

NEWS



Mark Ambler, 2 class wins and 4 trophies at the 2010 ALRC National Rally.

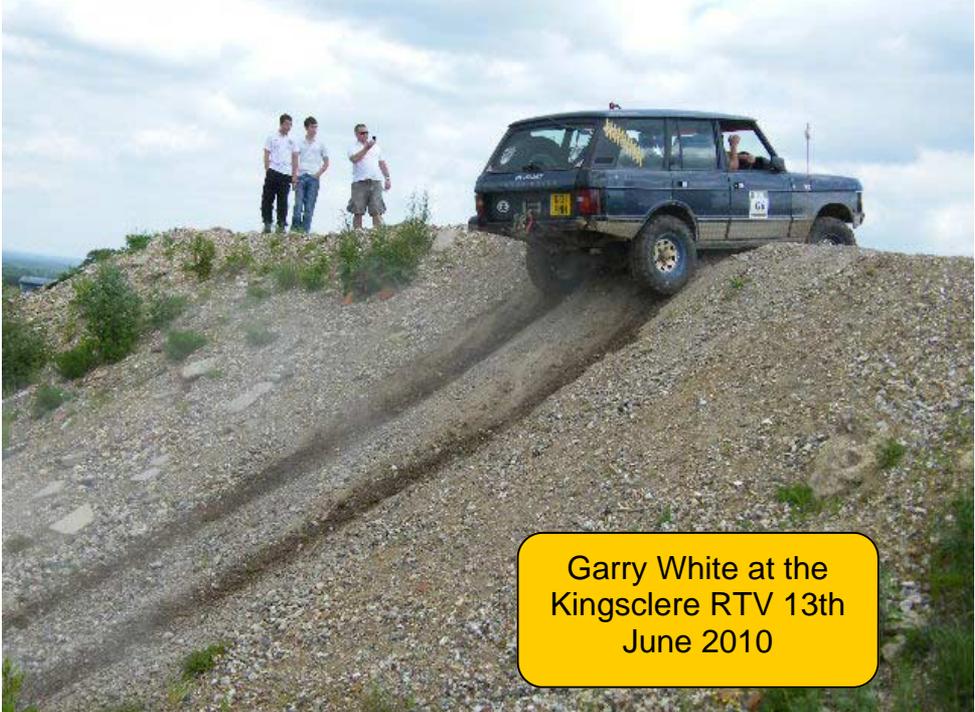


1 class win and 1 trophy for Ian Clist at the 2010 ALRC National Rally.



July / August
2010





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.

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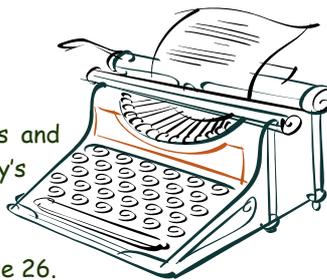
Scrutineers:- Mark Ambler. Andy Bunyan.

Editor's bit....

Some members are still sending their renewal forms and cheques to me instead of the membership secretary's address on the renewal form and I have to forward it on. So please send your documents to Kevin Wood; thanks.

Note to committee members; meeting dates are on page 26.

Deadline for the next issue is August 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 and the event to the filename of the photo so they can't be mixed up or separated. My e-mail is Steve.Kirby@HBRO.Co.UK



Steve Kirby, Editor.

Steve's Slippery Slope

At last, tee shirt and shorts, my favourite outfit!

Getting home from a long day at work with the prospect of another three hours (or so) of sunshine still to use makes me a very happy man.

You will all no doubt be fed up with me banging on about how much work I have had to do to my Disco recently, truth is bar one or two little jobs it's all done. All I have to do now is fuel her up and drive (my favourite bit). Mind you without the assistance of Joe Stacey I would have run into a little trouble as one of the universal joints on my front prop decided that enough was enough and finally gave up the ghost about a week prior to the Nationals. With Joe's assistance what seemed like a daunting job was made nice and easy. I also wanted to thank Joe for 'customising' my exhausts rear section. Joe cut off the second silencer and welded on a nice piece of pipe just about long enough to exit through the body work just behind the near side rear wheel. It looks superb and keeps its self out of harm's way tucked up nice and high, Cheers Joe!

My diary over the last few weekends has been busting with 4x4 fun. As you will recall from my last 'slippery slope' there was a whole bunch of events that I was looking forward to.

The first being our visit to Mark Amblers place over at Hook End. Whilst in terms of performance I have always found this a tough site I just love RTV'ing there. The location is superb and Mark always puts on a first class event. This RTV proved just as eventful as some of our earlier meetings. The first casualty of the

day being Joe Stacey destroying yet another rear diff very early on. However this was over shadowed by a very spectacular roll-over by Nev in his leaf sprung Series One. Attempting an extremely hard left turn, over a very tree rooty area, on a side slope just proved too much to ask of Nev's ride. Even considering the huge amount of ability Nev has all of the angles were against him, in flash his vehicle was on its side. After a few gasps from on lookers Nev managed to climb out (un-harmed) and the recovery process began. Fortunately after a shake off and a few checks on the vehicle Nev was back in the saddle and finished the event. Before I end on this event, it was with great pleasure that we were graced by the attendance Jerry Vernon a Discovery driver from the Somerset & Wilts LRO who proceeded to take first place in class 5! (hang your heads low all you HBLRO long wheel base drivers (including me!))... We had the home advantage and still got hammered!! What I will say however that Jerry drove a very solid event and it was great to see him.

It was only a couple of weeks later that I found myself hammering down the A303 to the Coombe Bissett Green Lane & Social weekend. I am not going to write too much about this event as Julian has done an article a bit later in the mag... Suffice to say that some of the Country side in this part of the world (just to the South West of Salisbury) is just fantastic. The Laning event on the Saturday certainly took the best of the weather. Pete Brayford did cause us to chuckle a little after we chose to stop to answer the call of nature he discovered that he had in fact sustained a puncture. From the state of the tyre I would say that it had in fact gone flat some time earlier... Best bit being that the key to his lockable wheel nut holding his spare to the tailgate did not seem to want to work. This resulted in Pete borrowing my spare Insa Turbo Sahara which when fitted looked very odd as Pete's Disco is shod with road tires... (see pic below) still it got him back to the campsite!



Then, before I could turn around it was the weekend of the ALRC Nationals down in Plymouth. What a weekend we had. From the very warm welcome we received on our arrival right through to our departure we were looked after and entertained. With 15 HBLRO entrants this was one of our best turnouts for a number

of years. Looking down the list of our drivers I knew that we should be in the running for some Silverware. Little did I know just how successful one or our members would actually be. To give you a flavour of our weekend I have put pen to paper and you will find my article (and some pics) a little later in the mag. I think that all who attended the event would like to thank the Cornwall & Devon LRC for putting on such a great event.

Rounding off my 4x4 schedule was our RTV at Kingsclere. This is a brand new site that has never been used by any 4x4 club prior to us! I had visited the site last year when it was being used by a quad biking club to host one of their endure events. Following up on a lead gained through to the land owner I was able to secure an appointment and toured the venue with the land owner way back in March. After bit of gentle coercion and a couple of 'you won't even know we are there' statements permission to use the site was granted. I knew the venue was small and nothing like what we are used to however I also knew that with careful setting up we could put on something that would proved to be a little different to our other events.

Truth be known I think that I was more nervous about this event than attending the Nationals, as it had my name all over it. The thought of a load of our members turning up to a site that perhaps may not be capable of putting on a good show did weigh heavily on my mind. On arriving on the Saturday to set up I was delighted to see that our setting up 'A' team had found the site and were ready to put the event together. I cut Matt Hewitt loose, his only instruction being 'go over there Matt and find two sections'. The rest of us split into teams, explored the site and got to work. The site is effectively a dumping ground for all the 'spoil' dug up from the various excavation works carried out on estate and offered several different terrains. We had a range of terrains from a very loose 'peat' material through a very loose stony surface finally to firm mud. What was a real treat is that between us we were able put several sections across each different surface causing the driver to never really know just how much grip was actually available.

So the Sunday arrived and whilst the turnout was not a strong has I would have liked the site really gave us a great day. We used Matt's two sections to start the day. The first was an RTV/Comp safari cross, one of the longest sections I think that we have ever had. The second used long foliage making spotting the canes tricky, the third following a gully between two of the 'spoil' mounds finishing with a flurry of sharp ups and downs, the fourth featuring a long slippy slidy side slope journey around the base of a mound and so on. Russell Vare thought that it would be good to blow his rear diff out early in the day. However his fun did not stop there as he proceeded to make a very brave effort and drive the rest of the day with front wheel drive only. Hugh won the event overall with another one of his brilliant drives with Garry White bending time and space to effortlessly put his Rangie through some gates that even the 90's were struggling with to come in second overall.

A point to note here is that my brother Richard chose this event to debut his trialling skills. Using my Disco he put in a very solid drive coming in with a mid field result. A word of caution here, make sure that you beat him and beat him good whilst you can as he learns real fast and if he continues to come along and drive will be sure to start to move on up the finishing order.

So looking forward what do we have... We have a number of members off to the Wye & Welsh Charity RTV at the end of June, good luck to you all over in Welsh Wales. We also have our second visit to Chichester Quarry for our July RTV (looking forward to that in the dry). I also want to wet your appetite a little for the Summer Rally at Hook End in August. Along with camping, BBQ's and an 8 section RTV we are planning on running a 4 section night trial (on the Saturday). This event will not form part of the summer series, it will just be for fun. Confirmation of this and all the other events can be found on the web site.

Well that's about it again for another month, so as my old dad used to say "you cut the bread and I'll do the buttering". See you next time

Steve Aston, Chairman.

Caption Competition.

What is being said by whom and about whom? Send in your suggestions.



Mark's Freelander Green Lane Adventure

Or.....

How to get the Club Chairman & Membership Secretary to change a wheel for you !

By Mark Greenwood April 2010 (with thanks to Steve & Kevin !)

Introduction

I have been a member of Hants & Berks for many years and previously took my much-loved Disco ES around the (easy) Bordon tank trail - great fun !



Around 8 years ago I had an unexpected spell of poor health, 3 major operations and ended up in a wheelchair. As I figured out how to make something of my new and very different life, I was keen to get back in the Disco, but this proved impossible. Basically the 'B-pillar', as I learnt it was called, (the bit to the rear of the driver's door) was

too narrow to allow for a conversion - so the Disco had to go, with the help of the ad in 'Pants & Barks'.

I was determined to have another Land Rover, and my research revealed that the only model that would accommodate a seat conversion to get me in was the 3-door Freelander. To be honest I would have preferred a 90, but there was no room again to take the conversion.

The Freelander is a possibility, and one had been converted before, because the wheelbase is identical to the 5-door, which allows a longer door to be fitted - and the B-pillar to be farther back. So.....a Freelander it had to be !

After quite a search, I actually found a 3-door Kalahari model at a Land Rover Dealer, an 03 vehicle, one owner from new. The Kalahari model featured some useful upgrades such as 6-spoke alloys, better upholstery, CD player etc. A deal was done - and I was pleased as I had started to realise that the 3-door is quite sought after and of course the new Freelander 2 range no longer has a 3-doorer.

I had toured disability exhibitions and found a vehicle converter, SDL in Hemel.

The great piece of luck was that I got to talk to their senior technician, Geoff, who had done the Freelander conversion before and filled me with confidence. With some charity support, the Freelander went off to SDL, and a 3 month project



2 The Completed Freelander Project

commenced with several trips to Hemel for 'fittings' and trials. At last I drove home a Land Rover with 'Turny' seats that rotate and come out of the vehicle to allow me to

transfer in, and hoists to lift the folded wheelchair either into the boot or behind the driver's seat. Later I fitted the 'Spider' roof top box to take the wheelchair and free up space for passengers.

The Club featured the conversion and my return to driving a Land Rover - even if I felt that it wasn't really a 'proper Land Rover' ! At least the vehicle got me back and independent driving once more.....



3 Freelander with 'Turny' Seat Conversion.

The Cunning Plan

I missed the Club activities and emailed Julian, our Rights of Way boffin, asking about some gentle green lanes near where I live in North Hampshire. Julian helpfully connected me with our Club Chairman, Steve Aston as Steve lives quite close to me, and the cunning plan was done !

Steve very helpfully suggested some lanes I could try - and even better - that he would join me to lead me around. Steve also invited our Membership Secretary, Kevin.

So there you have it - I was to be led around some lanes by the Club Chairman, and followed closely by the Membership Secretary - now that's worth the

subscription on it's own - but it was to turn out that Steve and Kevin had to work even harder for me whilst I sat in the Freelander.....

Greenlaning !!

We met at the Golden Pot pub car park near Odiham at 0900 on Sunday 25th of April, (so to get up and out I was awake at 0530 !).

Both Steve and Kevin were waiting and after introductions, we had a look at the map that Steve had prepared, showing a circular route which would be mixture of regular roads and green lanes or 'BOATS' as I now know they are called. (Byways Open To All Traffic).

I was really appreciative of the hard work Steve had put in to identify the lanes as this was something I had been struggling with on my own.

The first lane we turned into, and the Freelander did demonstrate one of the weaknesses for off-road work - expensive grinding noises as the rear exhaust silencer was dragged along the middle ground as soon as the wheels fell into ruts.

Once we had got used to the noises, and the fact that the Freelander just kept

4 Steve, Club Chairman Takes the Lead !



going and the exhaust would not fall off - we proceeded in the lanes, Steve leading the way and Kevin coming up behind, watching for overhanging branches that might wipe out the rooftop box !

As we proceeded, a pattern emerged. Steve would stop and either

appear with a tree-saw to take back the vegetation, or to come back to us to say something like: 'this next bit is a little ruddy', which turned out to mean VERY ruddy for the Freelander !

In such great company, I never once felt a lack of confidence or concern. In fact as we got around, my admiration for the Freelander also grew - here was a capable greenlaner after all. The vehicle coped with all the lanes and did not get stuck once



5 Kevin, our Membership Secretary, as rear guard !

- even at a really deeply rutted section Steve had named the 'Gulley of Death' ! I asked the wife, Kay, if she had videoed this as I successfully got across - and Kay said she had not because she had her eyes closed !

Half way through one section, Kevin honked his horn, and we stopped because a front tyre had parted company with it's rim. To be honest, I had not noticed and the Freelander was coping with the ruts in this section really well !



6 Club Chairman Inspects the Tyre !

Now for some real cheek on my behalf - to save me attempting to get out, Steve and Kevin set about changing the wheel for me - what service from the Club Officers, even if I did get some ribbing over the tools and jack that had never been



7 Kevin sits in mud whilst I pretend to look busy with the map !

out of their cosy locker before ! We were out for some 2+ hours on lanes that were perfect for picnics with fields full of Blue-bells, to some that were more overgrown and rutty, but all great fun.....

I am really grateful

to Steve and Kevin for giving up their Sunday morning for me, and for their patience, good humour and care, which made me feel safe and confident - even over the Gulley of Death.....

Next ? - and what did we learn ?

After driving home without incident, I took a 'mirror on a stick' to help me look under the Freelander from the wheelchair.....

I was surprised that for all the expensive noises, the underside was fine, with some clumps of grass stuck underneath, one rubber exhaust holder popped off and a slightly less round rear exhaust !

I have already found a 'rear exhaust guard' on the web - a steel set of bars that fix over the exhaust and will ground first.

The tyres needed changing anyway - they are the originals and were picked up on the last MOT as starting to perish in places - so the hunt is on for a tyre deal.....

Steve is reviewing my progress with Julian, as he feels I could make it on some of the Club runs, for example, over Salisbury Plain.

Moral of the story !

I suspect I did operate the vehicle slightly outside of it's Land Rover 'operating envelope', but even Steve and Kevin were impressed, so.....

Freelanders are real Land Rovers too !

Mark Greenwood April 2010

South West Rummage Land Rover Autojumble, supporting Project Mobility 4x4

Autojumble stalls, Trade & Club stands & much more.

Saturday 21st August

Stoney Park Showground, Okehampton Devon.

For full details visit:-

www.southwestrummage.co.uk/ or give us a ring on 01271 858938.

SUMMER RALLY & RTV: HOOK END FARM

Aug 28th - 30th

Event line up (provisional):-

- Saturday afternoon: Members' Clay Pigeon shoot (from around 2.00pm).
 - Saturday evening/night (from around 7.30 pm) 4-section night RTV.
(factory fitted lights only - no after market spot lights allowed)
 - Sunday 8-section RTV and Tyro trials.
 - Sunday late afternoon: Members' BBQ.
- Camping welcome from Friday night to and including Sunday night.
-

Coombe Bissett Green Laning Social on 1st May 2010

We all agreed that we had had a great day out seeing some beautiful countryside with great views and a chance to socialise with other club members - why not come along with us at the next weekend away at the end of August.

Arne, Paul, Neil and myself went out the previous weekend to find suitable lanes within a 20 mile radius of Coombe Bissett. These varied from easy wide lanes, to lanes that were very rutted and some that were very enclosed with lots of scratchy bushes. Another slight complication was that on the Sunday, there was a horse event around the lanes centred about 1 mile away from the campsite, hence the decision to go out on the Saturday. Well we definitely picked the right day to go out because Sundays weather was lousy and Mondays was even worse, so it was fortuitous that it was the best day.



On the day, we had decided to split the vehicles into 3 groups and had a quick (long ?) discussion on who to put into which group. However, some people wanted to go with particular friends just to add to the mix. A frantic couple of minutes with a few different coloured highlighters soon made the

list incomprehensible. Steve our chairman got volunteered to lead a group and was duly given a map of which lanes were suitable. We all set off in roughly a westward direction, Steve in a southerly clockwise direction and Neil's group in a northerly anticlockwise direction with Julian's group setting off a few minutes later with the stragglers to take a slightly longer route northwards with some scratchy lanes and then to turn west - so as not to



catch up with Neil. The racecourse was very quiet as we trundled through it - good timing as you get some really funny looks when you go through on a race day as I have done before!

It all went well and Julian's group met Steve's at Tollard Royal and a quick chat in the middle of the road resulted in Steve's group doing an about face and heading for the same pub that Neil had already stopped at and we were heading for.

The pub landlord at Sixpenny Handley got a huge surprise when 14 vehicles with 30+ people descended on his pub, but he coped and the food and beer were good. We had cased the joint the previous week when 4 of us in the 2 vehicles had stopped there for lunch and to compare notes. The landlord said to me - 'I know you from somewhere don't I?'. Yes, was the reply, we were here last week to sample the grub and beer. We had a discussion on what qualified as a shiny lane - we decided that it should be very easy to drive and with no flora anywhere near the bodywork.

We had therefore found 3 routes that were suited to shiny motors, scratchy motors and something in-between. The scratchy route took in some lanes that also had some deep ruts with a high centres. I think Gary W had a challenging time on the scratchy route with his standard Rangie on 205 tyres, but he managed to get through.

Both the Ox Drove and the Compton Down tracks are very easy and suitable for shiny vehicles with care, but make sure you don't do the south-east part of the Ox Drove as it is not suitable for low vehicles as it has some very big ruts. Join at the intersection with the road from Martin to Broad Chalke SU038223 and go westwards. You will need either Explorer (Orange) map 118 or Landranger (Pink) 184.

We were treated to some great views around Ashcombe from Compton Down and Knapp Down and had a really great day out arriving back at the camp site about 4:30pm.

Happy Laning and can I have the OS map back please - not sure who borrowed it to go out on the Sunday? And thanks to Karen for the pictures.

Julian Mallard, Rights of Way



Julian Mallard and Andy Bridger.

2010 ALRC Nationals

~ A personal view~

So, when finally the 2010 ALRC Nationals dates and venue appeared on the radar I was very keen to apply. I duly found the Cornwall & Devon LRO web site, down loaded the application forms and sent them off with my payment. Several days later I received confirmation of my entry, I was in.

From that moment on the dream started to take shape. I knew that I would have to raise my game if I wanted to make an impression on the National stage, I was going to have to put in some hard work. I watched how our stronger drivers approached sections during our own club RTV's, I attended a few RTV's run by the Somerset & Wilts and I tried to understand the method of improving my driving. I watched, listened and learned.

Then the discussions started between various members of our club and it soon became clear that the Hants & Berks were going to have a formidable entry. My excitement rose. At last early in 2010 my driving started to improve, finishing 7th overall on 22 points at the Chichester Quarry RTV. The next RTV result at Nelly's in March was even better with a 6th overall on 9 points. My confidence and self belief started to grow and I was now starting to believe that I was heading in the right direction. Hook End came and went and whilst finishing 7th I had a strong drive except for a stupid mistake clipping an 11 gate on section 5.

Then almost in the blink of an eye the weekend of the Nationals arrived. After a huge push to ensure that the car was bang on the money the departure day finally arrived.

I met up with Garry White in Basingstoke at just after 6am on the Friday and we departed together heading West towards Plymouth. The ride down was straight forward only having to stop so that Garry could re-tighten some rear wheel nuts to ensure he remained on all 4 for the whole journey! Arriving at the site we were met with by a representative of the Cornwall & Devon LRO with a big smile, a warm welcome and an information pack. The car was in good shape and we had made good time. We found our camping area and I was pleased to see some familiar faces as some other members of our club were already there. I quickly un-loaded my kit whilst making some small talk with the other club members, however my mind was on the next task of getting the car through scrutineering.

I made my way to the scrutineering area and was met by a friendly chap who asked me to put the nose of my car up a slope and apply the hand break. I had worked for hours to ensure that I did not fail here and the car did not let me down, on then to a rolling road to check that I did not have any diff lock systems in place and finally into the canvas tent for a thorough checking over. I was quietly confident that all would be in order as the scrutineering staff gave my vehicle a thorough

going over pushing and pulling this and that finally advising that I qualified for class 5. Finally now just about all was in place.

I quickly got myself over to the signing in tent, claimed my numbers signed the forms and made my way back to the campsite. The only thing missing was my co-driver. My brother had been with me for the last few RTV's and he had seemed to have brought me luck. He was making his own way down however was not leaving Basingstoke until around 4.00pm, I was praying that he would arrive OK. Having used a very small one man tent at the Somerley event for camping late last year and being very uncomfortable I had purchased a huge five man tent just for me. I quickly erected the beast and started to make myself more comfortable. It was only early afternoon and I was set.

The next few hours consisted of welcoming our other club members as they arrived, assisting with the un-loading of vehicles and a number of discussions with various groups of our members. Garry's wife Ann told me that she had pre-made a chilli and that I was welcome to join her and Garry for dinner. I was very grateful as a good square meal before surviving on my usual pot noodles was just what I needed.

I joined Garry and Ann for the meal and washed the fantastic chilli-concarne down with a couple of bottles of Becks. Finally with I started to relax and get into the flow of the weekend. My brother arrived soon after 8pm with tales of a long and tedious journey, I was just pleased to see him. We managed to keep ourselves out of the beer tent (unlike some of our younger members) and the alcohol consumption to a minimum. It was not long after Mark Amber's usual last minute arrival that we turned in for bed. Laying there I was surprised at just how loud the music from the main marquee of the VW Rally was. Fortunately I was able to drift off to sleep with a mix of excitement and nerves about what was to come.

We woke early, I put my head out of the tent to find weather was miserable. In a flash we were on the way to the start meeting point. The drivers briefing came and went and we were on the way to the first section. My heart was in my mouth, all the preparation, all the cost, all the effort and all the worry was over, at the 12 gate on our first section waiting for the nod I felt more alive than I had for weeks. Then we were off, a moderate start. The second section came with just an average drive, then the next and the next, the sections became a blur, I was driving OK but there was no 'magic'. As we crisscrossed the site we bumped into other competing members and it became clear that this was a tough event everyone seeming to be scoring high. We did not stop for lunch just continued to hammer through the sections. We were wet and we were tied the score started to look like a telephone number and maintaining my concentration as the afternoon wore on became more difficult, then suddenly it was over, the last section completed and the pressure was gone.

Returning to the camp we were in a daze... 12 sections completed. It was odd, I felt deflated. I had only really shone on two occasions and realised that my drive

had been less than average. On arriving back to the camp site it became clear that I was not alone with this feeling. All of us had had a tough day. Then we started to hear rumour that a couple of members had managed to get themselves up the results table. A small glimmer of hope that at least one of us had come in with a strong result. Accurate information was slow to arrive but was it possible, did we have some members up there with the best? It wasn't until we got into the beer tent later that evening the results finally became clear. Matt Hewitt's superb drive landed him a very good 8th overall in the RTV followed by Mark Ambler hitting the bull's eye coming in 14th overall, picking up a second in class 5 and also bagging the North Wales Land Rover Club Diesel RTV Trophy. Tim Wishaw was not far behind in 23rd overall. I was delighted. Then Joe Stacey's score came in with 3rd best Discovery. And to round off this great result our nominated team of Hugh, Tim & Mark bagged 3rd place in the team standings.

The party started with a little more vigour than the previous evening with drinks and long tails of what had happened on this section and that. As the evening grew older some of our younger members crashed the music tent at the VW rally, my brother left to go and party with some friends in Bridge End and I turned in feeling very happy with the day's achievements. And very much looking forward to watching the CCV the next day.

The following morning was so different it was warm, sunny and there was a buzz about the campsite. The CCV started early and the Tyro started at about the same time. Ian Clist had made his way down to the event keen to try his TD5 out in the Tyro so I watched the first three sections. Ian started well and looked like he was going to have a good day. I entered the woods to look for the CCV. I soon found a number of our members lurking around a section where the terrain looked a little like the Somme. A very aggressive section with a 9 gate over a root that just seemed to be catching everyone out. Richard Salter's group was first to arrive, he was having a tough day but was enjoying himself. Then Mark and Matt's group came through. Mark's Rangie just looked huge as it lumbered over the roots and round the turns. Then Matt stormed through the section looking every bit the part.

The time seemed to fly by, I watched another two or three sections before returning to the Tyro. Ian had had a very good day and was pretty certain that he was well up the leader board. Again we had to wait until the evening before the results came in. Whist our overall performance in the CCV was not as strong as in the RTV our class performances were good. Richard Salter came in with 6th in class 4 with Mark coming in with an excellent first place in class 5. Two great results. The Tyro results would be delayed by 24 hours due to discussions regarding the eligibility of one of the driver's scores.

After the results ceremony was over a few of us stayed in the beer tent until kick out time, we made our way back to the campsite very late and I spent a few drunken hours in Tricia and Matthews caravan putting the world to rights before

falling into my tent for a few hours sleep. Monday would bring the Comp Safari.

I woke to the sound of V8's being warmed up ready for the timed event. I teamed up with a couple of members and made my way over to the start line to watch the drivers departing. I have never seen a comp safari before and was massively impressed with the commitment not to lift the throttle as the drivers slammed their vehicles over bumps, jumps and round corners. Moving on I found a great spot near the finish where the cars were getting air over a mound formed into a jump. Mark Ambler was taking part in the event with Richard Salter co-driving. I watched the pair complete a couple of laps before the tug to start the long trip home became too much to ignore. Garry and I departed the site together early in the afternoon. Before we knew it we were on the A48 heading toward Exeter. I slowly pulled away from Garry and soon found myself on my own with a three hour drive in front of me.

This was the first real time that I had a chance to contemplate on the events of the last three days. To ponder the super human effort that we had all made to place us at the start line. The dreams of us all to make a mark and get our names on the Silverware. Whilst my performance had not been earth shattering I had had the time of my life. A great event both in terms of 4x4 fun with plenty of time to sit and chat with both our club members and the members of other clubs.

The drive home was straight forward, I caught and over took Ali and Henry Cox twice (as I had to stop for fuel) I also caught and drove for some time with Phil who was driving Joe's Disco home.

It was not until a couple days later that I learnt of Ian and Marks massive successes. Mark finished 30th in the Comp overall bagging 1st place in class 5 also collecting the Yorkshire Cup the Esso Uniflow Shield and the Off Roader Sports Shield. Ian finally came in with 1st place in the licensed LWB class and 1st place in the Land Ranger Services Cup in the Tyro (see the final standings list in this mag for more detail on these trophies). This was the icing on the cake. Between Ian and Mark the HBLRO had achieved probably its best ever National results with a fist full of trophies and class victories. Well done to you both and well done to all our members who took part.

Next year's event is scheduled to be held in the Kings Lynn area, if you love trialling and want a great weekends driving mixed in with a bit of camping and time to chat then get ourselves along and I will be most delighted to see you there....

Steve Aston.

Photo Library.

Karen Hooper currently has a very extensive library of photos of many of our club members and is happy to send these out on disc on application. If you are interested please email Steve Aston (steve.aston@hbro.co.uk) with your name, full postal address and vehicle registration number.

ALRC National Rally 2010

Final standings

- Alasdair Cox:64 points in the RTV finishing 61st overall and placing him 28th in class 4
 David Lindsay:54 points in the RTV finishing 36th overall and placing him 9th in class 10
 Garry White:58 points in the RTV finishing 45th overall and placing him 5th in class 5
 Henry Cox:67 points in the RTV finishing 71st overall and placing him 29th in class 4
 Hugh Duffett:53 points in the RTV finishing 33rd overall and placing him 13th in class 4
 Ian Clist:23 points in the Tyro placing Ian:-
 1st place in the licensed LWB Class
 1st place in the Land Ranger Services Cup
- Joe Stacey:60 points in the RTV finishing 52nd overall and placing him 7th in class 5
 Also placing Joe 3rd highest Discovery driver
- Kevin Wood:63 points in the RTV finishing 59th overall and placing him 26th in class 4
 Mark Ambler:46 points in the RTV finishing 14th overall and placing him 2nd in class 5 also
 1st place in the North Wales Land Rover Club Diesel RTV Trophy
 96 points in the CCV finishing 92nd overall and placing him:-
 2nd in the Michen Industries Trophy for Range Rovers and also placing Mark:
 1st place in Class 5
 30th overall position in the Comp Safari also placed Mark:
 1st place in Class 5
 1st place in the Yorkshire Cup
 1st place in the Esso Uniflow Sheild
 1st place in the Off Roader Sports Sheild
- Matt Hewitt:43 points in the RTV finishing 8th overall and placing him 4th in class 9, 80 points in
 the CCV finishing 71st overall and placing him 66th in the 'special' class.
- Richard Salter:64 points in the RTV finishing 61st overall and placing him 11th in class 10
 104 points in the CCV finishing 99th overall and placing him 6th in Class 4
- Russell Vare:82 points in the RTV finishing 100th overall and placing him 15th in class 10
- Steve Aston:69 points in the RTV finishing 78th overall and placing him 12th in class 5
 Also placing him 8th highest Discovery in the RTV
- Tim Whishaw:49 points in the RTV finishing 23rd overall and placing him 6th in class 4
 Also placing Tim 9th in the 'standard' vehicle class
- Trevor Alexander:61 points in the RTV finishing 55th overall and placing him 10th in class 10

Tim, Mark & Hugh finished 3rd as a nominated team in the 'Lincolnshire LRC RTV Team Trophy'

And finally well done to Lewis Alexander for his brilliant 12th position in the Bike Trial for ages 8 to 11 years .

North Wales Land Rover Club Diesel RTV Trophy - for the highest placed standard class diesel

Yorkshire Cup - Lowest Comp Safari time in a standard class Land Rover

Esso Uniflow Sheild - Lowest Comp Safari time in a Range Rover

Off Roader Sports Sheild - Best result in RTV, CCV and Comp Safari

Coombe Bissett - Cold? Was It!!!

After Sarah and I cancelled our Easter weekend away at Cheddar due to the fact that it had snowed there the day before we were due to leave, we thought that the first May Bank Holiday weekend would be better weather. The winter could not go on for much longer could it?

Oh, how we were wrong! We arrived at the camp site on Friday afternoon with the sun shining and a bit of a breeze thinking this will be alright if it stays like this.

The site is situated high on a plain between Salisbury and Blandford with far reaching gorgeous views and a byway running along its southern border.

We sited the caravan in the lee of the blackthorn and elderberry hedge. During the afternoon other caravans arrived and set up around the rally field. The evening was passed with much chat and laughter by all in Chris and Jan's awning.

Saturday morning came, and we were joined by many members who arrived for a day's driving the local byways. This was an excellent day out apart from the occasional shower.

The evening planned BBQ had to be abandoned as it has turned cold, wet and windy which continued until lunchtime on Sunday. It was even too windy for the children to fly their kites.

Sunday afternoon, Sarah and I decided to drive into Shaftsbury where we walked up and down the very steep picturesque Gold Hill (that's where the Hovis advert with the boy on his bike was made, the older members will remember this!).

As usual the weather started to improve as we were nearing the end of the weekend and typically we drove home in sunshine on Monday.

Many thanks to all those hardy caravanners for the three evenings' entertainment.

Hugh Duffett
Social Secretary

WYE AND WELSH LRC BASKERVILLE CHALLENGE 2010

Wye and Welsh LRC Baskerville Challenge 2010 at Baskerville Hall Hotel, Clyro Court, Clyro, nr Hay-on-Wye August 27th - 30th

Site is approx 15 miles West of Hereford on the A438.

Noon Friday - Camp site opens, booking in.

Saturday - CCVT, Tyro and *Entertainment*

Sunday - RTV, Tyro and *Entertainment*

Monday - Tyro, TIME TRIAL.

The Baskerville Challenge booking form can be found at <http://www.wyeandwelshlrc.co.uk/Baskerville%20Challenge%202010.pdf>

Also available over the weekend: **on site catering 7.00am to 8.00pm**

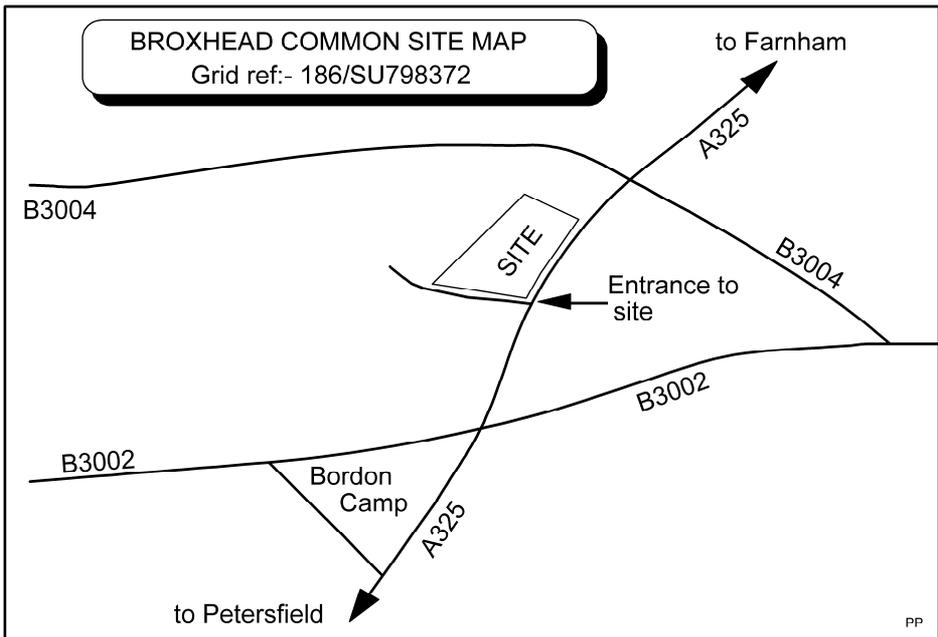
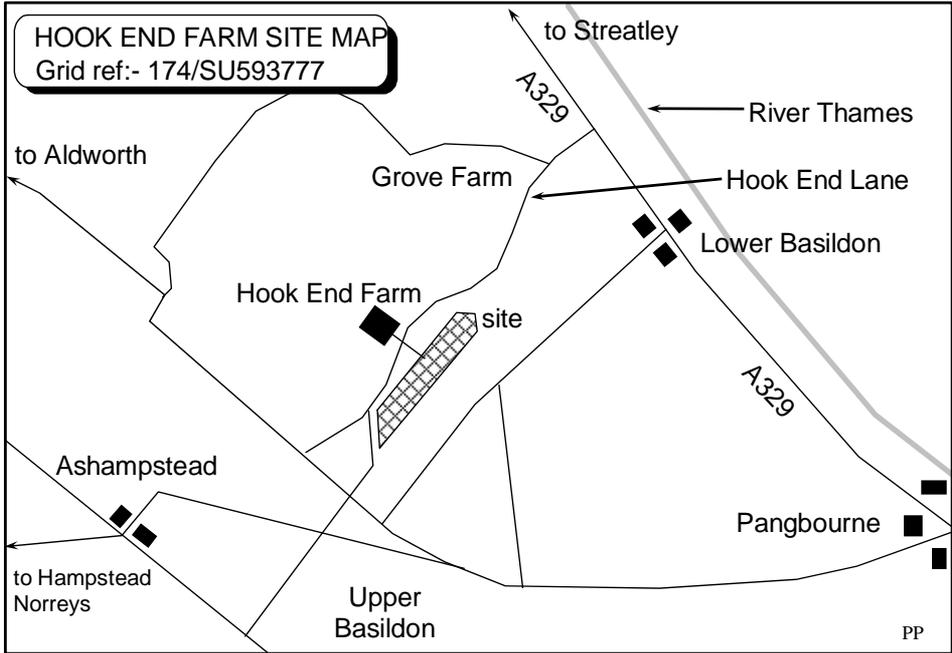
Swimming Pool available at times stated in The B C Brochure Entries & Camping are limited to ALRC member Clubs. Individual entries are welcome.

Caravan and camping site available, or stay in the Baskerville Hall Hotel Clyro Court for the weekend.

Bookings for Thursday & Monday Night camping / caravanning must be made on this form only to the Wye & Welsh LRC. Booking forms are available from: - Peter Gladman, 7 Almond Drive, Cardiff, CF23 8HD

Returned by 20.08.10. If you would like confirmation of your booking, please include an SAE with your application form.

The hotel has Double Rooms, Twin Rooms, Family Rooms and Dormitories; Single Supplement. Please contact the hotel direct on 01497 820033 Fax 01497 820596 Web site: www.baskervillehall.co.uk E-mail info@baskervillehall.co.uk



CORE Chichester Off Roding Experience

Directions:

Best access is via the A259 Southbourne, turn into Broad Rd, follow road over the A27. Soon the road changes to Cheeseman's Lane. At the end turn left on to Common Rd, take the first left Marlpit Lane. The site is on your left hand side. Nearest postcode PO18 8UP



CALENDAR OF EVENTS 2010

Events in *italics* are provisional so please check for updates
and maps on our website:-

<http://www.hbro.co.uk/calender.htm>

Date	Site	Event
July		
2nd - 4th	Lake District	War of the Roses
17th	Salisbury Plain (Route: to be confirmed)	GREEN LANING DAY Contact:- Julian Mallard
25th	RTV - Chichester Quarry CORE Chichester Off Roothing Experience. (See map page 24)	RTV (Summer Series 3)
August		
29th	Around Reading ending up at Mark Ambler's place at Hook End Farm for the club BBQ in the evening. (See below)	GREEN LANING DAY Contact:- Julian Mallard
28th to 30th	Hook End Farm (Pangbourne. See map page 23)	Summer Rally. RTV (Summer Series 4)
September		
12th	Broxhead Common, Bordon	RTV (Summer Series 5) & Drive Round Day.
<i>25th</i>	Route: to be confirmed	GREEN LANING DAY Contact:- Julian Mallard
October		
3rd	4x4 & Vintage Spares Day.	Newbury Showground (RG18 9QZ) HBLRO will have a stand.
23rd	Crown Hotel, Alton at 6.00 pm.	HBLRO AGM
<i>30th</i>	Route: to be confirmed	GREEN LANING DAY Contact:- Julian Mallard
<i>31st</i>	<i>Slab Common.</i>	<i>RTV & Drive around event.</i>
November		
14th	<i>Site to be confirmed</i>	<i>RTV</i>
28th	<i>Somerly</i>	<i>Mike Wolfe Challenge 2010</i>

Event Timings

Competitor Sign-on - 08:30am - 09:30 am

Scrutineering - 08:30 - 09:30 am

Driver & Marshals briefing - 09:45 am

Event start - 10:00 am

Entry fee: £16.00 per driver

Driving Days Site opens to public - 10:00 am Site closes - 15:00 pm

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).

Committee Meetings

July 19th, August 23rd, September 20th, October 23rd,
All at 7.30 pm at the Crown Hotel, Alton.



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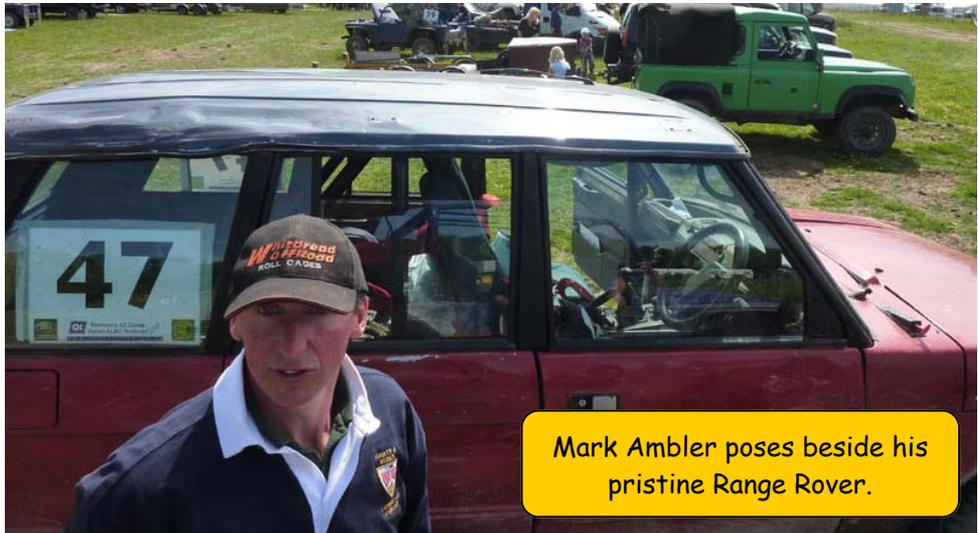
Ian Clist at the 2010 ALRC National Rally.



Henry Cox at the 2010 ALRC National Rally.



Mark Ambler won the Yorkshire Cup, the ESSO Uniflo Shield and the Off Roader Sports Shield at the 2010 ALRC National Rally WELL DONE !



Mark Ambler poses beside his pristine Range Rover.