



HANTS & BERKS NEWS

Garry White
at the Slab
Common RTV



JAN / FEB
2013



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Editor's bit....

MERRY CHRISTMAS and a
HAPPY NEW YEAR to all members



Our 2013
calendar is now
available on
the web site
this can be
accessed from
the home page by clicking the
'Calendar 2013' button

Deadline for the next issue is
February 25th. Don't wait until
then, start sending in your
contributions now. Articles can be



in almost any
w o r d
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.

Steve Kirby.



Chris Johnson at the Aldermaston RTV

Steve's Slippery Slope

Mojo..

First things first, all of the committee and Richard Salter were very disappointed to have to cancel the Mike Wolfe Challenge this year. We had found sponsors, the perfect site, marketed the event, distributed flyers and generally talked the event up. The disappointment at only having four non-Hants & Berks entrants with a week and a half to go was huge.

So we made the calls and stood everyone down. We also made enquires as to why the event had been so poorly received and the truth of the matter is that we are not really sure. There just does not seem to be any reason for the low up-take. So what did we get so wrong ? Yes, this can be a little expensive to enter especially if you also need to buy the now required MSA licence but this is the only additional cost over and above the fee's we have always charged. Pricing has never been an issue before. Perhaps some of you out there may know more about the failure than we. If you do I really do urge you to let someone on the committee know.

Following the cancellation came the comments from the keyboard warriors on the forums. Griping about how poor our efforts had been and how they could do better... funny that none of people making the comments

had actually entered the event, boosted the numbers and helped us put the show on. We also saw comments about how the Mike Wolfe should go back to its roots and be an event for drivers using standard vehicles and not for drivers with large budgets and big spend vehicles. Well hello, the Mike Wolfe had always been targeted at this audience, that's why we have the ALRC class at the event!

Anyhow we are currently re-thinking the event however don't hold your breath as my gut feel is that we may have seen the last of the Mike Wolfe in this format.

Hooray for Cary Osborn. Cary recently visited the McLaren F1 factory and has put a piece together for us to enjoy. The article is covered by a couple of pictures also. Well done Cary, top effort.

So on Sunday the 18th of November we returned to the Aldermaston site for round two of the Winter Series. This was our first visit back to the site since my brother got himself into a little bit of difficulty with an arm grabbing tree. I must admit it did feel a little strange to be back there, however I was very pleased to see him show his face for a while on Sunday and watch a couple of the sections. Our Saturday setting up team had again created a brilliant RTV with testing sections (especially the ones laid out

by Dave Lindsey over in the bottom right and bottom left corners).

I did manage to get myself into a little bit of a situation mid Saturday morning, with a slow motion roll whilst being recovered. This was the first time that my Disco had been on its side and I must say that it is a very bizarre feeling. Fortunately I had no forward motion on when she went and had time to swing my feet up and over the centre console enabling me to stand on the inside of the passenger door and put my head through the open drivers window as she came to rest.

On the plus side once out of the vehicle I did get a good chance to have a good poke around underneath (which was now the side), all the welding previously completed (and written about) still looked good. Track rod ends all good, UJ's well greased and in good condition, chassis in really good condition, however small hole (well small in land rover terms) about the size of a 50p piece in the boot floor toward the back. Small plate and a few welds will soon cure that.

Once back on her feet I inspected the body work for damage and was quickly reminded by Matt Hewitt that as she is covered in battle scars it would be impossible to spot a new dent anyway. So I let her settle for a few moments, then on the key and back setting up as if it had all just been a dream.

So Sunday came and we had a

brilliant turn out for the event. The weather was bright but crisp and chilly. This event saw new member Simon Phillips turn up for his first RTV in a wonderfully straight 90. Simon had a pretty good day for a newby finishing on a very respectable 44 for this tough site. Again this event brought together a right battle royale between Martin Millerin who just seems to be in fantastic form, Jack Dewdney (whose reputation proceeds him) and the always on good form Andy Bunyan. We were treated to some great driving. Unfortunately Jack made a small mistake on section 5 and again on section 8 which slung him down the rankings with Andy finally asserting his authority for a mighty fine class win and a victory over all. Well done mate.

Very much worth a mention was the drive put in by Kevin Wood. Keeping his head down throughout the day and with consistency being the key work Kev took a brilliant class 4 victory. Class 5 was again taken by the masterful Garry White (can this man do no wrong?) with a surprising second in class for me! A very nice way to finish off the weekend.

As I write this we are all looking forward to this weekends activities a Longmoor Camp. A huge thank you to Bernie Stevens (BAMA) for his invitation enabling us to run both an RTV and TYRO on a site that we really do not get much of a chance to use. BAMA and HBLRO have come together



to run this joint event and have seen a splendid number of entries in this pre-booking required competition.

So roll on the next few days at work and I cannot wait to be on my way down there on Saturday to help set up and to get stuck in on Sunday in our last RTV of 2012.

With Christmas now round the corner we are starting to think about next year's activities. We have created our 2013 calendar page, this can now be seen on the web. The first couple of RTV events are confirmed with the rest being provisional dates. We are thinking about our Spring Rally and considering a venue, we are starting to plan our Wales green laning trip (rolling on after the ALRC Nationals at the back end of May). We are looking for an idea of numbers for this event - see flyer later in the mag. We are also now starting to think about our 30th birthday bash at the Summer Rally in August... there is talk of an RTV on the Saturday with an event akin to the Chippy Challenge on the Sunday with a party on the Sunday evening. However this is still all at a

very early stage.

We also have our presentation evening to look forward to on the 2nd of February. Please book this date into your diary now and come along. This event has just got better and better over the last few years and offers a great chance to sit and enjoy the presentation of

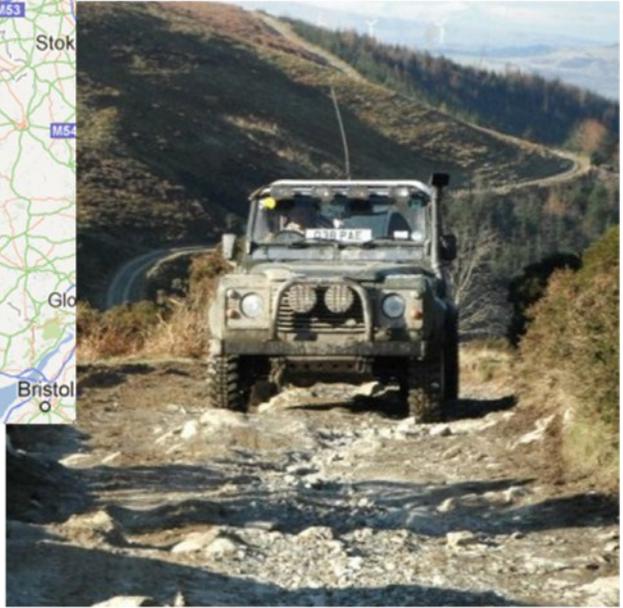
our trophies and to have a few drinkies and to chat to friends.

May I take this opportunity to thank all those that have put in so much time and effort working behind the scenes to make our events work so well. To all those who have turned up month in and month out to set up and run our RTVs, to people Sarah Duffett (and more recently Danni White) for either always signing drivers on or keeping the scores... there are just too many to mention them all. You know who you are and we know also...

So as we are about to put 2012 to bed lets look forward to 2013, lets work harder to make our events even better, lets work harder at supporting the club and lets work harder at having even more fun.

If I don't see you at Longmoor, have a great Christmas and a Happy New Year

Steve Aston



2013 Wales Green Laning Trip

Following on from the ALRC National Rally we are planning a few days green laning in the Strata Florida area of Wales

Travelling up on Tuesday May 28th, laning on the 29th and 30th, returning home on Friday 31st

We do need an idea of numbers so if you are interested please make yourself known to Naill Banyard

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Invites you to the 2013

PRESENTATION EVENING

Saturday 2nd February

At The Crown, High Street, Alton

6.30 pm for a 7.00 pm start

As usual you will be subjected to a long and self indulgent speech by our chairman this will incorporate the presentation of the club silverware

One can then feast on a fabulous buffet

Followed by our usual quiz hosted this year by our new social secretary Nail Banyard

See you there!

McLaren Tour

Well living so close to McLaren and having been a lifelong supporter it has always been my desire to get into the new McLaren technology centre just outside of Woking. Fortunately my wife's (Sharon) cousin works there and having bumped into him in earlier in the year we asked about the possibility of a private tour. Staff are only allowed to take one group of four people in, once a year and thankfully he hadn't arranged any other visits for this year.

Staff don't get a choice of dates, it's very much a case of you go when it's convenient to them. As such the date came through for Saturday 29th September - typically the same day as an HBLRO green-laning event. Although due to technical

difficulties Julian had to subsequently cancel this day.

Well it was a long (wet) summer waiting for this day to arrive, but eventually the day came. The lucky attendees were myself and Shaun, along with my brother & father-in-law. Having met up at the security barrier we duly followed our "tour guide" (aka Sharon's cousin) to the car park, which just happens to be at the rear of the building. Couldn't quite understand why we were not allowed in the front entrance where Ron Dennis goes in, but there you go!

As the father-in-law is not too good in getting around, we used the only stairwell entrance that had a lift. Not an ordinary square lift. But a perfect circular glass lift that disappeared down into this black





hole. There are three floors below ground, but we were only allowed down to floor level minus one. On exiting the lift we were presented with this long straight, pure white corridor, except for the grey glazed floor tiles. Up a few stairs and we arrived at the front of the building below Ron's circular office. Double height windows in front of us with the lake beyond which is used by the air conditioning units for cooling and keeping the internal temperature at a constant twenty two degrees.

The colour scheme inside was very bland. Dark grey glazed floor tiles, light grey emulsion walls and

white ceilings. Not a single bit of colour anywhere. Even the machinery and bench vices were a light grey colour.

Off to our left were two McLaren MP4-12C cars. One out on display that we could get up to, the other, a convertible behind a glass screen. Numerous old McLaren formula one cars from years gone by were then lined up behind. These having been driven by the likes of Senna, Hakkinen, Prost, Lauda, Coulthard, Button, etc. Also present were a couple of Le Mans style cars, oh and a McLaren bicycle. The price of which would allow you to buy quite

a nice second hand car!

Tucked away in one corner behind these was the car McLaren built for their attempt on the land world speed record from the early 1990's. I think it was called the Maverick, but the project was eventually shelved.

To the rear of these formula one cars, were what McLaren call their workshops. No chance of getting some old dirty landy parked in these workshops! The workshops were concealed behind double glazed windows on all four sides. Not a speck of dust anywhere, not a single mark on any window. They looked more like science labs to me, very cold and clinical. On the day of our visit about thirty employees had come into work and whilst most were in their respective work areas by themselves, there were two guys building the main chassis/body of a car, but not a word was being spoken by anyone, no radios on, no drinks or food allowed in the workshops. Very surreal!

Having passed by all of the cars, it was then onto the trophy cabinets, that went on forever. Again not a speck of dust on them and quite clearly an impressive collection going back many, many years. I did happen to notice that whilst countries do change the design of their driver and

constructor trophies each year, Japan has never changed their design. So they obviously even mass produce them as well!

At the end of the trophy cabinets was a long corridor disappearing off into the ground, heading towards the new car production facility that has recently been built. Unfortunately a no go area for us mere mortals. So here we turned around and headed back to take a closer look at some of the workshops, body shops and test beds. Within the building there is a wind tunnel, but now sadly it's rarely used as it's no longer big enough. Instead they use the much larger facility in Germany that Toyota had built when they were competing in formula one.

All too soon our tour was over and it was time to head back to the car. Due to the strict nature of the tour, we were not allowed to take any photos in or around the building. We weren't even allowed to wear jeans or trainers. Heaven forbid our trainers would leave a footprint on their spotlessly clean floors. I was so pleased to have been fortunate enough to have now been inside the building that is so mysteriously hidden from those passing by on the A320. Local rumours are that they are now trying to buy and get planning permission for yet another

car production facility on the opposite side of the A320, with an underground tunnel between the buildings. Watch this space.

McLaren have come a long way since Bruce McLaren first raced in

his Austin Seven Ulster 2 seater car in 1952. Who knows what racing cars in another sixty years will look like?

By Cary & Shaun Osborn



Spot the ball Competition.

Here is the result of the spot the ball competition - the winning member spotting the ball correctly was Steve Aston, who will take great delight in scoffing his Bombay Bad Boy Pot Noodle for his Christmas dinner...



Aldermaston - Hugh Davies gets himself into the brown stuff.



Aldermaston - Kevin puts in a stonking drive to win class 4



Aldermaston - Steve Aston gets a little stuck



Aldermaston - One little boy in hi-vis coat and a load of Landies.
All of us men were that little boy once and look what we grew up into.
"When I grow up I want to be a Land Rover driver"
... but you can't do BOTH !

November 2012 Green Laning Outing

We assembled at Pepperbox hill to the south east of Salisbury and everybody got there despite me giving our members a challenge with the map co-ordinates and the TRO notices on the National Trust website - any budding leaders out there I wonder?

The lane leading east from the car park was still TRO'd whilst they are getting rid of some of the puddles and ruts, so we struck north and east and back up the escarpment to meet the other end of the lane where we could continue

along to the next one.

We hadn't got far along the lane when the CB crackled into life and a stop was needed - a piece of flint had slashed Joe and Carols Disco 2 tyre, a relatively brand new BF Goodridge MT which cost quite a bit to replace. Apparently the tyre fitter recommended a tyre place that can repair tyres with small slashes for about £30 by vulcanizing - I think Joe may try this out and keep as a spare. The bottle jack he had didn't fit very well under the vehicle so a small hole had to be dug



to lower the jack into before the wheel could be changed.

We found some good tracks through the Cloven Hill Plantation and headed west to Downton, so that we could cross the river Avon - the first major road to cross it south of Salisbury. Carrying on west we came to Whitsbury Down, very quiet this morning with no horses out training. We headed on to find the start of the Ox Drove which now has a very narrow and scratchy entrance. I was hoping that the trip was going to be suitable for shinies but this lane is now quite overgrown and could do with some clearance.

I remember that there was a voluntary TRO on this section of lane some years ago, and it definitely needs a lot of remedial work. Especially the deep troughs of water that are now forming along the lane. I had expected some shallow ones along here but when I drove into one it rapidly went up to the top of the wheels and then went deeper just before it ended. With water just splashing over the front wings I was grateful that I was right at the end. I suppose it is only about 5 vehicle lengths long but I think I was lucky that no water went in the air intake as it is at least 8 inch below the wing top- must have got the bow wave just about right. I opened the doors to let the water

out - only about 1 inch so lucky really, that I got through without any stoppages unless I'd have had to start bailing out !.

My fellow laners seeing that I had got through OK also braved it through but I think we were all lucky not to get water in our electrics/engines. I think that lane will need to come off the list of lanes to drive until it is repaired. Further on up the lane we came across some other laners going the other way who pulled over for us, I told the lead vehicle what to expect and as we drove on I wished the Jeep in their party good luck and sniggered as we drove off.

The Ox Drove took us westward and we had some great views before turning south to Sixpenny Handley down a very long scratchy lane before heading for the pub there. The pub was packed and as it was a Sunday, there was only Sunday Roast on the menu and not many portions left either!! Some pork was cooked up to make the dinners go further, so that delayed us for quite a time.

After lunch we headed west and north and where treated to some stunning views from Win Green before heading north and back east again along White Sheet Hill, Swallowcliffe Down, Fovant Down and finally Compton Down. This last

section is very easy on the vehicle and suitable for shinies and Freelanders.

It was quite dusky when we eventually got back to the entrance to Salisbury Racecourse and said our goodbyes, before heading back in our various directions. A great day

out laning in good company and almost the last one for 2012, just the one over the Plain on the 30th December after Xmas, so see you there.

Cheers, Julian
RoW



HBLRO On-Line

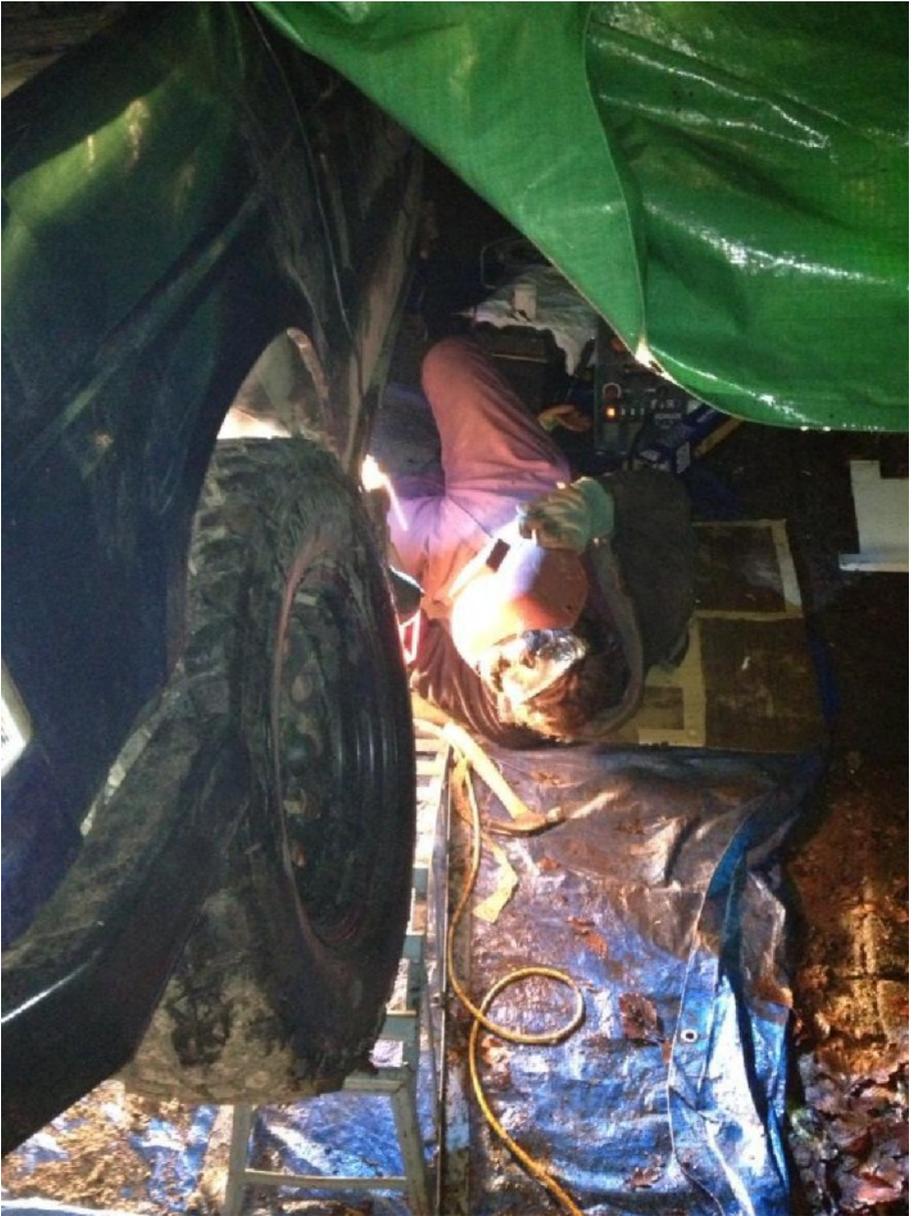
Don't forget to visit our Web site at www.hbro.co.uk
Also see the Association of Land Rover Clubs Ltd at www.alrc.co.uk

Andy Bunyan mud-slinging at the Slab Common RTV.



Alan Braclik at the Aldermaston RTV





Richard Burgess finds out that you have to take the rough with the smooth when owning a Disco.
New body mounts anyone ?

January / February Caption Competition.

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

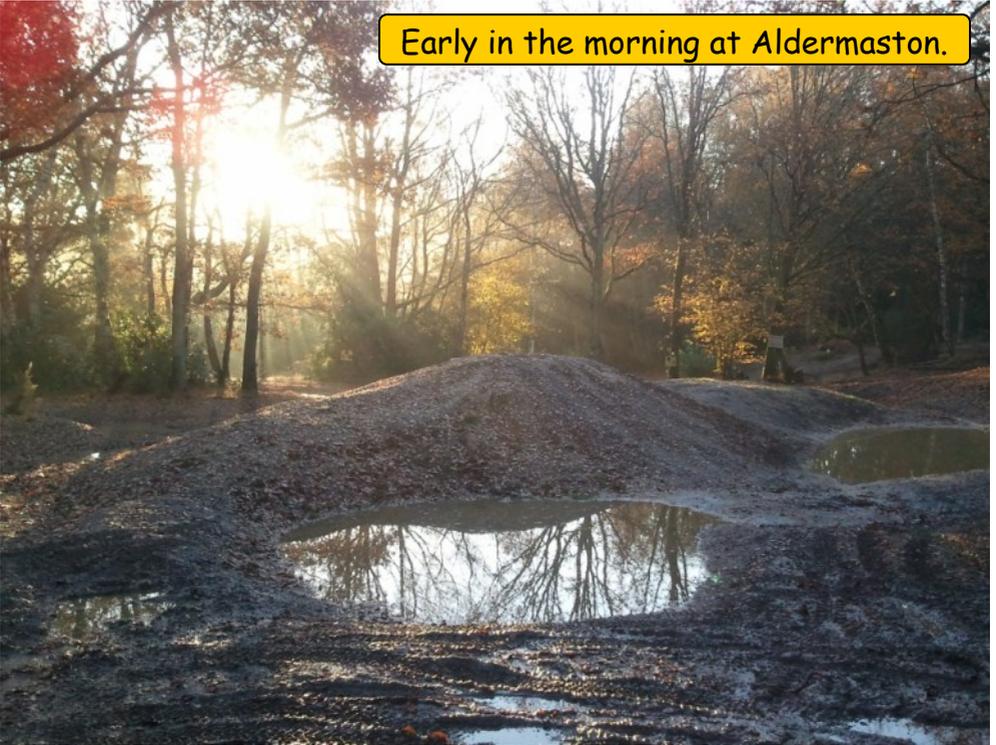


November / December Caption Competition Winner



This months winning caption was sent in by long term HBLRO member (Thailand Chapter) 'PSY' (born Park Jae-Sang)

Early in the morning at Aldermaston.



Aldermaston - Andy Bridger almost gets a clear.



Results

Aldermaston RTV 18.11.12 - WS2	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Andy Bunyan	10	1	0	1	2	0	0	0	1		5	1st in Class 10
Martin Millerin	10	0	1	2	2	0	0	3	0		8	2nd in Class 10
Kevin Wood	4	0	1	1	5	0	0	3	0		10	1st in Class 4
David Lindsay	4	0	0	1	2	0	5	3	0		11	2nd in Class 4
Alan Braclik	4	0	10	1	1	0	0	0	1		13	
Chris Homewood	4	0	1	3	2	0	0	8	1		15	
Jack Dewdney	4	0	2	1	2	5	0	8	0		18	
Garry White	5	0	8	2	2	2	0	4	1		19	1st in Class 5
Steve Aston	5	3	10	2	2	3	0	0	0		20	2nd in class 5 - Niall's charitable Spanner man award: Steve Aston & Hugh Davies (Discovery Roll over)
Joe Stacey	5	0	11	0	1	2	0	3	5		22	
Niall Banyard	10	1	1	8	2	0	2	8	1		23	
Hugh Duffett	4	0	11	1	1	0	3	8	1		25	
Russell Vare	10	1	4	2	2	0	3	8	5		25	
Andy Bridger	10	6	11	3	2	0	0	4	0		26	
Simon Phillips		6	9	7	2	5	3	8	4		44	
Hugh Davies	5	4	11	4	5	8	3	8	3		46	Niall's charitable Spanner man award: Steve Aston & Hugh Davies (Discovery Roll over)
Chris Johnson	4	1	11	3	8	6	6	6	6		47	
Barrie Webb	5	0	11	3	8	8	7	8	5		50	

Class awards: 4, 5 & 10

Setting Out - Ian Joyce, Matt Hewitt, Pete (mate) Brayford, Naill Banyard, Allan Strachan, Dave Lindsey, Steve Aston

Officials - CoC - Matt Hewitt, SoM - Sarah Duffett, CM - Mark Furnell, Scrutineer - Matt Hewitt, Marshals - Neville Dewdney, Dave Scoffield



Regular Events

- * Southern Pub Meet - **Venue change**. Last Wednesday of each month, Noggin & Natter at the Cormorant, 181 Castle Street, Porchester, Nr Fareham, PO16 9QX Tel: 02392 379374 (www.thecormorant.co.uk)
- * Northern Pub meet - First Thursday of each month. The venue will be the Lord Derby Pub located between Hook and Odiham, just off Junction 5 of the M3, from 7.30 onwards . Full address is The Lord Derby Inn & Stocks Restaurant, Bartley Heath, North Warnborough, Hook, Hampshire. RG29 1HD Tel 01256 702283
- * 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**.



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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.

CALENDAR OF EVENTS 2013

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
30th Dec 2012	Salisbury Plain.	Christmas Green Laning Special Contact Julian Mallard.
20th Jan 2013	Nellys Dell	RTV (WS4)
2nd Feb	Crown Hotel , Alton.	HBLRO - Presentation evening
17th Feb	Hook End Farm	RTV (WS5)
<i>17th March</i>		<i>RTV (provisional: date and site to be confirmed)</i>
<i>21st April</i>		<i>DRIVE AROUND/PLAY DATE & RTV (provisional: date and site to be confirmed) (SS1)</i>
<i>3 - 6 May</i>		<i>HBLRO Spring Rally & Dave Cuthbert Memorial RTV (provisional: date and site to be confirmed) (SS2)</i>
<i>23 - 27 May</i>	Wales	ALRC National Rally
<i>28 - 31 May</i>	Wales	Green Laning Follow on from the ALRC Nationals
<i>21st July</i>	<i>Brick Kiln</i>	<i>RTV (provisional)</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 for RTV: £17.00 per driver. Entry fee for Tyro: £12.50 per driver

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



Aldermaston - Kevin puts in a stonking drive to win class 4