and leaves a lovely pattern on your face! The motor also suffered some more damage on this section, when Mark A went adrift on the home run on the wet mud and hit some rocks. Both rims on that side were bent, but the tyres stayed up



Back to the start to load up and wait for the scores to be announced. The winners are determined by pulling two drivers names from the hat, adding together the times, and the lowest combined time wins. Overall, the lowest individual time for the day was Mark Furnell, and the winners of the trophy were Doctor Ian and Mark Ambler. So a pretty good result at the end of the day. Particularly as it was all done in the one motor.



Thanks must go to SWLRC for putting on this event, held at a members land, and making the day enjoyable and relaxed. Thanks to Mark A for letting me join in and experience the thrill of squeezing between trees and diggers, to Mark F for getting to know me just that bit better and strapping me in for every section, to Claire for putting me up for the night and to the usual bunch of ALRCers who, as

always, know how to have fun in the mud! Going to these trials always reminds me of the friendly nature of our National Club, and how much we enjoy getting together for these events. The faces are familiar, and although you don't always know peoples names, we have a common interest that brings us together.



Sam Parker
Competition Secretary



Easter Rally 2008
Nellies Dell



We arrived on the Friday morning, complete with wind, rain, and then hail. All in order ready for me and Ian to attempt to put the awning up. As soon as we had finished, it stopped and the sun came out, just in time for Tricia to arrive wondering what all the fuss was about!

Phil and Shirley were already in place, having arrived Thursday, and we were soon joined by a number of other happy campers, out to enjoy the delights of the British weather for the weekend. Most of Friday was spent setting out for the following days Tyro trial. Thanks to those who came down and helped to set out and drive the event. Although a point of note here; the sections were set out by folks who have been off-roading for over 10 years. If you are finding the Tyros a little taxing, it is because it is very difficult to always see things from a novice view. If you want that to change, come along and help set out - it can often be fun than the trial itself! However, after a chat with some of the younger drivers, they seem to enjoy something that gives them a bit more interest than a flat field!



The next day saw 11 entries, including two from the Discovery Owners Club. The motors included series vehicles, ninety's, discoveries and 110's. A good mix of entries, but still lacking on the ladies front! However, there were several girls among the juniors, so hopefully we have many to come in the future. Although by the time they reach 17, they will certainly be giving the current RTVers a run for their money!! By the standard of driving from the junior class, the future drivers in the Club will be very skilled.

During the Tyro, we were blessed with mainly sunshine, but also treated to a hail storm towards the end which brought out the woolly hat and waterproof coat brigade. Very fetching!



I have to say, I think it is the first time I have ever done prize giving in the snow!

It is at times like that you are grateful for the cover of the gazebo. It was not helpful, though, that EVERYONE tried to fit underneath it. All very cosy!!

At the end of the day, everyone seemed to enjoy themselves, and we were pleased with the feedback from the DOC members, who seemed to really get stuck in with the spirit of things. Hopefully we will see them again at one of our events.

Ian had spent the evening setting out for the RTV the next day, so by the time the evening came, there was a well earned celebration for his and Hugh's birthdays. Two cakes and a very large bottle of champagne later, we were all in fine form for the trial the next day.

10 entries were there on the day to take part in the trial, which again saw a mix of weather during the course of the event. However, the cold chill in the air did nothing to dampen the laughter, and again it was a fun day and an excellent trial.

For more of the scores on the doors, please see the website, which has the individual scores from each event.



Dave Blackmore tackles the side slope at Nellies Dell

Sam Parker 
Competition Secretary

CALENDER OF EVENTS 2008

Check for updates and maps on our website hbrc.co.uk

Date	Event	Venue	Contact Details
27-29 Jun	Two-Day Charity RTV & Camping	Newnham Park South Devon	Hosted by Cornwall & Devon Land Rover Club. Contact Sarah Duffett who will be co-ordinating HBLRO team entries and camping.
11-13 Jul	Camping, Clay pigeon Shoot, BBQ, RTV (SS4) & CCV	Hook End Farm Pangbourne	Lee Claydon - Social & Camping Secretary Sam Parker - Competition Secretary
18-20 Jul	Tyro (5) & Camping	Ingrams Green	Neil Tomlinson - Tyro Competition Secretary
26-27 Jul	SROC 2 Day CCV	Knowle Farm Broad Oak East Sussex	Sam Parker - Competition Secretary
2 Aug	Green Laning	TBC	Julian Mallard - ROW Officer
8-10 Aug	Tyro (6), RTV (SS5) & CCV	Hook End Farm Pangbourne	Neil Tomlinson - Tyro Competition Secretary Sam Parker - Competition Secretary
16-17 Aug	Berkshire 4 x 4 Show	Newbury Showground	Richard Salter - Chairman
21-26 Aug	Summer Rally Hosted by SROC	Copford Farm	Tricia Jacobs - Secretary (site opens 12pm Thursday until 12pm on Tuesday)
13-14 Sep	Majors' Memorial CCV Trial	Eastnor Castle Nr Ledbury	Hosted by MROC Sam Parker - Competition Secretary
21 Sep	RTV (SS7)	Broxhead Common Nr Bordon	Sam Parker - Competition Secretary
26-28 Sep	Abingdon 4 x 4 Festival	Abingdon	www.abingdon4x4festival.com
4 Oct	Green Laning	TBC	Julian Mallard - ROW Officer

Date	Event	Venue	Contact Details
28 Sep	Competative Safari	Monkings Farm (Provisional)	Hosted by the Southern Rover Owners
5 Oct	London to Brighton Land Rover Run		Organized by the South London & Surrey Land Rover Club www.london2brighton.org.uk
11-12 Oct	SWLRC RTV & CCV Challenge	Mendip Hills	Hosted by Somerset and Wilts swlrc.co.uk
26 Oct	RTV (WS1)	TBC	Sam Parker - Competition Secretary
2 Nov	RTV	TBC	Sam Parker - Competition Secretary
9 Nov	Green Laning	TBC	Julian Mallard - ROW Officer
16 Nov	PDR & RTV (WS2)	Slab Common Nr Bordon	Sam Parker - Competition Secretary
29-30 Nov	Mike Wolfe Challenge	Slab Common Nr Bordon	Sam Parker - Competition Secretary
13 Dec	Green Laning	TBC	Julian Mallard - ROW Officer
14 Dec	RTV (WS3)	Aldermaston	Sam Parker - Competition Secretary

COMPETITION SECTION - WORD SEARCH -

Welcome to the 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!

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

- | | | | |
|-----------|-------------|--------------|-------------|
| CB Radio | Gates | Maps | Road Tyres |
| Clearance | Greenlaning | Packed Lunch | Track |
| Convoy | Horses | Pruning Saw | Shiny Paint |
| Farm Land | Livestock | Ramblers | |
| Flask | Lost | Recovery | |

Who's Who?

For a chance to win, tell me who these HBLRO members are. Please give your answers from left to right. Email your answers to the Secretary (details on page 4). Please specify between wine (red or white) or chocolates.



Answers from Left to Right:

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

Last newsletter winner was Sam Parker, her in depth knowledge of Mr Amblers collection gave her the edge over Hugh Duffett, who was a close second.



Ben Brown—Nellies Dell Tyro 05-05-08