



Slab-Common Driving Day 02/04/06



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The Newsletter of the Hants & Berks' Rover Owners



Issue No 3 - May & June 2006



ASSOCIATION OF
LAND ROVER OWNERS

The competition for "Getting your pic on the Front Page" seems to have been taken very very seriously by some members !.

Gary White (COC) and Daughter move gracefully to the top of the list for efforteven though they are very stuck ! ...COC too tut tut tut....



Fancy your 4x4 on the next HBRO Magazine Front Page ?...E-mail the Editor !

The McMillan Challenge - Report from Neil Tomlinson



From a recent HBRO Event.

Can you see what's wrong in the photo?

(The Answer (if you don't) is printed later in this Magazine)

Its Him - The 'Newsletter' Editor

Yes its me.....

A real change again for the magazine and the club for this the 3rd issue I have produced for the members - this issue sees some advertisers joining us, me having persuaded them to part with hard earned money. These advertisers and I have all things in common though - Quality of service and reputation.

Now joining KCC, (who have advertised since I took over at the beginning of the year), we welcome Dave Ashcroft, from 'Ashcroft Transmissions', Phil Gordon from 'PG winches', Simon Rafferty from 'X-Engineering', and Paul & Lucy Bass from 'Challenger 4x4'.

Ashcrofts - well I have used Dave and Ian over the last 15+ years, the quality of their bits, and service is for me outstanding, I have had some of their HD Half-shafts (they are good - well worth the money) a Gearbox, and recently some of Daves special 4.1:1 Diff Crown wheel & Pinions and Pegged diff casings,

Ashcrofts are NOT Cheap,.... Cheap normally means Rubbish, in my opinion, but their prices are more than reasonable, and if you need a replacement gearbox, transfer box, diffs, or many of the other services they offer you will struggle to find better, and most probably will just buy inferior if not from them. Neil R will also testify to their after sales service, and this brings me to a key point here.

These advertisers come with a reputation of service and quality, our advertising rates are cheap (sorry reasonable), and we or should that be I?, will ensure only top quality firms are promoted within the club. Please support these firms who not only support us with their adverts, but who go against the norm of poor service, poor back up and dreadful business ethics - ie USE THEM !...they deserve to succeed.


Challenger 4x4 run by Paul and Lucy is up off the A331 junction near the roundabout with the Renault Dealer on it (I failed 'O' level geography in 1978, and have gotten worse over the years OK?). When I "Popped In" for a "how about an advert Paul", (which he did), he also managed to extract £27 off me for a new rather whizzy winch blanket - best I have ever seen - it actually weights something and I just had to have one. I grabbed my 'advert cheque', winch blanket and wallet and escaped their Aladdin cave of goodies before I made myself skintierthey have some very very very nice kit - pop in for a look.

Talking of Kit, there's Phil from PG winches. Phil is one of the guys I have used from when he 1st started up, if I need something for a winch, he's who I trust. From Plasma to new or second-hand winches Phils level of knowledge (30 years at Superwinch - got fed up with THEIR poor service so started his own company!) is just amazing. Once you have dealt with Phil you'll go back over and over again.

And lastly Simon from X-Eng. Simon is that very rare breed of chap who is a avid enthusiast 4x4 LR Nut, who MAKES things for himself and did a great job. I say DID as he then turned his hobby into a business producing stuff that is just superb - hands up whos LR handbrake normally only REALLY works well for MOT time ?...mud gloop water and paste tends to have its effect, so Simon made and now markets a Disc Handbrake conversion,

I have heard only superb reports from the many I know who have bought them. They fit, the instructions make sense, and it works 101% of the time, he does other "must have" stuff too. He is still a nut - but a nice one too !

When your next on the 'World Wide Wait', have a look at Simon, Dave, Phil and Pauls websites - they are in their adverts, and save to your 'Favourites'....

When you buy off them, if you remember - just mention that you saw the advert in the HBRO mag, and guys, send the free handbrake, gearbox, plasma rope and winch bumper to me at the address under me pic in "Your Officials" 



See you all at the Next Drive Day at Slab, if you didn't come then you missed a great day. These events suit so many drivers, from the new '1st timer off roader', or 'a shiney', to those who want the freedom to try their hand. Speak to Neil Tomlinson, and see the various pics from the day...here's one of mine - trying out my suspension Mods - seems to work !

Your Officers & Committee Members – 2006

Below are the various retrobates still 'loving referred to' as the HBROs "Officers & Committee"
Here iswho 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 (Do I look bothered ?) do not therefore accept any responsibility for any effect thereon, ie "make a sentence out of the following well chosen words".... No Ner & Goodbye.

Feedback From Members - "Pants & Barks"

From your 'Ex-Editor !'

Hi Nigel,

I thought would come 'out of retirement' and write an article - as you pointed out to me its only the members writing in that make the Club Mag what it is - and what a mag it is too.

It really is very good and shows just what can be achieved. The use of colour improves it enormously. Sycophantic? No, just annoyed with myself that I didn't have the nerve for such a radical change. Love it, and I am enjoying the peace !. Thought you might like some info on me and my 4x4 involvement over the years.....

I have a very fulfilling job at Heathrow, seeing the aeroplane fly in, we would then take it apart (quite comprehensively sometimes) repair, modify, test, as required and then put it back together. Sometimes this took a month. Then I would see it fly away, full of happy, safe, passengers. Although I am now in the "backroom" dealing with airworthiness systems and documentation, I'm still part of that process and I can still see the aeroplanes fly in and out, taking things apart for a living helped with my obsession in all things LR !

Some long long long time ago I think in April 1986 I joined HBRO. I started doing P&B on a BBC Micro in March 1988. I would print the artwork on a dot-matrix printer (anyone remember those?) and then take it to the office supplies place a friend of mine owned and print it myself on his printer. I'd then take stock cardboard and cut it to size on his guillotine and print the card covers. I'd then take the whole lot home and staple it together at home in a jig I'd made to hold it all together. Then I would package it and post out to members. More an industry than an editor! There were 175 copies then. Subsequently we had the whole lot printed commercially. Latterly, I would e-mail the file to the printer and the first time I would see it on paper was when my copy came through the letterbox. Technology moves on. I expect it will continue to move on now that Nigel has wrenched it from my grip !.

(Editors note : yes, thanks for that - don't get ideas 'committee' re me doing any of the above)

I was secretary of the meeting and did the permit for HBRO's first competition and I have the RACMSA (as it was then) documents for that somewhere ! Ah, here they are, sad person that I am.. 7th December 1986, Ham Lane Training and Leisure Centre, Langrish, Near Petersfield, Hants, it says. It rained and was very muddy if I remember. I wonder if that site is still there. *(was Ed there then ?)*

I first shared a Series 2a truck cab with Colin Gross, but a syndicate vehicle never really works and I sold my share to Colin in favour of a Range Rover. The vehicle was known as "Steve's V8 armchair" and I became the first to drive a Range Rover in an HBRO RTV. They soon became widespread.

After many years I got old and silly and asked Malcolm Whitbread to build me a Forward Control 101 with power steering, disc brakes and coil suspension. Basically a forward control Range Rover. I described it to my work mates as my new 16 valve, soft top, 2 seater. Certainly my favourite.

The conversion was far from simple. Sadly, I can't remember who drew this for me - but I absolutely love it.



The whole running gear springs axles steering gear etc. were removed from the 101 and discarded, a full set of Range Rover axles and suspension were fitted using Land Rover Llama suspension mountings.

The steering used a left hand drive power steering box round the other way on the right hand side of the vehicle. The key to the whole project was the 90 degree bevel gearbox at the bottom of a Range Rover steering column to take the steering shaft back into the front of the steering box.

Fortunately, the bevel gearbox from the experimental Land Rover Llama was still available from the manufacturers! The power brake servo from a 110 supplied the brakes (now discs of course) through a completely new set of plumbing. There was also a huge amount of small work to fit all that lot in. That all sounds easy, doesn't it? ...well it was not!

Surrey Sawmills October 2001



"A tight fit in a 101" at the 2002 ARC National Rally

Oh well, that's me done. Keep sending Nige articles, - your HBRO Mag needs your input!

Steve Kirby ARLC Liaison



Automotive News. *(Seriously - this is a joke for any overly 'PC' people).*

Rumours have been flying around the industry regarding BMW 'spying' on Rolls Royce to learn how the quality of the door shutting sound and impeccable road noise is reduced so much. Sadly one idea went horribly wrong - they found that if you put a cat in a Rolls Royce over the weekend the cat would suffocate due to the door seals etc being of the finest quality.

BMW then placed their top model executive BMW in a old hanger so no-one would see what they were up to and put a cat in it for the weekend. On arrival on Monday morning they retrieved a dippy gasping, but rather angry cat from the BMW. Technicians where all over the car looking for leaks.

The CEO of Lend Rover herd about this and ever confident of the new Range Rover he instructed his engineers to carry out a similar tests. They found a quiet space in the factory so no-one could see what they were doing and on a Friday night last week thing they put a cat in the new Range Rover and locked up and went home for the weekend.

On their return the CEO was waiting at the gate ready to see first hand the results of the test. As they unlocked the doors the CEO rushed in to see the results on the Range Rover - and promptly tripped over the cat, who had escaped through a panel gap.

Changes to HBRO !

Becoming a "Private Company Limited by Guarantee".

In the last issue of the news letter I noted that I would be introducing the subject of HBRO becoming an Ltd Co.

This matter has now been discussed at Committee and I have been asked to take a number of actions forward. These are, investigate the process and costs of becoming an Ltd Co., Investigate the associated costs with setting up and running a Ltd. Co. and call a Special General Meeting (SGM) to change the club constitution and form 'HBRO' as a Ltd. Co.

It is also proposed that the Club changes its name and logo to reflect that of the ALRC (Ltd) in that the club becomes Hants and Berks Land Rover Owners (Ltd).

I have had some dialogue with the ALRC, Companies House and Business Link, a government sponsored organization that provides advice on such matters. The advice received would be that we would become a Private Company, Limited by Guarantee.

I discuss below the issues in us changing from a club to a limited company, changing our name and logo.

Discussion:

Currently the club is what it is, a club, not limited in any way to liability. We carry insurances for our events; these are our own insurances and those provided by the MSA for events run under an MSA permit. These insurances protect us for third party liabilities and claims. However, should a situation arise whereby the insurance providers find that we have been negligent in some way then they may not pay for a third party claims against us. This then puts each and every ordinary member in a position where they could be sued.

In simple terms, our homes and lively-hoods could be put on the line should such a situation arise.

The way to protect ourselves is to form a private company limited by guarantee. To do this we will need to register ourselves with Companies House, form a Board of Directors, produce auditable accounts and carry directors insurance.

The approximate costs associated with this are; forming a company £30.00; producing auditable accounts £350.00 and carrying directors insurance £300 to £650.00. The later two would be an ongoing annual charge.

The board of directors would be required to consist of at least one director and a company secretary. I would suggest that the board of directors for HBRO would consist of the primary committee positions; Chairman, Secretary, Treasurer, Membership Secretary and Competition Secretary. The Company Secretary is a different position to that of club Secretary in that they formally receive correspondence from Companies House, notify of changes to the company directorship and other company administration activities. However this could be one and the same person.

Each director would carry a limit of liability, which is usually set at £1.00; this means that should we be sued that £1.00 is the limit of liability for each of the directors. The directors insurance further protects them should somebody consider them to be negligent in any way.

All other members of the club would become shareholders and would not be deemed liable in anyway for the activities of the club.

We have to prepare a Memorandum of Agreement and Articles of Association. The terms in these would resemble many of those that are reflected in our current constitution. That is to say they would reflect how we elect directors, how we go about business etc. I have received copies of those used by the ALRC and propose to use these as a model for HBRO.

Change in club name and Logo: In line with the change to become a Ltd. Co. It has been suggested that we update our club name to reflect the club activities. That is to say we are a Land Rover Club; therefore the proposal is to change name to 'Hants and Berks Land Rover Owners', this being more specific than 'Rover' owners.

Further it has been suggested that we drop the abbreviated Rover Viking logo and take on board the approved Land Rover logo as adopted by the ALRC. Another proposal is to keep the shield and integrate the Land rover logo.

The ALRC have already taken the step to update there logo and agreed with Land Rover the copy of the logo they can use. You will see a facsimile of this on the front cover of the magazine. We have permission to continue to use this as our logo.

There will be other knock on effects which we will need to absorb. These do not have a significant impact but should be noted:

- Change in banking details
- Change in letter heading
- Change in membership cards, other forms etc
- Change in website details
- Change in clothing
- Change in club details to be notified to all interested parties

As I note the committee have asked me to move this forward as quickly as possible, to do this we need to call a SGM.

Therefore on behalf of the Committee of HBRO I give formal notice in accordance with Clause 19 of the Hants and Berks Rover Owners - Constitution that a Special General Meeting is to be held on the 26th August 2006, 5:30pm at the summer rally, Bowhill Farm.

I would suggest that items 1, 2 and 3 are considered separately to 4, 5 and 6. I reiterate that the formation of a limited company is to protect each and every one of us.

The agenda for the Special General Meeting will be:

1. The proposal to change the current club constitution and form a Private Company Ltd by Guarantee
2. Election of members of the Board of Directors
3. Agreement to carry directors insurance
4. Change in club name from Hants and Berks Rover Owners to Hants and Berks Land Rover Owners. (Ltd)
5. Change in Club logo to reflect that adopted by the ALRC; i.e. drop the Rover Viking logo and replace it with the approved ALRC Land Rover logo as used by the ALRC.
6. Keep the current club logo and add the Land Rover badge.

In consideration of the significant proposed changes to the constitution of the club, the committee would urge all those who cannot attend submit their vote by post.

Please remember only fully paid up ordinary members can vote.

Postal Votes should be sent to the HBRO Club Chairman,

Mr E Ellis, 26 Khandala Gardens, Purbrook, Hampshire, PO7 5UA

All postal votes must be received before the 24th August 2006.

We will be publishing a form upon which your vote can be cast. Proxy votes will be accepted upon written proof. **Email votes will not be accepted.**

However, the Constitution requires that three Committee Members and ten members eligible to vote shall form a quorum. So please do attend the SGM.

Yours,
On behalf of the HBRO Committee.

Ed Ellis Chairman

The Chairmans "Fireside Chat"

- by 'Mr Ed'

Hmmm, I have been pondering on what I should contribute to this month's magazine, my brain has been stretched beyond its elastic limit with work commitments just recently.

The driving day at Slab Common was another club success, and well organized by Neil T and his crew. Thank you all. There were a few moans and gripes on the Forum. Some of which we will take on board and learn from. The not so polite ones we will ignore.

Well we ran another successful Tyro and RTV Trial at Minstead over the Easter weekend; six takers for the Tyro and thirteen for the RTV. Sadly there was only a handful setting out for both days. Thank you Neil R, Denis K and John J. This is certainly not enough and to be quite frank will not garner the support of the committee in running future events and a full calendar.

I would also like to thank Maureen and Dennis K and Angela for adding to the weekend by generating some fun activities for the children and a quiz. Yep a quiz with real Landrover questions....well done on that Denis. We have to bear in mind that we are a Landrover club, so a few taxing technical questions for the 'lads' has got to be healthy. Then there was a RTV at Nellies, I competed for the first time in the last two years, great event I really enjoyed it, but no medals for me.

In the vein of thanking others Nige B our magazine editor has procured some more advertisers. Well done Nige, although heaven forbid should we start to look like LRO with more adverts than constructive text. Other good news, the trailer is back on the road, mega thanks to Gary White, for rescuing it, Neil R for organising the bits and Chris Homewood for bolting them together in the right order.

So now I will go back to the subject of the 'moaners' on the Forum. So far as I could tell, and I may be wrong, those that complained were not members of the club. They were the 'paying public.' Not such a dirty word as it sounds as they do help boost the club funds.

For someone of such tender years I have been on several committees; dive clubs, rugby referees, university rugby club and HBRO to name a few. I have organized and helped run many events. I have to say in all cases you get the 'whingers and moaners', those that never actually 'do anything' or contribute to the better. It gives me a certain queasiness to have to read such bigoted comment; but I have learnt; although sometimes I do have a sense of humour failure; that we need these 'idle loafers and spongers on the generosity of others'.

They provide us with the drive to improve and better the image of the club. So well done to them, just bring it on!! And we will rise above it.

And now for something completely different, well you have probably heard some of it before.

Last issue I noted that we would soon be discussing HBRO becoming a Limited Company and changing the club name and logo to reflect that which the ALRC have done.

I have written a page or two elsewhere in this issue about this. Please do take the time to read it.

If anybody has any questions concerns, issues they wish to raise regarding this subject please ring or email me or grab hold of me at one of our events. This is a serious matter and must be given due consideration. Please do not mumble in the wings and complain after the fact.

Lastly, Sadly I have to report that Neil Read has tendered his resignation with immediate effect. I would like to thank Neil for his support over the last 8 months as Competition Secretary.

Neil feels that due to work commitments he is unable to act as Competition Secretary, he will however continue to support the club and its activities

So that's it for now.

Mr Ed
Chairman

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Classifieds – "Wanted" & "For Sale"

Adverts are free for the mag for non commercial members, just ping me the info to 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 Aircn, 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 Just renewed - 12 months, Located in West Sussex, One owner, FSH, immaculate condition throughout, £16,500. Tele 01730 813645/07801 762498

ARLC NEWS – Steve Kirby ARLC Liaison



A Full version of 'ALRC NEWS' is on the ARLC website www.arlc.co.uk

2006 ARLC Nationals

See website on www.arlc2006.co.uk for full details

DUNSFOLD OPEN WEEKEND 9th/10th SEPTEMBER 2006

Venue is the Springbok Estate just down the road to the west of Dunsfold Village and DLR Premises. This is to enable a bigger and better display which will be supported by Land Rover and the Land Rover Driving Experience with demo drives. There will also be club stands, trade stands, arena events, vehicle tours and an auto jumble. Bar and catering facilities on site with Saturday night entertainment.

Further details on Dunsfold Collection website at www.dunsfoldcollection.co.uk

"Top Tech Tips"

This is a modification that if you do no others to your LR this year - this is the one to do,

I would like to take full credit for this being such a brilliant idea, and bask in the glory it will bring.....Unfortunately I can't.

This is*NOT my idea at all !.

All I have done is flagrantly copy the genius of this little modification. I got the idea from the www.lr4x4.com forum , a forum I have mentioned before, and am doing again !, it really is a wealth of experience knowledge ideas and interest, and the only one I really bother with. Many members within the HBRO post and contribute to this forum, and an excellent source of info being the "Technical Archive", this can be found there along with some really good helpful info and ideas.

Thanks to LR4x4.com for allowing me to share this with you all.

Anyway the modification ?

There you are, driving and enjoying yourself 'off road', you see the mud and water, and you enter. The mud then hits your windscreen, and the snotty gloops of mud make you peer around over and under them, hitting (as you do) the washers and the wipers all at the same time.

You now have the fun game of "Are the muddy bits going to all join up and block all visibility or will it clear enough for me to see where the hell I am going".....

Often it takes AGES to clear, often getting worse before even thinking of getting a ickle bit better, and I also know as a '90' driver the silly plastic washers jets break oh so easily, and are a right PITA to replace.....This mod is basically a cheap and really easy one to do.

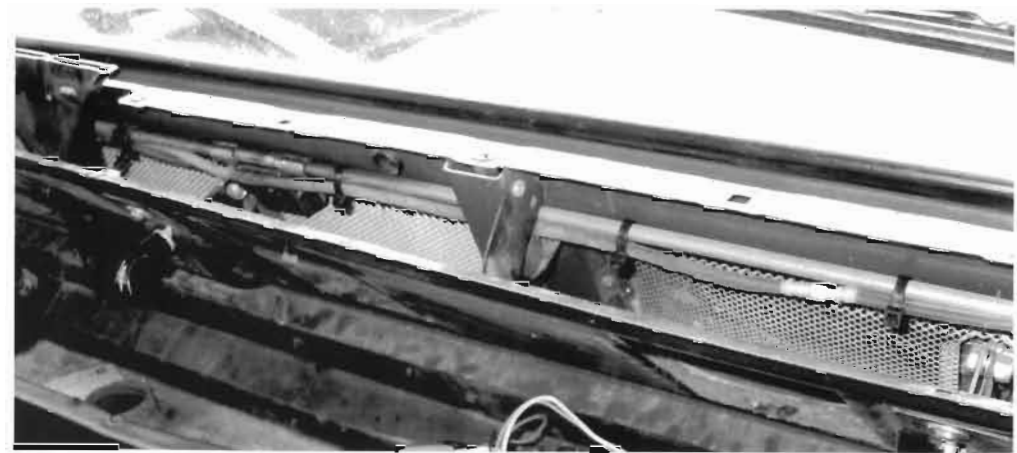
Visit your 'tame scrappy', and ask for 2 Peugeot 405 wiper arms - complete with blades arms and the little hoses that join at the top of bonnet cover area....my 2 were about £5 total. Then nip to ARE (or you local motor factors), and obtain a length of thin washer tubing, and a few male to male hose joiners (another £1 or so.)

The Peugeot 405 system is basically a similar arm and blade set up as a 90 or RR (bigger blades) and then built into the arms are a series of clips and a long thin tube. This tube is black plastic, has 4 holes - one close to each end, and to equally spaced in between - these are jets, and at the end of the tube is a single black soft rubber hose.

Remove your Wipers and arms. On the Peugeot arms you'll see little tabs - unclip them and remove complete with the long thin tube affair. Throw away the arms and blades. What I then did varies to others who have done this but I made the clips fit my wiper arms by a quick 'file flat' and then 2-Pack Araldite the clips to the arms along with the hose guide. I then slid the tube in, connecting the hose and then fed through the retaining guide, also glued on.



On the 90 I removed the jets, and blanked with a grommet. Drill new holes - mine's a couple of inches from the base of the wiper arm, shove a grommet in and fed the tube through, connect with one of the male to male connectors. Do the same on both sides and you have finished !. What you have now are 4 jets connected to the arm, they cover a massive area of the 90s screen, and BOY what a difference, it now clears the screen of mud and poo in a jiffy !



DO NOT do what I did, thought "Oh Yes Mmmm, good idea - I'll shove it on my "To Do" list !



Its really doesn't take long, and the difference is absolutely amazing, Tony Cordell even said as much to me - I should have listened to him, he was right too !....

It's a cracker of a simple easy to do mod, you are welcome to come and see it whenever I am next at an event,

Ta www.lr4x4.com superb ! Nige

*Done something to your Landy or Rangey your proud of or want to share ?....
E-mail me with text and pics and tell othersGo on you know you want to
nigelbarker@btopenworld.com*

"Mr Eds Motor" or "What have I fixed and broken this month" ?

Well To be honest I haven't really done that much. I have contributed about £100 to the Chancellors coffers in fuel tax revenue; that's about a 200 mile round trip in a V8 Rangee. Oh and the 750s I fitted have had the irreverence to destroy the front wings so I will really have to cut those arches away and go into class 11. What other treats the has the car had? Well some engine oil and water for the radiator; both of which will no doubt find their way into the cylinder heads up the worn bores or through the leaky head gasket.

Meanwhile the Memsab's 300 TDi Discovery has had a real birthday, a bit like the Queens 80th. The official Maintainer, dare I say by 'Roy'l Command M'Lady' was Chris Bush; and if I may say a damned fine job he did too. (Chris is a club member who runs his own small LR business near Petersfield).

The poor old girl, Disco that is in case you had other thoughts, was beginning to suffer from lack of care and attention and 140,000 miles on the clock. Ouch another cuff 'round the lug 'ole. The steering was dreadful loads of bump-steer, along with poor breaks and locks that would or would not open. Off she went to Chris's place. New shocks, radiator, cam belt, viscous fan, rear disc and pads, new door locks lighting problems sorted. I have to admit it was a real birthday present for the old girl. Great job Chris, thanks a million.

Mr Ed



CHALLENGER



THE OFF ROAD & ACCESSORIES STORE

REGISTERED DISTRIBUTOR OF:










Upated suspension systems

Roll bars/Cages exceeding ARC spec

Off road preparation

Custom fabrication

Recovery equipment

Winches supplied + fitted

Routine maintenance and servicing

Tyres supplied and fitted

Land Rover specialist

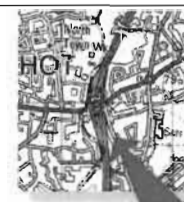
From our selection of Land Rovers 'For Sale'

K Reg 200 Tdi Truck Cab Green, 9 months MOT, sound ...
....but could do with some gentle TLC cheap at £3200 !

Genuine 'V8 90' CSW, (For sale on behalf of the current owner)
Several careful owners - (and also 'Max Bob' Davis)
'G' Reg Red loads of extras Offers Around £4250

This HBRO Issue 'Special Goodies' Offer

Air compressor, Quality pump and high output, normal £100+ VAT,
This HBRO issues Price £75 inc Vat



Challenger 4x4



'Roughie Toughties Can Skip This Section !

TYRO Report – by Jan Smart

If you have read the magazine this far and thought 'They're all mad' or 'I couldn't do that with my car' or 'I can't wait until I get a driving licence' then this section is for you !

TYRO trials are aimed at novice 'off-road' drivers and those with 'shiny' vehicles their owners don't want scratched or bumped. Youngsters aged 14 and over and others without a driving licence are allowed to drive provided the front-seat passenger has a full RTA licence and experience of off-road trials.

A TYRO trial normally consists of up to eight sections. Each section consists of up to twelve gates made up by two bamboo canes. For a TYRO, the course is always set out to be non-damaging and with novice drivers in mind.

The idea is to drive carefully around the section without touching the canes or stopping unnecessarily. Vehicle speeds are usually less than walking pace so things are generally slow and (usually!) controlled.

To make things a bit more challenging and to increase the experience of novice drivers, the course will sometimes include a section where the driver needs to reverse the vehicle, perhaps to back into a 'garage' marked out by canes and hazard tape, but no-one has to drive anything they don't want to.

Recent TYROs have seen 'shiny' vehicles including Freelanders, Range Rovers and a new Disco 3. Several of the ladies decided that their partners shouldn't have all the fun and entered our last TYRO. Unqualified drivers, who don't otherwise have any chance to drive a vehicle, are allowed an additional attempt at each section driven before lunch. This decision stems from a TYRO where we tried this out and found that this allows younger drivers time to get used to the vehicle again without getting too tired.

Because they are not as 'competitive' as the other events the club runs, TYROs are also excellent events to try your hand at setting out, marshalling or acting as one of the officials.

So, no matter if you have a shiny vehicle, no licence, little confidence or experience, if you are jealous of all the fun your partner has or if you want to try your hand as a marshal or official, or if you are a regular RTV entrant who wants to 'put back into the club', we look forward to seeing you at a TYRO event.

On our calendar the next ones are planned for 16th July at 'Ingrams Green', followed with another on Monday 28th (Bank Holiday weekend - at Bowhill)....see you there ?

Membership Jan Hallum.-

The good news is new HBRO memberships keep arriving in the post, which is great for the club, as we continue to grow. Challenger 4x4 have offered to have membership forms for us at their premises, so who knows what the future holds for me now ! In the last 2 months 12 new members have come on board, welcome to you all- Paul Chapman Alton, Richard Home Hartley Wintney, Crispin Wheatley-Hince - Newbury David Cobb - London, Timothy Whishaw - Sleaford, Alastair Lomax - Fleet, Richard Johnson - Sunningdale, Steve Pearce - Twyford, Nigel Stanley - Epsom, Stuart Warren - Aylesford, Jeff Pavitt - Bideford, and Bill Tester - Farnborough - come and say "Hi" to the 'Mugs' whos pics are in the front of the magazine if you spot us, and make yourself known.

To finish Chris writes for me with a brief report on our trip to Nellies.....

Jan and I arrived Friday evening, set up and drank beer with the others - no change there then !. Saturday - Bob Davis and myself set out sections at one end whilst Ed Ellis and Dennis worked in the dell and embankments. Later, as C.O.C., I went to the dell to drive Ed's section. Oh, what a mind that Ed has!! Up a cliff face, turn vehicle 270 degrees on a space 4 inches longer than it, back down a cliff slightly sideways. Well I got to the top where my Range Rover then sat crying for a while contemplating the descent - no, I was fine, honestly! After some discussion with Ed I pulled rank and said 'NO'. All you competitors may thank me one day.

After lunch Jan returned to the caravan feeling poorly. We thought it was a vodka virus but it turned out to be a sort of flu bug as poor Jan had to remain in bed all day Sunday instead of competing which she was really looking forward to. As a result of this we packed up on Sunday evening after the trial and returned home where Jan recovered by Monday night.

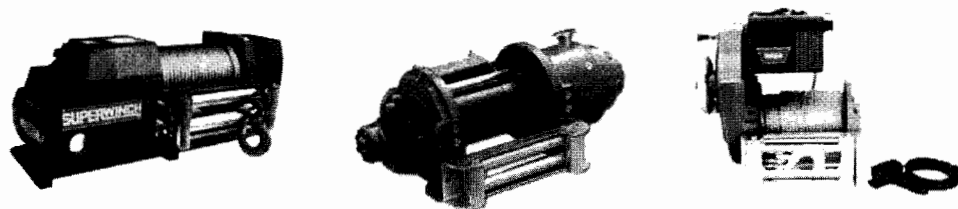
Sunday - On the morning of the trial, 9 vehicles lined up and started with an easy meander through the woods, then moved into the dell for two somewhat more demanding sections - these brought on one retirement, one 'sod this I'm just going to take a 9 and stop!' and one argument about knocking over a cane belonging to another section. We then moved to a section at the top end of the bomb hole before lunch and had nearly an hour for lunch having finished the morning sections in record time. The four sections in the afternoon were completed without any undue dramas and everyone appeared to have enjoyed themselves with the upper end of the scoreboard looking very close indeed.

Hugh Duffett and Richard Salter ended with identical scores in their class but Hugh won with the greatest number of clears. Gary White won his class outright.

I now have my long awaited gear change cable which will save my poor passengers having to change gear with a piece of meccano stuck up through the passenger floor! This was a 'scrapheap challenge' repair carried out in the mud at Minstead at the Easter Rally having lost all gears!

Chris Homewood

Everything you ever wanted to know about 'Winches'(erm well, ok not everything.....)



Ok,

This is an article all about 'winches', and helps with your understanding of the different types, with the pros and the cons. If your thinking of buying, replacing or adding a winch to your 4x4 this just may prove very useful. Similarly having a solid understanding of the types of winches, accessories, add-ons, options and tweaks will help your understanding and knowledge.

In the next 2 issues further articles (following this basic one) will look at both these options ie accessories and add-ons & review some of the more 'exotic winches' in and around the club.

Tony Cordells is one example, a very nicely upgraded & reliable 8274. Having spoken to Tony he has agreed to write the mag an article with some pics, so this sentence won't come as a surprise to him.

However, Paul Whiteman, Bathtub Pete, Darren Holmes, Nigel Thorne, and Jon Beagley will now be starring at this page with their eyes wide open, as they will be, (as you are now), reading this for the 1st timeSo, how about some articles boys ?.....be good to see and hear what you have done !...'Pros' and 'Cons' though please, none of this "Ultimate" rubbish !

Anyway before we get carried away on "exotics" lets return to basics. First lets get a few rules straight. Magazines have a habit of talking in superlatives with "the Ultimate this" and the "Best That" etc, absolute rubbish. Whilst I have a winch system which I have chosen (and yes its another exotic, and yes I will add a bit to the future article at a later date) it is NOT "the ultimate", nor would I accept that there is such a silly badge.

ALL winches, and that includes "Specials and Exotics", have 'Pros' & 'Cons', as such this and future articles are written with this basic belief. Where one winch or winch system may have a real benefit, in another there is a compromise or drawback, this is something many experienced winch users know and accept, never don't lose sight of this simple fact.

The other thing most agree on is that whilst there are good winches, very good winches and top winches, there are some cheap ones, and with winches you do get what you pay for,cheap winches are not a good investment.

Why ? Well, buy a "Cheap" winch, you'll still spend quite a lot, then see how much you can sell it for later second hand, you will often get a shock !. But, buy say something like a second-hand Warn 8274 and you can both sell it again fairly easily, and get your money back.

So lets get started and have a look at the options.



Electric.

Probably just about everyone who is heavily into winching either has had, or has now an electric winch.

Often the starting point for many owners, electric winches offer easy simple, reliable, and in terms of some of the other options, decent value for money too. You'll notice I did not say cheap, there are some cheap winches, I personally would keep my money, - but more of that later.

There are a vast range of electric winches, if you go this route do not underestimate what power to go for - a 6000 lbs winch is not going to be as useful as a 9000 lbs winch. I have had conversations many a time with Suzuki drivers who say as their 4x4s lighter than a LR (true) a X6 (6000 Lbs) would be ok.. Hmmmm, maybe but a 9000 lbs would be a whole load better, and would not have to work flat out, and frankly 'go for more', its not an clever idea to skimp power wise

The pros for electric winches ?...simple :

Good value vs Pulling Power, simple to install, choice, ease of maintenance, weight (some of the PTO and mechanical winches listed below can be massively heavy !), quick when you have finished winching to respooling in the cable, and a range and choice of winch bumpers to chose from. Spares are easy and cheap, and they need only a basic level of TLC.

They can be upgraded hugely - can have bigger motors, remote cordless controls for operation, and even with a dead engine some pulling power still available, but don't overestimate the draw on the battery with a dead engine and a thirsty on electrical current winch working away !

So, what are the Cons ? Well, they are electric, this means heat build up, the bigger the motor and the harder the load on it and the longer you pull really hard then the heat goes up, as does the demand for amps !.

Big 9000+ winches can at full chat be requiring 400-500 amps continuously...and that's one of the downsides. You need to make sure your wiring and earths (often the cause if there's a prob with it working) are up to scratch, both in terms of quality and thickness.

An easy upgrade is to use welding cable instead of battery cable, far more flexible and carries higher amps for the same appearance size of wire. Crimps on terminals need to be done properly, and you need to make very sure things can't short out !

Additionally the real 'Pro' of 'price for pulling power' can go into a 'Con' very easily as the £££ can jump as you ask for more. Buy more 'pulling power' comes with some other extras - ie twin batteries maybe , or a real big truck battery , bigger alternator or even 2 alternators, split charge systems, bigger drive motors, and then heavier wiring, or 24V winch and 12V engine with split 12/24v alternators etc etc etcyou can gain a hugely improved winch, but - how deep is your wallet , and maybe now you need fabrication skills, and special things made up ?

Some (not all) electric winches have internal braking systems inside the main units, and / or motors on the end of the drums, this can generate heat as mentioned previously, and this is a bad idea for both winch life and say plasma rope should you want to have it. Some winches that don't suffer from this are therefore prized highly by those who know, that's one reason why you'll see the 8274 warn (in its many guises) as a "Top Choice" winch, the options and variants and modifications on this highly rated winch could easily be an article on its own !

Lastly, Husky winches are IMHO vastly undervalued, a top winch highly regarded by many, and earlier on I was talking about cheap electric winchesnope, for my money I would buy a second hand 8274, or husky or G10 or X9 any day.....



Mechanical winches.

Not Capstans (they are really NOT a recovery winch, they CAN be used as such but its not a Capstans prime purpose), here we are talking about the Mechanically powered 'Drum' winches.

Superwinch (and formally Mayflower) are the main ones for LR's you will come across, I say come across as these will nearly always be bought second hand - why ?

1st possible 'Con' here - Superwinch H14W system new for a 90 or 110 Sir ? that will be £6500 + VAT please. Yes you read that right £6500 !, second hand they can be obtained for a fraction of that dependant on model and application (Series 2 3 90 110 RR etc) £250-£1500+ At this sort of SH price they are often comparable to a "Decent" Electric System. So why so cheap second-hand, and what the 'Pros' and 'Cons' of these then ?

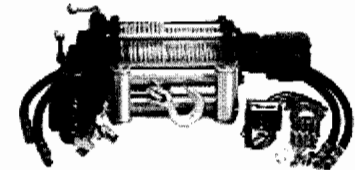
POWER. ! My god they are powerful. Driven from a unit attached to the back end part of your transfer box, then via a series of rods and U/J's bearing and brackets it moves this massive mechanical pulling power from the back of the gearbox right up to the front - to the winch, and there's another "Con".

These are NOT a 5 minute weekend fit. Often these units can be old, and missing bits, or have bent rods, worn out U/J's and these bits can be expensive to replace and certainly bits are a tad specialist - PG winches is a good source for bits tho - I know from past experience.

Fitting these will require you to make modifications, make bits, change bits, make brackets, oh and welding etc, and it will take time for a well fitting one. Overhang and weight are another couple of 'Cons', with skill the overhang can be overcome, but the weight may mean changing springs to make the ride height come back where it was before the winch was mounted !

BUT, ask an owner why they have one and they will often say "*...ah well.....they don't have the downsides of electrics, dead batteries cables alternators etc, they will pull massively and will pull all day long and not get hot, it will pull harder for longer than an electric winch and once sorted is ultra reliable.....*". All true. However, for compromise they accept that apart from 'Cons' above there's the extra one of a Dead engine = No winch capability at all - Period !.

Oh and you'll need to change U/J's, grease bits, and generally ensure its kept tip top and ready for action. Lastly with these winches if you use the power they can exert you'll need bigger cable / plasma, snatch blocks, shackles etc as they will break them !, oh and lastly your winch bumper will need to be HDor things bend !



Hydraulic.

OK, cards on the table - I'm a lover of these, as many know - "ultimate ?" - no,don't be silly !

Pros - MASSIVELY POWERFULL, with some even more than the mechanical ones, this equally means so are all the Cons, including a new one of even higher costs and complexity.

There are really 2 types in this section, the classic Milemarker, and the other Hydraulic PTO "Winch". The Milemarker has a dreadful reputation in terms of speed, and it is deserved.

In cheapest basic form, driven off the PAS pump "Painfully Slow" is only a dream, its worse than that - but - and it's a huge 'Pro', its pulls so hard,so very hard,more than many electric winches, but without all the electrical "Cons". Oh, and as with mechanical winches - dead engine = Oh dear !.

MileMarkers can have a dedicated pump, yes ok, that's sort of like asking someone if they would prefer to be shot or driven over, neither is an attractive option. The dedicated pump and for all its hype is still dreadfully slow, more like a snail vs a snail on amphetamines.

To really get a MileMarker to perform your into a PTO route, (Power Take Off) and now the 'Cons' come back in, cost, complexity, fabrication etc etc etc.....and your also back into the specialist area again

Have a look at the number of pipes on my 90 for my twin hydraulic unit - took 3 months to make everything and fit it and get working. Oh, and a 30 litre tank of fluid gets lugged about, and you have to find somewhere for it toocosts - the winch on mine.... JUST the winch unit..... no pipes, tank, PTO, control blocks, over centre valves, fluid, rope or anything other than the basic winch - set me back £1200 + <gulp> but the maintenance is far far less than mechanical ones, as no UJs.

Yep - Dead engine = Absolutely no winch, or in my case WINCHES !!.. beginning to see through the various 4x4 magazines "Ultimate" nonsense now ??

And winch line speeds are slower than electrics. The speed of the cable going on the drum is the same, doesn't matter if its pulling at full power or just spooling back on, whereas electric the speed is proportional to load. With electric pull hard and it pulls the slower, no load for things like respooling and the speed is fast !.

Lastly, On PTO winches (both mechanical and Hydraulic) 'drive assist' can be a real issue. It is next to impossible to do it easily - if at all, and whilst with the sheer power of the PTO units you can argue you don't need drive assist (True) you sometimes need it for 'fine tuning' in positioning yourself...

But, I do love them, I love the sheer (sometimes literally) power they shove out, and for what I want its my choice. Many would disagree, and I respect them for their choice, they will often equally respect mine.

So, there you go, next issue we will look at AddOns and Accessories

Nige

P.G. WINCHES

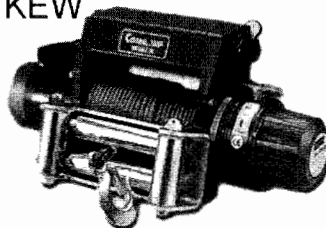
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Rights Of Way News

As from Tuesday 2 May 2006 all Roads Used as public paths (RUPPS) have been redesignated as Restricted Byways (RBs). The intention to do this was first identified in the countryside and rights of way (crow) Act 2000 and has now been enabled under the Natural Environment and Rural Communities (NERC) Act 2006. It is now illegal to drive a motor vehicle on a restricted Byway without lawful authority - doing so is now a prosecutable offence.

This effectively means that it is no longer legal to drive any of the lanes that were previously RUPPs in the UK. It is still legal to drive Byways Open to all traffic (BOATS) and unclassified County Roads (UCRs) - White' roads generally shown as other routes with Public Access (ORPA) on Ordnance Survey Maps.

Some areas of Hampshire & Berkshire are more badly affected than others. Overall there were approximately 220 RUPPs and 360 BOATS in Hampshire (not Shaw about Berks) The RUPPs tended to be longer than the BOATS. Lanes that include sections of RB will become dead ends or orphans. We would of lost a lot more if the few select people had not put there time and effect in to upgrading RUPPs to BOATS we need to hang on to what we have left so please take care out on the lanes and stick to the green la code not to give the antis more ammunition to throw at us. I am currently updating the maps with the definitive maps as some RUPPs are now BOATS safe green laning

ROW - Clearance day 5th March 06

A Report on Lane Grid Ref 138685 - Explorer 119





We were all given a briefing and assembled at the start. The site of 60 vehicles trying to manoeuvre into the right order in a car park only just big enough for 60 cars was fun.

The first stage was using Tulip Diagrams and Distances usually quite easy but does help that distances quoted are correct. This took us down Wales to an off-road site, for an observation test on a marked out route. This was the first time I had drove off-road since the disaster of my Land Rover, it was a bit nerve racking as it was not my vehicle and was road tyres, and I don't want to gain a "Reputation" as a scrappie !

As we left the site we were given a list of questions and map references to find our route, on the last page it said follow signs to Fishguard and join the Stenna ferry queue. So we make our way to the ferry port join the queue and cook some long awaited food

All on to the ferry for the trip to Rosslare making the most of the time on the ferry to catch up on some sleep. JJ found the best place to sleep, which was the kiddies soft play area. This fully explains why kids were running around keeping everyone awake. Six-o'clock found us getting of the ferry in Rosslare. Handed a set of questions and maps for the day's events, we started off very well finding all the clues and route. But we had a bit of a nightmare and got a bit lost, so we had to cut and run to make the breakfast stop. We meet up with JJ and Tim who are spot on with navigation, so with their help we kept on the right track.

What started as a sunny day as we left the port had turned into a heavy rain. As we reached an off road section, we spied a route around some very muddy fields. Looking for marker boards, in the middle was a muddy hole in which a very well equipped land rover (a yellow one as appeared in a land rover mag) got stuck. This vehicle required to be winched out, as this hole was a bottleneck a crowd started to form and we were the next vehicle to attempt the muddy hole. We drove through with no hassle much to the disgust of the crowd. Another team asked us what the trick was after he had spent £800 on tyres and wheels got stuck and we drove through on road tyres. We just said there are drivers and off road drivers and carried on our way

Sorry I have to stop writing this article as my phone is ringing.....

Nothing important

Just 'Rights of way officer' - stuck in a green lane on route to pub meet..

.....Part 2 will follow next month

My self and John would like to take this opportunity to say thank you to all the people who sponsored us. With your help we have raised about £1400 for the Macmillan Nurses who are great people who do a very tough job and deserve our support, (and I have not wrecked any more 4x4s....)

MEMBERS DRIVING DAY - Sunday 9th July

Located: Slab Common, West of Bordon, Hampshire

Map Reference: SU 782.361 - Landranger Sheet 186

Site open from: 10.00 till 15.00 hrs, Site Fee: £20.00 per vehicle

Scenic Terrain offering Easy, Moderate & Challenging routes - to cater for all skills & vehicles.

All vehicle occupants must be 'properly' seated & wearing an approved seat belt at all times. Passengers who occupy the front and rear seats of the vehicle must not be less than 2 years of age; Any child under 4 years must be seated in an Approved British Standards Approved Child Car Seat.

All vehicles must comply with the Road Traffic Act, Taxed and MOT, be roadworthy and have a serviceable towing or recovery points, front and rear. Member ships may be renewed on the day.

Check website www.hbro.co.uk for latest details and location map

Or contact Neil Tomlinson (01264) 357513 / 07771923893

Or E-mail: neil.tomlinson6@btinternet.com

Slab Common DRD – This is what you missed Why not join us on the 9th July?



Easter Rallyand RTV

Wow another successful weekend at Minstead Manor in the New Forest for this years Easter Rally.

I bet you wished you were there. Well you know what to do in future; get out the sleeping bag, roll out the Rover and 'come on down'. Yep the price is right, and the events are great.

The children had three days of competitions thanks to Angela Ellis and Maureen Keen. A Buzzie Bee clue find, picture painting competition, collecting things from the countryside that began with a letter from the word Happy Easter and of course the traditional Easter Egg hunt. So I hope you will all agree they were all well catered for.

Neil Read ran a entertaining Tyro on the Saturday, but admitted to being a little fraught on Friday night there being only four of us setting out. That was soon whittle down to two when Chris and Jans gear box gave out.

I spent all day Saturday setting out the RTV with Denis, John Jennings came along later in the day to help recover me should I get stuck while I tried them out.

Saturday evening saw us all sat under the collective gazebos. (the collective for gazebo is I think Gazibii; well it is now). So we sat under the gazibii while Dennis entertained us with a brain taxing. A combination of Land Rover and general knowledge questions kept us alert.

I must admit to being a little nervous when so high scores were recorded on the first few sections, but in all cases somebody did it justification and made a clear.

A few words on the site. It has been well used since we started to use it 4 years ago. Actually I think 'abused' better fits than used. There has been a lot of other 4X4 activity down there and a lot of tree clearance. It made getting around difficult and find suitable sections on 128 acres even harder.

One comment I did hear a few times during the trial was, how good it was to get into some mud and water. We seem to be trialling on dried out sites, or those that offer so much traction beneath the top layer of mud. I have to admit I did look for the muddy stuff and also areas where I could introduce new routes on un-driven ground; in the knowledge that undisturbed leaf mould would prove tricky.

Neil has listed the results of the trail and tyro elsewhere, which is my way of saying, I haven't got a clue as to who won. Monday morning was just a little gusty, why am I telling you this? Well my brand new gazebo, yes just the one, took off with great gusto and wrapped itself over my caravan roof.

And that was it time to go home and reflect on another weekends hard work.

Mr Ed



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<ul style="list-style-type: none">* Rebuilt 5 Speed Manual Gearboxes, (LT77 & R380)* Rebuilt Transfer Boxes, (LT230 & Borg Warner)* Rebuilt Automatic Gearboxes* Rebuilt Differentials* Differential Ratios- Upgrades & Alternatives* Viscous Couplings* 'ARB' & 'Detroit' Lockers* Same day fitting service (Ring for Details)	<ul style="list-style-type: none">* 12 month unlimited mileage warranty* Most Gearboxes available from stock and with overnight delivery!* Trade discount and introductory offers available* Sold over 5,000 units last year* Worldwide deliveries* Trade and export enquiries welcome <p>Units can be purchased on an outright basis, (please call for core charges if No Exchange Unit)</p>	Land Rover & Range Rover 'Heavy Duty' Halfshafts We are now able to offer a new generation of strengthened halfshafts, which have modified and made from "4340" Alloy steel. <i>Over 200 pairs sold with no failures to date.</i> We offer a 12 month, no quibble, return to base, warranty against failure. From £235 per pair
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Competition Secretary – Read all about it

Firstly I would like to pass a major vote of thanks to Chris Homewood for his expert repair to the trailer after the HBRO proved that Belgium workmanship was just not up to the job, Avonride to the rescue! With a new axle, so thank you Chris. There is one more job to do which our resident chippy Mr Nick Woodage has volunteered to do which is to replace the chipboard shelving with something a little stronger.

Easter seems a while ago now we are getting a bit of summer weather but the Easter Rally at Minstead saw fourteen units at the campsite, Jan, Chris, Ed, myself set up Saturdays TYRO on Friday with three sections in the rally field only to have to remove them after the landowner put in an objection, however we were able to make a few adjustments on Saturday morning and ran a full eight sections.

It was good to see a few of the not so regular faces having a go, Zoe Ravel and Lee Claydon, Tim Wishaw goes from Strength to strength, watch out Mr Homewood he is catching you up.

While I was officiating the TYRO Ed, Dennis and John Jennings were setting out a very challenging RTV for Sunday. Oh hear we go I feel another whinge coming on! Once again it was felt to the same old few setting up, having asked at the last event and made the point in my previous report that there are a number of you that trial on a regular basis and whom seldom assist at events or with setting out both Ed and I were rather disappointed that once again help was a little sparse.

Any way enough of that, the trailing was really good and all those who competed thoroughly enjoyed the trail and the fellowship I would like to pass on my thanks to Dennis and Maureen for the quiz, these LR questions are getting very technical.

Our last event was at Nelly's for the spring Bank Holiday my thanks go to Chris Homewood, COC and Jan and Ed for assisting him and for all those that set out. Congratulations to Gary white first in Class five and Hugh Duffett for his first place in class four, second place went to Richard Salter and Tim Wishaw. Although we use Nellys a great deal the COC always seems to be able to find new and exciting sections.

On a less positive note this weekend trial at Steep Marsh was less than well supported, I was very disappointed to hear from the COC, Hugh Duffett that he set out on his own, with just Sarah to assist him.

At a number of previous trials a number of the committee have asked for more assistance when setting out, it should not be down to the COC and one or two regulars to set up on the Saturday, in future if there is not more support perhaps we should make it compulsory to assist in setting up at a trial if you want to trial the next day.

Minstead TYRO 15.04.05	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Sarah Bridger	4	3	0	0	0	0	0	0	0		3	1 st in Class 4/10
Jan Hallum	5	0	0	1	1	4	1	0	0		7	2 nd in Class 5/11
Jenny Davis	5	3	0	7	12	11	2	0	0		35	
Tracy Claydon	5	10	0	7	11	1	1	11	0		41	
Phil Edwards	5	3	0	7	0	4	1	0	0		15	
Tim Wishaw	5	0	0	0	0	0	0	0	0		0	1 st in Class 5/11
Awards: Amalgamated Classes 4/11 & 5/12												
Officials: COC; Neil Read, Scrutineer; Ed Ellis & Neil Read												
Marshals: Ian Parker, Jeff Pavitt, and Nick Jennings. Setting out Neil Read, Chris Homewood, Jan Hallum & Ed Ellis.												

Minstead RTV 16.04.06	Class	1	2	3	4	5	6	7	8	9	Tot	Position
John Jennings	10	1	0	1	10	0	4	9	0		25	1st in Amalgamated Class 4/10
Hugh Duffett	4	9	3	9	3	0	1	0	7		32	2nd in Amalgamated Class 4/10
Gary White	11	2	5	10	8	6	1	3	1		36	1st in Amalgamated Class 5/11
Chris Homewood	11	2	3	10	8	5	4	6	2		40	2nd in Amalgamated Class 5/11
Ian Parker	10	2	1	10	9	3	7	4	7		43	
Russell Vare	10	2	6	8	11	5	6	4	1		43	
Steve Williams	4	1	12	10	11	6	4	7	5		46	
Kiran Raval	11	7	6	10	11	2	1	8	5		50	
Andy Bridger	10	2	6	7	11	9	6	4	10		55	
Dave Blackmore	4	6	6	1	11	12	8	1	10		55	
Steve Fallick	10	7	6	7	11	6	7	6	5		55	
Zoe Raval	11	1	12	10	8	8	10	8	10		68	
Lee Claydon	5	10	6	11	9	12	12	12	10		82	
Awards: Classes 4 and 10 Amalgamated Classes 5 and 11 Amalgamated.												
CoC - Ed Ellis, Som - Dennis Keen, Scrutineer - Neil Read & Ed Ellis, Chief Marshal - Neil Read, Steward - ?												
Marshals: Dennis Keen, Ed Ellis, Nick Jennings, Neil Read, Maureen Keen and Angela Ellis.												
Setting Out: Ed Ellis and John Jennings.												

Nellys Dell RTV 30.04.05	Class	1	2	3	4	5	6	7	8	9	Tot	Position
Gary White	11	3	2	0	3	0	2	0	0		10	1st in Class 5/11
Hugh Duffett	4	0	7	0	0	0	3	1	1		12	1st in Class 4/10
Richard Salter	4	0	2	0	5	0	3	1	1		12	2nd in Class 4/10
John Jennings	10	0	7	3	0	0	4	1	1		16	
Tim Whishall	5	0	9	0	5	0	2	4	0		20	2nd in Class 5/11
Ed Ellis	11	0	12	0	6	1	4	0	1		24	
Geoff Pavitt	11	0	9	3	9	1	2	1	1		26	
Barry Webb	10	9	11	0	6	6	4	1	3		40	
Roy Freind	4	1	2	R	R	R	R	R	R			
Neil Read	4	12	12	R	R	R	R	R	R			
Awards: Amalgamated Classes 4/11 & 5/12												



Marshals Section

(The Non Stick Nick Section)

From the keyboard of the HBRO
Club Training Officer

The following is a description of an event that I witnessed at a recent off road day. It might be worthy for consideration in the debate as to whether "kinetic" recovery should be banned. The Club concerned is a responsible one, who banned kinetic recoveries at their events.

A vehicle is stuck and the engine will not start.

The ground is flat but very slippery.

A Marshal arrives and tries to pull the vehicle with a "dead" strap. The recovery failed due to a lack of traction for the Marshals car. So far so good. Here's where it starts to go wrong. The Marshal then backs and gives the stuck car a very small snatch. Obviously the dead strap does not stretch and a sharp jolt is experienced by both vehicles.

Two more snatches takes place before the plan "B" is brought in.

Plan "B" uses the same method a Plan "A" but this time the strap has been replaced with a kinetic rope. On the first small snatch the stricken vehicle comes smoothly out of the hole. The next problem is that the tow vehicle ends up in a bigger hole than the first and is now stuck fast. There is tension on the kinetic rope, so it cannot be disconnected, and no one is going anywhere. A third vehicle now enters the equation. It tries to snatch both stricken vehicles in the other direction using the original dead strap. After the first two attempts had failed, the third attempt that had a bit more momentum succeeded in pulling off a portion of the rear cross member of the vehicle to which it is attached.

So my point is this. Whilst "kinetic" recovery can be dangerous when used by the untrained & inexperienced, so can non kinetic recovery. Often a small snatch with a stretchy rope is all that is needed. Is that a "kinetic" recovery? Well yes I suppose it could be described that way as one is using the kinetic energy of the vehicle in motion to assist with the recovery.

I do not think that it is what most people consider a "kinetic" recovery to be. I am sure that in the past we have all seen the tow vehicle parked in front of the stuck vehicle, the KERR rope is attached, and then it happens. Millions of revs, the clutch is dropped, the stuck vehicle is covered in mud and the tow car disappears at warp factor 9.

Most of the time 2 out of 3 things happens. The stuck car either comes our or the tow car grinds to a halt. I am sure that option 3 is the reason that clubs seems to want to ban this type of recovery.

Option 3 it where some part of the vehicle or indeed the rope it's self fails and some one is likely to be on the receiving end of a high speed large lump of ugly metal.

Are we is the same situation here as that old adage, "there are no bad dogs just bad owners" or "cars are not dangerous it's the nut behind the wheel".

I think so.

I feel that there is a place for "kinetic" recovery in off road events. The key is to try and make sure that it is only used when necessary and by some one who knows what the risks are and how to minimise them. PLEASE take care, look out what is going on around you, and if in doubt STOP.

Nick Jennings



Slab Common Driving Day 02/04/06

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We all met at Morrison at Horndean on Sunday morning there was about 15 people made up of various clubs and HBRO was represented by my self and Julian Mallard we also met up with the Hampshire county council paths partnership officers Peter Spear & David Malloy which looks good on the club and helps keep HBRO good reputation within the council, previous page shows us on the start of the day - Julian hedge cutting

It was decided that we would tackle Tagdell la which is used regally but had an old burnt out Vauxhall Astra car which needed removing and there was some cutting back of the hedge needed in places. Below is Peter Spear having a peer at some dumped car.....



The council provided the tools and the skip for the rubbish (ie the burnt out car) it was a good chance for Julian and my self to put our hedge cutting skills to use and for some a good excuse for getting the winch out and pulling out the old car and to actually see a council worker getting there hands dirty doing some work (see photo peter Spear help putting engine in the skip) all in all it was a good day clearance.



There will be another clearance in September, so I will be looking for volunteers for this as it will be a HBRO run one. Give me a ring, numbers in the front of the mag, or e-mail me

SPECIAL EVENTS

Update from Neil Tomlinson

SLAB COMMON DRIVING DAY

The weekend of the 1st and 2nd April found the club running a Public Driving Day. These events are "Fun" to run for all sorts of reasons, fun to set out fun to watch people drive about, some have some idea, andoh and fun trying to please all the people all the time - assuring that the club and the officials run the day safely with insurance cover from the M.S.A.

For this reason it can be less than "Fun" for the setter outers - trying to set out and run one of these days for all standards of drivers from Complete Novice to Winch Challenge Competitors is not very easy. I would like to thank all the people who helped set out, man the gate, marshalled and cleared up without your help we could not run this type of event.

If you haven't entered one of these events before, and are a bit of a novice to off-roading, this is a superb day to try your hand out, with many experienced members there to help explain and show you how to use your Toy. For the more experienced yes we do try to put something in for everyone, and keep your eyes open for a further DRD later in the year which may have additional interest to a greater range of entrants and members.....

MACMILLAN CHALLENGE 2007

As many of you know I entered the Macmillan Challenge with a fellow member John Jackson in my Land Rover, but due to the force of gravity we had to use John's Toyota. Was a smart move due to the comfort factor, as we had never entered this type of event before we had no idea what to expect. On Friday the 10th of March we rapidly loaded up John's vehicle with all the kit we might need and found us heading off to the Hereford area for the start.



As we pulled into the car park we were confronted with some very serious bits of kit.

We also meet up with fellow HBRO members JJ and Tim. Signing on and Scrutineering was taken care of and we downed large amounts of coffee as it was going to be a long night.

Calendar of Events – 2006

The next few weeks

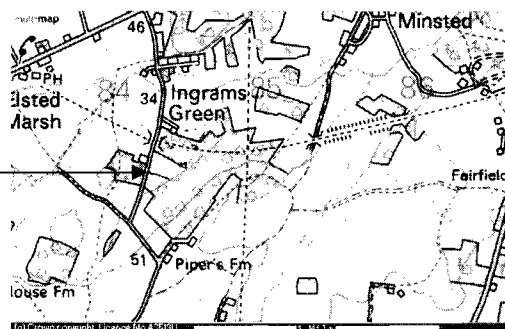
May 19 - 21st Magnum Spirit (BAFMA) GERMANY

Contact: Neil Tomlinson

May 27th 28th ARC Nationals Lincolnshire / Camping

May 27th 28th ARC Nationals Alternative Social Weekend - Ingrams Green - Pre-Book with Neil Read.

Please note access to site here, and keep noise and speed down when approaching and leaving the site!

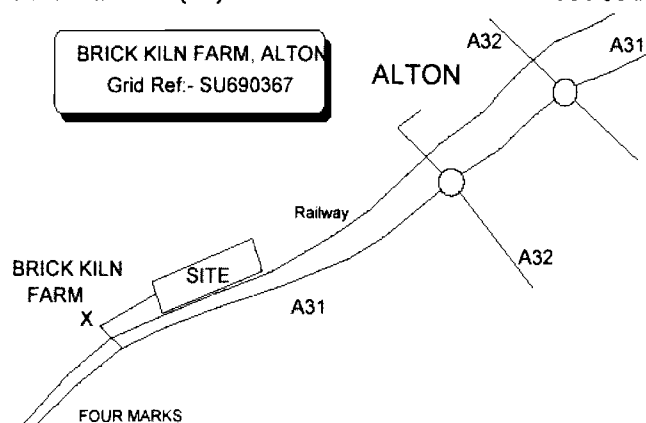


June 4th through to 11th Welsh Green Laning Week - Er., Wales!

Contact: Richard Salter

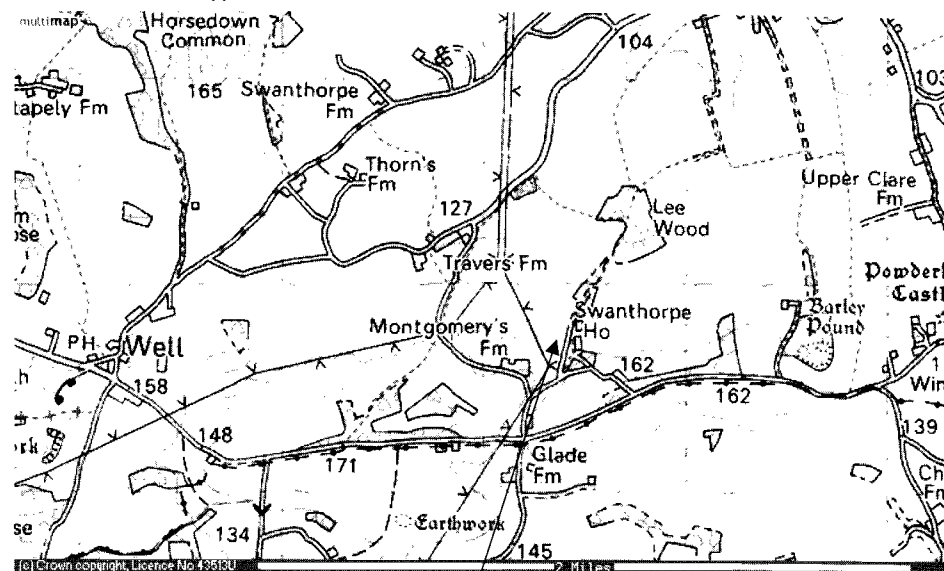
June 17th 18th Brick Kiln Farm RTV - (SS)

COC John Jennings (SS)



June 24th 25th Social Camping Weekend - Bentley
Grid Ref (and this is approximate I) is SU785438

Contact: Maureen Keen



This is an approximate location Map. Please keep your eyes peeled on approach for HBRO signs!

July 8th 9th HBRO MDR RTV

Slab Common

COC (DR) Neil Tomlinson
COC RTV Nick Woodage

See the special advert in this months magazine along with the report from last time. Don't miss this great day out as you'll see from many of the photos, there is something for everyone.

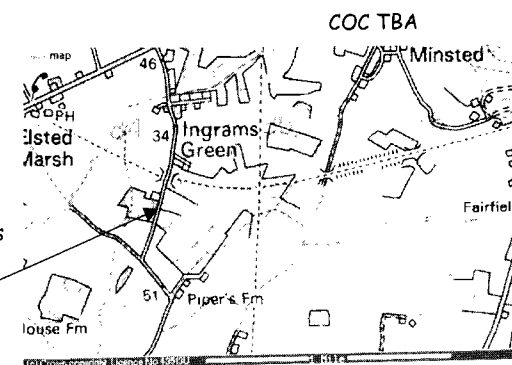
These days are always popular, so make it a date in your off road diary. If you can help with setting out (on the previous day), or can help Marshal on the day - (or both) - ring Neil Tomlinson COC & offer your help. 1st time helpers are welcome - another great way to get off road - & support your club too!

July 15th 16th TYRO Ingrams Green (Camping)

Read Ian Smarts' report in the Magazine which Explains all about TYROs, and what they are..

Fancy a go?.....The join us!.....
It's a great way to start off enjoying yourself
Driving 'Off Road' with other like minded members

Please note access to site here, and keep noise and speed down when approaching and leaving the site!



Calendar of Events – 2006

July

July 21st – 23rd LRE Show – Billing / Camping

July 29th 30th – Nicks Navigational Nightmare Location Bentley, (Camping) Contact: Neil Tomlinson

July 29th 30th – Green Lanning – TBC Contact: Richard Salter

August

August 5th 6th RTV TBC (SS)

August 26th 27th 28th The HBRO Summer Rally at BOWHILL

Special General Meeting Saturday (26th) 17.30 (Before BBQ)

RTV (Sunday 27th)

TYRO (Monday 28th)

September

September 2nd 3rd ARC ONLY "Soft Challenge" Event Broxhead (SS)

COC Neil Read & Ed Ellis

September 16th 17th Belgium Nationals (Guess location)

September 23rd 24th Green Lanning – Somerset Area (B&B Available)

Contact: Ed Ellis

September 22nd – 24th BAFMA Roadmaster Camping Available

Contact: Neil Tomlinson

October

October 30th 1st RTV

COC TBA (WS)

October 14th 15th HBRO AG Selbourne

COC Ed Ellis

October 21st 22nd Old Sodbury Sort Out (Newbury)

October 20th – 22nd – Roadmaster BFMA – Salisbury Plain (Camping)

Contact: Neil Tomlinson

November

November 4th 5th RTV and Bonfire Night – Pangbourne (WS) Camping

COC Mark Ambler

November 18th / 19th Green Lanning day TBA

November 18th / 19th Rickshaw – Aldershot (Camping)

Contact: Neil Tomlinson

December

December 2nd 3rd 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 1st 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

Answer to "What's Wrong" Pic

The walker is smack in the centre of the "Danger Zone".

If any of that winch rigging breaks between the 3 LR's the snatch block will fly towards and probably into the walker in the pic. Of course it may not break.....

Be aware of who is about, as well as what you are doing.

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