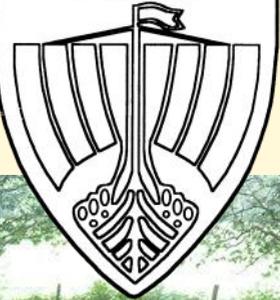


NEWS

HANTS & BERKS
LAND ROVER
OWNERS



Jack Dewdney has had some brilliant form recently, winning the Summer Rally RTV and the Broxhead Common RTV on September 12th.



**November /
December 2010**





Green lane driving is more comfortable than it used to be!
Green lane trip September 2010.



Julian auctions off his old car.
(He thought trials were supposed to be non-damaging!)

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....



Deadline for the next issue is December 10th. 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.

Spot the Nev.

This issue we have a 'Spot the Neville (Nev) Dewdney' competition. The first member to email in with the correct number of mini-Nev's gets a prize. A pot of the Chairman's favourite pot noodle 'Curry' Flavour.

Club Trophies

To all of our 2008/2009 trophy winners, we will need our trophies back (to either Ian Parker or any of the committee members) by the start of December in order to have them cleaned and engraved ready for our next presentation evening which is planned for February 2011.

HBLRO On-Line

Don't forget to visit our Web site at:-

www.hbro.co.uk

Also see the ALRC web site at **www.alrc.co.uk**

Steve's Slippery Slope

Is that a year already !.....

As I write this the 2010 AGM is only a few days away. Of course when you get to read this mag the event will have come and gone. I hope (and trust) that all of our current committee members re-stand and we get to do this all again for another year.

I must confess that I took on the role of Chairman with a little in trepidation, what I can tell you is that I have been surrounded by a truly great committee who have all brought their own unique skills to the table and given me so much support. So I will take this opportunity to thank them all; Steve Kirby, Julian Mallard, Kevin Wood, Hugh Duffett, Sarah Duffett, Elton Jonsson and Mark Ambler, and I really hope that we have the same team again going forward into 2011. If we haven't then you can be proud of the sterling job you have done and we will welcome any new faces.

It's been a cracking year for the club with new sites for our home RTV events, a good number of green laning events, driving days, BAFMA events, representation at other clubs RTV's and charity events (Somerset & Wilts RTV's, Staff & Shrops RTV, CCV and Comp Safari, Welsh & Wye Charity RTV, the Majors and the Mendip Challenge to name just a few) a stand at the Newbury sort out, support to other non 4x4 events (Hampshire Horse Watch and the Basingstoke Race for Life) and the most trophies ever gained at the ALRC Nationals thanks to Mark Ambler and Ian Clist. Let's hope that the next 12 months are as successful as the last.

So over the bank holiday weekend at the end of August we held our summer rally up at Mark's place (Hook End). We ran our first ever night trial on the Saturday which turned out to be a first class event. Running through 6 sections the event was an immediate success, trying to wind my Disco over obstacles through the woods in the dark was just about the most fun you could have with your clothes on. What looked like simple sections in the light took on a life of their own as darkness fell. My biggest mistake was not taking a torch to walk the sections with (pretty stupid eh!!) so I had to tag along with those bright sparks who did bring said item and hope that they would not mind me asking them to point their torch this way and that so that I could get a full overview of what was coming up. The event was just for fun and was not part of our championship calendar however to reward the champions we made some trophies. These being a pair of black coffee mugs with white headlights painted on in style of '90' lights for the short wheelbase and Disco lights for the class

5's. I am pleased to say that the short wheelbase trophy now resides in Hugh's trophy cabinet (which I have seen and it's impressive!) and the long wheelbase mug taking prize position on my mantelpiece.

The obligatory post mortem of the event was held in the beer tent with stories of just how difficult night driving is.. Same again next year please Mark!

The Sunday brought our Summer Rally RTV, which for me brought several moments that will live in my memory for a long time. The first being Jack Dewdney's superb drive to win the event over all. The second was to see four ladies take get behind the wheel and RTV hard (Anne Wood, Sarah Duffett, Jan Homewood and Lucy Dewdney). The quality of their driving was very impressive as they seem to have much more patience than us 'lads', it proved a tight competition with the final spoils finally going to Sarah.. well done you. The men also put on a good show with Neville breaking his car (again) and winning the Spanner man trophy (a brand new trophy awarded for damage, mistakes or just being a plain old wally). Kevin wood lining up at the 12 gate on one section facing the wrong way! And all of the other usual bumps and bangs.. Well done fella's! Again we met up in the beer tent later that evening to exchange stories of just how close we had all come to 8 'clears' with Chris Homewood taking the beer drinking trophy downing 13 cans of Guinness, mind you (as Chris stated) it's taken a lot of practice to be that good!

Sunday the 5th of September brought our assistance at the Hampshire Horse watch event, with a team of members organised by Elton. HBLRO formed part of the event support placing members at strategic points along the route to ensure that all riders pass safely. It's a very relaxing day sitting on private land that 4x4's never usually have access to with a flask and mountain of your favourite sarnies. As usual I win the wally award as I had smashed the mag mount for my CB aerial (sorry antenna) at the night trial a week earlier, and as a quick 'fix' simply welded my antenna to the roof of my Disco. Not being a CB buff I thought that this was a stroke of genius (no need to buy a new magnetic base). Little did I know that the antenna needs to be isolated from the vehicle. In effect my whole car have become the 'antenna', whilst my reception was superb (picking up voices from flippin miles away) my transmitting was rubbish good for only around 30 metres... doh!

With time whizzing past as usual our next gathering was on the 12th of September for our drive around day/RTV at Broxhead Common. What a site this is for RTV, great terrain, soft going, lots of different challenges all lead to a great event. Tim Wishaw took the opportunity to arrive and test out his CCV vehicle. What a machine, Tim purchased the rolling chassis from Mark Ambler

then installed a huge motor, all the electrics and other bits and pieces etc to produce a great looking 'powerful' vehicle. Shame he got stuck in a puddle on section 6 that I managed to navigate with no problems (diesel power!) (sorry Tim!). Whilst my performance at the event was pretty average Jack Dewdney put in another brilliant drive to claim overall victory (2 in a row now Jack, see you at Slab!) with Garry White again dominating class 5.

The event was run by Andy Bunyan and Niall Banyard who adopted a new start order strategy. We drew lots to establish the first driver of each section then the running order was a free for all. Whilst being able to choose when you want to start the section seems like an easy decision (just watch everyone else drive the section and go last) many of the sections started 'cutting up' after the first few drivers travelled through so careful consideration to when you drove became the order of the day. Whilst I consider all of our RTV's to have a great atmosphere every now and then something special happens. I don't know what it is or where it comes from but this event (very much like the one at Nelly's Dell back in March) developed a really good vibe with everyone just relaxing and really enjoying the day. For me my final position became un-important (good job really as I picked up a 6 in section 1, 10 in section 2 and then drove completely past the 11 gate in section 3) as the pleasure gauge pinged off the end of the scale. Thanks Broxhead (and Andy/Niall) for a brilliant day and looking forward to getting back there again in the future.

Toward the end of September I discovered a bit more rust in my old girl... I know that I have talked about this over the last couple of articles but I need to tell you what transpired. It started with a hole in the bodywork just inside the (on-side) rear door slam where the door catch holds the rear door closed. A hole no larger than a 1 pence piece is what started it. After removing the rear seat, pulling the boot carpet up and removing the rear inner plastic trim to see how it all looked, it became clear that I had a major issue on my hands. A significant amount of the wheel arch was missing! Eaten by the ever hungry brown beast.. rust. No wonder the boot carpet was getting damp!! Out came the grinder and out came a sizeable part of the wheel arch. A new sheet of 18 gauge mild steel purchased, a new roll of mig welding wire also purchased and I set off to repair the chasm! To fill the void required a manufacture of one of the most intricate 'patches' I have every made (I have put a picture of the piece further on in the mag). What I have not told you is that I foolishly started this on Sunday 3rd of October after committing to enter the Mendips Challenge RTV on Saturday 9th. With no holiday days left I worked 3 hours per night (after work) on the Monday, Tuesday, Thursday

and Friday of that week to be finished ready for an 05.00 am departure on the Saturday to the Mendips site.

Next time I think that I will have a re-think before doing that again... anyhow this does bring me nicely to the Mendips Challenge. Arriving at 07.00 on the Saturday morning I was feeling good. The Disco was not all fixed up and running nice. Engine good after a mini service and a very small tweak on the fuel/air mix all was looking good. I met up with some of our other members who had made the trip over to Lambs Leer, got through scrutineering, signed on, stickered up and tucked into a breakfast bap and a large coffee (only 3 sugars as I am watching my weight at the moment!). We had to spend a little time on Ethan's new Disco to get it up to scratch (new track rod end and to affix a JATE ring for rear recovery) and before we knew it we were off. What a fab site, fortunately the rain had stayed away for a few days and the usual slippery clay surface offered good grip that just got better as the day went on.

It quickly became apparent that this was not going to be one of my best days! the site was brilliant, the sections were superb, the car was really good, however I was rubbish... by lunch time my score was up around the 25 - 27 area (as against Mark who was on 3!) The afternoon did not get much better finishing the wrong side of 50 points. However, after a wobbly start on section 1 Hugh's day just got better and better with a good number of clears finishing on 17 and giving him 6th overall in class 4. But it was again Mark Ambler who brought home the bacon with a fabulous 1st place in class 5. A brilliant result for Mark and another trophy to add to his heap of trophy's gained at the ALRC Nationals, well done mate...

The CCV event on the Sunday gave Tim Wishaw another chance to demonstrate his new skills, navigated by Chris Wood Tim put in a very respectable drive with a final placing of 24th in Class 9, another good result. Video footage of one of Tim's sections is currently available for viewing on our Facebook site.

Well that's brought you all up to date with my goings on etc.. its well late now, and I have still got last weekend's MotoGP to watch before round 16 at Phillip Island tomorrow.. So I bid you good night and will leave you with this quote from a man that truly represents all men:

"How is education supposed to make me feel smarter?, every time I learn something new, it pushes some old stuff out of my brain. Remember when I took that home winemaking course, and then forgot how to drive?"

Homer Simpson: July 21st 2003

See you next time Steve Aston, Chairman.

WYE & WELSH CHARITY RTV

For the last few years, Cornwall & Devon Land Rover club have run a two day RTV at the end of June to raise funds for local charities. As they had their hands full this year having volunteered to set up and run the Nationals at Plympton, Wye and Welsh LRC offered to run the event this year so as to maintain the event in the yearly calendar. And so it was that Anne and I headed west in the 90 along the M4 to Wales. We had decided to take the opportunity to extend our break and initially spend a few extra days walking along the Pembrokeshire coast prior to the trial. As we would be camping at the event, we treated ourselves and stayed for a couple of nights at a farm B&B and enjoyed a couple of days of glorious weather enjoying the scenery, having a look around St. Davids and its cathedral and watching seals basking on the beaches at the bottom of the cliffs of the coastal path. I was also bitten on the leg by a farm collie, but I assume this isn't a normal Welsh welcome. The animal lovers amongst you will be pleased to hear that the dog suffered no ill effects!

The trial was set to start early on Saturday morning and so by Friday lunchtime we left Pembrokeshire and made our way to Radyr, just outside Cardiff. We arrived at about 3pm to find that Richard Salter had already arrived with his lorry loaded with his sleeping accommodation and both his and Hugh's triallers. Being the first to arrive on site (even before the Wye & Welsh guys had turned up and the portaloos were delivered) he had nabbed the flattest bit of ground furthest away from the lorryloads of manure (human?) being stockpiled at the edge of the site by the farmer for eventual use on his fields. Fortunately either our sense of smell became acclimatised, or else the wind blew the other way and the presence of the s**t was not particularly apparent over the weekend.

We quickly set up our tent (a small two-man one, rather than our usual massive tent that was bought on the assumption that our kids would want to join in - but they have more sense than that!) and put up the gazebo to provide some shelter from the blazing sun. It was whilst we were doing this that the rest of 'Team HBLRO' turned up, comprising of Hugh and Sarah, Mark, Matt and Ian and finally Tim with Steve P-G as his navigator - although as Steve was hobbling around on crutches following a recent knee operation, we weren't sure how much help he would be, but we were pleased to see that at least he was able to come along and join in with the fun. Tim

and Steve unhitched the trailer with Tim's 90 on the back and they soon had their tent up. Following the expert guidance from Sarah, Hugh set up the caravan they had towed down behind their Discovery. Mark's accommodation was the caravan towed down by his truck loaded with his Range Rover and Matt's class 9 trialler, whilst Matt had driven down in his 101 that was fitted out with all necessary amenities (a bed and a cooker).



The observant amongst you will notice that out of six vehicles taking part, only one of them was driven to the event, and that one had taken a 300 mile extra diversion via Pembrokeshire to get there - I'll say no more!!

Having sorted out the accommodation it was time to get the vehicles scrutineered. Fortunately there were no major hassles getting through other than Matt having to make some adjustments to his handbrake (a regular occurrence). By this time the camp site was filling up with teams from around the country and we realised what a good job Richard had done for us by getting there so soon and picking the best area.

Now that out our sleeping quarters were sorted and we had passing

scrutineering, our next priority was food and so Anne and I were chauffeured by Tim (along with Steve) in his rather plush Disco down to the local Asda where we stocked up with provisions for the weekend. This also included a couple of cans of 'Jungle' spray having taken heed of Richard's advice that the wooded trialling areas were a breeding ground for horse-fly.

The rest of the evening was spent back at the campsite in the evening sunshine, preparing and eating the food, having a few beers and talking about Land Rovers etc. before turning in ready for an early start the next day.

After a pretty rubbish night with not a lot of sleep (I prefer my own bed at home!), dawn arrived early and was later followed with a breakfast of cereals followed by sausage, beans and bacon with a mug of tea. Now set up for the day (although how Tim manages on croissants and jam, I do not know) we were ready for the first day of trialling.

'Team HBLRO' in fact consisted of two teams as the trial is organised so that the combined scores of three drivers is taken over the two days to decide placings. The first team consisted of Mark, Matt and Tim with the second team being Hugh, Richard and myself. There were three groups of twelve vehicles and a fourth group (the one I was in) with nine vehicles and all three members of a team were within the same group.

All the vehicles lined up in their respective groups and following the driver's briefing were led away by their marshal to start the ten sections set up for the day. Our first section was next to the campsite and was typical of the sections that were to follow. There was a lot of woodland with steep gradients, tight turns and ruts. Being a team of three meant that we were able to walk the sections together, helping decide best lines and tactics as well as being able to see how each other drove the sections and hopefully learning from any problems encountered.

However we all did well and each of us only scored a one on the first section. The second section was even better with clears all round. One of the main challenges of the sections was that they were quite long and with them not having been driven before, it was often difficult to remember the correct course as the next set of canes could not always be seen. I'm sure that Hugh and I benefitted from have Sarah and Anne as navigators and I certainly wouldn't have done so well if I was on my own, as Richard was.

The site at Radyr is regularly used by all sorts of 4x4 vehicles and the dry conditions we were experiencing was very unusual. This could be seen by

deep tracks and gullies crossing the site that had been created by highly modified vehicles on big tyres, that meant that the Wye & Welsh LRC guys preparing the trial had to spend a lot of time creating tracks to ensure that it was possible to get between the sections.

The weather was also very hot with the sun beating down, and vehicles left in the sun soon became like hot houses. The ground was also very hard although Hugh did manage to find a wet muddy bit and put his foot right in it, and then his hands as he slipped trying to extract himself- it didn't smell very nice and Sarah had to go back to the campsite for the wet wipes. The shade in the woodland was very welcome - but then (as predicted by Richard) you had to deal with the horse-flies. After five sections of clambering up and down the steep terrain and through the brambles and trees we were ready for a short break and our lunch. Between us we had accumulated 31 points with Hugh coming out top with a score of only 3. The afternoon proved just as taxing and even hotter with us eventually ending up with a combined score of 48 - with all the additional points being provided by myself and Richard as Hugh managed to get clears all afternoon.

We returned to the campsite and found some shade to relax and have a drink along with cakes and cookies that Anne had brought with us. After a while, Tim, Matt and Mark returned having had a slightly better day and had accumulated 44 points between them, although for a while Mark was hampered by a banana shaped drag-link that had been caught up on some of the scenery.

The rest of the afternoon and evening was spent around the campsite preparing and eating the food that had been brought along for a BBQ. Mark supplied the steaks, whilst Sarah and Matt provided the salad and tuna with pasta. This was washed down with a few beers and followed with strawberries and cream that we had obtained from Asda the previous evening. After this we were all relaxed after the efforts of the day and ready for an early turn-in knowing that we had to be up for an even earlier start on Sunday.

It was at 7.30 on the following morning that we were all lined up bleary-eyed for another day's trialling. It was pleasantly cool at this time but the sun was soon warming things up and we could tell we were in for another hot day. We were taken over to a different part of the site for the next ten sections, which were the one's that Matt, Tim and Mark had done the

previous day. Thankfully, much of the site was in woodland, and whilst this made for some great sections, it also meant that there was shade from the sun. The sections were generally shorter than the day before, but that didn't stop me from losing my way on one where the track forked. A marshal was on one track and Hugh and Richard were on the other and I was frantically asking Anne which way to go whilst driving as slow as possible whilst we made the decision. We decided to head towards the marshal - it was the wrong way and he soon blew his whistle and called out the five we had just scored! Many of the sections had some very tight turns and these were catching some out, although one of the other teams in our group were doing very well with regular use of the handbrake. On one section both Hugh and Richard had not been able to get past the four gate after a tight right-hand turn around a large tree, so I decided that this was the time to try a handbrake turn for the first time. As we rounded the tree, I remembered to make sure the diff lock was off and then wrenched on the hand brake, booted the throttle and sure enough the Defender spun around and we passed through the four gate. Although it seemed a wicked (that's wicked as in not a good thing to do, rather than the perversely opposite meaning of the word that my kids use!) thing to do to my poor old Defender's transmission, I was so pleased with the result that I lost my concentration and managed to get the two gate's white cane jammed in my door window as we came to halt at the end of the section!

With only nine vehicles in our group, we moved on from section to section in quick succession. We had completed five before 11am and it was decided that we would continue without a break and so by 2.30 we had completed all ten with various degrees of success. Hugh hadn't managed to keep his score as low as the previous day, but was the best of our team with 14 points and we had a combined score of 53 on the Sunday, giving us a two day total of 101 points.

We returned to the campsite grateful for the opportunity to have a rest in the shade with a drink and something to eat and wait for the others to return. It was about an hour later that Tim, Mark, Matt, Steve and Ian returned. No more damage had been inflicted on their vehicles and Tim had had a great day having only collected one point bringing his two day total to 12. The team had scored 63 points overall and now awaited to see if they had done well enough to collect any silverware.

The campsite had to be cleared by the evening and so whilst the Wye &

Welsh organisers added up and checked the scores, we cleared our tents, hooked up caravans and loaded vehicles onto the variety of trailers and trucks. It was very hot and sunny and we were just about complete when it was time to announce the scores. A team from Somerset & Wilts took top honours with just 36 points followed by teams from Southern Rovers and then Cornwall & Devon. Tim, Mark and Matt just missed out on an award coming fourth, but Mark went home pleased with two decent prizes from the raffle. There was also an award for the best 'ladies' team and this was went to the Wye & Welsh team of 'Old Tarts'. If they were representative of the local ladies in Wales (see photo), I can understand why the sheep seem to have a permanent worried expression on their faces!

It was shortly afterwards that we said our goodbyes and headed back east along the M4 to a well needed shower, good meal and a comfortable bed. It is these inter-club events that really add interest to the trialling calendar and many of us would be looking forward to the next event of either taking part in the Majors at Eastnor for the CCV boys or else the trip to the middle of Somerset in October for the Mendip RTV & CCV Challenge. I must mention our thanks to all those at Wye & Welsh LRC for putting on a great event. A lot of work goes into the



organising, preparation, setting out and marshalling and without these guys we would all miss out on some memorable weekends of trialling.

Kevin Wood

Club Shop

We are pleased to confirm that we have recently ordered some new Hants & Berks LRO clothing. We have again sourced the garments from 'Uneek' as we find that the quality of the items is very good with a price that we consider to be reasonable. Each garment has our logo embroidered onto the left chest area as you would expect.

We have available:-



FLEECE @ £22.00

SWEAT SHIRT @ £15.00

POLO SHIRT @ £12.00

All of which are available in either Blue, Green or Red.

In terms of sizes we have:-

Small (Chest 36 /38) Medium (Chest 38/40) Large (Chest 40/42) X Large
(Chest 42/44) XX Large (Chest 44/46)

We also have available a selection of stickers.

Our shield



These are external stickers in either white or yellow in small (11x15cm) £2.00, medium (15x21cm) £ 3.00, large (20x28cm) £4.00

Our web address



We have a mix of external and internal stickers in either small (30x3cm) £1.50 or large (60x6.5cm) £3.00

I will be bringing samples of the garments and all of the available stickers with me to each RTV, however if you

wish you can email me with your order so that I can bring your specific items along to a specific event. Cash payments are preferred, we can accept cheque payments however will need to wait until the cheque clears before releasing the item.

Please note that our stock holding is limited to a selection of the above, if your requested item is not in stock we will be able to order the item, however it may take a little time for your order to arrive.

We also have available a few 'old stock' items at a discounted price. These are; a medium sized Green sweat shirt with a yellow Hants & Berks Rover Owners shield on the front at £3.00 A large Blue T- shirt with the Land Rover Range 'circle of vehicles' on the front at £2.00 and two medium Blue sweat shirts with the Land Rover Range 'circle of vehicles' on the front at £3.00 each (one has a couple of small marks on it).

We also have available at discounted prices:-

2 cans of WD40 at £ 1.50 each (

1 un-rated shackle at £ 2.00

1 wooden hi-lift jack pad at £5.00

2 Red 90 or defender stop light lens at £1.00 each

1 Orange 90 or defender indicator lens's at £1.00

Please can someone buy the above so that I do not have to keep moving it around! - happy to take £10 for the lot

For orders or questions please contact Steve Aston

Driving Force 2010 Nov 5th - 7th

Driving Force 2010 is now open to MSA clubs. HBLRO members can now compete against Army and Police teams in this 2 day navigational event. Driving Force is organised by Blue Light Off Road Club with help from Essex Landover Club and is held at the Ministry Of Defence Police HQ, Wethersfield, Braintree, Essex, CM7 4AZ. The Event will support the following charity's `Essex Air Ambulance' and `Help for Heroes` Download the Application Form.

www.offroadadventure.co.uk/driving-force-2010-off-road-adventure-4x4.html

www.hbro.co.uk/Flyers/drivingforce_2010_regs_application.doc

November / December Caption Competition.

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



Left to right:- Roger Brummell, Simon Newington, Jeff Porter, Paul Thomas, Mark Brazier

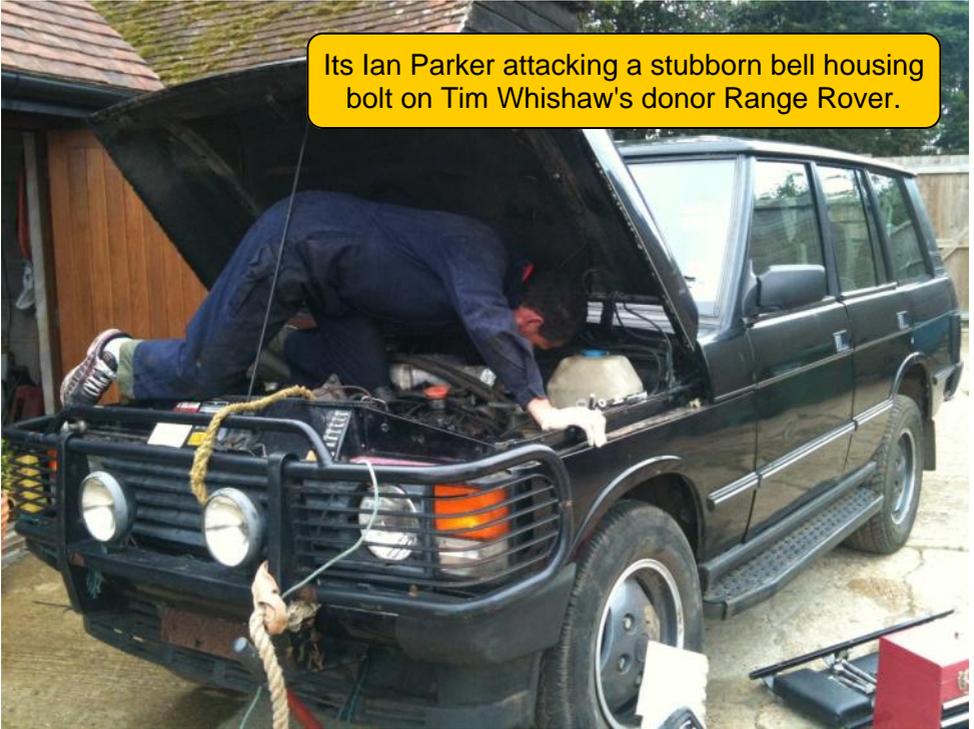
Sept/October Caption Competition Winner.



"OK Garry, which one of those nasty boys stole your lunch money?"

Runner-up:-
"This is Steve's original Slippery Slope"
by Steve Kirby.

The winning caption was received from Lee & Farrah Fawcett Majors who also added that they wished they lived in the UK so that they could join our fab club.



Its Ian Parker attacking a stubborn bell housing bolt on Tim Whishaw's donor Range Rover.

Origami Corner



Repair plate that Steve Aston made to go on the inside of the near side rear wheel arch of his Discovery.

The London, Crystal Palace to Brighton. 2010

Having received some comp entry entries from SL& SLRC I thought that we should make use of them. I and Niall travelled to London on Saturday afternoon and David joined us on Sunday.

We met at Guilford services on Saturday at 4-00pm and programmed the sat nav for crystal palace part following the arrow pointer and part following two other L/Rs that seemed to be going the same way, the traffic was not to bad but we both agreed that we would not like to live up that way as it was just too much hustle & bustle for us. Arrived on site at about 5-00pm and immediately broke out the tents, Mine well used in the past Belgium Nationals and Niall`s a new one and only previously erected in Clare`s living room when they had just bought it. I had a choice of two. Big or small but since my wife the delightful Wendy had insisted that we had our porta loo or she did not come I opted for the big ones using the loo might have been a bit public. 2 duvet`s and an airbed installed we were not getting cold for anyone. Clare admitted that not only had she not been to crystal palace or Brighton before but had never slept in a tent either, whoops quick learning here then Niall, better keep her snug? A trip down to the marquee to sign on collect the goody bag and T shirt and of course the rally plaque to hang on your bumper or where ever you could affix it. Picked up David Scholfields entry as well so to be all ready for his arrival on Sunday, then Burger and chips for tea and back to the tents for a brew.

The organising club always lay on some live music in the big tent just to help you sleep as drinking is rather found upon as driving next day. Hit the sack about 10-00pm after another brew.

The planes start flying in and out of Heathrow at 5-30am and that sounds just like a 300 Tdi in my ear at 6-30am, Dave`s just spotted my red disco and Nialls blue Freelander parked by the rope boundary. Ok let`s crawl out and get the kettle on, and hello David you have found us then.

A quick wipe round the boatrace in cold water, choke on toothpaste and throw some cereal down the throat. Break camp, at least its dry and we are ready to leave, all the clubs get to leave first before all the other L/rovers that are turning up for there Sunday trip.

The first and main piece of equipment that I always insist that members of a convoy have is a CB radio. It`s so important to stay in touch with other members of the convoy, keep looking in your rear view mirror to

make sure that the car behind you is still there and if not get on the CB and find out where they are. Luckily I had Niall behind me and David on the back door. No bugger was getting in our convoy without a pass, I even thought that Niall was hooked on my tow bar when in traffic and David was always in sight. Unfortunately for David he left Crystal Palace still drinking his mug of tea and only after a few miles needed to a toilet. Maybe he could see our portaloos strapped down in the back of my disco, I had promised him that we would be stopping at the services for breakfast, but I just did not tell him where they were, they were at Peas potage but we were only using the A23 and not the M23. That meant that he had to wait for about half the journey before we stopped. I've never seen him move so fast when we hit the services.

Unfortunately there are always mechanical problems when you really don't need them; David had oil leaking from under his N/side rear wheel. He had thrown a bearing and oil seal. OK so let's look at my front wheel, it had also been rumbling a bit and yep, also a bearing breaking up but no oil. Good.

We get to Brighton only to be sent on a long detour above Madera drive just to keep the local plod happy and not clog up the rout into Brighton. Smile for the official photo, you can buy it later if you like it. Get parked up with 1or2 other land rovers and check out the trade fair already in place on the seafront. Meet up with old friends and HBLRO members, say hello to Dennis Bourne. I recognised him and he remembered our editor Steve Kirby. After quite a few hours we were all getting tired as we did not sleep that well last night. Niall, Clare, David and Tina decided to pack it in and go home but even though Wendy really wanted to go as well, I insisted we stay. We had a fistful of raffle tickets purchased the night before. Good thing we stayed as I came home with a great big metal box containing a Clark Starter/Charger. Result. Let's go home. A good weekend had by all who attended. How about a bit more member participation next year.

NICK WOODAGE tour operator.

Out and about in the lanes going to Summer Rally

The chairman suggested that we run a laning trip that ended up at the summer Rally at Marks farm in Pangbourne. It would be the first time that we had started out on a trip and not returned to approximately where we had started. With the help of the GLASS website and Memory Map a course was laid in starting a West Meon hut on the A32. The first lane was only a few hundred yards away and we got about 40mtrs into the lane when we were confronted with our first obstacle - a fallen tree. Nothing for it but to get the bow saw out and the start 'pruning' as it was too heavy to move out the way. Within 10 minutes the debris was laid into a habit pile and we were looking pleased with ourselves - a lane that the County Council would not have to clear immediately. However the first 30mtrs does need to be cut back as we had had to push our way through the undergrowth - not an entrance for a shiny. This is a pretty lane with lots of overhanging trees but you have to look out for the suicidal chickens at the south end unless it might be an early lunch.

We compared notes at the end - a nice lane for a shiny if the north end was attended to and suitable for driving during the winter as well, just a pity it's short. We then headed up past Meonwood and along an UCR which led us to the next tracks north of Monkwood and up past Kitwood to Headmore Farm. This led onto Fourmark where BOAT 25 has now been TRO'd. Unfortunately the local vandals have been removing the 'No Motor Vehicles' order sign complete with post. We then went via Ropley Soak and east of Bentworth Hall. Preston Down was the next lane and through Preston Candover. All of these tracks are reasonable easy but can be scratchy in places and will probably not be suitable for winter outings due to the ruts.

To the west of Basingstoke we found the remains of a burnt out car, amazing how far you can get an ordinary car up a lane if it isn't yours. The local builders had also been busy with their tippers as well so we were careful to look for and remove debris with nails and screws to one side before passing.

We decided to have a picnic lunch, some of us had brought some food but we were in debt to John M whose wife had packed enough nosh to feed everybody and John was under orders to not bring any back with him. Soon after lunch we came found a lane that was narrow with lots of encroaching ferns and brambles which I had to push through. However, half way up the lane the landy all of a sudden lurched to the right and I found myself in a hidden ditch. Into low range and diff lock in but no way out, the ATs just wouldn't grip. Only thing for it was to give the CB a call and ask for Paul R to come and rescue me with his winch. Read all about Pauls first winching session and maybe a

picture thanks to John M somewhere in the mag.

We worked our way up through Old Burghclear up to west of Newbury but had to turn back at Benham Marsh Farm where the railway crossing was closed by the police. This gave us a long diversion via Enborne and on to Newbury where the group broke up. Tony disappeared home in order to get ready to go up to Pangbourne for the BBQ whilst Jason led the group up to Beedon Manor to the start of Shrill Down. Just after we had left Newbury, I received a phone call from Elton to say we were going to be late but that they would save us some food - great burgers and sausages were waiting for us from the BBQ at Marks farm. This was the first time I had been off roading in this area and really enjoyed the great views along the Ridgeway. We waved at some fellow land rovers who were also enjoying their outing. We carried on to the Ridgeway, across to Thrill Down and down into Streatley and then onto Pangbourne to Marks farm for the BBQ and booze.

John M was eager to show off the pictures of me in the ditch before he and Mike went home. It was windy but a large tent plus a fire made from an old propane tank gave warmth plus a small barrel of beer that just had to be emptied. A grand day out, and a pity we can't end every laning day with a BBQ.

Enjoy your laning,
Julian Mallard RoW



Useful things these winches

A nice gentle green laning trip was on the cards but I forgot that John M was coming and bringing his camera. That normally means that something is going to happen and it seems to be me involved every time. Not surprising as I am at the front forging a way through the florna, and on this occasion finding the hidden ditch !! Well it gave Paul R the chance to try out his rear winch on his newly bought 90. Gloves on and start pulling the wire through the fairlane, after about 6 metres and wire started to go back in, quick stop on the button and a look underneath revealed that the wire had not been wound on very well and it had slipped between lower layers and had become tightly wedged in. It took a good wiggle and a hard pull to get it released and untangled. Lesson number one for Paul, ensure your winch cable is wound carefully.

So how do you get a vehicle out of a 2 foot ditch? Carefully and slowly ! We had to use a winch block to pull at a 45° angle to the track using a convenient tree way over in the bushes. This meant that the winch vehicle could stay on the track and not do any damage by having to go into the bushes. Lesson number two - use a winch sail in case of an incident with the cable or recovery point.

Lesson number three? How to stop the winch vehicle from moving towards the stuck vehicle when you start to winch - easy this one, just apply the foot pedal so you have 4 bits of rubber digging in. Next Lesson - apply more revs so that the alternator is supplying lots of volts and loads of amps - now are you glad that you bought that high current output alternator. Simple isn't it.

With everybody out of harms way and one person giving instructions - albeit by voice instead of hand signals my vehicle slowly came out of the ditch - the hand signals can come later. Within 5 minutes I was out of the ditch and back on the track. Lesson number five - never go out alone and make sure you have covered all eventualities.

Enough said, Happy laning,
Julian Mallard. RoW

My journey to my First Comp Safari

It All started in May 2009 at the nationals in Manby when I was watching the comp safari on a hot sunny day, I was just amazed at the speed of the motors when they were reaching speeds of about 50 - 60 mph which going across country is fast. I also noticed how dedicated the teams were at keeping the cars going "when like a typical land Rover would" and that's break down. I think this was the point at which I said I would like to have a go.

So I started asking questions and thinking about weather to adapt my own 90" or buy a second hand comp motor or even build one from scratch, after a few weeks of asking friends with in the club I decided to adapt my own ninety truck cab Ready for the nationals for May 2010 but unfortunately on my way to Malcolm Whitbread in Wales at 5am on the M4 near Swindon the turbo went bang and that resulted me in getting the RAC taking me Home and having to delay my Roll cage fitting until another time.

When I got back to home I took the turbo off and sent away for an exchanged up grade turbo. I put this on the engine and started it up all was OK until it I took it for a test drive and got 2mins down the road when by this time the engine had warmed up and this nasty knocking came from the engine. Oh crap!! I new what that was back to the drawing board after speaking with Russell Vare and Gareth Bell I found a Discovery 200tdi MOT failure for sale with a good engine so I brought the whole vehicle got it trailered back to my parents were I have my workshop and started to take the engines out to swap them over, but I had never done this before, even thorough I can do some mechanics I did not feel confident so I enlisted the help of Ian parker and Russell Vare and we started work over the next two weeks after work for a couple of hours each night. The turbo and timing case are different on the Disco to the defender and Russell advised me to put every thing the same as a defender so you don't have to cut the water hoses and change components to fit so we swap all the parts over put in new clutch, gaskets, changed the bell housing as their different bolt holes from the defender gear box, redid the timing and checked it again just to be on the safe side and put the engine back in the land Rover, Now was the time to start up the engine so with great apprehension I turned the key wow it started on just half a turn the timing was exact and it sounded great so we got in and took it for a run it went well you could hear the engine sounding great and the upgraded turbo just cut in at lower revs making it a bit quicker it was brilliant. That was Saturday afternoon and on the following Monday at the beginning of May I put my faith in that engine and drove a four hundred mile round trip to Malcolm Whitbread and back to have the roll cage fitted then up to Steve Kirby's to have my first scrutineering done on the roll cage unfortunately it failed on some welding on the roll cage fixing to the chassis at this point it was a week away from the nationals and I was entered in the Comp Safari and the RTV and I still hadn't done the cut off switches or harness and seats and some other things with that and pressures of work I decide to pull out of the Comp and enter the CCV instead. In the mean time I managed to get the roll cage re welded and ready for the 2010 nationals in Plymouth .

While I was at the nationals after entering the RTV and the CCV I navigated for

Richard Salter's first competitive Safari.



Mark Ambler with the thrill of entering a comp for the first time as mark showed me what to do and not what to do this just whetted my appetite for driving a comp safari even more.

When I got back I entered a couple of club RTV and then the Wye & Welsh charity RTV (did not do to well at this) then I was speaking to Mark when he mentioned the Staffs & Shropshire enduro comp safari he told me it would be a good one for a newbie like my self so I downloaded the entry form and paid the money. Now I had to sort out the Land Rover or lose my money. So on went the mud flaps, easy bit first, then I got the auto electrician in to wire up the lights and the cut off switch then I bought a pair of procomp shock absorbers and turrets for the front to help with the front suspension and replaced a few bushes, and finally put in the bucket seat and harness.

The day had come I loaded the lorry and picked up Ian and left early Saturday Morning when we got to Newbury Ian phoned Mark but mark being Mark was still in bed he did invite us round for breakfast but with all the anticipation I just wanted to get up to Stone and get scrutineering done ready for the 4pm start so we declined and said we will meet him up there.

When we Arrived the atmosphere was buzzing there were vehicles turning up and unloading. Bowlers, Wildcats, 80" bob tailed Range Rover with a 4.6 V8 Standard 90 and some what looked like to me moon buggies? We unloaded to get to scrutineering at this point mark turned up and started assembling his car we both got through the scrutineering this gave us time to have a nice brew and walk the course before the start at 4pm.

4pm Drivers briefing out the way and queuing for the start I am now at the start apprehension building up as I am waiting for the light to go green first its red then red and amber then red goes out and amber segments count down (don't stall it Richard) then its green I'm off straight in to second foot hard to the floor as I go down the straight changing down to my first corner through a gate just missing the gate post up through the gears reaching about 40mph the ground is slippery I reach the second sharp right through another gate change down again through the corner then up through the gears powering round a long wide corner coming down the side of the field theirs a hard right through another gate way but I leave it too late to turn and with Breaks on slid past the gate into the hedge - Bollocks! I slammed it in to reverse, and then forward through the gate heading up through the next corner round the oak tree foot to the floor in 3rd up to 35mph head hitting the roof bouncing all over the place power still on through next gate way over humps round the bomb hole down a steep bank hard left foot back down back up to 35-40 mph turned right up hill drop down to second reached the top round another bomb hole and down again over a ditch turned right then left up hill in second but climbing with speed through the next gate sharp right through a hole "ouch that hurt" round a left bend levelling out through to a long straight in forth gear 50mph no time to relax engine breaking right down through the gears to second through a chicane through two trees right turn round a hedge power on down the hill picking up speed third gear left hand slow turn on the opposite camber now theirs a right turn in to the woods through gate way all the time going down hill this is at the point I realise that I am going to fast as I approach the gate way in to the woods I try to slow down but all I see is this

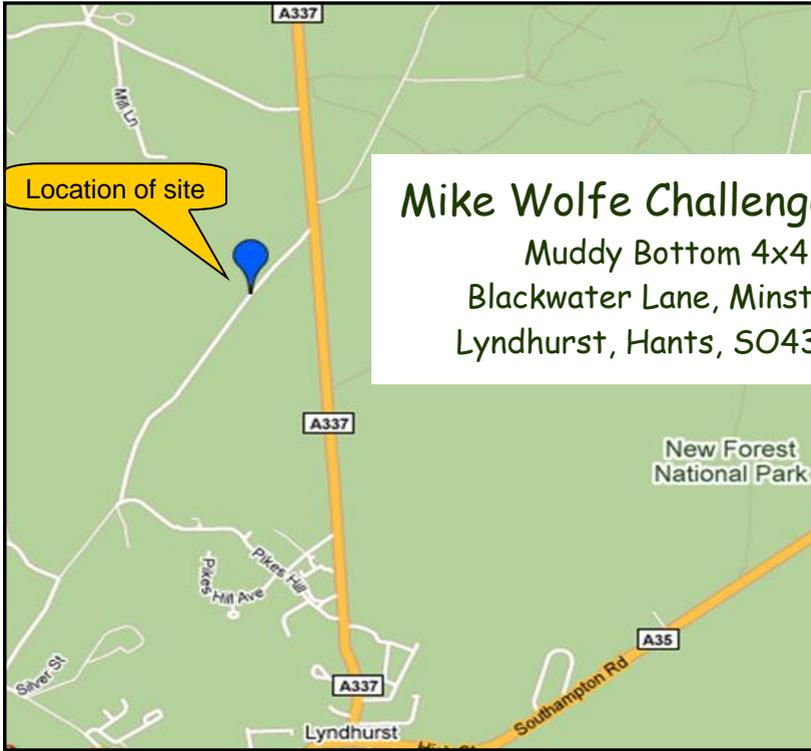
photographer jump out of the way (at the same time thinking this is going to hurt) as I miss the gate hit a smallish tree head on tree disappearing over the roof of the car I am now crossing the track with a ravine 60ft deep in front of me fortunately I hit the holly bush which stops me!! I put it back into reverse then forward through the track to the end my time is 6.31 the slowest lap time but first laps are always the slowest. I get back to the pits take the harness and helmet off thinking what damage had I done to my car? But on looking I didn't have a scratch were the winch bumper hit the tree right is the strongest part on the bumper, let that be a lesson to me!

Mean while Mark & Ian are driving their lap. They do theirs in a quicker time but have problems with a leak in a radiator hose which in true Mark Ambler style they try to patch up with some tape and plastic bottle but the alternator pulley keeps rubbing through the pipe all the time they just about manage to do each lap as long as Mark tops up the water and puts more gaffer tape and plastic to cover the pipe after each lap. Mean while I was driving another lap when the engine keeps cutting out this got steadily worse as I went round then smoke started coming in from the transfer box area this was getting worse and I was thinking the worse it smelt like the clutch burning but couldn't understand this I wasn't slipping the clutch or was I? I limp back my slowest time ever lifted the bonnet to see if air in the fuel was causing the cutting out? No that was all ok then I lifted the middle of the seat by the hand brake to see what was the burning? To my relief it was the cut out switch rubbing on the hand brake cable so causing it to earth out and burn the cable insulation! Few that that's was easy rectifiable more gaffer tape and insulation Sorted"

The week end went on with no more hic ups we drove through the night to about 10.30pm which was interesting as I nearly turned in to a wrong gate way nearly ending up with some cows fortunately spotted my mistake just in time. After our four laps we headed back to Mark Amblers flat getting fish and chips on the way and crashed out Mark in a nice double bed and Ian in the spare room and me on the lounge floor waking about 7am in the morning to a cooked breakfast by Mark and Ian (their make good wife's one day) we then got back to the meeting and started about 9am for another days comp did another eight laps and finished about 3pm unfortunately we did not win any prizes but I enjoyed it and I can't wait until the next one! Sea the you tube and pics.

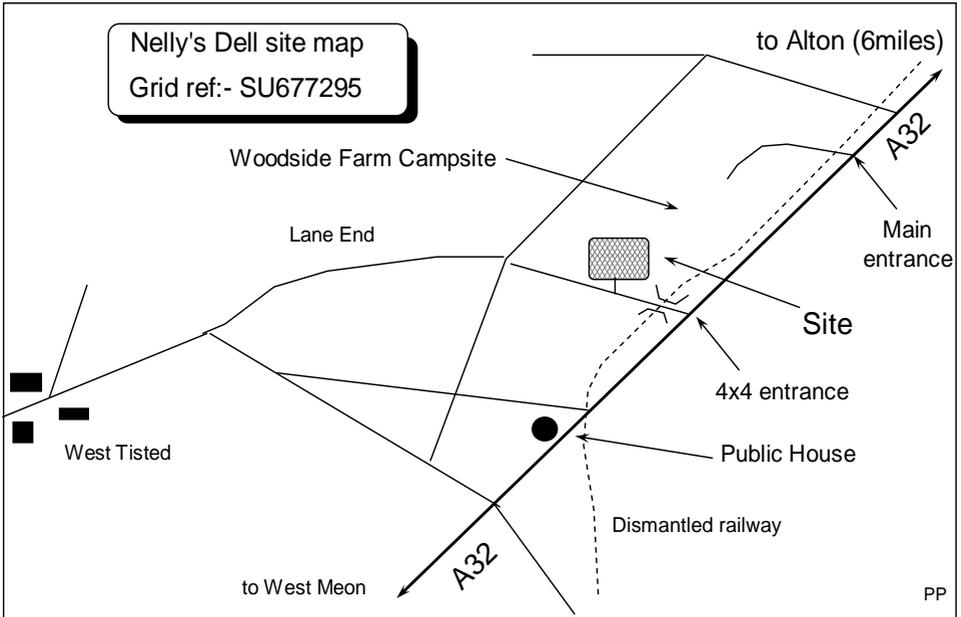
A big thank you to Mark Ambler for giving an insight to Comp Safari and allowing me to stay at his place in Stone, and thank you to Ian parker for helping out as our mechanic and for keeping me awake on the way home Sunday night. And a big thanks to Russell Vare for helping me to rebuild the engine.

Richard Salter



Mike Wolfe Challenge 2010

Muddy Bottom 4x4,
Blackwater Lane, Minstead,
Lyndhurst, Hants, SO43 7FL



CALENDAR OF EVENTS 2010/11

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
November		
Nov 5th - 7th	Ministry Of Defence Police HQ, Wethersfield, Braintree, Essex, CM7 4AZ.	Driving Force 2010. Details on page 16
20th	Route: to be confirmed	Green Lane trip Contact:- Julian Mallard
21st	<i>Aldermaston (See map)</i>	RTV & CCV (Winter Series 2)
28th	<i>Muddy Bottom 4x4 (See map page 24)</i>	<i>Mike Wolfe Challenge</i>
December		
12th	<i>NELLYS DELL (See map)</i>	<i>RTV</i>
Jan 2nd 2011.	Salisbury Plain	XMAS GREEN LANING SPECIAL DAY Contact:- Julian Mallard
May 26th - 31st 2011		<i>2011 A.L.R.C NATIONAL RALLY</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

All at 7.30 pm at the Crown Hotel, Alton.



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Hugh Duffett at the Wye & Welsh Charity RTV



Richard Salter at the Wye & Welsh event.

Hugh Duffett



The Mendips Challenge.



Tim Wishaw & Chris Wood.