

# NEWS



Major's Memorial Trial 2009



Nov / Dec 2009





HBLRO - Mendip Challenge.



## Editor's bit....

By way of introducing the new committee, the Officer's "Rogues Gallery" is back!

Deadline for the next issue is December 20th.

Don't wait until then, start sending in your contributions now. Articles can be in almost any word processor format but if you have taken photos but do not wish to write anything, just e-mail the photos to me. Ideally, identify the driver in each case where you know their name.

Technical tip here, add the driver's name to the filename of the photo so they can't be mixed up or separated. My e-mail is [Steve.Kirby@hbro.co.uk](mailto:Steve.Kirby@hbro.co.uk)



Steve Kirby, Editor.

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## Trophies.

Will any members holding club trophies please arrange to return them asap please. Take to events or arrange with the Secretary for their return. Thanks.

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## NFU Mutual Insurance.

This company offers very good terms for insuring Land Rovers and other vehicles. I have my Disco (Hooray) and Vauxhall Corsa (Booo) insured with them. Look on the internet for their regional office near you. There are no specific discounts to ALRC but members should tell their brokers that they belong to one of the NFU Affinity Groups i.e. the Association of Land Rover Clubs.

Steve Kirby

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## Mike Wolfe Challenge on the 28/29th Nov.

We need entries for ALRC section and need help setting up and Marshals as well. Please get in contact with Richard Salter.

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## Disclaimer

Views and opinions expressed in this publication are not necessarily those of the Club or its Committee. You should seek to verify any information, data or technical information especially where safety, finance or legislation matters are concerned.

## Officers and Committee Members

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.



◀ Chairman.

Steve Aston, Tel: 01256 841584 Mobile: 07785 350565  
Steve.Aston@HBRO.Co.UK

Secretary ▶

Elton Jonsson,  
Elton.Jonsson@HBRO.Co.UK



◀ Treasurer.

Sarah Duffett,  
Tel: 02392 349797  
Sarah.Duffett@hbro.co.uk

Competition Secretary ▶

Mark Ambler,  
Mark.Ambler@HBRO.Co.UK



◀ Membership Secretary.

Kevin Wood, Tel: 01256 896958  
Kevin.Wood@HBRO.Co.UK

Newsletter Editor & ALRC Liaison ▶

Steve Kirby, .  
Tel 020 8287 0377  
Steve.Kirby@HBRO.Co.UK





◀ Rights of Way and Green Lanes.  
Julian Mallard,  
Julian.Mallard@HBRO.Co.UK

Social & Camping Secretary ▶  
Hugh Duffett,  
Tel: 02392 349797  
Hugh.Duffett@HBRO.Co.UK



◀ Permits Officer.  
Dennis Keen,  
Dennis.Keen@HBRO.Co.UK

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



◀ Neil Tomlinson, Special Events Secretary (BAFMA).  
Tel: 07771 923893  
Neil.Tomlinson@hbro.co.uk

Web Editor ▶  
Ian Parker,  
Ian.Parker@Gmail.com



◀ Challenge Events & Driving Days Secretary.  
Richard Salter,  
Tel: 07711755865  
HBLRO.online@hbro.co.uk

## Steve's Slippery Slope

So I attended the AGM (after constant reminders at the RTV events, in the Newsletter and on the web!) and all I did was raise my hand to itch my ear at just the moment that the current Chairman asked for a volunteer to take on his role for the next 12 months. I was promptly proposed, seconded and in place in around 30 seconds flat!

The truth of the matter is that I did fancy some of the other positions however when I saw that these were not going to be available or there were other people keen to put themselves forward I considered the position of 'Chairman' to be the easiest of what was left.

I have a feeling that history is going to teach me a bit of a lesson.

It only feels like a few weeks ago that I arrived for my first RTV at Nelly's Dell back in December 2008. With my brother beside me in the passenger seat, a stock Discovery with a very worn set of Colway M/T tyres I was ready to take on the world.

After the first section (one of the more easy ones) I found that I had almost no traction, the pegs were very much closer to each other than I had anticipated, the turns were much tighter than expected and the trees did not move when I hit them.

It was then that I have the sudden realisation that this 'trailing' business was a little tricky than it looked.

Still this was the start of a hobby that has given me a huge amount of pleasure over the last 10 months.

I have been lucky enough to take part in all but one of the our RTV's this year, I have attended a 'proper RTV' organised by our friends at the Somerset & Wilts Land Rover Owners club, had a brilliant adventure at the Cornwall & Devon charity event down in Plympton and lots of fun at the recent event at Somerley (It did however cost me a steering box!).

Over the months I have seen numerous diff's and prop shafts being blown, trees being whacked, lights being smashed, wings peeled back, windows smashed, bumpers bent, side runners being twisted, a 90 on its side and Richard Salter in his undies!

I have also seen consistently brilliant driving from some of our more advanced members along with moments of brilliance from the rest of us mere mortals. I am constantly amazed at the guts and determination shown by all of our eventers. I have driven imaginative and demanding sections in some of the best of our local countryside.

Our club is all about the members and the events that we organise and I can honestly say that we should be proud of both.

I would like to thank the exiting committee members and officers for their efforts over the last year, thank the members who have chosen to continue at their posts and a big thanks/welcome to the new team players.

I am sure that I speak for all committee members and officers when I say that we all aim to do our best for the club. However feedback, suggestions and input from all of our members is also an important part of the process.

By the time I write again we will have had the  $\frac{1}{2}$  and  $\frac{1}{2}$  day at Brick Kiln and the Mike Wolfe Challenge I plan to take part at both events acting as Kevin's winch man. A role I take with a huge amount of excitement.

So until the next time keep it off the grey stuff, in low ratio with plenty of POWER.

**Steve Aston, Chairman.**

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### **BAFMA RoadMaster Swynnerton Camp North of Birmingham.**

HBLRO have again been asked to run two sets of trials over the course of the weekend and provide event support as required. As in previous years we will be given accommodation and food, but you will need to bring with you knife fork spoon and sleeping bag.

A couple of the members will be going up on Thursday morning to have a look around the site as we have not seen the area. We will set up the first trial on Friday which is being run first thing on Saturday, then go on to set out another trial for Sunday.

If you would like to help please let me know. You don't have to go up on the Thursday, but assistance from Friday would be appreciated.

There will be some fuel expense this year. I will need to know vehicle regs, who is in vehicles and when you will be arriving.

Any questions feel free to ask.

Contact [Neil Tomlinson](#) for further details.

Mobile 07771923893

## The Major's Trial

HBRO entered a team of 3 Land Rovers for the Majors event. The Majors trial is a 2 day CCVT held at Eastnor Castle, Ledbury (Land Rovers old testing ground). The team comprised of Mark A, Mark F and Matt as the 3 drivers and Ian, Clare, Tricia and Matthew as navigators and marshals'.

We arrived in daylight on Friday giving us time to get through scrutineering and set up camp. Saturday saw us starting the day on The 'Ridgeway'; section 1 was a simple zig zag up and down a gentle slope with a big drop off the side of a gully with a hard right through gates 3, 2 and 1. I was the first of our team to go and not having seen others attempt the section I cleared the 4 gate but had a little mishap when I dropped off the ledge as the Land Rover stood on the front bumper then fell sideways. Ian has been very quick to get the pictures onto the website before I got the opportunity to explain! Unfortunately landing in this style pushed the rear axle sideways bending the Panhard rod (yes, I have one on the rear axle) causing one wheel to rub against the spring leaving the other sticking out past the body of the Land Rover.

Mark F was next to go and being concerned about the end of the section opted to hit an 8 gate to avoid it!! Then came Matt, no problems getting around, through the 4 gate then the momentum required to avoid the side slope left Matt rolling all the way down the hill, left side, roof, right side, wheels. No point in taking a photograph of someone handing Ian's lunch box back to him is there? Matt and Ian were both a little surprised at the speed things happened but luckily neither them nor the Land Rover suffered any damage. After all that we both got a 3! Many of our fellow competitors stood their Land Rovers on the front bumpers but happily for them rocked back onto the wheels and carried on to fail the 3 gate. Once our group had gone over the section the sharpness of the drop was eroded and it wasn't a problem for the following groups.

The next section had a very tight start; I managed to pass the tight 1 gate only to hit an 8 with the rear wheel which was still sticking out past the body. Mark F and Matt both hit the 11 along with half of our group. Section 3 and then 4 already trailed by another group saw an improvement in our driving. We were able to keep similar scores to most of the others averaging 3's and 4's. Mark F was driving well by now where as I was having

difficulty with hill climbs on some of the steep sections. Matt was also driving well but his high roll cage and low tree branches caught him out on a couple of occasions. We were on steep wooded ground all day!

Back at camp we were able to borrow a panhard rod to replace the damaged one on my vehicle. I never feel shy about asking other competitors if they have a certain spare part having been approached so many times myself. Having the lorry usually means that we have the room to carry plenty of spares so why is it we always have the ones that others want and never the ones that we need? The competition area closes at 3 pm making this a very social weekend with plenty of time to check and repair vehicles then fire up the BBQ even a stroll to the bar in the bowling club located at the bottom of the field if you felt like it.

Sunday found us in a more open part of the site, although we were still among the trees the ground was wet and boggy. The previous day's trailing had created lots of ruts and combined with the boggy ground made the climbs more difficult. Timmy W would like it here, point in the right direction and plant the right foot. Matt was the first of us to go, plenty of noise and smoke with his Land Rover throwing up mud and generally going in the direction he wanted it to. Mark F and I followed on managing to keep a low score. Different driving styles were required; with one section having a greasy side slope which sent the entire group into the 8 cane. The other sections were easier towards the end but the driving was tough to get to the 2 gate, 1 gate then clear.

With Matt driving well, Mark F started to get caught out in some of the ruts resulting in a few 5's and 6's although he wasn't the only one. My Land Rover seemed pleased to have its panhard rod straightened and got me to the 1 gate and beyond all day with the exception of the 8 that we all received.

The team total was which put us into 29<sup>th</sup> place out of 38, just where we would like to be with plenty of room for improvement!!

Thanks to everyone at Midland ROC for a great event and to Ian, Tricia, Matthew and Clare for all their help.

Mark A, Mark F and Matt

## Somerley RTV 20.09.09 - SS5

	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Hugh Duffett	4	1	1	5	3	1	4	1	0		16	1st in class 4/10
Tim Wishaw	4	0	3	5	3	1	9	1	1		23	2nd in class 4/10
Garry White	5	3	1	5	2	4	8	1	4		28	1st in class 5
Neville Dewdney	7	0	0	3	3	4	9	11	5		35	Score n/a due to vehicle change
Steve Aston	5	7	2	7	2	9	8	5	3		43	2nd in class 5
Joe Stacey	5	8	10	5	6	6	9	1	3		48	
Russell Vare	10	7	7	7	2	9	8	11	1		52	
Alasdair Cox	4	8	9	7	6	10	9	5	0		54	
Henry Cox	4	3	10	7	6	10	8	5	5		54	
Jack Dewdney	10	7	10	8	8	7	9	9	7		65	
Kevin Wood	4	11	10	5	7	8	8	9	7		65	
Class awards: 4/10 and 5												
Setting Out - Elton Jonsson, Arne Jonsson, Neil Tomlinson, Phil Edwards, Richard Salter, Mike Fitzgerald, Garry White, Russell Vare, Andy Bridger, Karen Hooper, Charlie Hooper												
Officials - Som - ?, CoC -Mike Fitzgerald, Scrutineer - Neil Tomlinson, Chief Marshal - Richard Salter, Marshals - Elton Jonsson, Arne Jonsson, Phil Edwards, Andy Bridger												

## Mendip Challenge RTV 10.10.09

	Class	1	2	3	4	5	6	7	8	9	10	11	12	Tot	Position
Mark Ambler	5	1	8	2	3	2	2	1	6	7	8	7	5	56	3rd in Class 5
Hugh Duffett	4	1	5	5	5	3	4	4	4	6	8	7	9	61	Joint 28th in Class 4 / 10
Matt Hewitt	9	2	5	3	4	4	4	8	1	8	6	7	9	61	Joint 28th in Class 4 / 10
Kevin Wood	4	10	8	8	4	10	8	9	1	10	7	5	4	84	39th in Class 4 / 10
Tim Wishaw	4	6	5	R	R	R	R	R	R	1	0	0	1	R	Retired

## Mendip Challenge CCV 11.10.09

	Class	1	2	3	4	5	6	7	8	9	10	11	12	Tot	Position
Mark Ambler	9	1	11	10	7	0	7	9	1	10	10	6	6	78	27th
Matt Hewitt	9	11	11	R	R	R	R	R	R	11	11	6	10	R	

## Major's CCV 19 & 20.09.09

	Class	1	2	3	4	5	6	7	8	9	10	Tot Day 1
Mark Ambler	N/A	1	1	1	3	1	6	3	5	3	9	33
Mark Furnell	N/A	4	6	0	3	1	2	0	0	8	11	35
Matt Hewitt	N/A	4	9	0	11	1	11	3	5	3	10	57
<b>Major's CCV 20.09.09</b>		<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>Tot Day 2</b>
Mark Ambler	N/A	1	0	0	1	1	8	1	0	0	0	12
Mark Furnell	N/A	8	1	3	1	5	8	1	0	0	1	28
Matt Hewitt	N/A	1	3	6	2	5	8	10	7	5	1	48

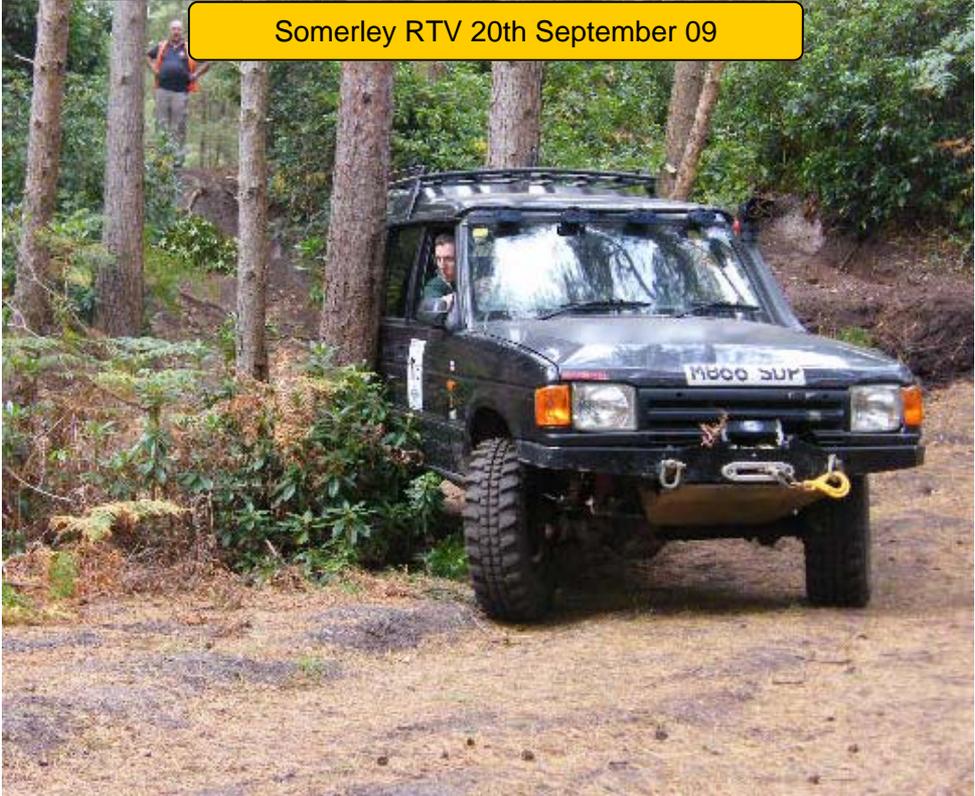


Somerley RTV 20th September 09





Somerley RTV 20th September 09



## **Mendip Challenge - it's not the winning that counts, but the taking part.**

For those who are not familiar with the event, the Mendip Challenge is the Somerset and Wilts Land Rover Club main annual inter-club event with a RTV trial on the Saturday and a CCV trial on the Sunday. They get a good turnout with in excess of 150 vehicles for each event with most people camping at the site during the event. Anne and I had taken part in the previous two events and were looking forward to what is probably the second largest ALRC trialling weekend after the Nationals.

The challenge began for us the weekend before when it was realised that there was a slight seep of fuel from the tank on my Defender. This gave us the excuse (if one was needed!) to spend the Sunday at the Newbury 4x4 and Vintage Spares event surrounded by piles of Land Rover bits and pieces and eventually coming away with what looked like a suitable replacement at a reasonable price. As usual, there were several other bits and pieces that we came across that we decided to offer a new home in my garage. I was glad of Anne's assistance as we head back to the car-park with an empty wallet and armfuls of oily dirty Landrover parts.

The original plan was to travel down on Friday to the event south of Bristol in the Chew Valley and spend the day having a walk around the countryside before arriving at the site and having the vehicle scrutineered. However, on the Thursday evening, the presence of nearly half an inch of diesel in the old baking tray under the fuel tank convinced me that it was going to be necessary to change the tank before the event. The Friday started at 6am with me having to clear the garage of the accumulated debris so that I could get the vehicle in and start draining out nearly 40 litres of fuel. It took until 11am and much cursing and bruised knuckles to prise the old tank out, fit the replacement and connect up all the pipework and refuel. Fortunately the replacement tank was a good 'un with no signs of leakage.

So after an early lunch, Anne and I headed south-westerly from a sunny Whitchurch into gradually deteriorating weather, arriving at the site on the outskirts of West Harptree at a place called Lambs Lair. Hugh and Sarah had already arrived and had set up their caravan and so we joined them for a cup of tea and a chat in the dry. We then had both our vehicles scrutineered and came away with passes and after meeting up at the signing on tent, collected our competition stickers and were ready for the next day. The other guys from the club were not expected until later and so Anne and I went off to find the farm

B&B we had booked (no camping in a tent in October for us!!) and then a pub for a good meal.

We woke up to a dry and sunny Saturday and after a hearty farmhouse breakfast (bacon, eggs, sausage, mushrooms, tomatoes and fried slice along with cereals, toast and tea - sorry about you guys in a field!), headed off to the site. There was evidence of overnight rain, but all seemed set for a great day.

Tim and Steve had arrived the night before with Tim trailering his truck-cab behind his newly acquired Disco, and Mark and Matt had turned up earlier that morning with their three vehicles in the back of Mark's curtain-sider truck and trailer. Ian had also arrived the evening before and had spent the night sleeping in his tent wearing his entire winter wardrobe trying to keep out the cold. All vehicles had passed scrutineering and were ready to go.

As 10am approached, you could hear all the vehicles start up and everyone headed off to the assembly area where they lined up in their designated groups. This is a great time to meet up with many others who regularly attend these inter club trials and see those from around the country who were at the Nationals at Manby this year, Eastnor last year or maybe were down in Plymouth at the Cornwall & Devon charity RTV. After the drivers briefing, each of the six groups of between twelve and fifteen vehicles were led off to their particular first section to start the day's trialling.

As always, the sections were particularly challenging, with the heavy rain earlier in the week resulting in several areas of deep water and the steep and rocky gradients were covered in the slippery red brown clay characteristic of the area. Many, including ourselves, were finding it difficult to get past the first few gates on some sections and were quickly accumulating a score that the England cricket team would have been proud of. Still, as the title of this piece suggests, it's not the winning that counts..... (or is it!).

The weather stayed dry and in time the ground improved a bit and we finished the day managing to get one section with only a single point, but the damage had been done earlier and ended up on a total of 84 points from the twelve sections - something of a record! Tim as usual was doing fantastically well, managing to only score 2 points in the first four sections. Later checking of the score sheet showed that only one other driver bettered this on these four sections, but it all proved too much for his Defender and he had to retire after six sections with a bust front differential. Hugh, Matt and Mark had all been drawn in the same group and all finished the day on respectable (for the day) scores in the 50's and 60's.

We all met up at the campsite in the evening and after inspecting Tim's diff with some of the internal components now poking through the casing and a

pool of oil collecting on his trailer, we attending the award ceremony and were pleased to see Mark come away with third in class. The evening was spent with Mark Ambler as host with he and Matt providing a barbeque of burgers, hot dogs and jam sponge cake(!) sat inside the back of his wagon all lubricated with a few beers. We also had the BBQ and a large copper fire-pit providing plenty of heat and smoke in the lorry as well, resulting in a game of 'musical chairs' (without the music) as we tried to find the optimum position out of the smoke, but neither charred by the fire or chilled by the draught.

The high low point of the evening being provided by Steve with his jokes, most of which can't be repeated here, and perhaps shouldn't have been said at the time. After he and Tim left to go home he did text back to us to apologise for their poor quality and as it was the majority of the committee remaining, we did have a discussion as to whether to allow him to remain a member of the club! Don't worry Steve, we'll continue to take your membership fee, although you'll have to do better next time. The remainder of us eventually retired to a variety of accommodation (ranging from tent, caravan, sleeper cab, Disco, B&B and Matt's 101) to meet up the following morning ready to have a go at the CCV trial.

Sunday morning dawned with a light misty rain blowing in the air. As we arrived back at the site (after another magnificent breakfast) the CCV vehicles were starting to prepare for the event. I was sitting in with Mark to offer what little assistance I could, and Ian had teamed up with Matt. Anne had volunteered to marshal and was assigned to be the starter and score keeper for the group that included both Mark and Matt, meaning that we could all spend the day together.

Again we all lined up for the start and were led away to the first section. By now the light rain had intensified and seemed to have set in for the day. Everyone was wrapped up in waterproofs and was ready for a wet and muddy day. However, our enthusiasm had not been dampened and we were looking forward to a great day of trialling. For those who are not familiar with trialling, if you think that RTVs look a challenge even for a Land Rover, when you start walking and climbing around the CCV sections and can't get up or down some parts of the terrain, you realise how capable these vehicles must be. One member of our team even struggled to stand still upright and ended up closely examining the local vegetation and soil. It looks as if I'll be getting Anne a pair of 'mud-terrain' wellies for Christmas.

The rain was proving to make what were already very difficult sections even more tricky and again some high scores were quickly accumulated. Mark and I struggled to get round some of the earlier sections and we realised that

there wasn't much lock when turning right. Some adjustments to the drag link and track rod were quickly made and things improved. Tow ropes were regularly called into action as vehicles had to be recovered off the sections and by lunch time everyone was ready for a break and assess the morning's efforts. Matt decided that the weather and ground conditions were just getting too much and decided to retire.

The rain cleared away in the afternoon and some sections became more feasible although there were ends of some sections which hardly ever got driven because some parts could not be negotiated successfully. We eventually finished the day on 78 points which was disappointing, but we perhaps could take some consolation in that we equalled the score of the best woman driver! You might want to suggest to Mark the meaning of this, but I'm not going to! At least we had not caused any damage to the vehicle, unlike some of the other competitors, and you had to feel sorry for Pete Thackery of SWLRC who managed to put a large dent in one front wing of his bright orange truck-cab on the second-last section and then managed to almost completely rip the other front wing off against a large tree attempting a clear on the last section.

The trial had lived up to its name and had been a demanding challenge, but we all had a fun weekend and met up with lots of other like-minded people and taken part in a competition which, whilst taking the drivers and vehicles to the limits of their capabilities, also showed just how brilliant the Land Rover is at off-roading.

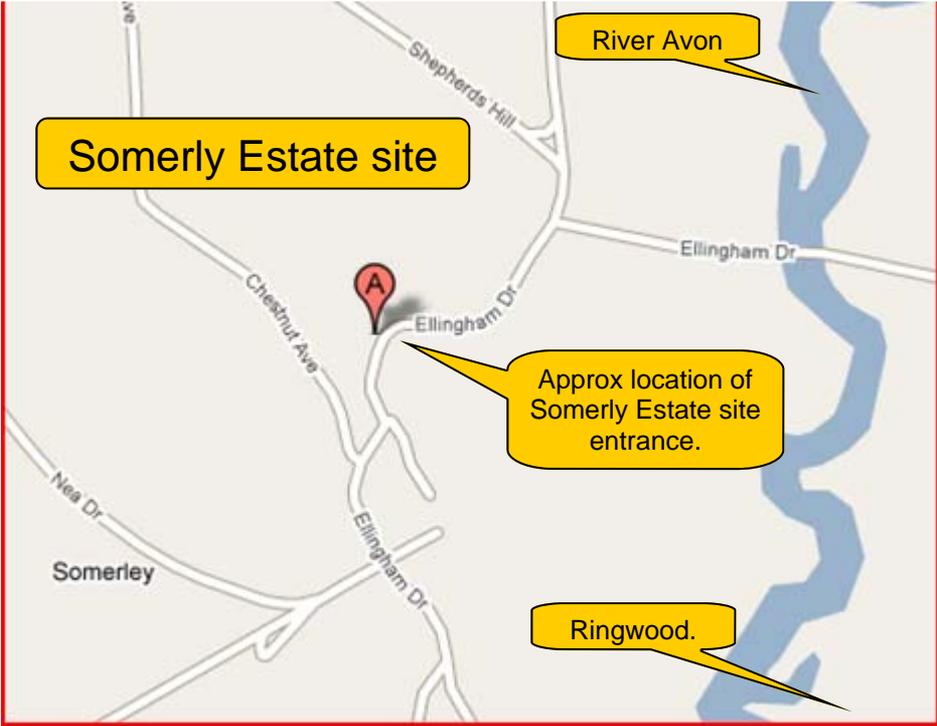
All that was left to do was head home to a hot shower, piles of dirty washing and the eventual jet-washing down of the Defender and removal of what seemed like half a ton of Mendip mud.....and prepare for the next event.

Kevin Wood

## Competition Events; General Information

- Events are open to all paid-up HBLRO members. Bring your membership card.
  - Entries to be on an official HBLRO entry form whenever possible.
  - ALRC rules and HBLRO Supplementary Regulations apply. 2007 ALRC Handbooks (2009 version coming soon) are available to all HBLRO members.
  - All HBLRO RTVs are qualifying rounds for the "Red Leader Shield" (standard class Leaf sprung LRs), the "Pilot Trophy" (Standard Range Rover) and the "Performance Trophy" (for 90s)
  - When you come to help set out the sections on the day before the competition, please find the Clerk of the Course (or whoever is in charge at the time) and sign on the attendance sheet. The event insurance covers those members setting up the event and is there for your benefit; but it is valid only if you sign to say that you are there.
  - Please help to marshal the event. Attend the marshals briefing and then ask an experienced marshal for guidance on how to score and how to assist in the safe running of the event. We'll show you how to score if you've not done it before. A Marshalling Guide booklet is available on request.
  - If you are interested in scrutineering, please ask to accompany one of the scrutineers on the day. They'll show you how the checks are done and what to look for. A Scrutineering Guide booklet is available on request.
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MAPS FOR EVENTS





## Regular Events

- \* Last Wednesday of each month, Noggin & Natter at The Hogs Lodge, Gravel Hill, Clanfield, Petersfield, Hants. PO8 0QD just off the A3, grid ref. SU714174 approx (From 7:30 p.m. Plus Land Rover related videos if possible.). Tel 02392-591083.
- \* Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. Please bring your own maps of Hampshire and Berkshire, in case you get lost. If there is a lot of rain on the few preceding days, anticipate postponement.

I've printed the dates of everything I know about at the moment on the previous page, so get your diaries out! Note that *provisional* events are printed in *italics*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. Will be highlighted in **bold text**.

Green laners:-See article(s) elsewhere for details of the next trip(s).

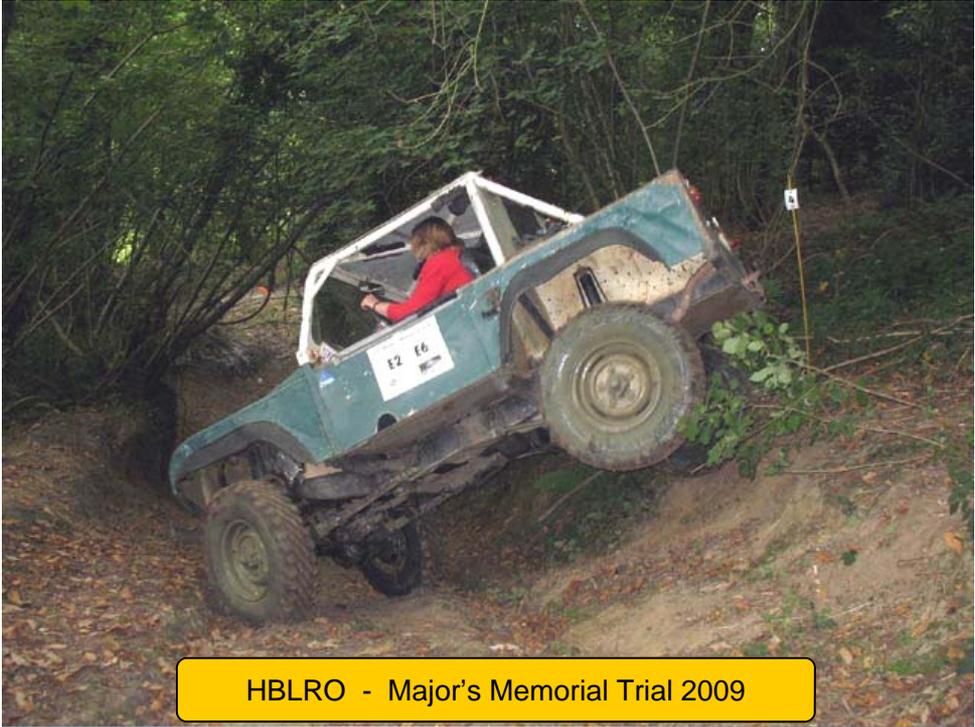


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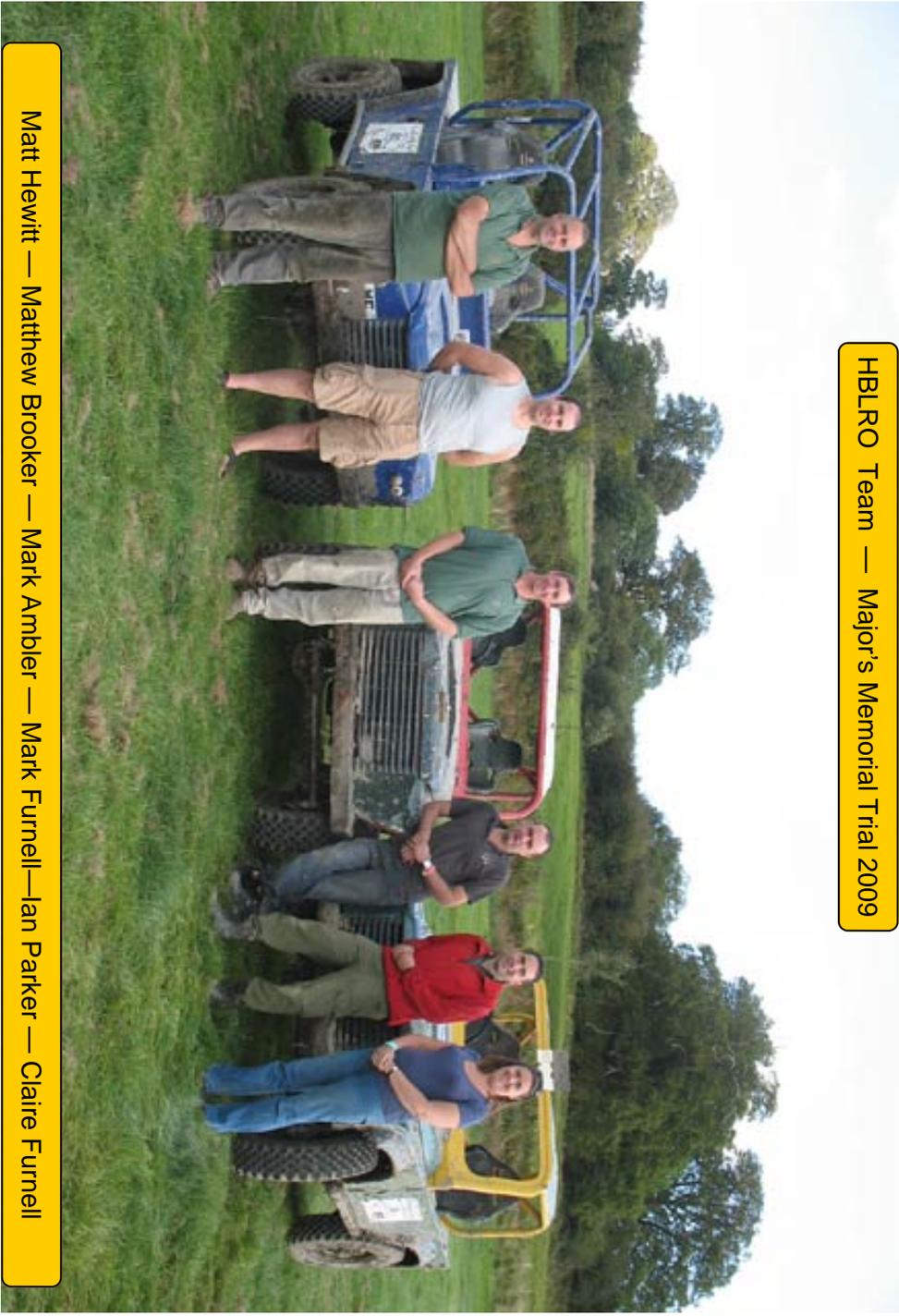


HBLRO - Major's Memorial Trial 2009



HBLRO - Mendip Challenge.

HBLRO Team — Major's Memorial Trial 2009



Matt Hewitt — Matthew Brooker — Mark Ambler — Mark Furnell—Jan Parker — Claire Furnell