

# Memorial Winch Challenge

Sunday 5<sup>th</sup> Feb - Event Photos



## The Newsletter of the Hants & Berks' Rover Owners



### 3<sup>rd</sup> Mike Wolfe Memorial Winch Challenge



**Issue No 2 – March & April 2006**



ASSOCIATION OF  
LAND ROVER CLUBS

19 Teams battle it out at Slindon. Full reports in this Issue  
Fancy your 4x4 on the next HBRO Magazine Front Page? ...E-mail the Editor!







## Its Him – The 'Newsletter' Editor

There has been a good response mainly positive to the magazine and all its changes in what was my 1<sup>st</sup> effort, here's No: 2. At the Challenge Event a number of people took time out to say how much they liked it, but sadly there have been a couple of 'personal remarks', somewhat scathing of my efforts to date, which were neither helpful nor constructive, Ed has made a comment re this, and the matter is closed. If you would like to comment on this Issue feel free !

Helpful or constructive comments are always welcome and can be printed. Helpful Articles and photos will definitely get printed, so write in please ! Fancy your 4x4 on the front cover ?, well write me an article about an event, or your Landy and its various mods, and I may just oblige.

If you all wish me to continue as Editor, then as I have said before, I do need ongoing support articles for the magazine along with photos and input. Look at this edition and the contributors, a HUGE thankyou to you all, and long may you 'pens' or 'keyboards' flow with prose, and for those of you who haven't yet - pull yer finger out and write something !.

I might as  
well work,

I am in a  
bad mood  
anyway.



What have you done to you 4x4 recently that your proud of 'mechanical' or 'event wise', have you seen a website that you think others could be interested in, just ping me something and I'll do the rest... embarrass a close friend.



ALL and any Articles to me on e-mail is preferred :  
[newsletter@hbro.co.uk](mailto:newsletter@hbro.co.uk) or [nigelbarker@btopenworld.com](mailto:nigelbarker@btopenworld.com)

HUGE Pics / Files maybe best by "Snail Mail" :  
Nigel Barker, 51 West Close, Fernhurst, Surrey, GU27 3JS

Oh yes, and thanks for the "Wally of the Year Award"



Just to Prove I did get there in the end 90 'CSW' windows & Perspex fitted,  
Makes for superb visibility well worth the effort over "van sides" & fit better than 110 ones !

# Your Officers & Committee Members – 2006

Below are the various retrobates still 'loving referred to' as the HBROs "Officers & Committee"  
Here is ....who they are.....Its worrying that this lot are still in charge.....



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## HBRO Club Scrutineers

Steve Kirby, Nigel Thorne, Neil Read, Bob Davis, Neil Tomlinson,  
Chris Homewood, JJ Walker, Ed Ellis, Nigel Barker

Articles in this Magazine are published in good faith, and many of the opinions may be of the writer or Editor, and not necessarily the opinion of the Committee, or the Club. As such neither the HBRO Committee, its Officers, or the Editor (especially when he's particularly grumpy – which is often) do not therefore accept any responsibility for any effect thereon, and don't ask either....you have been warned. Ner.



## Feedback From Members – "Pants & Barks"

I invited members to comment on the 'new look' magazine, and to those who have taken the time to comment, thank you. Some comments have been oral, some were written.

However, I am deeply saddened that one written comment contained a personal affront directed at the magazine editor. This is not acceptable and will not be tolerated by the committee.

Due to the offensive nature of this comment the committee has decided that we will not be publishing any of the comments.

Everybody is entitled to their opinion, and we welcome constructive criticism, regarding the content of the magazine or club activities, but please contain it to that. If you have something personal to say to or about another member please take it up with me directly or the member concerned.

The committee, and those that contribute to the running of the club are all volunteers. Human nature dictates that when we get upset, our involvement declines. If involvement declines so does the club.

Ed Ellis      Chairman

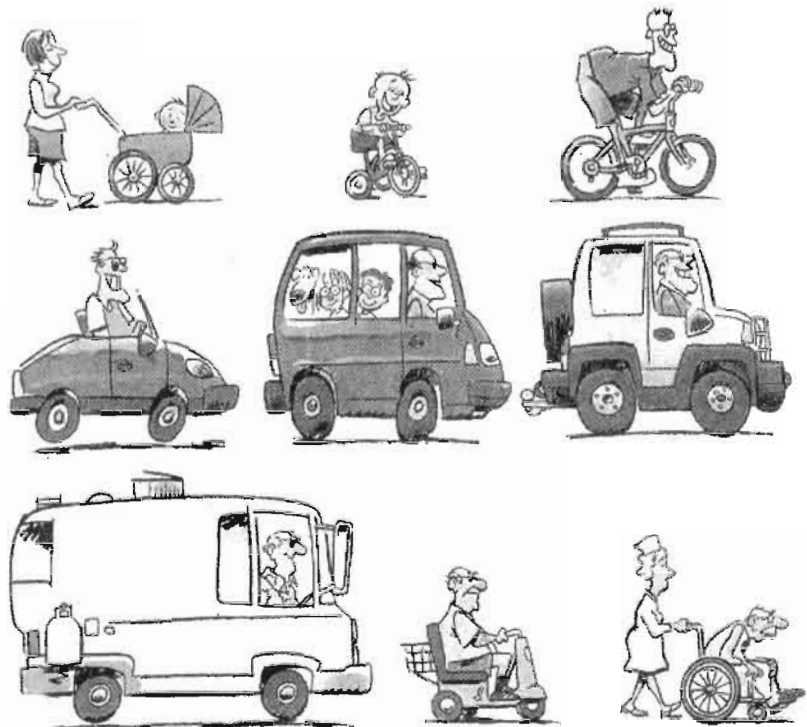
A "made me laugh" genuine pic for the next issue from Dave Cuthbert - Red Leader ,  
..oh just how embarrassing for the 90 driver.....anyone want to own up ?



## The Chairman "Fireside Chat" by Mr Ed

And 1<sup>st</sup> some humour (well, it made me smile)....

### The Wheels of Life



'Land Rover land' has certainly been busy since I last drew up a few notes. Our new magazine has hit the streets after a few teething troubles. Most of these related to computer language, more like double Dutch to me.

Anyway Mag Ed and the printers had a cunningly linguistic plan and get it sorted, unfortunately the wrong print version was used so there were a few 'ptoy's'

Now I must proffer a mega apology,

I got the postage all wrong in an effort to get the magazine out of the door. Some people got charged excess and some didn't. If anybody wants to claim the postage, please bring me a receipt and I will give you your £1.14p. (Editors Note - See not guilty me :O). Lastly as Nige says - please do make some contribution, without the words and pictures from you guys and girls out there we really won't have much to print, this month shows just what can be possible with members input. !

The committee have been pretty active over the last couple of months. Our calendar is taking shape all the time thanks to the efforts of Neil Read, Dennis Keen and Neil Tomlinson. We have had a few issues with the MSA but they have resolved themselves. The most significant of these was getting in place a comprehensive set of Supplementary Regulations (SRs) for the Mike Wolfe Challenge.

Speaking of this, what a great event, 19 teams, a good helping of marshals and officials, and a new venue for us combined to make this another exciting event. I would like to offer a big thanks to all that helped organize and run the weekend.

These things take a tremendous amount of work behind the scenes to make them run smoothly. I must have spent hours on the phone, email and just doing 'stuff', never mind the time that Nige Barker and Neil Read put in. I would just like to add another thanks to Nige T for heading up the scrutineering and Max Bob for stepping in and taking over from Neil R (who threw a sickie and went to Dubai.)

But I think it should be remembered that it is this sort of effort that makes HBRO function so smoothly, it's not just this particular event, but all of the events we put on.

This is a rather nice segway into 'We need your support at events to help set out, run them and organize.' I am saying this now before the members of the committee and the regular helpful culprits burn out.

Listen, I know its great to get up on a Sunday morning, start up your Landy, rock up to a trail, compete all day and leave, but at some time in the calendar there has to be some form of payback.

Did you know, for instance that, if you do not marshal or officiate in some way in say the winter RTV series, you are not eligible to be entered for a trophy at the end of the year, which I think would be a great shame for some of you drivers out there, especially as some of you drive so well so often. Now I am not normally one to name and shame.....but there is always a first time for everything.

I had a bit of a gripe about this at the Brick Kiln trial the other day. There were only 6 of us setting out; by the time it was getting dark we had only just managed to get 6 sections sorted. We can't run trials or other events for that matter without your support.

Oh the trailer died the other day just as Neil Read was pulling onto the Brick Kiln site. The wheel fell off, looking at it; it would appear that the metal bracket holding the axle onto the trailer failed. Picture later in the mag with Max Bobs face says it all!

Thankfully Neil wasn't on the road, and speaking of Brick Kiln, what a great day we had with a combined RTV and CCV. Yes that's right we ran CCV sections on the end of the normal RTV sections. Three members tried and tested their CCV motors. Another success and more to come.

The other day at one of our trials a few things happened that made me sit back and think a little about the way we conduct ourselves at these events. I know Neil Read will wax poetic on the subject. But until you read Neil's words....

**Please do get on the start line on time; it delays the whole proceedings if we have to wait for you to get yourself in gear.**

**Please don't storm of in temper, swear, kick you car etc when you get it wrong.**

**Please be courteous to other members, if the car is in the way, ask them to move it rather than chance bumping into it.**

**Please when you score badly, don't tear around the site in protest.**

**Please remember there are often children and others less able to move out of your way.**

**Please listen to the marshal; he often spots things you don't.**

**Please if you are a spectator, stay well back from the driven line, and give the drivers a chance. It is easier to loose control of a vehicle than it is to stop an out of control one.**

Yes you are thinking correctly all of these things were spotted within an hour at one event. Now I am going to give you fair warning, I am soon going to open up the debate on HBRO becoming a limited company. Why; because a number of members have raised this with me, and it is also the way many clubs, including our parent organization has chosen to go in order to protect their members. So if you have an opinion please do let the committee hear of it.

A couple of committee meetings ago we had a long discussion about green laning trips, and the need to impose a small levy to cover the cost of maps, a £2- figure was agreed. Now this might sound quite trivial, but maps cost money and keeping an up to date definitive set also costs money and a fair amount of time. So if you are supporting laning trips please treat this levy as a way of us keeping your laning up to date.

And now for some ALRC dialogue. The most recent regulation update from the ALRC caused us some concern at our last meeting. There was a long debate about bumper profiles and what was allowed and not allowed; and by that I mean what was allowed for you to be eligible to compete or enter any closed club event, in any class, including modified. The rules are unclear, but imply that taper ended bumpers similar to winch bumpers are non-compliant in any category. Now I sight this as a point of principle, because I feel as do a good number of members that the ALRC is not in touch with what club members want. I shall caveat this by saying that there are members of all clubs including ours that are happy to be completely rule compliant and do not want change.

However, the implication of the above and other legislation by our governing body raises a large number of concerns and questions. We have had long debates about, cut away arches, winch bumpers, ARB lockers etc. I for one find this a mine field of contradiction and often confusion.

I would add that this confusion or lack of understanding of the regulations even permeates to the scrutineering applied at the Nationals, different interpretations of the regulations are applied. I often ask myself 'what benefit does the club get from being a member of the ALRC?'

Right now I can only think of being able to compete in the nationals, but that's about it. I know for a fact we have turned away or lost members because of the ALRC 'rules and regulations'. The ALRC have invited written comment and proposals for amendments to these rules and regulations. I have volunteered to capture these on behalf of HBRO and summarize them in a letter to the ARC.

If you have comment to make, amendments or proposals, then please can I have them by the beginning of May 06. We will call a meeting of members at the last May Bank Holiday trial so we can have a round the table discussion on these proposed amendments. I will try and get Steve Kirby to attend.

If we are to respond to the ARLC then it has to be to them by July. You are of course welcome to write to the ALRC direct with your comments. But I believe that a combined club response will carry more weight. So please do write in.

Toodle Pip



Mr Ed. (Rain-Maker PLC)

## Classifieds – "Wanted" & "For Sale"

Adverts are free for the mag for non commercial members, just ping me the info to [nigelbarker@btopenworld.com](mailto:nigelbarker@btopenworld.com) and I'll shove it in, after 2 issues it will be removed if you don't tell me its sold, better if you just e-mailed me to say "Its sold".....

### FOR SALE

**Range Rover 1992 3.9 EFI.** Recent exchange auto box and head gaskets. Stainless steel sports exhaust, BF Goodrich all terrain tyres, dog guard, MOT until October '06. Tax until April '06. £3495 ono. Contact Karen Duffett on 01237 477383 (Bideford Devon)



**2002 (02) Land Rover Discovery Td5 ES Bonatti Grey,** Alpaca leather, Cruise control, Privacy glass, Tow bar, Stainless steel spare wheel cover, Climate control+Rear Aircon, Premium Audio+6CD changer, ACE, ABS, Traction control, HDC, 18" Alloys New Tyres, Twin Electric roofs, Electric Windows, 7 Seats, Full Roof Bars, Load space mat, Central locking, Alarm/Immobiliser, Heated seats, Heat windscreen, 41,000 Miles, Mot Till June, Located in West Sussex

One owner, FSH, immaculate condition throughout, £18,500. Tele 01730 813645/07801 762498

## "The 60 second interview"- Tim Whishaw

**What are you driving now ?** .... I am driving a 1983 4 door Range Rover Classic manual. It's a lot bigger than my Dad's Defender and the Toyota Yaris which I drive on the road. As it is the first Range Rover that I have owned it is taking quite a bit of getting used to, however it is great fun. **Why Manual ?** .... I didn't set out to buy a manual or an auto. This one looked to be a good car when we saw it, and I enjoy driving manual cars.

**What am I going to do with my car ?** .... I have only driven in Tyro's to date, and now I look forward to something more challenging, such as RTV's. I will also be able to drive it down green lanes and narrow tracks without worrying about the paint work as much !

**Will I give it a lift ?** ... No. I would love to give it a lift, however I want to stay in the standard class at the moment. **What's it got so far ?** .... It came completely standard, except that it has a non standard tow-bar which hangs too low and will have to be removed. It's very tidy all over with no major bumps or scratches, however I'm sure I can fix this given time. So far I have put front and back dif-guards on it.

**What else have you got planned ?** .... I have jate rings on order for front recovery. I will also need to find a different tow-bar or add jate rings to the rear, when I remove the existing tow-bar. We have been looking into off road tyres and wheels which will fit the standard Range Rover and this is my main requirement before trialling it. I will be asking for a CB radio for my birthday! In the long run I would like to get a front winch for it, but money is an issue!

**What's the next job ?** .... I am sorting out little bits of rust under the rear doors and around the tail gate, otherwise it seems to be in good running order. (We hope!)

**What's your favourite event ?** .... I can't say as yet because I have only competed in Tyro's. Now that I have a full driving licence and a car that I don't need to keep in "show room" condition, I look forward to more aggressive events. Hopefully without too much damage.

**What's your biggest gripe ?** ....My biggest gripe is people with 4x4's and won't take them off road. (My Dad's biggest gripe is that he managed to drive his car for nearly 3 years before realising that his insurance was invalid because he had driven it off road!)



Tim won the 2005 'ARC Nationals TYRO', and has been driving a couple of years as a junior member of the HBRO. A646 ANJ is Tims 1<sup>st</sup> 'Landy' and we all wish him well in 2006

# Your HBRO Officials

What have they been up to in the last 2 months?

Mr Ed's Rangie

OK so what have I done to her this last two months?

Well, sadly not as much as I should have.

For a start I have removed the front and rear bumpers and replaced them with my old tubular steel ones, those nice yellow ones you will have seen before. They just need another coat of paint to brighten them up.

Then I removed the seized in bolts that are to take my JATE rings at the back. Bit of a struggle involving, disc cutter, lump hammer and punch and several bruised fingers. But the old bolts are out now. I haven't fitted the JATE rings yet, because they are still rather too firmly fixed to my old RR. So instead I fitted the tow bar and drop plate.

Apart from that I have fitted my 750 Blackstar diamond tyres and the white eights-pokes upon which they are mounted.

Next thing to do is trim the wheel arches.

I have been struggling with this concept for weeks now...the 'do I, or don't I' argument.



I did some setting out at Brick Kiln and that made my mind up. So I will be trimming the arches and soon after fitting the 2inch lift. Although I have to say I think it looks quite sexy with those wheels and tyres filling the arches. The rubbing sound that occurs with the slightest bit of articulation makes me cringe though.

Next couple of projects are service ones, oil change including the gear box. I only found out just recently that there is a changeable filter in the autobox. And I guess I will do the differential oils, plugs leads and all the usual culprits.

That's about it for now.

Mr Ed

## 3<sup>rd</sup> Mike Wolfe Memorial Winch Challenge

Sunday 5<sup>th</sup> Feb 2006

Hi All,

Well that's the event over for another Year.....☺.....

in a way I am happy, and in a way I am sad. Happy 'cos *my god* it was a load of work to do, and sad 'cos it really was fun ☺...

1st a HUGE thankyou to the Marshals and helpers. Whilst I arranged the day and organized it etc etc, **I COULD NOT** have done it without a load of help. The help came from many directions, but for those of you who have ever arranged an event you'll know the work that goes in and on 'behind the scenes'.

This finally all comes together (or doesn't ) on the day.

Get it wrong, and rightly people can moan (they have paid hard earned money to enter - and some driven a long way with extra costs etc), but get it right, .....and it never sometimes dawns on people that the reason they are having such a great day is due to the 'behind the scene effort's everyone has made.

So, thanks again to the marshals, without them these events cannot run.

This year was the 3rd event the HBRO Club has run - the "**Mike Wolfe Memorial Winch Challenge event**", a twice a year winch event, dedicated to Mike, along with a cup. This event is open to non ARC 4x4s, this year we had Ibexs, Suzi Bodied RR Hybrid, all sorts of Hybrids, Tray Backed RRs and other exotic and unusual 4x4s 38 4x4s entered this year, making up 19 teams in this now respected event on the 'Challenge calendar' for many.

As an ARC Club we reserved the right that the cup can only be won in the ARC Class, although there are always 2 classes ARC and NON ARC - (the Non ARC we call "Extreme Class").

KCC the main sponsors of this event, is now run by Shaun Goring and Suzi (HBRO members and a Marshal with us on the day, and a 'setter outer' with us on the Saturday). KCC donated prizes as did another club member, Nick Jennings who runs a new 4x4 business called [www.landrox4x4.com](http://www.landrox4x4.com)

Ok then to the event itself.

Slindon was chosen this year, for the previous 2x events we have equally had different sites, one of the real problems with these sorts of events is finding a site giving us enough scope to place out enough quality punches to make it a great day, and also keeping all levels of Skill (or should that be insanity?) happy -Slindon certainly does this!

I also owed a friend Michele from Italy 'big time', he was supposed to be my passenger last years event, but the 4.5 V8 Eales which was newly fitted a few weeks before the last event played up all of the Saturday when we set up, and then refused to run at all on the day of last years event, when Michele came last year he was NOT expecting to be picked up on the day in a C Class Merc. This year I PROIMISED it would be running, probably on pain of death from him if it wasn't !



Pete Wilkins (entrant this year) knows exactly how this feels, as he had the same problem with his new whizzy TVR 5.0 V8 which plagued him all day with cutting out. We got it going on 2x occasions I know of (one was water one was fuel pumps stopping) and in the end I heard Petes' V8 had thrown its teddy one time too many out off its pram and refused to play any more - great shame as from what I saw of it progress was steady whilst it did behave, and the sound of it from deep in the goo in the bomb hole was music to us 'V8ers'.....

But we jump ahead here, there some stories from the prior day 'Setting Out' which is a great way to get into 4x4ing, if you haven't done it try it, it can be a "Hoot & a Half"

On the Saturday (set out Day) we all met up at 9.00am at the site, where I gave everyone a "Quick Briefing" of what was needed. We split into 3x groups, and went to sections of the site to set out. The 2x other groups went to the far end of the site to place the 'mandatory sections' 'easy' - 'mediums' and ones down the far bank, .....and the others came with me to set out the 'extreme' sections in the "Outback" as it is known.

This part of the site is normally soaking wet and full of water,..... I have never seen it so dry, but instead of water we had thick porridge to play with 'punch wise'. I had made a 'big point' about how we were all here to 'set up' and 'not play', so please could we all avoid getting 'horribly stuck', .....as I would not be too happy in spending the entire day winching people out of areas they had got stuck in for no good reason..... blah blah blah. Martin Mullerin and myself both drove down one of the exceptionally steep slopes at the back of the site, into this dire area, 30 secs later we were both dragging our winch cables out to trees.....

hey hoo.. Much laughter came our way..... from the others.

But at the end of the day we had set out 80 punches for the entrants, and departed home.



The entrants came in signed on and parked in a 'preset circle', I then placed in the 4x4s the punch cards whilst myself, Chris Homewood, Nigel Thorne and Bob Davis did the Scrutineering, all passed and as a result I was delighted to be able to start the event 20 mins early.

I had decided on a cunning plan.....The dear old 'winch bitches' do get some stick during the day,

'The plan', (popular with the bitches) and er maybe not so popular with the drivers was I asked all 'bitches' to get into their 4x4s, leaving the drivers. I then asked for each team to 'nominate' one of the drivers from each team, and the other to get back into their 4x4. Someone asked "er why, what are we doing ?" .....answer "I'll tell you in a minute !"

Much looking at each other I eventually had 19 slightly worried drivers standing in front of me, one just about to have a 'last fag'.... I then pointed to Eds Range Rover (about 800 yards away) and told them to run and collect the 'starting instructions' !.

Some minutes later a selection of puffing, gagging and some unfit drivers returned, what many of you don't know is I spoke to Simon Pearson (Paul Ws normal winch bitch) he laughed his head off and thought it a great idea, but then suggested I made all the drivers carry a ground anchor there and back .....and you think I'm a sod ?



The envelopes contained a 'Quick Quiz', this was for 2 reasons :

1. Saves 40 4x4s all trying to exit an area at the same time.....can be dangerous with the red mist lowering....and 2. It also gave me a "Tie breaker" should 2 teams score the same. Sections 1 and 2 further helped this with all teams choosing to do one mandatory section, either 1 or 2, and just once as a team.



I can now tell you the slowest was over 10 mins so a penalty of 1000 points, and the least was 0 points obtained by 6 teams, as they were in less than 15 secs.

The task was to get a dead (engine not running) 4x4 to the punch, 25 points penalty per 15 secs or part thereof....less than 15 say 12 secs = 0 !....now that's impressive !.... I won't say who did make a 'pigs brake' of over 10 mins, but it did apparently involve snatch blocks and about every piece of equipment they had between them ☹️

My other worry was Paul Wightman. He knows Slindon like the back of his hand, apart from Piggy and him being 'rather good' too, I was worried about him being back at control at 12.00 doing a fry up with the words "Finished" ringing in my ears, so I tried hard to ensure that the punches would be a surprise and not a "been there done that next".

From the fact that all through the day every time I went past him my 'parentage' was called into question I was chuffed.. I saw Paul on the flats at the back side of the outback, where there were 2x very deep and very hard ruts, covered in a ample covering of "Porridge"

These tracks went straight through to some more 'section's, but as you went down them 20 yards in UP OUT of the ruts was a punch, but there was NOTHING to winch off to get to it....

The only way (maybe other than a ground anchor - and that would take too much time) was to straddle the ruts and allow the 4x4 to drive up to the punch, but the ruts where perfect, the RH rut was lower than the LH rut, so as you straddled them and moved forwards the 4x4s would slide to the right ....straight back into the ruts. It took Paul a lot of effort before he got there, and got the punch, and then as I thought if you then carried on straddling the ruts to get into the next sections they got deeper the RH rut became far lower and the LH higher, the angle of Piggy (not to mention the 'language' from Paul) was superb on both counts.....

Interestingly Paul had seen me enter this quagmire (I say enter - it involved me trying to stay away from jamming up any drivers or sections getting around and in and out of the competitors - which left me not a lot - and I entered via a winch cable ! )

He and many many others did twig that it was 'strange' to see me in there ??????

There were NO other marshals or officials with 'moving' 4x4s, all except 2 were parked up, and mine was deliberately driven several times into ALL the areas of the site, parked up VERY OBVIOUSLY in the middle of all the chaos, recovery and general sliding about, .....and LEFT for 10-20 mins at a time.....???



Yep, a punch - No 54 tied to the back of my 90, was worth about 100 points, less than half of the entrants saw it, one bloke waiting for his mate ate a sandwich less than 5 feet from the back of the 90 - we could not believe he didn't see it, he finished his food, waved at me.....and reversed out. ! Oh, and when I say winched my way around the site I mean winched through. Whilst I was winching through BETWEEN 4 TEAMS - that's 8 4x4s - 8 drivers and 8 winch bitches, some even came up and chatted to me !....one said "COC Coming through" and they all laughed....NONE saw the punch all were within 20 foot max. Unfortunately this meant I was in the goo a lot.....and this greeted me on the Monday morning :



That's going to take a few minutes to get off, the rest of the underside is little better.

Anyway, the best of the "Stop me and Punch one" was as I was winching OUT of the swampy bit, a competitor from high up on the top bank tried to stop me by shouting and get my attention.

I didn't hear, so....they picked up a big soggy ball of mud and lobed it at my 90s roof from say 30+ feet up ?.....BOOOOONG ! I thought my drive train had exploded, but they came around and down and gained the punch. Ed had the 2nd on his blue RR parked for an hour at the burger van at lunchtime on display - how many got that one - was worth even more as less got it !

The attitude and atmosphere was great, I particularly liked one part of the day when a team both got stuck, another team driver pulled one out, then he and his team mate then found they were stuck having pulled out the other team

"Oi, gives a tug - I'm stuck now...."

"Nah," came the reply, "You should be more careful" ☹️

....but after they all laughed they did pull him out....

The weather was a real bonus, fabulous sunny day and the burger wagon was happy, he saw good trade. Dave Ashcroft popped in from Ashcroft Transmissions, wondered if his was going to tell me the warranty on my new 4.11s :1 had just expired, but I was running about so much I didn't get to see him again, hope you enjoyed the visit Dave. ?

Scoring was fun, based on a superb piece of kit from Chris Watts, it ranks the punches according to how many drivers get them, I had some queries so I'll try to expand on how it works :

The punches were all worth 1000 points each, i.e. if only 1 driver got a punch it was worth 1000 points, 2x drivers 500 each, and so on, 10 driver 100 points.

The logic from one drivers query was there was no point in the 'team mate' going for the punch as the 1st driver (team mate) got 1000 points, if the team mate then did it too it drops to 500 points, so no point in doing it ?

Wrong !. 1x driver 1000 points, and team mate does not bother. Then 9 others then get it, the value to the 1st driver is now 100 for his team, if BOTH had done it then BOTH score, i.e. if 9 more got it (can't be bothered to do 10) the score for the punch is 100 each, and the team get it twice as both drivers got it i.e.  $100 \times 2 = 200$  !.....see ?

The other memorable thing here was Will Warne coming back with the teams envelope, and then jumps in 90 about to drive off ! "Will, have you got your envelope ?" "Yes" "Er have you read it ?"..... "Er no.....SIMON STOP STOP STOP come back....." Bless.....



The Quiz, most scored well, but there were some amazing answers....  
(here are the Questions, the answers are printed elsewhere in the Mag)

1. For this event, ANY sort of Kinetic Recovery is ?
  2. The Telephone Number of the Main Sponsors of this event KCC is ?
  3. What is the recommended minimum number of full wraps of a winch wire or rope that should be on the drum before you start 'hard' winching
  4. The other Sponsor Providing Prizes today is ?
  5. Looking at a winch hook what is the name of the small spring loaded safety plate
  6. Name 2 types of Fairlead Types :
  7. Punch Card Scores are ???? for any Team Card not with Jan Hallum at 3.30pm
  8. Gloves when Handling ANY type of winch rope INC Plasma is Mandatory at this event ?..... TRUE or FALSE ?
  9. Who designed the Range Rover?
  10. nidsno is an anagram of ?
- There are a number of Manufacturers of HD Drive shafts for LR's....how many can you name ?
11. ? 12. ? 13. ? 14. ? 15. ?
  16. The firing order of a Rover V8
  17. The Firing Order of a LR Tdi
  18. Gear Oil such as 'EP 90', what does the "EP" Stand For ?

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If you have any pictures and or Video, please send to me,

Thanks once again to all the Marshals for Jan Halum and Joan Thorne for running 'Control' & 'Signing On' so brilliantly all day, the scrutineers, Max Bob and Ed, and also to all the entrants, everyone seem all enjoyed the day, and a good time was had by all.... see you next year ?....

Nige

## And Finally.....Here are some comments from the Entrants :

Nige, Top, top, top top event. Really good. PTO MM Winch worked like a dream and broke just the right amount of stuff to keep me amused and not bankrupt. Our team had a good time. We thought we did fairly well making reasonable progress through the punches. I think we must have made the mistake of getting the easy/medium difficulty ones that were easy to see and therefore low scoring. Broke Nick's silly strap flat winch rope thing ( Apparently it was rated to 6,500 lbs so quelle surprise there ) on the mandatory section so teeny tiny time penalty incurred. But swapped to steel and we were fine. Great trail by fire for my winch and it was great. Pulled like a train all day. Thanks again for your help with that I am chuffed to bits with it. Even managed to get the oil pretty hot on the last section too. ( note must get breather pipe as unscrewing the cap tends to let the fluid run out on steep sections :- ) ) Good learning for me with so many different sections. I think I was taking it a bit slow for Nick's liking, double checking the sections making sure I was 100% happy with it all, I don't regret taking it a bit easy. Wait till next time !

Darren Holmes

Had a great time at the winch event. First time as a competitor and it was a steep learning curve (literally at times). Teamwork obviously paid off, as a 3 of the four of us were 'first timers' and winning the ARC class was a real buzz!! Regards,

Sam Parker Team 5 1<sup>st</sup> 'ARC Class'

Cheers for your efforts in making today happen. As a team we had agreed that we had had a great day before we ended up going home with a prize. We all know that an awful lot of work goes into something like the challenge, it is appreciated.

Going to bed now - too much of a very late night and a very early morning! See you soon.

Andy Mullins

Hello All Thanks for all your time and effort that went in to this event as all ways H.B.R.O do a fine job.

Neil Tomlinson

Great event, well pleased with my result, 1/2way is a good place to start.

HUGE thanks to Nige and all involved in setting up many thanks for a cracking day

James Trembath

We where apparently the first to do Punch 77, when the string was only short, but by the afternoon you could just drive up & punch it, wish I'd waited! Many thanks to Nige & HBRO crew, for an excellent day

Graham Antill

Cheers to Nigel/HBRO we had a superb W/E Smiles when towing 'the bathtub' (Pete Wilkins) out of a section with a dead engine me in a 90 with little Simex an all

Tony Cordell

The one I liked was the one where you had to get out of the ruts and straddle them to get to the punch. Can't remember the number though. No winching needed but it was a nice bit of technical driving. Thanks again to Nigel & all the marshals, a great fun event. Will Warne

Had a great weekend big thank you to everybody concerned and to Tony, Jay and Lesmond for a fantastic day and some truly great sections. First drive out with the TDI under the bonnet and in the words of Homer Simpson WHOO-HOOO!!!!!!!!!!!!!! who needs a V8 Nick Walker

Thank you ...To all At the HBRO, what a great day. Thank you to the marshalls, and also the other competitors for just generally being good eggs. As Paul "It's my title" Wightman said earlier we where teamed with Lee and Ann in their bobtailed range.

Had a top laugh and really enjoyed the day. Took it gently all day up until the last hour where I could not resist anymore and we went for a play on the punches by the entry gate. Fantastic, really good stuff. No damage bar a side light lens (Oooops) and some slight range rover body work issues .So once again Thank you . Nice to have a relaxing day for a change.

Jim Marsden

Thanks to Nigel from Hell and all the other people who made it possible, a good day with no breakages, must be good.

Nick Watts

Thanks to all the organisers and helpers, marshals and of course Nige for a great day. We promptly lost them after a bit of excitement when Mark was hit by a tree. Unfortunately I knocked the tree down he was hiding behind with 2 ton of land rover and a great deal of momentum

Dave Antill

Just to add my bit. Great day very well organised {unlike my engine} Thanks to Nige & all those that organised it.

Pete Wilkins

Many thanks to everybody at HBRO, a cracking event at a level comparable with many of the 'Top National Competitions'. Initially Jim (D90SV) and I were teamed up for this event but we thought it a bit unfair to enter a 'club' event so we split and Jim entered with Lee (black bob RR) and I teamed up with Nick (Rouge Vogue) to even things up. Didn't quite work! Nick was phenomenal! For a hacked up Range Rover with no lockers and a driver with little competition experience he was driving stuff I had to use lockers or winch to achieve. He needed no support so we were both free to get punches individually. We were both surprised to come first but looking back both our co-drivers were on the ball and we didn't spend ages flailing around on any of the punches. I particularly enjoyed the ones on the slopes below the entrance track, bit of winching, technical driving (avoiding the stumps) and no mud! Nige, every time I saw you during the day I called you a "ba\$tard", although your parentage may be intact you do have a truly evil mind when it comes to setting out punches!

Top event, when's the next one?

Paul Wightman 1st 'Extreme Class'

And finally from Ian Smart (MWWCE Marshal)

As a marshal, I'd like to add my thanks; to the organisers for making life relatively easy and to the majority of the competitors for being a good natured bunch.

I learned a few things too:

1. When you park your vehicle, it will be facing the wrong way when you need it in a hurry.
2. When you need your keys to move said vehicle in a hurry, you'll be glad you put them in a zipped pocket so that they didn't fall out and get lost. The zip will, however, be stuck.....

## 'ARC' CLASS

- 1st Team 5 - 3581 - Mark Ambler & Matt Hewitt
- 2nd - Team 2 - 3430 - Mathew Eaves & Marcus Hamlyn
- 3rd - Team 4 - 3289 - Roy Friend & Richard Salter
- 4th Team 3 - 1499 (retired) - Neil Thomlinson & John Jackson
- 5th Team 1 - 316 - Darren Holmes & Nick Woodage



## 'NON ARC' - EXTREME CLASS

- 1st Team 16 - 10885 - Paul Wightman & Nick Watts
- 2nd Team 15 - 9146 - Adrian Turner & Richard Nicolson
- 3rd - Team 11 - 6498 - Roger Parry & Paul Rogers
- 4th - Team 14 - 5846 - John Piper & Gary Andrews
- 5th - Team 7 - 4777 - Dave and Graham Antill
- 6th Team 17 - 4609 - Jim Marsden & Lee Longhurst
- 7th Team 6 - 3915 - James Trembath & Mike Dunlop
- 8th Team 9 - 3789 - Mark McFarlane & Ash Parsons
- 9th Team 18 - 3724 - Tony Cordell & Nick Walker
- 10th Team 8 - 3317 (blew Engine) - John Beagley & John Jennings
- 11th Team 10 - 3311 - Will Warne & Simon White
- 12th Team 13 - 3232 - Andy Smith & Paul Hooper
- 13th Team 19 - 3153 (retired) - Pete Wilkins & Bryn Hemmings
- 14th Team 12 - Mark Jeffrey & Colin Humpries



LANDROVER X4





## ***I Survived The MWWCE - Nick Woodage - Club Secretary***



It was a long build up to the final event and I was hardly prepared for what was to come. At the AGM 05 I was asked if I wanted to join a team to enter the challenge with Roy Friend and Richard Salter. I said yes hesitantly wondering what I was in for as 'winch monkey'.

Erm...But after seeing some pictures in the press of blokes up to there wastes in water and mud at Slindon I was getting worried. I spoke to Roy who indicated that he expected me to do whatever was necessary including wading in sh-t up to my neck if need be.

Well I thought 'sod that' and pulled out.

I'm no wimp but there is a limit. My place was quickly filled by Ian Parker, sucker I thought. Then the phone rang one night and Neil Read needed someone with a winch to make another team, "...come on then Nick.." he said, "...Yes or No ?...."

I had to make a quick decision right there and then, Oh what to do ?

Placing the phone down I knew. I was back in the challenge with possible mud and sh-t.

So then came the truth that I had better check the 90 over and sort out a few jobs that 'needed doing'. This was brakes, handbrake, steering guard, winch control, and anything else that was loose or not working. I also started thinking about accessories as well and how about a ground anchor.

Darren my new team mate had some waffles but no anchor. So lets shop around and see what's available. All shapes and sizes and all sorts of prices. After a few phone calls and advice I opted for one that resembled a plough with handles, to extract it with I was told. Then you read the rules of the challenge and of course everything must be fixed securely and not loose in the back. Well being a carpenter I was used to designing things to fit so after a few thoughts I came up with a simple design which just needed a few pieces of steel and some welding, so I was off down to the fabricators to get it sorted. BANG, bang bang BANG !.

What the hells happened now I thought to myself. ??

That sounds like either the transfer box or a diff, sh-t, this was the Tuesday before the big day Sunday. Ring Chris Bush Ltd, can you come round and have a listen, I've got this banging and I'm not to pleased. Chris confirmed my suspicions and it was a diff.

Luckily he knew of one just been removed and he can get it £60-00. This was really getting expensive now and I had to get it fitted yet. There was nothing for it but to get my overalls on, take a day off work and do it myself. Chris let me use his workshop as a special favour and he would be on hand if I got into difficulty. It was very cold but I did it with some assistance from the expert. That done and I still had to arrange with the fabricators to cut and weld some plates for me.

As luck would have it my winch man Roger Hardwick offered me his help and his workshop to get the anchor bolted in the back on Saturday. Thanks Roger including the bacon butties. We had a very early start on Sunday with every thing in place for a good day. Hey Roger, you should see some off this non ARC hardware, Eeek ! - what have we let ourselves in for.

Well come on then lets do it. We went for the easier punches first or so we thought and oh look here's the compulsory section. Well it was a snap decision on my part in order to stay clean at this early stage in the day.

Big mistake, I had not really taken it all in about a dead engine vehicle and that this meant no power steering or brakes to Darren's 90 pickup. I don't think Darren knew to much either until he found himself and wife heading backwards very fast with no brakes. My winch line- strap had failed and he was making very rapid decent back down the slope that I had winched him almost to the top of. Well we conceded defeat here and went off to change my winch line for the original steel type as supplied with the X9.

This soon done and we were back to the affray. We found that going down backwards to get the punch rather than up from the bottom was more like our thing. Mind you it felt horrible when you were not in control and almost vertical backwards. This sorted out any fear you may have had and Roger still had to climb down to get the punch. Darren managed to pull the tops off his rear shocks and thought about retiring. Not bloody likely I said.... and anyway..... you don't need shocks for this, but maybe to go home (with if you do) under your own steam.



We had some fun mainly at my expense because someone had to jump in feet first and then work out how to extract us from the tight spots otherwise known as punches.

We did not score very well but we did it on a whim and lived to tell the tale.

Thanks Roger, Darren and Alex for putting up with me  
AKA 'Gung-ho-feet-first'

Nick Woodage'.

## **Neil Tomlinson – Special Events Officer**

### **'Me and My Land Rover'**

The Editor keeps on pestering me to write a profile so here goes.

I am 41 years old and married to Lorraine who sometimes joins me off-roading when she is not looking after Cub Scouts. I have been involved with Land Rovers since 1980 when I started working for company who converted Land Rovers for use as workshops and armoured trucks.

At the company I presently work for I started out on the shop floor and undertook many jobs ranging from vehicle recovery to chassis repairs. The recovery side was one of the most enjoyable parts of the job as we had a series 3 Landover with a Harvey frost crane.

No-one else liked to drive it but it was a good bit of kit with a genuine Landover winch that was put to work many times by me. I am now the company's Commercial Vehicle Estimator assessing damage on vehicles from Fiesta Vans to Tank Transporters.

This means I spend too much time at a desk that is why I got into off roading to keep my hand in...When I'm not mucking about with Land Rovers and I get the chance I enjoy taking part in hovercraft racing and am a member of the Hovercraft Club of Great Britain

Last year I took on the role of Competition Secretary and this year I have taken on the role of Special Events Officer and organise Driving Days, Navigations Events, Marshalling for the B.A.F.M.A. at events like Roadmaster and Rickshaw.

I enjoy Green Laning, Winch Challenge and The Belgium National type events, Trials and Marshalling for B.A.F.M.A.

Well enough about me and a bit about my vehicle. I purchased the vehicle in 1998 as a damaged repairable (write off) with a twisted chassis with the intention of repairing the chassis.

When I started the chassis I changed my mind and I decided to swap the chassis for a replacement and after a hard weekends work one replacement chassis was fitted.

The vehicle finally went on the road in 1999 since then it has had many extras fitted, Mile Marker Winch PTO driven, Light Bar, Better Seats, Sunroof, Side Bars, Upgraded suspension etc, etc. How come you never stop adding bits to a Landover?

I recently entered the HBRO Winch Challenge event, and have many plans now.....

## **Erm .....Latest 'modifications'**

### **A 'Mike Wolfe Challenge Update'**

The Mike Wolfe Challenge was the first event that I had taken part in as a competitor for a while and the first one Steve Williams had taken part in since he bought his Landover.

We had intended to use John Jackson's vehicle but we still have not managed to finish so he was Steve's winch bitch. Kevin Foster was my winch bitch for the day.

The day started well with me stitching up Steve to run and get the questions (no good getting older if you don't get wiser) .

The first punch that we attempted we failed to do which was a bit of a downer. Our sprits soon lifted when we made light work of some punches that a lot of people were making hard work of.

We decided to have a go at a punch no body had attempted to do. The entrance to a gully was steeper than I thought also the mud and water a lot deeper but we managed to drag it through. During this our winch decided not to winch out, which was a bit of a problem. Rather than fix it then we decided to carry on and wait until lunch stop to fix.

We completed a punch and decided to go on to the next one down a hill that we had been down a couple of times. The next thing I am hanging up side down in seat belt ask Kevin if he is ok which he was. Ian Smart came to our assistance and helped us out of the mangled wreck.

Thank you to all the people that helped us after our little incident, medics, marshals John for the loan of a trailer to get me home and Bob and Jenny for the use of their drive.

To all the people that Sponsored and helped run the event thanks very much for all your time and effort ..So now I have to start all over again getting a motor back on the road

### **Whilst 'me pens out'.....Macmillan 4 x 4 Challenge.**

Some of you may know that my father past away in November from Cancer, and also a very good friend a few weeks ago. This is the reason myself and John Jackson have decided to take part in the MacMillan 4 x 4 Challenge to raise funds to help the Macmillan Nurses who look after cancer patients.

This event is approximately 1000 miles long covering roads, lanes and byways all over the country and it is done over a weekend in March. So as you are sitting down reading this month's mag me and John will be eating, sleeping, navigating and driving to raise funds for the Macmillan Nurses, if you would like to sponsor us please feel free

As I have done my vehicle in we are taking Johns Hilux to do this event now for a bit of comfort, as mine is in disgrace.

3<sup>rd</sup> Mike Wolfe  
Memorial Winch Challenge



3<sup>rd</sup> Mike Wolfe  
Memorial Winch Challenge





## Jan Parker – HBRO website Guru – this from Wife Sam



While at Brick Kiln, Mark Ambler asked if I would passenger him at the winch event. I had, however, been prepared for this, as Ed had already said that I was entered. Amazing how everyone else seems to know these things before you do! I had only once marshalled this event, and had never taken part in anything like this before. And nothing can prepare you for how much hard work it is!

Preparations had started the day before, when Richard and Roy arrived at our house to 'ensure the vehicles for their team were in good running order'! This also included a trip to Brooklyn's for Richard! Mark and Matt were also busy on the farm getting their motors ready, until quite late I believe.

Up early the next day for the drive to Slindon, with Richard, Roy and John J with Kiran in tow all meeting at our house at 6.30am (much to our neighbours delight I'm sure). We arrived at the site at about 7.30am, and Kiran and I awaited the arrival of Mark and Matt, while Roy, Richard, Ian and Andy got their gear ready for Scrutineering. Mark and Matt arrived and we helped unload Matt's motor from the trailer and get the recovery equipment ready for checking. I must say thanks to Bob for explaining the definition of 'grab a Scrutineer'!

The event started with one of the drivers having to sprint across the site to collect a quiz which was to be completed before we could start. Then onto the punches. There were, we were told, 70 to 80 punches across a site where we had free run to try and find these things!

We managed to get a couple of punches, then headed down towards the dual carriageway side of the site, and came across Richard who was stuck already. Shouldn't have laughed though, as we were soon in the same situation ourselves, however, without a working winch - seemed to have decided not to play ball.

We were a bit stuck from then on, as we had a heavy Range Rover that was very difficult to recover in comparison to Matt's considerably lighter motor (thanks to the guys who came to our rescue). That was not the last of our problems either, as Matt's motor decided that the deep muddy water was distinctly unlikeable in the old rad area, and started to overheat.....or more accurately, boil! It was a tad worrying when we heated up so much, it became like a sauna in the cab, complete with freshly applied water to the hot coals!

Lunch time arrived and Matt and Kiran headed off to the garage to fill up with clean water, only for me and Mark to get a call 5 minutes later to go and rescue them from the hard shoulder, where Matt's motor had split a hose. Mark towed Matt to the garage where we were to spend the next  $\frac{3}{4}$  hour hosing out the radiator with the slow running water supply. We left after managing to rinse away some of the 'small' pile of mud that had appeared under the motor (we did get a few strange looks on the forecourt).

We headed back, and after a quick bite to eat, resumed the punch hunt. The area we chose did prove to be a bit sticky, and despite managing to get several punches, we were struggling to keep up the momentum and kept getting bogged down in the mud. Matt's motor was also still struggling, requiring bump starts to get it going, and I felt almost glad when 3.30 was rapidly approaching. We set off back to the start, and Mark and I whizzed round and got a few last punches around the car park area.

By the time the scores cards had been handed in and the results were being counted, I was starting to feel the aches coming on! However, those twinges were all made worthwhile when we discovered (definitely to our surprise) that we had won the ARC class.

The only things I can think of for this success, was teamwork (of a fashion!) and the fact that, for the time we were on site (and not stuck, broken down etc etc!!) we did not stop. Kiran (especially) and myself were always scouting round for the next punch and working out the best way to get there.

So thanks for Mark for volunteering me to 'passenger' him (I can't really call myself a winch b\*\*\*\*h as we did not have one for any length of time), Kiran for making me want to keep going, and Matt for always having a smile (that or else he would cry!!). The usual HBRO marshals were also a good crowd, always with a smile or laugh at our predicaments, and as ever there so that this type of event can run. And thanks to the organisers who again turned up to watch a bunch of daft people running around in the sloppy mud all day.....it must have been fun for you!

And the next day? Yeah, I hurt. A lot!!

Sam Parker.

## Nick Jennings – Training Officer

New Year, New Truck,

Our esteemed editor suggested that articles about our vehicle might be of interest to the members. Well here goes the first instalment of D3 the electronic year.

Some of you will think I am nuts I am sure, but I have acquired a Discovery 3 TDV6 S Auto & I intend to use for what they are designed for. i.e. *"Let's Off Road"*

The vehicle was 6 months old with 9k miles on the clock when a fellow HBROer who shall be nameless (alright Mark) twisted my arm and signed me up for the service mangers old cast off, at the local dealers.

First impression were a week or two in the pipeline as the after it arrived we went on hols. For the first few weeks of ownership I was just getting used to the gadgets & gizmos. Those of you that know me will know about me & gadgets. The biggest difference between D2 & D3, apart from the colour, is the refinement. This new machine is in a different league, what a car!

So, after a few weeks on the road, it was time for *"Let's Off Road"*. I first muddled the tyres at Slab Common at the clubs combined driving day & trial. I was impressed where it went with the standard tyres and with care no damage was sustained.

Time to think about what mods to install. The first thing to go in was a few bits of kit from the D2. Shackle, tow strap, etc. Then the CB. I am currently using a hand held unit with an external mag mount antenna. Works fine for close work, but will be update later on. I have removed both the front & rear factory recovery point covers to allow for easy & quick access.

Next, I looked at the tyres. As standard the car was fitted with 18inch alloys with 255/60/18 Goodyear Wranglers. As it turned out this is a very odd and scarce size. There is little choice of AT or MT tyre pattern in this size. A bit of research on the "DISCO3.CO.UK" forum revealed what most people are doing.

Choice 1 was to get new rims in 19 inch diameter and go for the Goodyear MTR's that Land Rover use on their "G4" vehicles. The MTR would be ok but I didn't want bigger rims. Choice 2 was to go down to 17 inch rims (fitted to the base 5 seat model) where many more MT & AT tyres are available in 247/75/17 size. This is the route I took and chose the Cooper ST.

With the "all terrain" tyres and all the electrickery in the terrain response unit, there is not much that has stopped the old girl so far.

**The Future ?** Well all I can say at present is watch this space and also the space between the covers of LRE in a couple of months. JJ, or Teflon John as you may also know him, has sourced an ARB winch bumper for the D3. I believe this is the 1<sup>st</sup> in the country. I will keep you posted.

Regards

Non Stick Nick (Teflons Dad)

Nick Jennings

## Committee meeting minutes 2<sup>nd</sup> February 06

Present: Ed Ellis, Richard Slater, Neil Tomlinson, Jan Hallum, Denis Keen,  
Nick Woodage, Steve Kirby, Nigel Barker Apologies : Maureen Keen, Neil Read

Item	Minute	Action
1	Chairman's Report.	
1.1	EE to send off the ASCME forms with change of details	EE
1.2	Wally of the year trophy to be presented at next suitable event.	Done
1.3	The Chairman reported that he had received some comment on the magazines new name. After some discussion it was agreed that the name should be changed to 'The Hants & Berks News Letter.'	Note
1.4	A letter from Chris Homewood was tabled regarding the magazine. It was agreed to include this in the next issue. In summary: Name was not liked, cover photo inappropriate and spelling mistakes. (Note: spelling mistakes were due to an earlier proof being accidentally used by the printers).	EE/NB
1.5	Overall the reports received on the new magazine were very positive. The committee recognized the effort that had gone in to producing this first issue.	Note
2	Secretaries report.	
2.1	The last meting minutes were accepted and agreed to be published.	NW/NB
2.2	NW tabled an idea for a new gazebo, cost £145-. To be considered at next meeting	All
2.3	NW noted that we had been invited to a C&D event, to be noted in the H&B News	EE
2.4	Nick reported that he had found another venue for a rally site, near Romsey, Green Hills. This may be suitable as an alternative to the Roundhill social weekend. NW would try and book this for 24 <sup>th</sup> 25 <sup>th</sup> June.	NW
3	Treasurers Report.	
3.2	The treasurer noted that it was time to pay annual subscriptions to affiliate bodies.	AM
3.3	JH advised that she had paid the MWWC cheques directly into the bank.	Note
3.4	The camping insurance has been combined with the club general insurance.	Note
3.5	The trailer broke at Brick Kiln and will cost approximately £500 to repair. NR is dealing with this.	NR
4	Comp Sec Report.	
4.1	Calendar was updated at the meeting. For events beyond the end of March. See Club calendar.	Note
4.2	Broxhead and Slab have now been booked for three events. Dates are on calendar. Permits etc to be applied for.	NR
4.3	Mike Wolf Challenge Trophy on 4-5 <sup>th</sup> February 06. So far approx. 19 team entries and 20 membership renewals. Permits are in place, toilets and first aid booked, sponsorship arrange and prizes acquired.	Note
4.4	Easter Rally. Minstead Site and Camping field has been booked. Dennis has request Landowners consent.	DK
4.5	It was noted that the next MWWC challenge planned for October should be an easier softer event.	NR/EE
4.6	Vehicle Classification. There was a discussion on vehicle classification, particularly related to modification of vehicles. In this particular instances what constitutes an ALRC legal bumper. Tubular bumpers are legal, but must be of a similar size to the original, tapered bumper ends are not legal. EE urged SK to go back to the ALRC saying that this interpretation of the regulation could possible outlaw a very large number of club members. There was also an issue related to line lockers, still to be resolved by the ALRC. SK noted that the winter rating of fire extinguishers should be checked, and suggested those at -10 t0 + 60C were acceptable. SK noted that seat box ends on special vehicles should be enclosed. SK noted that ALRC Rule Change proposals were required by the 15 <sup>th</sup> July 06. EE to write to the magazine asking members for proposals and comments on the ALRC regulations.	SK  EE
4.6	Neil to issue updated calendar to Web Ed, Mag Ed and Denis following this meeting	NR

5	Membership Sec Report.	
5.1	229 paid up members to date.	
5.2	It was suggested that new members names should be published in the P&B to welcome them to the club. As well as renewing members. (Ongoing action)	JH
5.3	JH reported that her company were happy for her to continue to print club paperwork at no cost. The committee asked JH to thank her boss.	Note
5.3	New member Simon Rafferty & team want there money & membership back for the MWWC.	Note
6	Social Sec Report.	
6.1	A quiz will be organized for the Easter Rally	MK
6.2	Denis and Maureen have suggested a pig roast or similar for the summer rally. Prices expected to be approximately £300. This was thought to be too expensive and a BBQ is to be organized instead.	MK
7	Rights of Way Sec Report.	
7.1	National Green Laning day booked as 5 <sup>th</sup> March. This will be at Chalton. To appear on the website.	RS
7.2	There had been a problem with the Welsh holiday booking, change in ownership  All monies to be received by end of Feb 06.  This has been satisfactorily resolved. An RTV to be booked for this weeks trip as well.	RS and DK
7.3	RS noted that one member had refused to pay the nominal £2- charge for laning. EE to write in the Chairmans notes for the magazine	EE
7.3	EE suggested that RS make contact with Southdowns Council as they were keen to forge a relationship with HBRO	RS
8	Special Events Report.	
8.1	Neil was thinking about future driving days for the coming year and also trying out a type of Belgium National event for club members in the form of a road book.  This may take place at the Navigational Nightmare weekend.	NR/NT
8.2	NT tabled a pamphlet for the driving day on the 2nd April, discussed and agreed.  To be included in the magazine.	Note
9	Permits Sec report.	
9.1	Permits received for: Pangbourne Nellies & Slab Driving Day	NR/DK
9.2	Denis noted that the Steep Marsh event had not been paid for, urgent payment required. NT will take the money across to Mike Ellis at Steep, plus a bottle.	Done
9.3	Denis to progress permits for:  Trotsford Tyro 18 <sup>th</sup> 19 <sup>th</sup> March (post minute note agreed to progress)  Easter Rally Minstead Camping only weekend at Woodlands Farm 27 <sup>th</sup> 28 <sup>th</sup> May.	
10	ARC sec report.	
10.1	Brief report was issued, see Comp Sec section of these minutes. SK to feed back to ALRC.	SK
11	Other Business.	
11.2	EE raised the issue of HBRO becoming a ltd company.  EE to investigate further. EE will speak to Simone Birch of the ALRC  The meeting closed at 10pm	EE
	Next 2 months meetings as follows. 2 <sup>nd</sup> March. 7:30 pm Queens, Alton	

## Competition Secretary – Read all about it

### Change of Venue for TYRO 19<sup>th</sup> March 2006

**This event will now be taking place at Ingrams Green near Midhurst.**  
**We need some assistance with clearing and setting up on Saturday 18<sup>th</sup> please.**

Well we have had a really good start to the year with some very well supported events the results of which are below. In early January was Brick Kiln which was the first time for a while the club had run a combined RTV and CCV, a big thank you to Sam Parker for volunteering to be COC and to Mark Ambler for his input on the Sunday before things got under way and to Chris and Jan, Ed, Dennis and for the last hour or so Bob Davis for assisting with the setting out.

Which brings me on to a bit of whinge. Please we all do this for some relaxation, I was rather disappointed that there were only four of us settling out, this was only supplemented by a further two who were on route elsewhere. To qualify for either of the series trophies you must have assisted at least one event during each season. Whilst we have a number of regulars who turn out there are a number of you who arrive on a Sunday morning and are seldom seen either setting out or marshalling, you know who you are, and so do we, so please let us see a few more for setting out. At Brick Kiln we were setting out the last couple of sections on the dark.

Well the Chairman was partially right, I did have to throw the towel in assisting with the MWWCE and I would like to thank Bob Davis for stepping in and helping Nige and Ed and taking over my role on the day as Steward, unfortunately the call to Dubai was a number of business meetings over a four day visit, so while you guys were wallowing in the mud I was hard at work.

From the feedback not only was it a very successful event but also the SUN shone dispute the presence of Mr Ed. I know it has been said already, but never mind I am going to say it again, we cannot run these sort events without a large number of marshals and we had a really good turnout, thank you to you all, some of the sections you get allocated are perhaps not the most interesting but you make the event a real success. Looking at the results, well congratulations to Mark Ambler, Matt Hewitt, Kiran Raval and Sam Parker winners of the ARC class, first time entry and he won even after his 'farm sale' winch died within the first few sections and congratulations for a fantastic effort to the second placed team lead by Mathew Eaves and Matt Higham, third was Roy Friend and Richard Salter.

We also had some very strong entries in the Non ARC class and again congratulations to the winners, Paul Wightman and Nick Watts and the second placed team of Adrian Turner and Richard Nicolson and not forgetting third place of Roger Pardy and Paul Rogers.

I will leave the rest to the report on the event which appears elsewhere in this publication. During a recent event it became evident that we are letting the way we conduct our selves at competitions slip, the comments that follow are aimed at everyone that attends any form of HBRO event, either as a competitor, marshal or spectator:



- Firstly safety, please insure that if you are attending an event in any of the above capacities that you aware of anyone around you, especially children or perhaps those who may not have attended an event before.
- Please ensure that if competing you are ready on the start line and not hold proceedings up.
- If you make a hash of a section DO NOT drive off in a rage, swear or take it out on your vehicle or anyone else in any way, remember you were in charge.
- Please if any other vehicle is in your way ask them to move it, a number of our sites are tight, please do not risk damaging another competitors vehicle
- Marshals, please keep spectators at a safe distance from vehicles on a section, remember two tonnes of Range Rover can travel a long way on slippery going, be over cautious.
- Spectators and Competitors please listen to the marshals; he could have seen something you missed.

All of the above were spotted at a recent event and within the first couple of sections, we have a good track record for safety and we all take part and assist in organising these events as a distraction from work and for fun so please remember these points.

Following on from the chairman's proposal to call a meeting at the last May bank holiday rally, I would support this and Volunteer to chair the discussion to enable us to put forward a unified response, as one who has a HD winch bumper, with tapered ends and ARBs I have some views so any of you who would like to lend weight to the cause please come and voice your concerns either for or against.

Lastly most of you will have heard that the trailer suffered a catastrophic axle failure on the way into Brick Kiln on the Sunday morning whilst behind my 90, I have to say I was very glad that it waited until I was off the road.

I would like to thank Gary White for recovering it on the Monday and to Chris Homewood for removing the old axel, we have now ordered a new one, which should be fitted in the next month. Meanwhile we will have to rely on some assistance from you.

My thanks go to those of you who have assisted with taking canes and other equipment to events....and now some results.....

Hook End CCV 19.02.06	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Mark Furnell		2	4	3	2	0	7	4			22	1st in CCV
Mark Amber		0	8	1	1	4	7	4			25	2nd in CCV
Matt Hewitt		3	5	3	5	7	8	8			39	

Brick Kiln RTV 22.01.06	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Hugh Duffett	4	8	1	0	0	0	0	2	3		14	1st in Class 4
Andy Bridger	4	2	0	4	0	1	0	7	8		22	2nd in Class 4
Mike Fitzgerald	11	0	3	6	0	8	0	3	5		25	1st in Class 11
Gary White	11	8	2	0	0	9	4	1	2		26	2nd in Class 11
Steve Fallick	4	8	10	5	0	8	1	0	2		34	
Russell Vare	10	0	1	8	8	1	8	0	10		36	
Neil Read	4	10	10	4	0	8	1	4	2		39	
Chris Homewood	11	10	8	4	0	11	4	2	7		46	
Retired												
Dave Walker	4	2	12	5	6	11	-	-	-		R	
Barry Webb	4	12	-	-	-	-	-	-	-		R	

Awards: Classes 4 and 11

CoC - Sam Parker, Som - Dennis Keen, Scrutineer - Ed Ellis, Chief Marshal - Elton Jonsson

Marshals: Bob Davis, Ed Ellis, Dennis Keen, Andy Bunyan and Roy Freind.

Setting Out: Sam Parker, Neil Read, Chris Homewood, Jan Hallum, Ed Ellis and Dennis Keen.

Brick Kiln CCV 22.01.06	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Mark Ambler		4	1	3	2	5	1	1	1		19	1st in CCV
Mark Furnell		8	3	4	3	3	1	1	2		25	2nd in CCV
Matt Hewitt		8	1	4	3	7	4	1	4		32	

Hook End RTV 19.02.06	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Gary White	11	3	4	8	5	5	7	0			32	1st in Class 11
Paul Homewood	11	1	4	9	7	0	5	8			34	2nd in Class 11
John Jennings	10	0	4	9	5	5	7	8			38	1st in Class 4 & 10
Hugh Duffett	4	2	4	10	7	0	7	8			38	2nd in Class 4 & 10
Kiran Raval	11	3	5	8	5	0	10	8			39	
Andy Bridger	10	2	4	9	6	3	7	9			40	
Mike Fitzgerald	11	3	4	10	7	5	8	8			45	
David Osmond	11	10	5	8	2	5	8	8			46	
Chris Homewood	11	3	10	9	1	5	8	12			48	
Russell Vare	10	3	4	8	7	10	9	8			49	
Richard Bunce	11	11	9	9	7	5	10	12			63	

Awards: Classes 11 and amalgamated class 4 & 10

CoC - Mark Ambler, Som - Sam Parker, Scrutineer - Chris Homewood, Chief Marshal - Ian Parker

Marshals: Ian Parker, Sarah Bridger.

Setting Out: Mark Ambler, Mark Furnell, Matt Hewitt, Sam Parker, Ian Parker and Roger Hardwick.



## Marshal's Section

(The Non Stick Nick Section)

From the keyboard of the HBRO  
Club Training Officer.....

It's a new year so let's have a new start! Just to keep you all up to speed and for any new members etc, I am the bloke who has organised the various winching & recovery courses over the past couple of years of so. In 2006 I will be running more of both courses.

The Recovery Course covers aspects of general recovery, techniques & equipment etc, the use of high lift & other jacks etc, & a few other neat tricks that you will have to be there to appreciate. The Winch course is about, well, winching really, but it is a much more complicated subject that first appears, particularly when one wants to do it safely, which is of course a HBRO priority.

What I would like from the membership is an indication of numbers interested in going on the course. Even if you have asked me before this article, can I ask ALL of those interested in either course to contact me, *even if you have asked me before*, preferably by email: [nick@jencav.co.uk](mailto:nick@jencav.co.uk), or other wise by phone on 0788 4066643.

The courses are staged at the site of Off Road Motivation ( BORDA registered), near Andover in Hampshire. They start at 10.00am prompt with a short classroom session then it's out into the woods nearby to put theory into practice. There is a short lunch break and we finish at about 4.00 p.m. light allowing. Free tea & coffee are provided by you should bring you own lunch. You do not need to have a winch equipped vehicle to do the winch course. I will ensure that there are sufficient winches to go around. The fee for the course is £40 including vat, based on 10 people attending. Due to some no shows last year, this year I will be asking for payment with the booking. I will be publishing a list of dates once I have had an indication of the number interested.

Also during this year, I hope to be running some Basic First Aid Courses. Any one interested? I was in discussion with Ian Smart (ParaMedic) & HBRO Member) some time ago and we were talking about the issue of "first aid" at events & in general. If all goes according to plan I hope to launch a series of training sessions designed with a first aid base but customised to our particular needs in terms of risk assessment & incident handling for motor sport & trials / driving days etc. If you like it is a case of trying to provide a horse for our course.

What I would like from you lot out there in readership land, is an idea of who would be interested. I do not know what the cost is yet but it would be a ½ day course somewhere central for all. So that's it from the training man. Have fun, be safe.

'Non Stick Nick'

Nick Jennings

## What's new out there ?

### New "Stuff" & Reviews

**LANDROX**

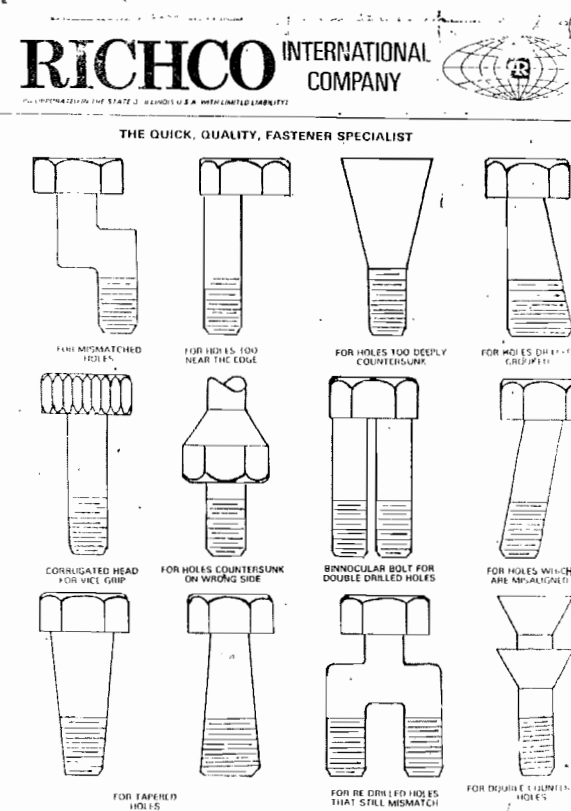
Landrox4x4.com ? - a bit of background.

The name gives an indication, it is a combination of 'Land' from 'Land Rover' & 'Ox' from 'Oxfordshire' where we are based. We sell Land Rover spares & accessories, and are agents for Bearmach, and the very very nice 'Black Rat' recovery equipment, and also TJM 4x4 accessories among others. Launched at the 2004 Abingdon 4x4 Festival we are now in to our 2nd year of trading and things are looking good. We have just added the multi adjustable alloy track & tie point system to our list of products, see our Main Advert which will feature in all 2006 HBRO Magazines

Regards

Nick Jennings

### Also....New Range of "Special Nuts and Bolts from 'RICHCO International'



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## Weekend at Brick Kiln Farm... Denis Keen & Sam Parker Report



What a good weekend, the weather was good for us, no rain. (I even went with the rain maker man himself, Ed Ellis) It all started on Saturday morning, Ed and myself were going to help Neil Read check over what gear we had in the lock-up container the club has at Nellie's, we called Neil to arrange a time to meet, when he told us that he was helping Sam Parker to set out at Brick Kiln as the only others there where Chris & Jan, so we said that we would come up and join them to help set out.

Off we went, in the Mr Ed's rangie, his latest RR with some funny electrical faults which he was telling me about on the way to Brick Kiln, at one point I thought that we might not make it, and that was only when we stopped to get some fuel, for some reason, Ed was having trouble filling up (I was thinking maybe we will be pushing the RR back home to Ed's house).

All was OK in the end, on the road again, nice drive up the road but not very warm in the RR (another fault the heater fan does not work.) I think Ed has got his work cut out with this RR, never mind!

When we arrived at Brick Kiln we set off to find the others and find out from them where we could start to set out some trial sections with some added CCV sections this part of it was new to me as I never set out for a CCV event before, it seems to me that CCV sections are the same as our normal RTV sections, well the way that Ed sets them that is. The setting out and driving them took all day in fact I did not think that we would finish them before it got dark, this is a big problem when only a few give up their time to set out. The club have a good few members that like to drive at these events, but it seems only a few are prepared to also give their time to setting out and being Marshall's on the day, I see what's going to happen one day, we'll all turn up to trial and the CoC who was on their own the day before setting out only had time to set out one maybe two courses, so what a great time every one would have just driving one or maybe two courses all day, so as you may guess the club needs you the members not only to drive, but also to help set out.

Remember if we have no one to set out, we will not have any sections to drive, and it's no good going to other clubs, because they have the same trouble as us, getting people to help set out.

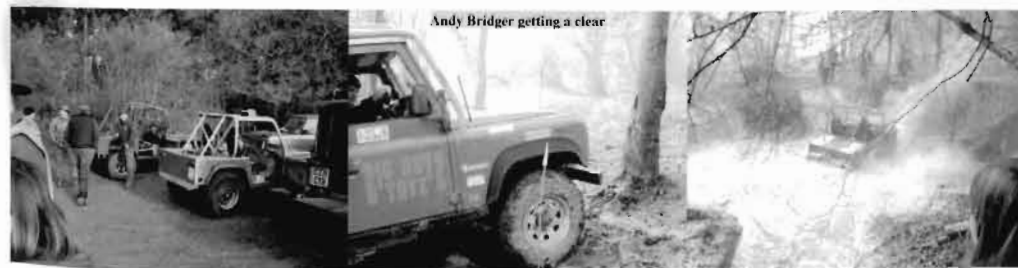


The day of the trial Ed and myself set off at some ungodly hour (7-45am) to get to site. When we arrived the first thing we saw was the club trailer looking in a very poor state, one of the wheels had come off, but on closer inspection it was noticed that the axle had broken, so we now had one trailer stuck at Brick Kiln, I do believe that it is going to be picked up by Gary White on the Monday thank you Gary for doing that for the club.

Ed was doing the scrutineering with Neil, Sam was checking the sections to make sure that they had not been played around with by any vandals or who ever,

Max Bob went to put the cane tops on the last section that we had set out the day before, and I was left to do the signing on bit and take the money (the bit I liked best, pity I had to hand it back in to the club, all that money). When we got under way with the trial the sections proved to be a good test for the driving skills of the competitors lots of mud and water, the CCV drivers seem to like the sections that had been put out for them, a good days driving had by all, the only problem I had was walking from section to section in all the mud, which the drivers loved, getting their cars all covered in mud, mud is OK to drive in but not for walking in.

The last section that was set out by Ed and myself, looked OK, Ed drove it after we had set out the canes, but for some reason on the Sunday every one who got that far could not get past the number 3 gate they all said it was too tight, so Ed had to drive it to prove that it could be driven and guess what, that's right he failed it as well, all the drivers had a good time on the day there was a couple of new cars, Jan had her nice RR which I believe is going to replace Chris's old one that is getting a bit tired, How could Jan let Chris drive it, I've seen all the dents in his old one, I did not notice if he managed to put any dents in it for Jan, but Mike Fitz I noticed managed to put one in his nice new (well, a little bit newer than his old one) red RR





Then it was all back to the start for the prizes for the first and seconds in the trial competition, I had to find a bush to stand behind, (when nature calls) so I missed who won other wise I would have said here who got what.

Then it was pack up time, put all the gear away for next time, then it's look around again and guess what, it the same few again left to put all the gear away, but this time we had to empty the trailer and take all the gear and put it in the container, to stop it getting nicked. A big thank you to Elton for putting all the gear in the back of his Landy and taking it back to the container with Ed and me. Other than that what a good day and thank you to Sam for being COC and for doing a great job over the weekend, good people to be with, good weather, lots of fresh air what more could a person ask for.

Regards Dennis Keen



This was only the second time I have CoC'ed for an event. The first was Surrey Saw Mills, pre dating my comp sec days, so that is going back a bit!! The experience was not entirely rewarding, and had put me off a bit, but when Neil asked me to do Brick Kiln, I thought I would give it another go. There was the added pressure, though, of trying to lay out some CCV gates to keep those competitors happy too.

I arrived on Saturday morning and waited for Neil to turn up with the trailer. Once he arrived, we loaded up and the two of us set off to the far end to start on the sections. We got well and truly stuck into the job in hand (I lost count of how many times by the end of the day, but it was good practice for recovery work!!) We were joined by Jan and Chris and later, after a 'desperate' call, by Dennis and Ed.



The going underfoot was hard work, and did little to help with setting out, however, we just about managed to lay out 8 sections before it got dark. We were also able to get a short and long wheel base round each one, except for the CCV bit, by the time we left!

With just the six of us setting out, on a site where we spent half our time falling over or getting stuck, I was pretty tired and not looking forward to the early start the next day.

But up at 6.30am and on site by 7.30am meant that I could check that the bikes had not demolished any of the canes. Thankfully all were intact, and it was just a case of walking each one with no restoration work required.

Matt and Mark A arrived early to have a quick rekky and adjustment of the CCV bits, and then Neil arrived with all lights flashing. (Sorry Neil, didn't mean to wave and leave you too it!!)

Think it was a bit early for me to realise you needed help!!) With trailer abandoned up by the entrance, competitors started to arrive for a day of glorious sunshine.



8 sections went without too many incidences, with a few caught out on the sticky bits (were there any parts without sticky bits?). And even the CCV ends seemed to challenge the chaps! From a CoC point of view, I feel the day went really well, and the positive feedback from people was much appreciated. So, if you have not done this job before, don't be put off! It is hard work, and it would be helpful if a few more would turn up for setting out,.... but it is good fun!

Sam Parker



# 'A HBRO Green Lane Trip –

Rambling in a Motor vehicle on the 18<sup>th</sup> December 2005



We met at the lay-by just to the north of West Meon hut at 9.30am. We were greeted with "How big are yours?" – the question came from Nick W, tape measure in hand. He was talking tyres obviously, he was trying to find some that filled the arches but still had clearance, he found some on one of the 90's.

Today six 90's, my SIII and a Range Rover were to have some fun going to find the lanes to the east of Winchester and south of Basingstoke.

As none of the 8 vehicles were on road tyres, or 'shiny motors' it was decided that we could find some mud and narrow lanes this time with worrying too much about the odd paintwork scratch.

At the entrance to the first lane we hit our first small problem – one of Nicks 90 rear brake shoes decided that they would prefer to be tightly attached to the drum instead of being free and hence was binding badly – this he solved by temporarily crimping one of the pipe so the brakes didn't come on so heavily.

We found lots of lanes and mud – still frosty in some areas where the sun had not got around to yet. Some ruts quite deep so we took care to not cause any more damage. Some ruts were full with water – some still frozen, the deep ruts and a high centre caused occasional skating on the steering skid plates.

Eight lanes were driven before lunch including going past the south side of Hinton Ampner House – a view few people ever see. We came across quite a few horse riders and dog walkers – all very friendly.

We aimed for the village of Cheriton for lunch, to a nice pub with a roaring fire called 'The Flowerpots' and came across lots of walkers. The food was good with huge portions and the pub also has a micro-brewery so the beer was good as well. It also has a covered outside area with patio heaters.

We lost 2 vehicles after lunch so we were down to six, we went to the west of Old Alresford – up the Ox Drove and back via Four Marks, we drove 12 lanes in the afternoon.

Alan got it wrong along one track!  
Not a member yet, but destined to be "  
he was driving Daves 90 and managed to get it  
parked sideways across one of the tracks  
after fighting the steering.

It was a good job that the track was wide  
enough to turn the vehicle, perhaps he has  
been watching Strictly Come Dancing. ??



It was so funny we all stopped and recorded  
the picture for Posterity, or future  
embarrassment – whichever is applicable?  
At the end of the day, Nick and I decided to  
go down 2 lanes on the way home even  
though it was dropping dark. These were at  
Coldmore Common and one going down close  
towards Steep.

Another very enjoyable day out, so why not join us next time? Happy rambling,

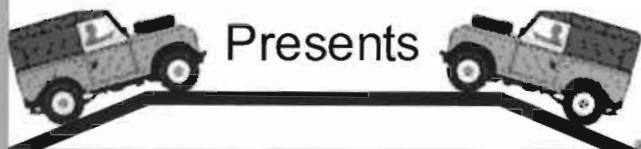
Julian Mallard

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All vehicles must comply with the Road Traffic Act, have an MOT, display current Road Tax be Roadworthy and have a serviceable towing or recovery point, front and rear.

For more information,  
check out our website

[www.hbro.co.uk](http://www.hbro.co.uk)

March 5<sup>th</sup> - National Green Lane Clearance - Charlton Hampshire  
Contact Richard Salter

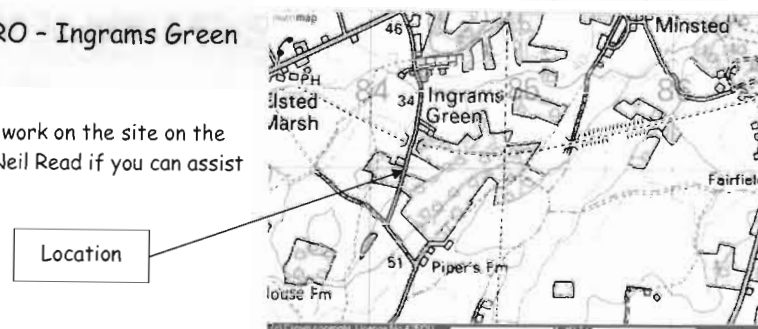
March 5<sup>th</sup> - RTV - 'Nellies Dell' RTV (WS)  
COC 'Max Bob' Davies Camping Available !



**March 11<sup>th</sup> / 12<sup>th</sup> - Green Laning Day - Area TBC See Website ([www.hbro.co.uk](http://www.hbro.co.uk))**  
Contact: Richard Salter for area and meeting point.

March 18<sup>th</sup> /19<sup>th</sup> TYRO - Ingrams Green  
COC Ian Smart

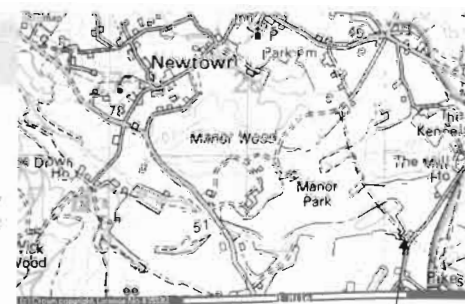
See Request for help with work on the site on the  
Saturday, Please contact Neil Read if you can assist  
On either day.



**April 2nd Public Driving Day - Slab Common** Neil Tomlinson & Neil Read  
See Separate advert in this magazine for full details. Note : Help required for setting out on the Saturday 1<sup>st</sup> April. Please contact Neil Read or Neil Tomlinson if you can help either day !

**April 15/16<sup>th</sup> Easter Rally at Minstead**  
Sat TYRO & Quiz Night, Sunday RTV **(WS)**

**Camping.** Grid: SU292094. Approx  
Do not approach the camp site from the same direction  
as the trial site, particularly if you are towing a caravan.  
There is some very restrictive traffic calming. Take the  
last junction from the M27 south bound and head  
towards Lindhurst on the A337. After approximately 2  
miles fork right to Bunkers Hill and Emery Down, follow  
this road for a further 1/2 mile. The camp site is on your right.  
The site is not sign posted, but there will be the usual HBRO arrow.



COC Neil Read

Camp Site



April 29<sup>th</sup> / 30<sup>th</sup> May Bank Holiday RTV - Nellies & Camping (see previous page) (SS)

## May

May 13<sup>th</sup> 14<sup>th</sup> Steep Marsh RTV COC TBA (SS)  
May 19 - 21<sup>st</sup> Magnum Spirit (BAFMA) GERMANY Contact: Neil Tomlinson  
May 27<sup>th</sup> 28<sup>th</sup> ARC Nationals Lincolnshire / Camping (see info in this edition of the club magazine)  
May 27<sup>th</sup> 28<sup>th</sup> ARC Nationals Alternative Social Weekend - Ingrams Green - Pre-Book with Neil Read.

## June

June 4<sup>th</sup> through to 11<sup>th</sup> Welsh Green Laning Week - Er..Wales! Contact: Richard Salter  
June 17<sup>th</sup> 18<sup>th</sup> Brick Kiln Farm RTV - (SS) COC TBA  
June 24<sup>th</sup> 25<sup>th</sup> Social Camping Weekend - Greenhills Contact: Maureen Keen

## July

July 8<sup>th</sup> 9<sup>th</sup> HBRO MDR RTV & CCV Slab Common - SS COC TBA  
July 15<sup>th</sup> 16<sup>th</sup> TYRO Ingrams Green Camping COC TBA  
July 21<sup>st</sup> - 23<sup>rd</sup> LRE Show - Billing / Camping  
July 29<sup>th</sup> 30<sup>th</sup> - Nicks Navigational Nightmare Location Bentley, (Camping) Contact: Neil Tomlinson  
July 29<sup>th</sup> 30<sup>th</sup> - Green Lanning - TBC Contact: Richard Salter

## August

August 5<sup>th</sup> 6<sup>th</sup> RTV TBC (SS)  
August 26<sup>th</sup> 27<sup>th</sup> Summer Rally RTV & Gymkhana & TYRO - Bowhill (SS) COC TBA

## September

September 2<sup>nd</sup> 3<sup>rd</sup> MDRD & RTV - Broxhead (SS) COC TBA  
September 16<sup>th</sup> 17<sup>th</sup> Belgium Nationals (Guess location)  
September 23<sup>rd</sup> 24<sup>th</sup> Green Lanning - Somerset Area (B&B Available) Contact: Ed Ellis  
September 22<sup>nd</sup> - 24<sup>th</sup> BAFMA Roadmaster Camping Available Contact: Neil Tomlinson

## October

October 30<sup>th</sup> 1<sup>st</sup> RTV COC TBA  
October 14<sup>th</sup> 15<sup>th</sup> Winch Challenge - Slindon COC Ed Ellis  
October 21<sup>st</sup> 22<sup>nd</sup> Old Sodbury Sort out (Newbury)  
October 20<sup>th</sup> - 22<sup>nd</sup> - Roadmaster BFMA - Salisbury Plain Contact: Neil Tomlinson  
October TBA - HBRO AGM - Location also TBA

## November

November 4<sup>th</sup> 5<sup>th</sup> RTV and Bonfire Night - Pangbourne (WS) Camping COC Mark Ambler  
November 18<sup>th</sup> / 19<sup>th</sup> Green Laning day TBA  
November 18<sup>th</sup> / 19<sup>th</sup> Rickshaw - Aldershot Camping Contact: Neil Tomlinson

## December

December 2<sup>nd</sup> 3<sup>rd</sup> DRD(P) Broxhead (WS) COC TBA

RTV - ARC Trial, MDR - Members Drive Around Day - (HBRO Members Only)

DRD(P) Public Drive Around Day, TYRO - Beginners/ shinnies RTV

WS Means event is part of the "Winter Series" SS means 'Summer Series'

The "2 Dates" means Setting out 1<sup>st</sup> Date, event on the 2nd Date - Contact the COC for info

Club Pub Meets are held on the last Wednesday of each month at  
"The Hogs Lodge", Gravel Hill, Clanfield Petersfield. Hants. PO8 0QD.  
Off the A3 - Grid Ref SU714174 from Approx 7.30PM Tel 02392 591083 for more information

### PLEASE NOTE :

'Signing On' is from 8.30AM, 'Scrutineering' from 8.30am - 9.30am  
'Driver & Marshals' briefings 9.45am. 'Events' Start 10.00am

## Event Report - Belgium Nationals

The time of year when 400 odd land rovers descend on the Belgium for a weekend of mud and all things land Rover. Having failed to actually take my land rover last year a mad flurry of activity in the 4 weeks leading up to the nationals saw the Landy good to go.

Thursday 6.43 pm last piece of land rover arrives. 6:48 pm drive to Guildford to meet others ( those that didn't sneak off on an earlier ferry ). So we are off first port of call being Guildford services to meet with others. Everybody else is already there and good to go, and we set off for Dover. The next 6 hours involves driving, waiting in ferry queue, eating expensive ferry fish and chips, rain and driving. But at last we are there and we throw the tents up and fall asleep. Friday morning greets us with some sunshine and it is a chance to take it easy for a bit. We stock up at the supermarket, sign in for the event and start artistically applying the mandatory event stickers to the Land Rovers.

It is also a time for last minutes tweaks and adjustments before scrutineering and the night run. Our group is split between the x-treme and xx-treme event categories and at our allocated times we line up for our road books and are off. We form a group of five - Jon & Kieran Ibex, Nick & Pete 90. Bill & Be 110., Myself & Alex 90, Neil & Ed 90) - and start following the path.

Having only so many lanes around Belgium veterans of the event quickly recognise some of the routes and as we drive down one lane memories of the 50m smelly water section from last year return and we confidently take it in turns to navigate the hazard. Except this year much to our surprise it is about 3 times longer never the less everybody makes it through easily. ( Although Alex ( co-driver ) shot me the most evil look when the Landy jumped out of low range in the middle of the section. As the engine revved with no forward motion, she politely informed me that I had better be kidding that we had become stuck with nothing but a lake of black smelly water in all directions. I re-engaged low ratio, still had traction and with some relief informed her I was indeed joking and we happily carried on ). The group carried on doing more lanes and making fine work of the road book. Then I was worried. My land rover was too quiet. I searched my mind for the missing roar and then realised the electric fan could no longer be heard.

Group pulls over and some keen investigation reveals the fan has indeed lost power. We track down a live cable and plug the fan in. Fan comes on, no smoke or fire, 'jobs a gooden' and we are off again. Now at this point we are approaching the trickiest green lane section. It is a high sided lane that you drop into with challenging ruts and mud towards the bottom. Now with hindsight we probably didn't set off from this point in the optimal order of vehicles for the terrain that lay ahead. Again as with the water section the it was longer than last year and Nick and Bill couldn't quite get enough grip so having them together in the middle was not ideal. So ensued a 2 hour plus 'winchathon'. But knuckling down to it all vehicles got through the section and then we carried on. More lanes and finally the last bit, an off road section by the railway. Very nice little section but for me the last 2 weeks of late nights had caught up and I was shattered and with the dark making things look even more daunting. Kieran kindly took the reins and blatted the 90 through the section. Then it was back to main site to miss out on the onion soup again and have a welcome sleep.

Saturday was up for the day section road book. Several off road sites including the quarry. The first section was the only hill in Belgium and the wet grass making for some very slippery conditions. The course was very 90 biased with some corners and drops being too tight for anything longer. Even fully tricked up trucks with Simex where having trouble finding some traction. It was a good course but after 2/3s we decided it was going to be easier to move on and leave the very stuck people to it.

At this point the Ibex was leaking clutch fluid at an alarming rate and I was still worried about the teeny tiny piece of wire powering my fan so we went for a pit stop back at main site. Leaving the others to try the other sites which was the quarry and the sludge pit. I never went to the sludge pit one but apparently it involved a lot of black dirty water at levels high enough to get into the cab. The others wisely passed. The quarry was good. Driving down into the bowels of the earth to a section created by moving large rocks about and filling in some with gravel. The others went round and came back by which time repairs had been made and both mine and the Ibex were good to go. So we went back down to the quarry section. The Ibex made short work of it and then Kieran co-drove for me, while Pete did some top notch spotting work.

Although not huge rocks there where enough to indulge in a small scale bit of rock crawling on the way round the course and I can see why the Americans like it so much. Dry rock provides plenty of grip but the jagged nature of some of the rocks means vehicle path is key and you have to think about both when the front and back wheels will hit the obstacles. Makes for an interesting change. The organisers have relatively standard series vehicles and went round the course with a lot less fuss than a lot of the moded vehicles managed. A good testament to the ability of the standard vehicle. Then it was back to main site for grub and down for the show, back in the quarry. The quarry is accessed by a wide circling road on the outside so the site of 300 land rovers driving down at night was a sight indeed. Landrover headlights everywhere as be display lights danced across the quarry walls. With everybody parked up the show began.

The show was mad up of a band of mime dressed drummers, drumming and shouting about the place. It sounds odd and it was odd. Then we had the film clips of people getting stuck and then more mime dressed drummers this time lift 200ft in the air on a crane like a giant mobile. Sounds odd. Was odd. Then the giant land rover convey returned to main site. Sunday was the trail section and after some confusion about where it was we lined up for the trial. The most difficult section was a tight corner into a steep climb bordered top and bottom by JCBs to help the stuck and make last minute "changes" to the course. The step hill section for example. Someone makes it up okay, they dig a bit more out. Another person makes it up okay, they dig a bit more out. Someone gets horribly stuck and gets JCB recovery they dig a bit more out.

But it kept the course challenging and amused the assembled crowd. I managed to scramble up the hill at the second time of asking and in the deep gully section also got through. The relatively dry conditions meant grip was there allowing a more measured approach to be taken on the sections. I didn't see everybody but the Ibex lapped it up ( and broke a diff ) as did Neil in his 90. A nice course that made a nice end to the weekends offroading. And a lunchtime ( after buying the T-shirt, well you have to don't you ? ) we waved a sorry goodbye and pointed the landrovers towards the coast to catch the ferry home.

The group broke on approach to the ferry port with some on a different Ferry and others loading up on the local grape juice. Neil T and his 90 and myself were together for the queue for the Ferry. Neil discovered his alternator had fallen off ( as you do ) and promptly used the wait for the ferry to bolt it back on. My intermittent starting problem decided to expand to cut out while going along once we were back in the UK and was traced to a very suspect connection from the dizzy to the amp. 1 crimp ably installed by TWO AA patrols and the problem was sorted ( which was a bit of a shame as I was quite holding out for a tow home and a sleep in the back of their lorry :- ) ) and at 1am 2 tired but happy people returned to Portsmouth after an excellent weekend of good company, mud and land rovers.

Darren Holmes

## ARLC NEWS – Steve Kirby ARLC Liaison



A Full version of 'ALRC NEWS' is on the ARLC website [www.alrc.co.uk](http://www.alrc.co.uk)

### 2006 ARLC Nationals

See website on [www.arlc2006.co.uk](http://www.arlc2006.co.uk) for full details

The 2006 rally will be the first National to be held under the new name of the [Association of Land Rover Clubs](http://www.alrc.co.uk)!

The event is also slightly unusual in that it is being co-hosted by two clubs, the **Stafford & Shropshire** and **Lincolnshire Land Rover Clubs**. So we intend to make it an event to remember. The setting for the event is the old RAF base at Manby in Lincolnshire. The site offers some superb trialing, as well as an excellent comp. safari course - with the added bonus of a vast, flat camping area ! For those of you intending to make a week - or even a fortnight - of it, the site is situated not far from the seaside, and just a stone's throw away from the beautiful Lincolnshire Wolds. The Enrolment Forms are available through a Link to the website (at the top of this page), or by contacting

Yvonne Bayliss, 1 Neath Close, Western Park, Longton, Stoke On Trent, ST3 1TQ Tel No : 01782 330923

Entries must be in before 15<sup>th</sup> April 2006, and you can now book your place in the competitive events of your choice and reserve your camping space. In the usual way, additional pages will be added to the website in the months to come to provide you with as much information and assistance as possible. If you have any specific questions, please refer to the Contacts page.

We wish you an enjoyable, successful and safe National 2006!

### Mike Wolfe Winch Challenge Event - 'The Answers' - How many did you get ?

1. **BANNED** .....Best answer was "Likely -had a word with them when I read that !
2. **01420 475303** (on the punch cards !)
3. **6 - 5** allowed that too.
4. **www.LANDROX4X4.com** (on punch card)
5. **MOUSE**
6. **HAWSE and ROLLER**..... (had Steel & Ali !)
7. **VOID**
8. **TRUE**
9. **SPEN KING**
10. **SLINDON**
11. **GKN**
12. **MAXI-DRIVE**
13. **QUAIFE**
14. **ASHCROFT**
15. **KAM** also allowed MacNamara
16. **18436572** saw a load of bonnets go up !
17. **1342**.....would the owner of the 200tdi which runs 1 2 3 4 please make themselves known at an event, .....so we can hear it please ☺
18. **extremely pongey** '..... funny but wrong.....**EXTREME PRESSURE**



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