



HANTS & BERKS NEWS



Dave Lindsay comes home with a fine overall win at the Aldermaston RTV.



**JAN - FEB
2014**



HBLRO committee.

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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Club Shop: Heather Joyce.

Child Protection officer: Anne Wood.

Scrutineers:- Mark Ambler. Andy Bunyan.

Editor's bit....

I hope you all had a happy Christmas and are looking forward to a prosperous new year.

Deadline for the next issue is February 20th but 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, include the event and the driver (where you know their name) in the filename, such as **Steve-Aston-Nelly's-RTV.JPG**. This way this information will stay with the photo.

Hants & Berks Magazine in email format.

If you no longer wish to receive a printed mag and are happy to receive it by email, please can you contact Kevin Wood with your current email address.

Steve Kirby.



Message from Steve Aston

Just a quick note to say a big thanks to all the members that attended the recent AGM. As we expected we have had some changes to the committee and I would like to thank Elton Jonsson for stepping forward and taking over the Chairman's position. I cannot think of a better man for the job. I would also like to congratulate Niall Banyard on his new position as secretary and welcome aboard both Cary Osborn (treasurer) and Dave Scoffield (camping and social secretary). I would also like to thank Kevin and Anne Wood, Julian Mallard, Neil Tomlinson, Steve Kirby, Ian Parker and Heather Joyce for staying on in their current roles.

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

Elton's end

I'm still not certain as to what happened at the AGM. Don't get me wrong, I am very honoured to be elected as the chairperson of this great club but, in my mind, it wasn't supposed to happen. As the then Club Secretary I called for nominations for the Chair position and some well meaning but probably intoxicated person put me forward. That's when things go a bit hazy, the nomination was seconded and, when I called for other interested parties you could have heard a pin drop. This wasn't supposed to happen, I was intending to stand down from the committee panic, no one else wants to do it more panic, the club has to have a Chairperson please somebody, volunteer (well, I told you that I was panicking). That was a forlorn hope and now I find myself as the Chair, thank you all.

So, my first duty is to thank the last committee for their hard work and dedication over a period of years which has seen the club go from strength to strength. Particular praise is due to Sarah Duffett who has stood down as Treasurer, for her unstinting work in keeping us out of the clutches of HMRC and to Mark Ambler for ensuring that we had sites to use, no mean feat in the current climate. Niall Banyard moves sideways into the seat I vacated as Club Secretary (no, I didn't know that he

could write either). My "hard act to follow", Steve Aston, takes over as Competition Secretary and already he has just about filled the 2014 calendar with RTVs and Tyros. Welcome to Cary Osborn as the new Treasurer (be warned - he was trained by Sarah, no handouts expected) and to David Scoffield as the Social & Camping Secretary. David has a secret weapon tucked away and I expect the Main Events List will soon have a few fun occasions included ... watch this space. Praise is also due to the other committee members who have agreed to continue in their roles for another year, the club could not continue without you.

2014 is nearly upon us as I write this and I have a feeling that it is going to be a cracking year. Steve is already bringing new (or long time unused sites) into the fold for RTV and Tyro and is exploring the possibility of joint events with other clubs, this is just as well as we have lost a couple of the sites that we have come to depend on, if this works we will have fresh fields to enjoy. Our relationship with the British Army Motorsports Association continues and I'm looking forward to taking part in their events, the Green Laners continue unabated and our junior Tyro team goes from strength to strength. I have already suggested to the Committee that I would like to see

some more part competitive, part social events such as a MSA licensed Treasure Hunt or a Navigational exercise ending up in a social bar-b-q of an evening. What I would love to hear are your suggestions for club events, if its legal and achievable let's do it, the Committee doesn't have a monopoly on good ideas. Please feel free to bend my ear at any of the events or drop me an email.

Well, I'm only a couple of weeks into the role so I really have not got a lot to say at this time so I'll end this End here. Depending on when you get to read this I wish you a / I hope that you had a (delete as appropriate) Merry Christmas and a Happy New Year!

Elton Jonsson.

Joe Stacey at the Aldermaston RTV



Poor Ergonomics or Thoughtless Design?

A recent problem with my Discovery automatic revealed some shortcomings of ergonomics and lack of thought in the design.

Problem 1. Gear selector. What idiot designed this? From Neutral, you push the lever forward to go backwards; and rearwards to go forwards. That defies all the principles of ergonomics. This would be a doddle to fix at the design stage - just mount the gate the other way round and logical gear selection would be the immediate prize. Score 0/10. Not a good start.



Problem 2. Accelerator and brake pedals. The accelerator pedal is where it is on a manual gearbox

vehicle but on this automatic, the brake pedal is just beside it, also to the right of the steering wheel. This means sitting slightly skewy to



operate with a foot on each. The first auto I drove was in the USA and that's how they recommended I drive over there. It's obvious; two feet and two pedals so it's one foot on each pedal. Some people have told me that I should drive just using my right foot. Cue endless letters here but since my American experience, I've always driven automatics that way. It's logical and means there's no delay if I need to brake quickly because my left foot is hovering there waiting to pounce. Score 2/10.

Problem 3. Remote unlocking with the key. This stopped working for some reason. I tried the spare key and noticed that it winked a little red light on the key. So I put a new button cell in the faulty key and it's light now winked but there was still

no co-operation with the central-locking system which just sat there with two fingers up ignoring my commands. I unlocked the car with the key in the driver's door and the alarm went off (as designed presumably; or was it annoyed that I had actually managed to get in?) but I quickly put the key in the ignition and peace reigned. Having gotten that far, the starter groaned a bit, a relay chattered merrily from the depths of the dash but no start. Oh Dear! I charged the battery overnight and in the morning the central-locking worked OK and the engine started - once. A second attempt failed with the relay chattering to me again. Roughly translated it was saying "Buy a new battery". My wallet winced and ran away and hid.

So I've just been out to buy a battery but now comes the interesting bit. I need to get the tools out of boot and open the bonnet. The bonnet release lever is on the passenger side but is there a keyhole in the passenger door? Of course not, that would be just silly. So from the driver's seat I reach over to open the passenger door but when I pull the button up, it just springs down again. So I head for the central locking button on the dash but that's doesn't work without electrical power. What idiot designs

a car that you can't get out of with a flat battery? The windows are electric so that avenue of escape is not available either. Help! I am a prisoner in the Devil's Disco. So I manoeuvre over the cubby box and dive headfirst and upside down into the passenger foot well to reach the bonnet release which is deep in the bowels of the said foot well.



The bonnet goes "boing" and I struggle out of my contortions and climb back across the cubby box and alight (lovely word that: alight) from the driver's door and go round the front. Here someone has actually been thoughtful and positioned the safety release catch directly under the "R" for Rover. "R" for Release

too, that makes sense. LR must have had the new boy on that bit of the design.

Now I need the tools out of the back. Is there a key hole for the tailgate? I'll leave you to answer that (but the answer's no.). So back



in via the driver's door, climb over the cubby box to the back seats and then reach over to roll back the roller-blind load area cover and access the tool box. Out comes the old battery (about $1\frac{1}{2}$ on the "Hernia Scale") and in goes the new one. Errr no. It's too wide. ATS Euromaster says they have definitely given me a 2000 Auto Disco battery but I take the old one back and it's clearly shorter than the one they sold me. So I haul the second new battery home. It fits. It starts the car. Central locking works and I can open the tailgate to put the tools away without the use of crampons. Score 1/10 (The 1 is for putting the bonnet safety Release under the "R" of Rover.)

Problem 4. Door handles. Don't

get me started!! (Too late!) Whoever designed the interior door handles must have had the skinniest of fingers. I can only just get my fingertips behind the handles to open the door to get out. Surely someone tried them on the prototype before giving the go-ahead to mass-produce? If I was double-jointed I suppose I could get my fingers behind the lever from the other direction, but I'm not so I can't. Score 3/10.

Poor ergonomics or thoughtless design? Both actually. I think the Land Rover design team need to talk



to customers for a few minutes and fix these irritating and annoying defects before putting into production. Obviously LR have fixed all this silliness in the Disco 3. (?)

I do like a good rant and I feel a bit better now.

Steve (more disappointed than annoyed) Kirby.

November 2013 Green Laning

We were a big group for this outing as we were going along some of the longer lanes and trying to keep away from the towns. It is best to be in small groups going through towns to avoid being separated at roundabouts and traffic lights. It was going to be interesting outing with not one, but two Freelanders in the party; Barry and Sally with a 2" lift and A/T plus Jeff with his son in a 3 door on road tyres, who had only bought the vehicle a couple of days before. Apparently his wife had told him not to take out the 'new' LR2 Disco (also only purchased 3 weeks ago) as he had already had a brush with the scenery on the recent drive around. So the Freelander was a sacrificial replacement and it went very well. The group consisted of 5 other vehicles, all 90's.

Meeting at Pepperbox Hill to the south east of Salisbury our route was to go east and north, and then skirt Salisbury with the intention of making it to Tollard Royal for lunch. We didn't manage it. We started off well, heading east to West Dean and headed off towards East Grimstead and onto Farley. The lanes are open and easy for all vehicles except for a quick lane clearance - where a small tree had come down. We then

headed north to Pitton where we turned east to West Winterslow and East Winterslow. The lane to the south of East Winterslow is quite scratchy in places and the lane to the west is really scratchy - this was the lane that managed to consume a fairly new LR3 Disco when we were out earlier in the year which came out looking very battle-scarred and with many scratches - they are quite a lot wider than a 90 aren't they. It was in this lane that we found our next tree down. With a few of us getting busy with bow saws we soon had a passage cleared, but it had still delayed us for 20 minutes. A lookout went down the lane just to make sure that this was the only blockage.

We headed west from Middle Winterslow and then went along Monarch's Way (which is an old Roman road. I was convinced it was open all the way along but was to be proved wrong. Once we had passed the playground and the open stretch we made our way into the woods. It was quite tight through there with some close bushes and tight turns through the trees. Once clear of the trees we encountered a gateway only wide enough for pedestrians, it was obviously quite new and blocked our

way. We could see quite clearly the tracks across the next field as they were rutted tracks along a field boundary and the contrast was very high. Nothing for it, but to try to find another way out along an adjacent track. There are 2 gates by a bungalow but both of these had numeric padlocks on them. So our only way out was to retrace our steps and go back the 2 miles we had come. We stopped and spoke to a dog walker who informed that things were changing in that area as there was planning permission for housing and that the land had changed hands recently - just another lane that we can't drive !! I must find out from the local council if the gateway is legal or not. It was 12:30 by the time we got back to the road - lunchtime, now where is the nearest pub? Not much marked on the maps so a quick confab came up with the suggestion of going to Laverstock on the east side of Salisbury. Great pub there called the Duck Inn who managed to fit us in at short notice. The beer was good and the food was excellent and decent helpings.

With full bellies we headed for Salisbury Racecourse along a very scratchy lane which runs parallel to the course, might have to take this one of the list as really is overgrown - nothing a tractor with a cutter

couldn't sort out in a few hours. We were now on the easy part of the outing, heading west for 11 miles past Compton Down and the great views across Fovant Down. It was getting late in the afternoon and it was time to hook a left around Win Green and Tollard Royal and head for home. It was a good job that we had stopped for lunch near to Salisbury as it was now 4pm and this was where I was expecting to have had lunch. We headed north and then turned east onto the Ox Drove. It was only 8 miles to where we were to finish but it took us the best part of an hour and it was quite dark when we said our goodbyes and headed home after our 100 mile round trip. A fun day out and in good company.

See you over the Plain at Xmas,
Julian Mallard RoW



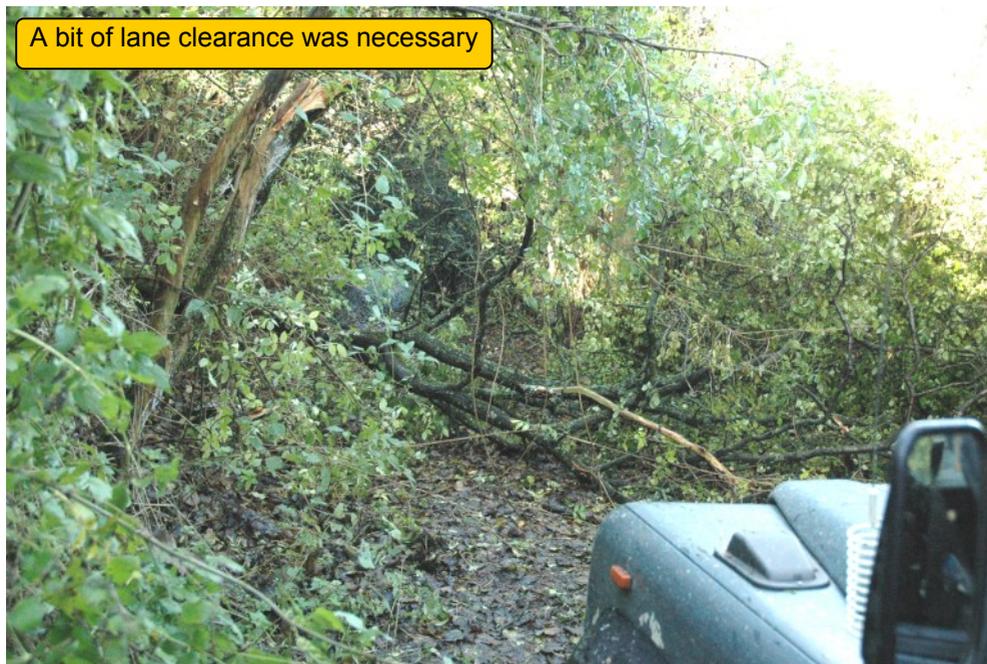


Splashing through the puddles.



Green laning Nov 2013

A bit of lane clearance was necessary



Barry and Sally in their Freelander.



Green laning Nov 2013

Julian finds a shallow puddle this time



Jan / Feb Caption Competition.

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



Nov / Dec Caption Competition Winner



Last months winner is our new comp sec Steve Aston, he emailed in and advised that he was actually saying "We'll put a man in the North-Eastern corner and one just up there... then when Elton comes past... Bundle...!" Steve also goes on to recall that Mark Furnell had to hold on to (what is left of) his hair as he was suffering from a prolonged bout of flatulence.

Club Shop

The club stock levels are very healthy at the moment so why not contact Heather Joyce and treat yourself to some new kit. As you know the quality is great and for a reasonable price. Each garment comes with our logo on the front breast. Garments with our 'Team Hants & Berks' logo on the rear attract a £3 surcharges (to cover the extra embroidery costs)

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



Ian & Heather Joyce do plan on bringing the club shop to most of the club events, however its always worth contacting them in advance to check that the garment/ sticker you require is in stock. Heathers contact number can be found on our web site on the club shop page. Cash payments are always preferred, we can accept payment by cheque however may want to hold on to the stock until the cheque clears in our bank.



Dave Lindsay at Hogmoor



Chris Homewood at Hogmoor



Steve White at Hogmoor



Garry White at Hogmoor

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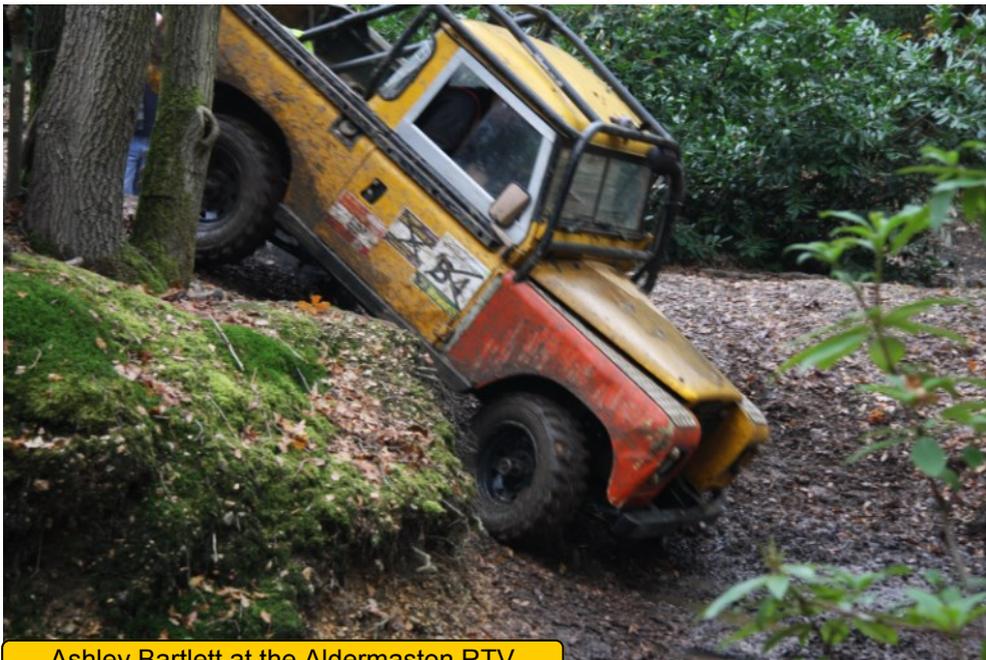
Defender Discovery Freelander Range Rover



Andy Bunyan at the Aldermaston RTV

Garry White at the Aldermaston RTV





Ashley Bartlett at the Aldermaston RTV

Simon Phillips at the Aldermaston RTV



Results.

Sunday 17th November 2013

Overall event winner	Dave Lindsay			
Class 2:	1 st	Richard Kershaw	2 nd	Russell Smith
Class 4 & 10 combined	1 st	Dave Lindsay	2 nd	Hugh Duffett
Class 5	1 st	Joe Stacey	2 nd	Garry White
Class 7	1 st	Ashley Bartlett	2 nd	Simon Phillips
Class 9	1 st	Mark Furnell		
Niall's charitable spanner man: Phillip Whittle (for rolling Ashley's series)				



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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 - We will be at the Crown & Cushion for the November northern pub meet however may change the venue for December and January. Please check out the calendar on the web site for Northern pub meet locations as we are chopping and changing at the moment

* Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. Please bring your own maps of Hampshire and Berkshire, in case you get lost. If there is a lot of rain on the few preceding days, anticipate postponement.

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

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

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CALENDAR OF EVENTS 2014

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
26th Jan	Mannington Near Three Legged Cross	RTV - Winter Series 4 Our first event at this new superb new site Helpers required to set up on Saturday 25th - if you are available please make yourself known to Steve Aston
Feb	Site & Date to be confirmed	RTV Winter Series 5
March 23rd	Aldermaston	RTV & TYRO Winter Series 6 Helpers required to set up on Saturday 22nd - if you are available please make yourself known to Steve Aston
April 13th	Hogmoor	RTV / Pay & Play day - Summer Series 1 Helpers required to set up on Saturday 12th - if you are available please make yourself known to Steve Aston
May 2 - 5	Hook End Farm	Spring Rally - Summer Series 2 Sunday RTV (for the Dave Cuthbert Memorial Trophy) Monday TYRO Helpers required to set up - if you are available please make yourself known to Steve Aston/Mark Ambler
July	RTV - Site & date to be confirmed	RTV

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



Ashley Bartlett at the Aldermaston RTV

Garry White at the Aldermaston RTV

