

Js..... "A Picture is worth a 1000 words?"

THE 'HBRO' prides itself on providing events for members and guests to have fun **SAFELY**.

Marshals & Officials sometimes get criticised for 'Over Zealousness', often at Recovery Situations - asking Members (or Guests) to sometimes 'STOP', or 'Modify their attempts'. We often ask people to remember they (Marshals & Officials) only have your & others safety forefront of their minds. That's often why they 'question' some situations or equipment.

These photographs tell a frightening story. Gladly I can report that no-one was injured. Take a quick look at the 1st picture.... and then work out why we are so worried within the club about recovery involving "Un-Rated and "Un-Tested" shackles.

These pictures are NOT in anyway linked or involved to ANY HBRO Event

They were sent to me by a highly experienced Land Rover 'recovery enthusiast' who wishes to ensure the lesson is learnt from these pics he took - (Thanks to Chris Watts for his pics.)



Be aware of the dangers & what can go wrong if you use Un-Rated equipment....are all your Shackles RATED ...if not will you keep them now ?



The Newsletter of the Hants & Berks' Rover Owners



Issue No 4 – July & August 2006

The competition for "Getting your Pic on the Front Page" continues.

Here new HBRO member (posing here for Mr Ed at Slab RTV) demonstrates just 2 of the new range of Dulux 'Specialist Paints'..... The "~~Never-ever-lose-your-Landy-in-a-car-park-again-EVER~~" Range

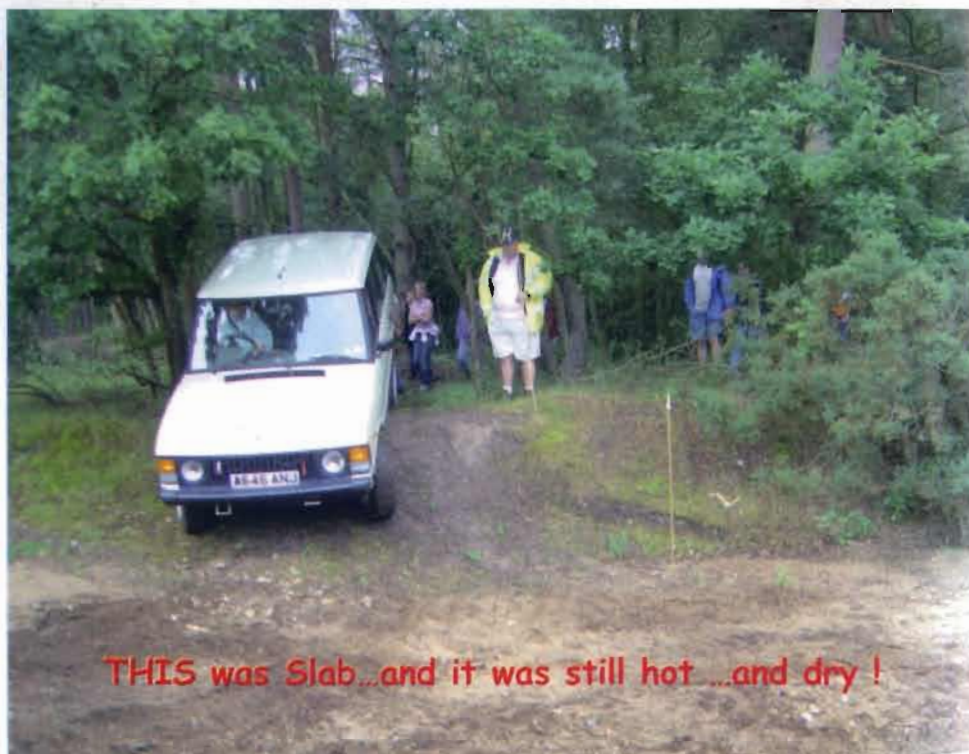


Go on then - what's the story behind this LR - there has to be one, - write to me !

My God....It was Hot at Slab on the 8th



but this was not from Slab,
this was Steve Dents Trip to Morocco, report in this months mag....



THIS was Slab...and it was still hot ...and dry !

Its Him – The 'Newsletter' Editor

Hello All,

And again, some new advertiser. Keith Gotts over in Alton have joined us with an advert. Many of you will know K Gotts (or as in my case their parts dept - they carry a lot IN STOCK !) but also do servicing, and have sales 4x4s too, welcome Keith & Benny and all at Keith Gotts.

These businesses are supporting your club, please, when you buy something consider using them - remember as per my prev note these business have reputations for Quality of Service, so support them - as they support us.....USE THEM and mention if you remember - you saw their advert here in The HBRO Magazine !

Well, other than that I have been hard at it with the 90's mods, as many of you know V8s hate water, I now have, thanks to help from friends Jon White (poss top of the list putting up with my wailing) & John Utteridge & Tonk ... A 'EDIS MegaJolt' V8 Mappable Ignition System Basically the V8 Dizzy is now only their for "Show" & driving the oil pump, and I now have a V8 that is truly waterproof !



Whilst at it to save the engine from 'hydraulic' in water I also have made a homemade snorkel. All this done at the time of a complete drought.....
Outstanding timing on my part, but you will soon see a V8 running with water over its bonnet, I promise.....



Well, that's all from me - Enjoy the Mag and see you about soon.....near the water, still got the rear winch mounting to remake - just can't take any more welding in this heat !!

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 not never no way accept any responsibility for any effect thereon see ?, We don't know nuffin alright Guv and 'respect' n 'sorted' innit. Nurse is it time for my pill ?

The Chairmans "Fireside Chatter"

By 'Mr Ed'

Fireside.....I don't think so, between the rain and thunderstorms June has been pretty warm. Some of our motley crew have been pioneering in deepest darkest Wales. Successfully led by Richard Salter, I am sure you will read more about this later.....Now now, no sheep jokes!

Unfortunately we have had one or two cancellations in the last two months, firstly Brick Kiln and then Bentley camping weekend. Many thanks to Nick Wishaw who has let us use his land for the camping.

We ran another RTV and driving day at Slab for our members only, it was good to see some new faces, Unfortunately the TYRO the week after only had two competitors.

My thanks to those that turned up at both events to set out and run them.

Neil Tomlinson has kindly stepped up to the plate to finish the year as Competition Secretary, standing in for Neil Read.

Back onto the issue of becoming a limited company. There has been some discussion amongst the members and on the Forum. Nick Woodage has made some comment regarding the name change, you will read all about this here in this edition of the club magazine.

I made a couple of mistakes in my last note about the Limited Co. business, for which I must apologise. Firstly we are not required to conduct a postal vote. Therefore we will not carry this forward. Secondly Associate members can vote. I think I may have misled one or two of you inadvertently on that matter.

On the matter of the summer rally, after the SGM, we will be having a club get together, Lets make it a real party.

Nige has now managed to capture 8 (I think) advertisers for the magazine and some have even signed up for next year as well. That's great news as it helps bring so additional revenue into the club, please when you are in the market for something think about supporting those businesses who support us. *(Ed..... its not capture its 'persuade' after capture...Nige)*

Nick J and Nige B are also developing some marshals training ideas which I feel sure will be launch fairly soon. The idea being that this will help us with our safety issues particularly at our open events.

That's it from me this month, have a great summer.

Mr Ed

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.

Things have moved on a little so please re-read this article.

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 organisation 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.

A draft Memorandum of Agreement and Articles of Association has been prepared and enclosed in the back of this issue of the club magazine. The terms in these resemble many of those that are reflected in our current constitution. That is to say they reflect how we elect directors, how we go about business etc.

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 their 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, at 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 outline 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, proposed to carry to the AGM**
- 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 name and logo.**

Previously the committee thought that a postal vote was in order, in fact this is not so in accordance with the constitution, therefore postal votes will not be accepted.

We also advised that ordinary members only can vote, this is also not correct, ordinary and associate members are eligible to vote.

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

Yours, (and on behalf of the HBRO Committee.)

Ed Ellis Chairman

Feedback From Members

"Pants & Barks"

Nick Woodage (HBRO Club secretary) and long term member writes regarding the HBRO 'SGM' regarding club constitution changes placed to the members vote on 26th August at the HBRO 'Summer Rally'

Dear HBROers

Big changes ahead with this proposal, and there are 6 parts to it, as outlined by Ed Ellis (Chairman) in the last HBRO magazine "Becoming a Private company Limited by Guarantee"

The HBRO committee is in the process of looking forwards about becoming an Ltd company to protect its committee and club members from possible claims against us. With this, and also the ARLC changing its name and logo, it is proposed that HBRO also - at the same time we vote for the club to go Ltd - (which I understand accept and will vote 'for') ALSO proposes a change to its name and logo to match. !! - which I won't and would urge you to join with me on refuting.....

As HBRO club secretary, and club 'shop person' I feel VERY strongly against any proposal to change the club logo (i.e. being the 'Viking ship' shield that we have always used). Many may not know that we as HBRO as a club, are allowed to use this badge even though it was not directly associated with Land Rover, because many many years ago the HBRO was a Rover Car Club.

As club shop 'organizer' and 'sales person' I have promoted the HBRO Club clothing and 'badging' of many members vehicles to be seen as members of the HBRO club and proud to be recognised by our HBRO Viking Ship 'logo'. Many members have bought new club clothing (including myself) and have spent many pounds doing so.

Don't you think that it really would be such an waste and shame - if not an insult - to now change the logo completely ?..We could add the 'new style' ARLC and MSA badges to any new clothing purchased in the future if that's what people wanted, and for those who wanted we could also have the new logos added for a small charge to existing clothing.

I personally have been a participating member of the HBRO for some 18-19 years and enjoy the friendship of its members and look forward to doing so for many more years to come, the badge of the Viking ship I believe identifies us, and is part of who and what we are.

As such I would urge members to vote for what THEY want. Consider the 6 differing parts of the Agenda, and decide for yourselves what is right for you, your friends and other club members and the club as a whole. Please do vote, it is important for all the membership, don't 'waste' your vote, come to the summer rally, it will be a great event

However, to save you hunting the 6 items out, I list them as follows, it is '5' & '6' that I feel are unsafely and unlinked to the LTD co change issue (which I support), as such I would seriously urge members to vote accordingly and preserve our Club Identity of the 'Viking Ship' Logo, whilst allowing the LTD company changes to go through - and protect us all.

The agenda items are :

1. The proposal to change the current club constitution and form a Private Company Ltd by Guarantee (Vote 'For' this !)
2. Election of members of the Board of Directors (Vote 'For' this too !)
3. Agreement to carry directors insurance (Vote 'For' this !)
4. Change in club name from 'Hants and Berks Rover Owners' to 'Hants and Berks Land Rover Owners. (Ltd)' As a Limited Company we can still be known as 'Hants and Berks Land Rover Owners' - and this would not affect the club going LTD - only HOW we then refer to ourselves,so I would urge members to Vote AGAINST this
5. Change in Club logo to reflect that adopted by the ARLC; i.e. drop the Rover 'Viking' logo and replace it with the approved ARLC Land Rover logo, as used by the ARLC. (PLEASE Vote AGAINST this, its a instantly recognizable logo that says "Oh Look - Its a HBRO member !)
6. Keep the current club logo and add the Land Rover badge.(Vote 'FOR' this)

Nick Woodage HBRO Club Sec.

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A Trip to Morocco with Trailmasters and my Defender 300Tdi 90 - Steve Dent

Morocco.

Blisteringly hot, loads of sand, and thieving locals.

Well, I got that wrong - second night into the country, I'm sleeping on snow and it's minus 5C!



March/April this year I joined Trailmasters for their Atlas Safari 2 week tour of Morocco.

It was for me going to be the trip of a lifetime, and to get an idea of what my Dad experienced when he was in the desert with the Guards many years ago.

The journey: Portsmouth-Bilbao, drive through Spain to Algeciras (next to Gibraltar), ferry to Cuenta, a Spanish town in North Africa and entry point into Morocco.

Vehicle: My Defender 300Tdi 90 120k miles. Mods: hardly, but steering and diff guards and slightly bigger wheels, AT tyres. No roofrack (next time!) but roof bars for the Thule ski-box that took the Oztent. 1x20litre, 1x10litre jerry cans for diesel, 1x20l for water. Previous off-roading experience: 2x 1hr at HBRO play days in my old Series 3 a few years ago (towed out of pond, towed off a mound after all 4 wheels lost ground contact). Passengers: nil. Trepidation level: extreme.

Preparation: Very comprehensive list from Trailmasters which made life easier. Big LR service with my usual guys at AJS near Reigate who also kindly lent me a second spare wheel and a selection of spare parts and inner tubes. Various injections and insurances, but no entry visa needed. Far too much food taken. Not a good start, although for a Friday afternoon the M25 and A3 were fairly free-flowing. Wrong turning in Portsmouth - don't ask- then approached one of those yellow cash machines with 2 horizontal eyes at I thought about 40mph in a 30mph area. Got to the docks and couldn't see any of the other vehicles in the group.

It was Paddy's day, boat filled with Paddy's on a mini-cruise and the following day England lost to Ireland in the rugby. Then it all started to go very well. Got off the ferry and within seconds saw 2 LR's parked up, a Defender 110 and a Disco, very obviously kitted out for an offroad adventure, with spare wheels, jerry cans and other bits on their roof racks. Established they were on the same tour and as they'd both been last year, they knew a good hotel north of Granada that with the torrential rain we had for most of the day was a much better idea than an all-year campsite south of Granada I'd found in my Caravan Club book. Made very good time thanks to early starts, averaging 55-60mph, and arrived at the meeting-hotel at Algeciras in good time having done a final essentials shop at a monster Carrefour i.e. crates of beer, 24l of bottled water - and a loaf of sliced bread.

Back to the meeting point to see a 109 with the wheel off and a pile of brake bits on the floor. Next to this a modern Disco, bonnet up, alternator on the ground, the couple from Guernsey having knackered it on their speedy trip from St Malo - they then had to go to Gibraltar the next day to source a spare. So, later that evening we all met up for the first time, a total of 10 people plus Graham, our leader, in 8 vehicles: 2x Def 110, 1 new, 1 old Disco, Isuzu-re-engined 109, my Def90 then a Mits Pajero and a still-under-warranty petrol Jeep Grand Cherokee, most of these people having been on this trip a year earlier - obviously a good sign for novice like me!



Off to the (expensive) sea-cat type ferry the following morning to do the final trip from Europe to N Africa (Ceuta, Spanish enclave in N Africa). Waiting to board saw Davy's old Disco leaking water and a failed water pump diagnosed. Fortunately he had a spare pump and even more fortunately he had a Kenlowe fitted so the pump was easily replaced whilst in the queue to get through the Moroccan border.

Loads of paperwork in numerous kiosks, the issuing of the temporary vehicle importation document the most important. After about 3 hrs, despite the "assistance" from a jellaba-clothed local "helper" we all finally got through then stopped at the first petrol station to fill up on cheap fuel (diesel about 45p/l) and re-install customs-secreted CB radios.

At last, I was living the dream, driving in Morocco, North Africa!!!

And it started to rain.

Rest of the first day was really getting into Morocco proper, due south through the Rif Mountains towards Meknes. With a tight convoy, going was good, CB advice on safe-to-overtake must have amazed the locals who saw us overtaking them on blind corners on narrow, curvy mountain roads! 2 punctures from the I've-got-everything-you-need 109 were quickly addressed and we arrived at the ancient Roman city of Volubilis by mid-afternoon, enough time to stop and do the tour- with the obligatory "special rate for a group" local guide who to be fair, did know his stuff and provided lots of information. It's a fascinating place with original pillars and mosaics in good condition. Our first camp-site was about 2 miles away and it was here that one couple of the group tried to put their brand new tent up for the first time - (guess which vehicle) - oh how I tittered before finally giving them a hand. Here too I learnt very quickly the importance of water. Despite the torrential rain, the owner of the site hadn't paid his water bills for a few years and had been cut off so there was no water from the basins, taps or loos.

Rain water cascading off my tent porch flap was then collected and used as washing and cooking water for the next few days. At 9pm the Guernsey Disco returned from Gib sporting a recon alternator having been stopped for speeding by the Moroccan police 3 times - and each case just being cautioned and sent on their way with a cheery wave! By royal decree, foreign "intrepid" tourists are treated as special as we bring much-needed revenue into out of the way areas and, regularly throughout the tour, police would stop local traffic to let our convoy through. However, don't rely on this treatment to continue forever.....

After a stop for provisions for the next 2-3 days we head off towards the ancient Cedar Forest, climbing tarmac roads and feeling the temperature drop. Our first foray into off-road driving thwarted by a snow-covered track deemed to be too difficult, we descend a little and rise by another route, nothing more than a track where we have to stop at places and remove boulders that are blocking our path. At about 6000ft we turn off the track onto the snow, driving for 15mins then stop for the night in the snowbound Cedar Forest. Tents up quickly as when the sun went down it became very cold so hot meals were prepared and a huge communal fire made for the evening. Away from the fire on the way back to the vehicle it was bitterly cold, thermometers showing minus 5.

It was an interesting night's attempted kip. Up, out and on the road by 8 the following morning, driving through virgin snow although in bright sunshine then the convoy halting as the leader wasn't sure we'd be able to all move up and over the top of the mountain.

Slowly the lead vehicle inched up the path, lurching as the wheels struggled to grip, disappearing out of sight. A few of the convoy took photos of the surrounding area - in fact the Guernsey crew had never driven through snow before! A few minutes later a relieved voice came over the CB to say all ok, low box, difflock on, take it steady. Good, none of us wanted to lose a day going back the way we came to skirt the mountain.

Over the top we went, then bright sunshine and the temperature started moving up and we were on our way to the desert proper. Through stunning scenery and tricky tracks we then briefly rejoined civilisation to refuel - just as well as I'd already used the 20l jerry can.

By now it was getting very hot, about 35C, and very very dusty, children running from their small homes to wave and shout "bonbons!" and "stylos!" Over the CB came Graham's voice "OK, we're approaching our site for the night, in the palm trees ahead, but you'll need to get up to 50-60mph to get over the dune first" It was like driving in treacle, going from 55 to 5mph in the space of a few feet as the sand sucked at the tyres, but everyone made it. What a day - from -5C to +35C snow, tracks, down into many dried river beds and out the other side, regular patches of sand, always watching the path ahead for those oh so sharp stones. And this was only the second day!

The sky that night-wow, even a clear night in the Black Mountains never had so many stars, they were every way you looked, and you could also see satellites moving across the sky. As was a regular occurrence in Morocco, you'd be in the middle of nowhere, perhaps stopping to water the ground and suddenly kids would appear. Most of the time they would just walk around keeping their distance and we'd normally give them something before we left such as bottled water, food and t-shirts. Others though, mainly in the towns and villages, would run alongside the vehicles shouting for sweets and bikes, oblivious to their own safety. Sometimes we'd have to throw a handful out just to get them off the track.



Seeing old military forts on the hills we crossed desert again to the high dunes of Erg Chebbi which rise to 500 feet - this was what I imagined Morocco to be. Having moved the Landy to give me better protection from the wind, I noticed I'd left a wet patch behind. After investigation by my squaddie buddy, a loose union joint in the power steering pipe was diagnosed and tightened up and some ATF added.

Nice and dry the following morning, that was the only problem I had for the entire trip. Camping in the sand at the bottom of the dunes we spent the evening in a large Bedouin tent complete with colourful rugs on the ground, feasting on delicious tagines whilst being entertained by an 8-piece drum group. I couldn't resist when they asked if anyone wanted to join in so sat astride a large tom-tom, started up a rhythm and the rest joined in, complete with some singing, this lasting about 10 minutes.

Up at 4.30 next morning for a camel ride up the dunes to watch the sunrise - it was a sight I'll never forget, the dunes coming alive with light, shadows moving across the sand. Camels are certainly a 4x4 to be reckoned with, especially my one who carried this large lump up the dunes. It was also interesting to meet something that belches and f*rts more than I do first thing in the morning!

The rest of this day was spent driving this classic desert landscape, following some of the 2004 Paris-Dakar rally route, stopping early afternoon at a beautiful hotel complete with swimming pool. We carried on to Erfoud where there were many places to buy fossils and as I was a bit enthusiastic in buying HBRO stickers from Nick at the last AGM, stuck one onto the notice board outside a large fossil shop.



Next day we drove to Rissani to stock up on food and fuel ready for the trip deep into the Sahara where a drive out of a river bed claimed another Disco, with Davy's old Disco losing a spring after driving over a large hole up the hill. Worse still was some of the spring had broken off but fortunately only the first half a coil. Out came a spring compressor, the spring then carefully placed back and held in place with a couple of jubilee clips. By now the thermometer in the cabin just touched 50C (OK, it was in direct sunlight) but what was nice was that the humidity must have been almost zero. We carried on, skirting the Algerian border, continuing to be amazed by the scenery.

Occasionally we would come across corrugations formed by a combination of sand, wind and sun. These are bone-shakingly knacker and there's no easy way to drive them. One argument is to travel at about 45mph, the idea being you bounce over the tops. By now, after a few days of assorted terrain, the vehicles had taken a real battering but we arrived at Zagora on the edge of the desert.

Immediately we pulled into the hotel we were pounced on by mechanics from Ali's garage offering all repair, replace, welding and other services. I'd been warned about these guys - they put a hand on your wheel and tell you your bearings are knackered. The 2 Dave's and I decided we'd find out for ourselves the next day but a couple of vehicles went to Ali's including the new Jeep that ended up needing a spare part that had to come from Casablanca.

A few beers then 3 hair washes to get all the sand and dust out and probably the best shower I've had for years! Next day, while some of the group lazed around the pool, the 2 Dave's and I got our kit out (!) ready for a morning's maintenance.



All wheels checked, only 1 needed attention, a tightening of the hub. Air filters cleaned out - mine was the only vehicle without a raised air intake - and the difference was very obvious - definitely the first thing to be fitted on my return home. Engine, diffs and gearboxes fluids checked then every single nipple we could find got a generous squirt of grease. All done by lunchtime, Disco Dave took his Landy to Ali's to see what could be done about the broken spring. A deal was done which included dislocation cones, price dirt cheap and done by 7pm.

Rested and repaired, we now set off along an ancient mountain route where visitors are rare, towards Boudaine Dades at the foot of the Dada Gorge, 5500ft and it was here one of our group had the first case of Bedouin Belly.

Fortunately we were able to leave him behind while we drove along the gorge, sheer rock faces rising to the sky. Picking up the wounded soldier on our way back we made our way to Tinehir to a delightful hotel in the Kasbah. Our Moroccan guides brother owns a huge carpet shop here - a narrow doorway that opens up into a huge tall room, with corridors and stairs leading off into small rooms. I made the mistake of expressing interest in a hand-made rug and was duly taken off to negotiate.

As with most of the carpets and rugs, they're man-made and can take 6 months to complete but I still wasn't prepared for the cost of the rug I thought would look nice outside my tent. I didn't think it was worth £1,100 to me.

Further earnest negotiation didn't get anywhere near the £100 I was prepared to spend so back to the main group for freshly made sweet mint tea. We ate their with his brothers and helpers, all sitting on the floor eating tagine and couscous with our fingers - not forgetting to not use my left hand which is used for an entirely different purpose in North Africa - difficult when you're naturally left-handed!

Next day saw us start our transit of the High Atlas Mountains, through the Todra Gorge for about 28 miles. Overlooking fertile valleys our senses again stretched at the wide variety of terrain we got to Tamtattouche where the tarmac runs out and we continue climbing, the landscape almost biblical as we follow tracks in inhospitable terrain, touching 10,000 ft before descending slightly to our camp for the night at Lake Isli, 8,500ft.

Continuing across barren plateau, over mountain passes and down and across rivers, the levels getting closer and closer to the side air intake, we finally moved away from the rivers and unable to do the extreme challenge of the Cirque de Jaffar as the track conditions were too dangerous, we arrived at Zada, having done the final bit of off-roading, getting back into civilization, the campsite also being visited by French and German motor homes.



Off the next day to a camp site on the outskirts of the Imperial city of Meknes, the 2 Dave's and I took a taxi (MOT and emission controls don't feature in Morocco!) and got lost in the myriad of alleyways in the souk where all sorts of things were for sale including mounds of olives, spices and live chickens and rabbits.

We then sat at a café in the main square watching the people go by, shoo-ing off the shoe-shine boy who thought he could polish my canvas sandals. European influence is in evidence with for example some girls walking around in dark yasmacks whilst others sported sleeveless, brightly-coloured tops.

The only BBQ we had started off as a sombre affair as the next day would see us back into Spain again, but a few beers and some interesting local wine soon loosened tongues and the laughter lasted well into the night. Next day we all stayed the night in the original meeting point hotel in Spain and said our goodbyes the following morning. As the 2 Dave's and I had 2 days to get to Bilbao we took a taxi and went to Gibraltar for the morning, played the tourist and went on a guided tour of the area culminating with a Full English in the square before stocking up on very cheap booze and tobacco products.

The trip back to the UK was uneventful and extremely boring but gave us plenty of time to reflect. Door-to-door I did 2,966 miles of which 1,200 were in Morocco.



In all, this was a trip of a lifetime providing a wide variety of driving conditions, stunning scenery, and friendly people that was extremely well led. While there are other companies that offer guided trips to Morocco, my research showed that Trailmasters offered everything I personally wanted out of a trip, and the price was reasonable too so I have no hesitation in recommending them.

If anyone wants more details/kit lists etc I'd be happy to help.

Steve Dent

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The 'Welsh' Trip



It was Sunday 11th June (so early that most sensible people were still tucked up in their beds) when Julian knocked on my door, suitcase by his side.

We loaded the back of my defender with our luggage, the usual spade and recovery equipment, as well as a hundred odd canes and tops for an RTV just in case we had time (not much chance of that!). We went to my yard for Julian to do his wizardry fixing of the CB into my landrover, then it was time to head off on the great welsh adventure with passports in hand and green wellies on feet. On the A34 just after Whitchurch we detoured off to a byway (SU55034603), going through Lower Woodcott.

This lane has a bit of history about it as it was here the Watership Down novel was written about. Then we got back on track and headed for Wales. After three hours we got to Trecastle (off the A40) and forked left to pick up a great lane (SN290859) Mynydd Bach Trecastell. This is an old Roman road with views to the left of Usk Reservoir and to the right across the A40 corridor to the army training area where the height was approx. 380m above sea level. There are also a lot of Roman forts and encampments. Then we headed to Llandovery, to the B&B for the start of the week.

Shortly after, Hugh & Sarah, Chris & Jan, Geoff & Tracey arrived. Unfortunately Hugh's Rangerover started overheating and the next evening Chris took him back home to pick up his Disco to bring back to Wales.

The second day started with a good hearty breakfast (which we were greeted with every morning) and then started on our first lane (SN469750) Height 415m. This was one of my favourites combining a couple of alternative routes which took us a while to find, but having got there after Neil pulled me out of the bog and spent 15 minutes moving a fallen tree, we realised the track had been changed because it went to a dead end with barbed wire and marsh! We retraced our tracks and eventually found the alternative route (which was challenging, to say the least).

We crossed a river then wound our way across moor then near the end, the track dropped away with the banks closing in and the ground rocky. I managed to get through with just my front diff scraping the rock and no further damage. Unfortunately Ian and the rest of the guys had troubles.

We had to jack Ian Parkers "90" off the rocks to free it and so too with the others (see pictures on web).



While this went on, I chatted to the farmer as the Rupp ended in his front garden/yard. We were the first people he had seen along this road for 12 months. After an hour of getting people out we said goodbye and headed for our next lane, passing a mobile home with a chicken coop stood on beer barrels (a bit like a South African shanty town!). We joined a minor yellow road grid (SN518736) and as we travelled along this tarmac lane for a few hundred yards, a car came around the corner followed by a Discovery.

A guy stopped and got out of his car waving his arms saying I'm going to kill you, get your "foofin" bottoms off my "foofing" land, so we sat down, had a cup of English tea and he eventually calmed down (not really!). I don't know if this was because he was put off by all the other landrovers following behind or because I threatened to set Trish onto him!. We shook hands and went on our merry way. We stopped to have lunch at grid (SN738542) height 426m. This was the second lane of the day with good views, a rocky track with a few twists and turns and a river crossing which ended with a steep rocky decent to a chapel where we finished for the day, grid (SN785534).

Back at Llanerchindda Farm we had a good beer, even better food and were also food to the annoying gnats. This is where my relationship started with the cock pheasant! For some reason it was attracted to me and kept following me (no jokes please!!).

The next two days we drove the Strata-Florida which starts at (SN800575). This is a nice lane which has many river crossings even though the river level was low. In winter it probably reaches as high as top of wheels or even higher. This lane went through a forest then finished at the Abbey at Strata-Florida (SN757647). You then pick it up again at (SN790685) which is an easy going track and eventually winds around the reservoir, finishing at the damn where some photos were taken. There is one bridge on this lane which is privately owned and if locked, you have to use the ford to the side of it, which like every were in Wales has a gate either side. On Tuesday some of the guys wanted a day off to do their own thing, so the rest of us drove the Roman road which I drove on the way down and then we picked up the Sarn Helen (SO96024).

This lane is another long one and is very rocky in some parts. We used low ratio for minor rock crawling. It again affords excellent views. We stopped on this lane for lunch by a brook while the kids and big kids had a splash in the ice cold water to cool down. Once on the move again we came to a river crossing where on the other side I can only describe it as the Spanish steps (similar to the steps at Haslemere).

Once you have crossed the river you have to climb some rocks which are formed like steps (no good if you have a front valance) and once negotiated the track is relatively hard bedrock, then we come into the open moorland where if you stray off, you will sink. Eventually we came off this lane at (SO875411) where there was a TRO, so we picked up a small track which then turned into a Rupp. This track turned quite muddy, then we came to an open field which in winter would be hard to get through. It was so wet that everyone got stuck in and we spent an hour pulling each other out. Neil Read got stuck in and this time I pulled him out (which made a change from him pulling me out). When we got to the end of this part, it was time to head back for another good meal and chat about the day's events.

The pheasant was back again (at me) and I seriously thought about having it for dinner! We did many other lanes during the week, some which needed to have a bit of pruning, much to the amusement of the others.

I am thinking of another trip later to Wales or perhaps France. Let me know if you are interested, and don't leave it too long



I enjoyed the week and friendships, and recommend Llanerchindda Farm especially their hospitality.

Check out more photos on the website.

See you soon.

Richard Salter
HBRO R.O.W Officer



Billing LR Show 2006 !

If you went then you'll know what happened if you didn't then here's what did.....

The weather went from a 'hot barmy' day, with sun and not a sign of rain or wind, to a 'Mini Typhoon', which nearly but didn't quite touch down on the Billing Site.

No loss of life - but the damage was quite amazing in its ferocity in the short horror that followed, Trailmasters 110 was badly damaged along with many show stands tents and property



Steve Dent.

Classifieds – "Wanted" & "For Sale"

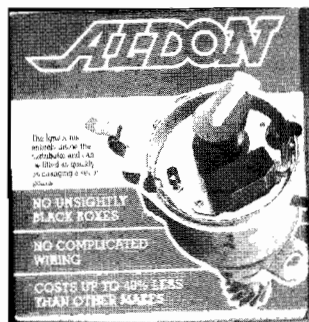
Adverts are free for the mag for non commercial members, just ping me the info to nigelbarker@btopenworld.com and I'll shove it in, after 2 issues it will be removed if you don't tell me its sold, better if you just e-mailed me to say "Its sold".....

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 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 Just renewed - 12 months, Located in West Sussex, One owner, FSH, immaculate condition throughout, £16,500. Tele 01730 813645/07801 762498



Aldon "Ignitor & Flame Thrower Coil. These are the "Ballon-De-Chein" for a Rover V8 in terms of ignition systems. The one here for sale is BRAND NEW in a box and unused, complete with a Very High Output Coil again brand new. This unit is for the 35DM8 Dizzy on a Rover V8, replaces all the Lucas junk, INCLUDING binning the amp under the coil. Provides a super fat spark, helps with the problems of poor running and water issues, £120 the pair,Phone me on 07909 973163 Nige

FOR SALE - Range Rover 1990 3.9 Efi. Five speed manual. Good chassis and mechanics. Recent Transfer box. Tow Bar, Dog Guard. Taxed to Dec '06 - MOT to Jan '07
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HBRO Membership - Jan Hallum

Welcome to New & Renewing members in this edition are :

Steve Clutterbuck - Farnborough, Robert Weller - Portsmouth, Mark Stevens - Reading,
Justin Gough - Wimbourne, Michael Wright - Reading, Rob Drysdale - Maidenhead,
Nigel Sell - Fareham, and Roger Brummell - Cowplain

MacMillan Challenge "Part Two"

.....Well that's sorted - Elton and Arnie have gone to tow out 'Rights of Way Officer', so I'll finish the report from last issue on this event.....

In the last part of our MacMillan challenge article we had just driven around a very peaty boggy site with no hassle. Upon, leaving the site we were off to find more clues on our way to another off road site for another observation test. At this point the heavens opened, we finished this section finding about 4 of the 20 markers. We had to make the Dublin ferry by 7.30 in the evening, which was not a problem until we reached for the maps to find that they finished short of Dublin by 20 miles. Ok, go to Plan B get the new UK road atlas we had bought in the UK, only to find Ireland is not included on the map, so we had to wing it which was not the best idea in Saturday evening traffic, very tired and raining hard. We joined the ferry queue with time to spare and once on the ferry we had time to enjoy our first proper meal for a couple of days and a few hours sleep.

Once we got to North Wales we mapped our way to Anglesey Race Circuit, which was to be our nights stop. Time to roll back the seat, climb into a sleeping bag for a few hours' kip. Dawn broke to howling winds and horizontal rain, time to go to the race circuit burger van for breakfast. A briefing was held to warn us that they might have to change the planned route for us as there had been heavy snow in the Snowdon area overnight. Off we set for the days route of about 150 miles, my favourite part of Wales is the Snowdon area which is magnificent in the snow, on the route we had to go along the Horseshoe pass. When we got there the flashing lights were on warning of heavy snow so in the spirit of the event we trekked on through the snow to the finish at the café on the summit. Then go back down on iced covered roads to Manchester

All the crews who took part in the event were put up in a hotel for the Sunday night, when we arrived there we made our way to the bar for a well earned Beer or two. We then went and got cleaned up for the presentation dinner and lots more beer. A lot of people were wearing their dinner jackets but in true HBRO style we wore sponsors shirts and with the help of JJ and Tim and a few others we were the loudest table and made people spend a fortune in the auction.

We would like to thank all the people who helped us in many ways to take part in the event, but most of all to the individuals who sponsored us generously and to the following Companies :
Earlcoate Construction, Webb Engineering, Twinings, Wellow Tyres and Stitch A Logo

This was the first time we had entered this type of event, so were not expert but all the people who entered this event did so for one very good reason which was to raise money to support the work of the MacMillan Nurses who do so much good work with terminally ill people. The event raised at the last count around £60,000.00 and we raised £1,400.00.

P.S. We came 36 out of 64 not bad for first attempt.
PPS we are awaiting our entry to be confirmed for next year

Did you know?.....

From: Suzy Goring [mailto:suzi@kingsleycrosscountry.com]

Hi Nige, Thought some of your members would like to know about this.....

Is your Land Rover in Manufacturers warranty? ...Do you wish that there was an alternative to using the main dealer for servicing, paying their high costs?

Well, there is! How? ? <http://www.4x4network.co.uk/>

In November 2003 block exemption was introduced to the garage services market place by the Office of Fair Trading to prevent main dealers from monopolising the market place and forcing consumers into their service pricing, thereby opening the market up to independent garages. The launch of the Network of 4x4 Specialists, (of which we are a founding member) promotes and supports this change as there were many of our customers who were unhappy with the price and service that they receive from the main dealer believing them to be too expensive but were unaware of the alternative solution, at least 80% of all 4x4 vehicles under four years old are serviced at a main dealer

Land Rovers's own website now indicates that the warranty will not be invalidated by servicing by independent sources:

"Q8. Do I have to service my vehicle at a franchised Land Rover dealership to comply with the conditions of the manufacturers warranty?"

Land Rover recommends that you take your vehicle to a franchised Land Rover dealership for your services. However servicing your vehicle elsewhere will not invalidate your warranty unless a claim is made for something that can be attributed to a lack of servicing or an insufficient service. If you choose not to use a franchised dealer for your services we still advise that you use genuine Land Rover parts and remember the vehicle will need an annual corrosion inspection by a Land Rover dealer that is usually included within the Land Rover service."

"Network of 4x4 Specialists" provides 4x4 drivers with a reliable, competent and attractively priced alternative to traditional vehicle servicing and repair options. The Network is made up with many respected independent 4x4 workshops throughout the UK, more are joining the Network offering true National Coverage

So there you go, a real alternative to servicing your new Land Rover at main dealer prices !

Suzy

Kingsley Cross Country

Slab Common DRD & RTV Event...

.....Multiple Reports !.....

The 'RTV' Trial

Well we had a couple of good teams for setting out on Saturday and I chose the areas where the trial would take place. Even though Slab is a very big place we hardly touched any of it as all the sections were easy to get to without too much disruption.

The trial sections were quite spread out and when the competitors pulled up at an area they often found that they were parked in the way.

I had already explained that the competitors were in for a hard trial as the slab common has many types of ground on offer and I had used it to its best to make it difficult to get round with much turning of the steering wheel often from lock to lock and back for the next gate.



I drove all the sections myself on Saturday and on Sunday to prove to myself that they were possible to clear.

As the sections were quite long and we had a field of 11 cars I asked the competitors to leave the section at the shortest route if you scored to allow the rest to get on. I know you have paid your money and you want something back for it but for those waiting to set off its very agonising having a prolonged wait for the section to clear as the nerves are taking hold and you just want to get on with it ASAP.

On the day the COC has a difficult time as the competitors do drop remarks about failing the section. But then just as you think it can't be done in a LWB class somebody clears the section in a white immaculate Discovery [David]and relief shows on my face.....



We had some learners and some experts on the day but everybody that I spoke to after the event thanked me for my efforts which although is a hard weekend I must say that I enjoyed the job as it allowed me to use and pass on my many years of experience and knowledge.

I would like to thank all those members who helped me set out and all the marshals on Sunday who gave there time to help me run a fun and successful day's trialing on the slab.

Nick Woodage RTV COC



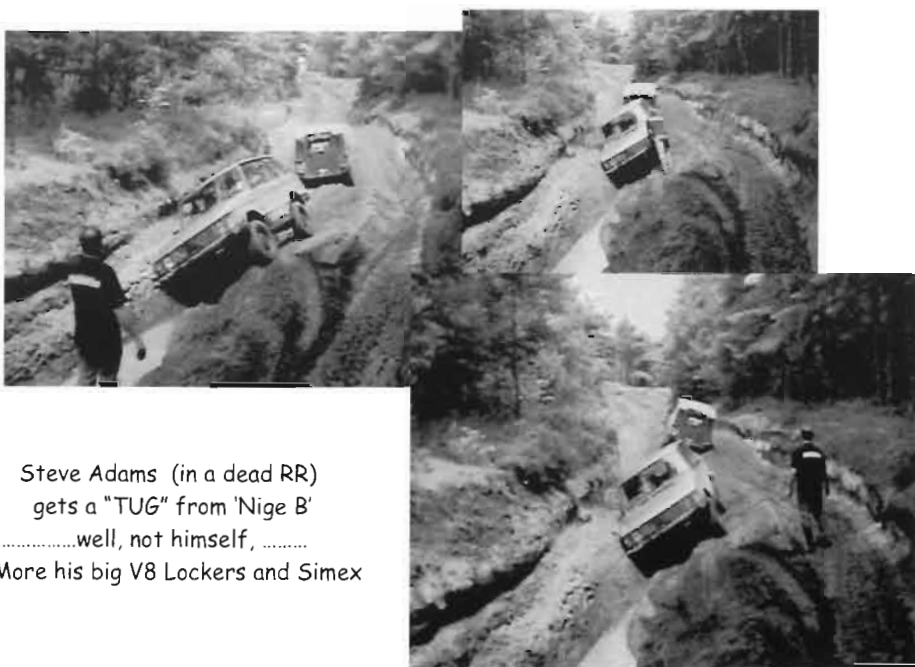
Slab Common - 'The Drive Round Day'

On Sunday 9th July we ran a club only driving day alongside an RTV trial. Nick Woodage was COC for the RTV and myself was COC for the Driving Day, for just "HBRO Members Only"

Fourteen members attended the Driving Day with a variety of vehicles from Purple Series 3 (yep the one on the front cover) to a '05' Defender.

As we had a 'lack of rain' (understatement No 1) the ground was very dry, - actually the "Pond" looked as though the plug had been pulled out! - but in many ways the lack of any water made things very challenging (understatement No 2) for the drivers and vehicles, as the dry sand sapped power and dug away extremely quickly. (final understatement No 3)

It was nice to be able to meet and chat to some of the new members. I would like to say thank you to all the people who helped set out and marshalled the event - cheers to all of the helpers - there were many compliments and thanks for all your hard work.



Steve Adams (in a dead RR)
gets a "TUG" from 'Nige B'
.....well, not himself,
More his big V8 Lockers and Simex

Neil Tomlinson COC DRD



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'Winches' - Part 2 - "The Accessories"

GLOVES !

Yep it's the number 1 winch accessory - SEVERAL Pairs, get gardening gloves with leather on the palms as a minimum, better still get several pairs, 'cos.....

- a) you might lose one,
- b) once they are wet and 'orrible you might decide not to put them on.....BIG MISTAKE !



'Plasma' Rope vs Traditional "Wire"



The pros & cons of plasma vs wire could be an article on its own. Here are some basics and food for thought. Whilst Wire ropes are 'cheap' - very cheap, but.....and it's a big one, you can destroy wire in just one winching session - ie where you crunch the wire onto the drum, crossing the wire and twisting it - its now scrap !.

Many will try to straighten the wire ie tie to tree and pull hard, it may straighten and look better - but it may now be weaker ?.

Wire needs to be placed on the drum in the "Cotton Reel" style, this is very difficult as you have to be 100% square on when winching, whereas plasma actually doesn't care, in fact you should NEVER have the plasma wound on the drum neatly, because if you then winch hard the plasma can be pulled down between other coils as it all goes under tension. Wire has a habit of biting back - plasma is much kinder to our little paws.

As to strength it's a real minefield. In a perfect environment plasma and wire have similar breaking strains, some would say plasma is higher, (many go "Up" a size - ie 8mm wire many go for 9 or 9.5mm plasma or 9mm to 10 or 11mm etc. I have been massively impressed with plasma, but there are some drawbacks.

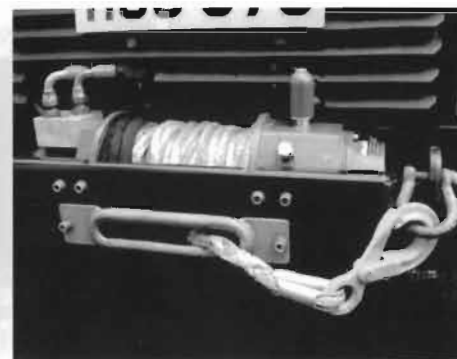
Price, its still around 3-4 times the price, but with messy winching the plasma doesn't mind being crunched around on the drum (actually it should be !), so it can be cheap for the life expectancy vs badly spooled on wire rope.

Something to seriously consider is that we are not using it in a perfect environment - mud sharp rocks etc will wreck a plasma, where wire can survive, with plasma you really need to see where and what your rope is (or really isn't) "On", or being dragged through.

Lastly remember that for recovery of someone else you DRAG your rope towards you, on under and through everything, BUT for self recovery your rope stays still, you move towards the hook !.

Plasma also has a massive weight saving, and even floats in water, never ever pressure wash it, just a bucket water and a good shake etc will keep it ok, then dry it and place back on the drum, NOT neatly, and you must do this under tension

Lastly if you do break it you can very easily and with a bit of knowledge resplice together with simple tools see lr4x4.com



Here you see Plasma, Locking Hook (Gunnabo) closed loop thimble Hawse Fairlead and on the RHS of the drum ...ID Marker' covering....

Read below for further information on all of these :

Hawse Fairlead

Plasmas do NOT like roller fairleads, they tend to damage the rope and get jammed in the edges between the rollers, for plasma 'Hawse' are best, for Wire rope 'Rollers' are essential. On Plasma you can have steel hawses (fair), Aluminium ones (nicer, but plasma & say wet sand on it can 'cut' the Aluminium), or Stainless (the best IMHO) are the ones to go for, as they don't get "Grooves".



ID rope (end marker)

Consider using plasma rope "anti scuff guard" (often a nylon sleeve in a bright colour) at both ends of the winch rope. This way when you are pulling /spooling / lowering out, you can see the marker so that when you can see it you are down to say 10 wraps left on the drum, similarly on the front end you can see the rope has nearly spooled back in (very useful if you are spooling back in and facing the bonnet !)

Winch Hooks



Many people miss out on the options, consider just a looped rope, you could have this and a shackle, or a standard hook, better is one with a mouse (spring clip saves the hook coming off), or the exotic 'locking' hooks, best of both worlds, but can be slightly slower in using than other methods, again think and chose what's best for you

Remote controls



With most winches, you have a simple basic remote, and a wander lead. Whilst its true that some are better than others - the Warn "Red" alloy one being regarded as one of the best, whilst you can change and upgrade remotes (PG Winches can supply all the bits) a LODAR is another option or Master Pull, these give you a "Remote control without wires"

Snatch Blocks.



Plasma (especially) at thicker ropes benefit from bigger snatch blocks, it can pay to buy a really good one, but cheap and cheerful are the Superwinch types. The posh HD ones (Top & Right) are particularly good not only as they are high ratings, but also as you can see the red one has a swivel function - makes for nicer lining up of the rigging.

Shackles

4.75T should IMHO be the smallest used for a big (9000+) winch, consider that you can double the strain with a snatch block. However, 6T & 8T are not that much more money or weight, but offer far more space when connecting up snatch block and tree strop etc ?...especially the 'Bow' types rather than the D type....and you'll be surprised just how useful it is to have several, this goes for tree strops too, even consider 2x snatch blocks ! and if they are not rated DO NOT BUY THEM - if you have any untested or unrated shackles bin them NOW and go shopping. More Later on the dangers of UnTested & UnRated Shackles.

Bridles

A bridle is basically a short strop, very useful for extraction, either yourself or an other !...connect up to say 2 bumper recovery points reducing the strain in half.



Strops



3inch wide are best for trees and avoiding damage, again a selection of lengths can be useful, 3 5 and 8 metres are often the most flexible. Don't buy second hand - its really just not worth it, you'll be amazed how cheap these are.....and whats that 2nd hand on done in its life, you just don't know ?

Batteries

The world is your oyster, some believe split charged are a great route, one battery for winching and one for the 4x4s electrics, some think, gel batteries as no fluid seepage if your upside down, others go for quality (Optima / Odyssey / Exude 9000) some for a HUGE truck battery - which offer huge amps for your £. Rule is Bigger Amps = Good for electric winches

Split Chargers

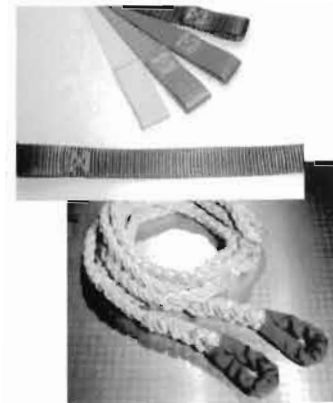
From the simple and great value X-Charger (see the advert in the mag, to the state of the art National Luna, the idea is simple. Have 2 batteries, have one for winching and one for electrics on the LR, with the ability to join both for extra power when you need, with a split charger you'll always have one battery to keep the engine running, and with the higher top of the range units also keep both batteries tip top condition charged and a gauge to see how they are both doing. Lastly on electrics make sure you have a decent "Battery Cut Out", so that if you need you can kill all electrics at the "Flick of a switch"

Winch Blankets

Most are now more than simple "Winch cable alerts".. the best winch blankets are those that not only alert passers by etc but should the rope break the cable flailing around is reduced. Best I have seen is the one Ian Smart and I have both bought from Paul & Lucy at Challenger - a HEAVY ARB blanket with internal pockets that can be filled with sand mud etc for extra weight. A GOOD winch blanket not only SHOWS that there is a cable being used, but has WEIGHT to it to help dampen the cable flaying if it breaks..

Hand Savers

Gloves mud tiredness and speed of the respooling rope = risk of fingers getting caught up in steel lumps.....you can buy for little money a finger or hand saver, some even allow you to have words on them !, .. but if not I have seen ribbons and even thin twigs used (broken and wrapped around hook) , hand savers if there mean you don't have to even think about it.....buy one It connects to the rope hook, and allows safe usage always.



KERRS - Kinetic Ropes.

These are lovely, but also very dangerous in the wrong hands... These are in simple terms a big elastic band, when you use One and attach you LR to the other 4x4 the weight when you Pull stretches the rope, and uses that force to help move The stuck 4x4...BUT that means HUGE forces are in that rope Recovery points can be ripped off, rear cross member removed, and big lumps of metal hitting soft human tissue and bones is a really bad combination. DO NOT use without knowledge in their safe usage - and Nick J will be having some further news on training and familiarisation of equipment later this year



Ground Anchors



So.....You have it all, Winch, blanket, rope gloves, shackles strops, remote controls, erm....but not a tree or anything to attach your winch rope to?

Then you need a Ground Anchor. Either the cheap screw in types, which offer limited strength, to the big military types with pins and a plate that you beat into the ground, these weight a huge amount and take forever to assemble and disassemble, the 'Pull Pal' is regarded by many as the best unit for 4x4ing



And then..... there's a 'X-ZAG' (see X-Eng Website for full details)

X-Zag - one of the most innovative and useful multi-purpose off road accessories since the waffle !. It will protect your synthetic rope if you need to winch over a bank. Made from corrosion resistant Stainless Steel tube, it is light weight, but very strong.

The unique shape allows it to slide sideways, but also allows it to be wedged in a hollow to keep the cable on a particular line.

Unlike any other device, it will hug a tree allowing you to divert the cable round a tree without having to rig a snatch block & tree strop.



Oh.....And lastly.....

Make sure all your equipment is stored where you can get to it, and possibly even more importantly where it can't escape and **"Get to You"**, a Snatch Block or Shackle hitting you on the head because its loose and rattling about in the cab with you is not only dangerous - it can easily kill you if it hits you. Here there is a large snatch block - (locked to highlift), a Bridle, 2 small and one large shackles, and a pair of gloves and a whistle too (gets attention more than shouting !) all 'handy'



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Switch, Visa, Mastercard	Heavy Duty CV Joints We have manufactured our CV from scratch using improved materials. The inner and cage are from 300M and the 'bell' from 4340 alloy steel. There are a number of design changes that have been incorporated to produce a CV far exceeding the strength of anything else on the market. We have manufactured two designs of CV to cover most Land Rover applications. Complete with our 12 month, no quibble, return to base, warranty against failure. £425 per pair	'Quality Assured' and at competitive prices with professional engineering support from Ian & David Ashcroft Ashcrofts Differential 'Pegging' Service We are now able to specially 'Peg' your Differentials for additional strength £200 each
<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
'4.11' Ring & Pinion Sets A replacement to the 3.54 R&P which accepts the stronger 24 spline propshaft drive flange £195	'Underdrive' This is a bolt on reductor unit giving you an ultra low of 8.93 & retaining your 'High Range' £1500	
Heavy Duty Drive Flanges - Manufactured with upgraded materials & Zinc Coated £85 Pair		

Competition Secretary

Dear All,

Well as you all probably know, Neil Read stood down as the 'Competition Secretary' and Neil Tomlinson has kindly stepped up to the mark - until the AGM. !!!

This report is a very brief one. We ran another successful club only Driving Day and RTV at Slab, in July, both events were well supported. Many thanks to those who took time out to set up and run both events. It was good to see the site being well used. We also had another TYRO at Ingrams green, four members took advantage of the camping on offer that weekend, but sadly there were only two competitors for the TYRO. If you want these events please please turn up and compete, it is very disheartening for those who take the time to set up when only two competitors event. Coming soon is another Mike Wolfe Challenge, this time a Mini Challenge, at Broxhead, this will not be so demanding as the one we ran in February and is aimed at the ARC legal guys and novices. It is advertised elsewhere in the magazine. Please note the earlier start time for this event. Sorry this report is so short, but I have a job to do as well. Thanks for your continued support at our events

Mr Ed

Chairman

Contributors in this months Issue of your 'HBRO Newsletter' (in no particular order)

Ed Ellis, Neil Tomlinson, Nick Woodage, Steve Dent, Richard Salter,
Steve Adams, Suzie Goring from KCC and Nick Jennings Jan Hallum, ..Oh and Moi !

What have you done to your Landy. ?

Modification, rebuild, event or off road recently or are doing or just finished?,
Why not write a brief article and send to me, even better with some pictures !
Go on you know you want to. If you can't, or don't feel the overwhelming desire to type text,
then how about an e-mail or 2 with some pictures from your excursions off road or of
interest, so many of us are out there at HBRO events, all sorts of pictures are always
welcome. Share your 'Landy Moments' tell us what you have done, planning to do or just
embarrass a close friend by telling us what THEY have done, even better with Pictures !

Go on, do something for the next magazine, e-mail me on nigelbarker@btopenworld.com, or
phone for a chat with what you think you could do, and I'll help if I can.

If you enjoyed this magazine, and reading what the Guys (and girls- sorry Suzie) have done
shared and written about here in this issue the you know that without their input the mag
would have been nothing - the mag is as good as the contributions I get, and I need them
every month, so come on, Talk to me, I don't bite (much).....

So please have a think and send in ANYTHING (well within reason), and thanks again everyone
for your help contributions articles and pics for this edition, what could we have next issue ?

Nige



Marshals Section

(The Non Stick Nick Section)

From the keyboard of the HBRO
Club Training Officer

Hello Folks, hope you all well.

Let me put on my "Training Officer"s hat first.

There are moves a foot, both in the club and within the "off road fraternity" at large to
formulate a structured marshals grading scheme, type of thing, designed specifically for us
off road types - Should be interesting !. All I can say at present is that "Big Brother will get
back to you".

I had arranged another winch training course for June, but it never came off due to the date
not being convenient for enough people. I will keep trying. Watch this space.

The what's happened to you this month department. ?

Well it happened a few days ago while gardening. I was trying to winch out a tree stump for a
mate and..... The cable broke,.... big time !!! Tell you what, it made a few heads pop up & look.
It was not a problem though as all on lookers were in a safe place and the winch blanket was in
place. The cable snapped at the point where it was just moving up a layer on the drum. Quite
common I am told. I suspect that it was past it's sell by date as it was a synthetic rope, that
has been well used and is 6 years old. I still have it as a demo rope for the ability to re-splice
this type material. Give me the nod and I will show you.

During the winching exercise I encountered a situation that is new to me, but that I was
aware of. Most drum winches that have the brake within the drum, will not hold the full load
that they are capable of pulling. It's a bit silly when you think about it & could be dangerous if
you are not aware of it!. My Superwinch x9+ will pull 9000lb on the first layer of the drum, but
will only hold 4500lbs. Were you aware of that ?.

By now Billing is long gone. If you saw my truck on the Frogs Island stand it was nice to see
you, if you didn't, sorry we missed you. That's about it really.

Non Stick Nick

X-BRAKE

Disk transmission brake for Land Rover 90/110, Range Rover & Discovery models. Compatible with all Underdrives, Overdrives and PTOs. Easily fitted in under an hour without specialist tools. Now ARC Approved for Modified Class vehicles.

FROM £179.99
INC. VAT



X-SHAFT

Broken half-shaft removal tool. Uses a super-strong magnet, capable of lifting a NATO Hitch! It can pull out the broken end and have you running again in under 10 mins. The time saving alone could make the difference between winning & losing your next competition. Handle also has built in rope splicing tool.

£24.99

X-CHARGE

180A Winch Grade Split Charge System. Safely charge two batteries from one Alternator.

Easy to follow photo-instructions. Complete with everything you need down to the last terminal. All you need is a crimp tool and half an hour to fit.

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X-FAN

Switch CNC Billet machined Aluminium hose adaptor and thermostatic dual fan control switch. The most reliable solution for controlling one or two electric fans. Supplied with full pictorial installation instructions and a pair of quality Stainless hose-clips. Available in anodized Red or Blue finish.

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X-JUMP

Professional plug-in Jump Lead set. Made using 35mm Ultra-Flex cable fitted with insulated 400A braided copper clamps and Anderson style connectors. Install socket in a convenient location and plug in leads when required. These will cold-crank a Tdi immediately without even getting warm.

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Calendar of Events - 2006

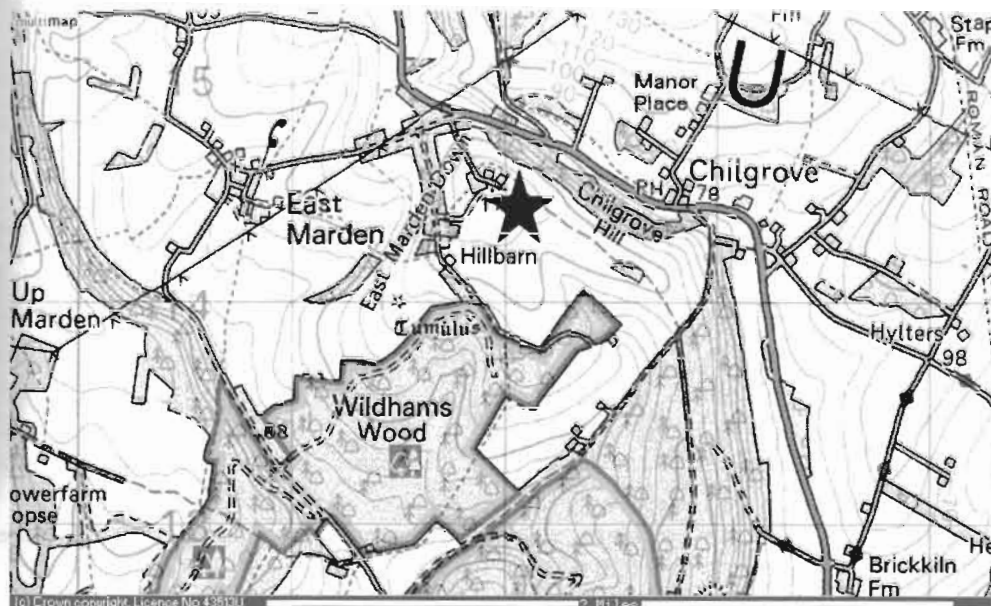
...The next few weeks...

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)



Don't forget - The SGM is on the Saturday re the decision on becoming a Ltd company.

The SGM will be held on Saturday evening commencing at 5:30pm.

Please attend.....Vote and have your say.'

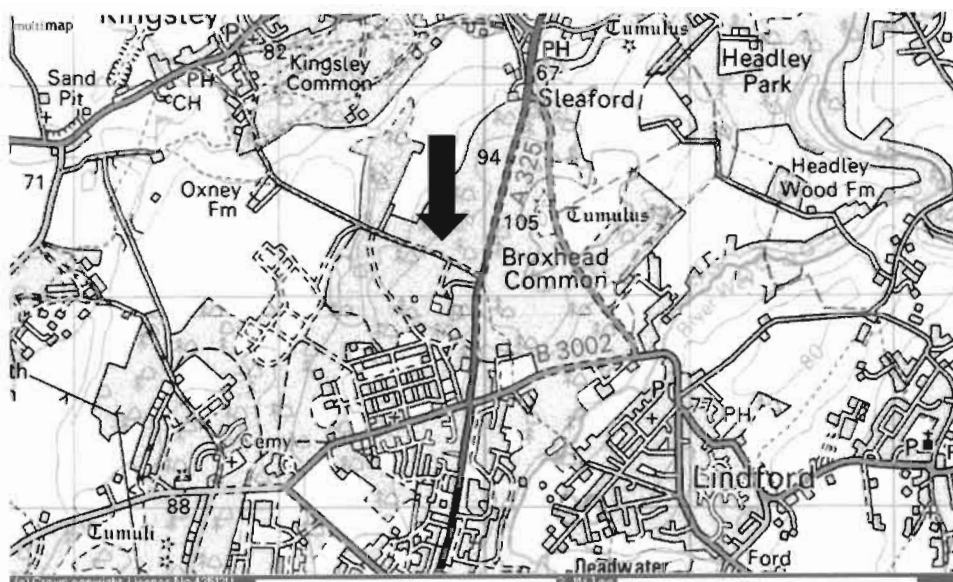


September 2nd 3rd **ARC ONLY** "Soft Challenge" Event Broxhead (SS)

COC Neil Read & Ed Ellis

We are running a Mike Wolfe 'Mini-Soft Challenge' on the 3rd September at Broxhead Common. Bordon. This event is a scaled down version of the Mike Wolfe Challenge we ran in February and will be suitable for the novice. Punches will be made up of mostly easy and moderate, but there will be a few extreme ones as well for good measure.!

Vehicles must be in teams of two, must be ARLC legal and have a MAXIMUM of one winch per Vehicle - ie MAX 2 per team. Oh, and Only two drivers and two winch bitches per team.



Entry is on the day, no pre booking required. Signing on starts at 8am. And closes at 8:45. Scrutineering at starts :8:15 and closes at 9:15. Briefings at 9:15 event starts at 9:30. There will be a compulsory lunch break of 30 minutes. The event closes at 3:30. You will be given a 'information pack' on the day. All vehicles must be ARLC legal. That means lockers must be disabled, 35 inch Simexes and the like are not allowed. Recovery equipment: No chains, saws, kinetic ropes/strops etc. All equipment will be checked before at Scrutineering. One winch per team. Bring your own lunch. Entry fee: £25 per vehicle. ie £50 per team



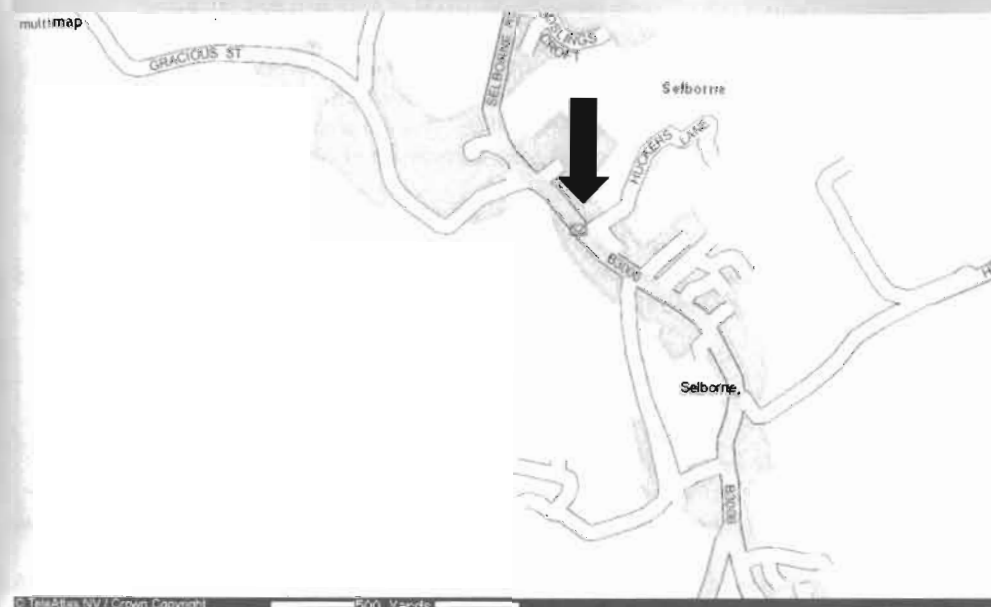
You can pre book if you wish by contacting either COC Ed Ellis or Neil Read.

September 16th 17th Belgium Nationals

From UK, through Euro Tunnel to France, then turn left. Seriously if members go please think of doing Nige a report, even better with pictures and share your experience of the event with us all !

October (Saturday 14th) HBRO AGM (Annual General Meeting)

Queens Hotel, High Street, Selbourne, Nr. Alton, Hampshire, GU34 3JJ 01420 511454



This years AGM (Annual General Meeting) will be held on the 14th starting at 6pm - and starting 'mucho pronto' too - in the 'Queens Hotel' in Selbourne, Nr Alton Hampshire.

It's on the B3006 between Alton and Liss. There is a specific agenda to follow for the AGM - all to do with election of officers, but there is also a 'General Agenda' and format to the evening.

We intend to make this a bit of a social evening - so in addition to the AGM there will be some food, a finger buffet, and a short quiz, so why not come along for a HBRO night out ?

AGENDA : 6pm Commence AGM, 8pm Close AGM, 8:15/8:30 finger buffet, 8:30 Quiz.

On behalf of all of us on the outgoing committee we look forward to seeing you there.

Mr Ed Chairman.

Calendar of Events -the remainder of 2006

October

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

October 20th-22nd Roadmaster BFMA - Salisbury Plain (Accommodation) Contact: Neil Tomlinson

Once again we have been invited to marshal the British Armed Forces Motoring Association Events. We have been helping on these events for many years and our help is greatly appreciated. The idea of these types of events is to test and improve skills of serving military personnel in Navigation and cross-country driving.

The first event is based out of Rollstone Camp on Salisbury Plain, we have been asked to run a 'timed trial' on the Saturday and normal 'RTV' trials on the Sunday. The BAFMA always look after us well as usual we will be provided with accommodation and food from Friday evening. We will be marking out the trial routes on the Friday so help is need from then. This is a great chance to get out on Salisbury Plain and drive the many tracks and areas, which are normally out of bounds to civilians.

If you have not marshalled before don't worry, as we will teach you as we go along, additionally if any of you want to use your caravan - not a problem there is ample car parking with a guard at Rollstone camp. If you would like to help, let me know, for all or some of the time whatever you would like to do to help - so I can arrange food and accommodation !.

November

November 4th 5th RTV and Bonfire Night - Pangbourne (WS) Camping COC Mark Ambler

November 18th / 19th Green Laning day TBA

November 18th / 19th 'Rickshaw Ramble' - Aldershot (Accommodation) Contact: Neil Tomlinson

This is a similar event to Roadmaster at this stage I am waiting for more details, but it would be useful to know if you would like to attend, more info will be in the Newsletter, read the notes above for some idea of the event, or ring me to chat through !

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

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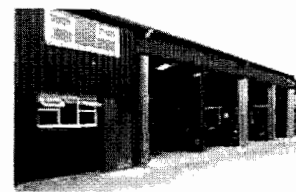
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Discovery

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Range Rover

THIS IS A DRAFT FOR DISCUSSION AND RATIFICATION

(Editors comment - I have condensed where possible, just spaces & reduced 'Fonts' nothing else !)

THE COMPANIES ACTS 1985 TO 1989

COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL

MEMORANDUM and ARTICLES OF ASSOCIATION
of:
ASSOCIATION OF HANTS AND BERKS LAND ROVER OWNERS LIMITED

Incorporated the 1st day of
THE COMPANIES ACT 1985 to 1989

COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL

MEMORANDUM OF ASSOCIATION OF HANTS AND BERKS LAND ROVER OWNERS LIMITED

1. The name of the Company (hereinafter called "HBRO" or Hants and Berks Rover Owners) is "HANTS AND BERKS LAND ROVER OWNERS LIMITED"
2. The company's registered office is to be situate in England.
3. The Objects for which the Association is established are:-

(i) To carry on the business of a motor club for the benefit of its members and the members of affiliated clubs by promoting, either solely or jointly with other clubs, motor competitions in accordance with the requirements of the Motor Sports Association Ltd; providing information, advice and assistance on matters connected with motoring; arranging tours, lectures, discussions, social and other meetings and affording such benefits as may be possible to arrange.

(ii) To further interest in the products of the Land Rover company and other companies producing products bearing the Land Rover name. Such interest being in the ownership of such vehicles, their exhibition, restoration, demonstration and in competition.

(iii) To buy, sell, manufacture and deal in articles and things of all kinds which may be required for the purpose of or be commonly dealt in by persons engaged in any such business or required by members, officers or employees of the company or members of affiliated clubs.

(iv) To purchase, take on lease or in exchange, hire or otherwise acquire and hold for any estate or interest any lands, buildings, easements, rights, privileges, concessions, patents, patent rights, licences, secret processes, machinery, plant, stock-in-trade and any real or personal property of any kind for such consideration and on such terms as may be considered expedient.

And the HBRO shall have the following powers exercisable in furtherance of its said objects but not otherwise, namely:-

- (A) To purchase, take on lease or in exchange, hire or otherwise acquire real and personal property and rights or privileges, and to construct, maintain and alter buildings or erections.
- (B) To sell, let, mortgage, dispose of or turn to account all or any of the property or assets of the HBRO.
- (C) To undertake and execute any charitable trusts which may lawfully be undertaken by the HBRO.
- (D) To borrow or raise money on such terms and on such security as may be thought fit.
- (E) To invest the moneys of the HBRO not immediately required for its purposes in or upon such investments, securities or property as may be thought fit, subject nevertheless to such conditions (if any) and such consents (if any) as may for the time being be imposed or required by law and subject also as hereinafter provided.
- (F) To establish and support or aid in the establishment and support of any charitable associations or institutions and to subscribe or guarantee money for charitable purposes.
- (G) To do all such other things as are incidental to the attainment or furtherance of the said objects or any of them.

Provided that:-

- (i) In case the HBRO shall take or hold any property which may be subject to any trusts, the HBRO shall only deal with or invest the same in such manner as allowed by law, having regard to such trusts.
- (ii) The HBRO's objects shall not extend to the regulation of relations between workers and employers or organisations of workers and organisations of employers.

(iii) In case the HBRO shall take or hold any property suitable to the jurisdiction of the Charity Commissioners for England and Wales, the Association shall not sell, mortgage, charge or lease the same without such authority, approval or consent as may be required by law, and as regards any such property the Council of Management or Governing Body of the Association shall be chargeable for any such property that may come into their hands and shall be answerable and accountable for their own acts, receipts, neglects and defaults, and for the due administration of such property in the same manner and to the same extent as they would as such Council of Management or Governing Body have been if no incorporation had been effected, and the incorporation of the Association shall not diminish or impair any control or authority exercisable by the Chancery Division or the Charity Commissioners over such Council of Management or Governing Body, but they shall as regards any such property be subject jointly and separately to such control or authority as if the Association were not incorporated.

4. The income and property of the HBRO shall be applied solely towards the promotion of its objects as set forth in this Memorandum of Association and no portion thereof shall be paid or transferred directly or indirectly by way of dividend, bonus or otherwise howsoever by way of profit, to members of the HBRO and no member of its Council of Management or Governing Body shall be appointed to any office of the HBRO paid by salary or fees, or receive any remuneration or other benefit in money or money's worth from the HBRO.
Provided that nothing herein shall prevent any payment in good faith by the HBRO-

(A) of reasonable and proper remuneration to any member, officer or servant of the HBRO (not being a member of its Council of Management or Governing Body) for any services rendered to the HBRO;

(B) to any member of its Council of Management or Governing Body of out-of-pocket expenses;

(C) to a company of which a member of the HBRO or of its Council of Management or Governing Body may be a member holding not more than one hundredth part of the capital of such company.

5. The liability of the members is limited.

6. Every member of the HBRO undertakes to contribute to the assets of the HBRO, in the event of the same being wound up while he is a member, or within one year after he ceases to be a member, for payment of the debts and liabilities of the HBRO contracted before he ceases to be a member, and of the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors among themselves, such amount as may be required not exceeding £1 (one pound sterling).

WE, the several persons whose Names, Addresses and Descriptions are subscribed, are desirous of being formed into a Company in pursuance of this Memorandum of Association.

NAMES, ADDRESSES AND DESCRIPTIONS OF SUBSCRIBERS

Dated the day of Witness to the above Signatures:-

THE COMPANIES ACT 1985 to 1989

COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL

ARTICLES OF ASSOCIATION OF HANTS AND BERKS LAND ROVER OWNERS LIMITED

GENERAL

1. In the presents the words standing in the first column of the Table next hereinafter contained shall bear the meaning set opposite to them respectively in the second column thereof, if not inconsistent with the subject or context-

<u>WORDS.</u>	<u>MEANINGS.</u>
The Act	The Companies Act 1985
The Statutes	The Companies Acts 1985 to 1989, and every other Act for the time being in force concerning joint stock companies and affecting the Company.
These presents	These Articles of Association, and the regulations of the Association from time to time in force.
The Association	The above named Company
The Club	The name of the club shall be "HANTS & BERKS LAND ROVER OWNERS", known as the "HBRO" and here in after referred to as "the club".
The Committee	The Committee of Management for the time being of the Association.

The Office	The Registered Office of the Association.
The Seal	The common seal of the Association.
The United Kingdom	Great Britain and Northern Ireland.
Month	Calendar month.
In writing	Written, printed or lithographed, or partly one and partly another, and other modes of representing or reproducing words in a visible form.

And words importing the singular number only shall include the plural number and vice versa.

Words importing the masculine gender only shall include the feminine gender; and words importing persons shall include corporations. Subject as aforesaid, any words or expressions defined in the Statutes shall, if not inconsistent with the subject or context, bear the same meanings in these presents.

1. Title

The name of the club shall be "HANTS & BERKS ROVER OWNERS", known as the "HBRO" and here in after referred to as "the club".

2. Definition

In connection with the club, the term "ROVER" shall refer to vehicles produced by The Rover Motor Company, The Austin Rover Group (and their successors) and any company in between bearing the Rover name, differently badged overseas models and vehicles produced by the Land Rover Group (and their successors).

3. Objectives

- to further the interest of motoring and motor sport
- to provide members with information, advice and assistance on matters connected with motoring and motor sport
- to watch local administration of the laws and regulations affecting motoring and motor vehicles and to report on proposed local action (s) or scheme (s) to the MSA
- to promote motor competitions in accordance with the rules of the MSA
- to arrange tours, lectures, discussions and social and other meetings.
- to afford to the members such benefits and privileges as it may be possible to arrange
- to assist and encourage members in the restoration, maintenance and use of Rover vehicles.

4. Membership

Membership shall last for twelve months from payment of subscription. All membership categories associated with an ordinary membership shall be coincident with that ordinary membership.

Categories of Membership are:

A) Ordinary member

Applications for ordinary membership of the club shall be submitted to the committee, normally by the membership secretary. Applications must be made by individuals in their own correct name and signed by the candidate personally. The application is to be accompanied by appropriate subscription fee, which will be returned if the application is rejected. The election of candidates is at the discretion of the committee. Successful candidates will become "ordinary members". Ordinary members may vote at general meetings of the club and may participate in club events.

B) Associate Member

An associate member is either: 1) The spouse/partner of an ordinary member Or 2) Accepted by the committee as a special exception. Associate members may participate in club events, may vote at general meetings of the club, and other than membership renewal notice, will normally receive no official correspondence.

C) Social Member

Social members may attend club meetings and participate in club events as passengers. They have no voting rights. Other than membership renewal notice, they will normally receive no official correspondence.

D) Junior Member

A junior member is under the age of 18, and either: 1) The child of an ordinary member Or 2) Accepted by the committee as a special exception. Junior members may participate in 'Tyro' events as drivers. This is subject to the limitations in the Club's, the ALRC's and/or the MSA's regulations and SR's and is at the discretion of the Clerk of the Course. They have no voting rights. Other than membership renewal notice, they will normally receive no official correspondence.

E) Provisional Member

Any candidate for membership of the club whose subscription has been accepted shall become a provisional member of the club. Provisional membership of any member shall only hold good until the meeting of the committee after payment of the subscription of such candidate. The committee shall review and accept or decline Provisional membership nominations, and notify the Provisional member of their decision. Provisional members may participate in club events but have no voting rights.

F) Honorary Member

At the absolute discretion of the committee, a member may be elected and remain an Honorary member and be exempt from payment of annual subscription for as long as the committee may decide. Honorary members may participate in registered competitive club events with the written permission of the MSA, but will have no voting rights.

5. Management

The authority & responsibility for the transaction of the business of the club for its management, shall be vested in a committee, who in addition to the powers and authorities expressly conferred on them by these rules, may exercise all powers and do acts in furtherance of the objectives for which the club was established, other than those hereby expressly directed or required to be exercised or done by the club in general meeting.

6. Election of Officers

Chairman, Secretary, Treasurer, and Committee shall be elected at the Annual General Meeting and, subject to termination of office by resignation, shall remain until the next Annual General Meeting following their appointment. The committee shall have the power to co-opt other members as they deem necessary. The retiring officers and other members of the committee shall be eligible for re-election. The Chairman and one other committee member shall be Directors of the Company. The Company Secretary, need not be a member of the Committee. The Directors shall retain office for a minimum of two years from date of appointment unless agreement is reached by the Board of Directors.

7. Committee

The committee shall consist of Chairman, Secretary, Treasurer and not more than five other members. Nominations for candidates for election to the committee may be taken at the Annual General Meeting. The committee shall have the power to appoint a sub-committee of not less than three persons to meet on its behalf in respect of any matter, which is specifically referred to such a sub-committee.

8. Meeting of the Committee

The secretary, either of his/her own accord or by the direction of the Chairman shall, unless otherwise agreed by the committee, give at least seven days written notice of a meeting.

9. Absence from Committee

Any member of the committee who is absent from three consecutive meetings without sufficient reason, may be called upon to resign their position from the committee.

10. Duties of the Secretary

It shall be the duty of the secretary to attend in person or by deputy, all meetings of the committee and to take minutes of the proceedings. Such minutes shall be recorded and presented for confirmation at the following meeting.

The duties of the Company Secretary shall be as described by the relevant Act governing the company.

11. Banking

All monies of the club shall be banked by the treasurer in the name of the club and no disbursements shall be made therefrom except in accordance with the form or forms authorised by the committee. However, a small amount of cash may be retained by the treasurer for petty cash, provided the amount does not exceed 10% of the club funds.

12. Voting by the Committee

Each committee member present at a committee meeting shall be entitled to exercise one vote. The committee shall vote by ballot if any member present so demands. A vote of one third against any applicant for membership shall exclude that application. No collective voting shall be allowed. Proxy voting shall be accepted.

13. Subscriptions

To be decided at each Annual General Meeting.

14. Non Payment

Any member of the club who has not paid their subscription by the date it becomes due, shall be notified of the fact in writing and one month thereafter if that member has still failed to pay their subscription he shall, unless sufficient reason be shown to the satisfaction of the committee, be taken off the register of members forthwith. No member whose subscription is in arrears shall be eligible to take part in any competitions organised by the club.

15. Resignation

Any member wishing to resign their membership shall give notice in writing of such a desire to the Membership Secretary on or before the date on which their subscription would become due for renewal in any year. Also any member ceasing voluntarily or other wise to be a member of the club shall thereafter cease to have any claim upon the property of the club or to enjoy the privileges of membership, but he shall remain liable for any debts due to the club from him.

16. Use of the club name & address

The name & address of the club shall not be given by any member as his address for trade, advertising or business purposes or in connection with any legal proceedings.

17. Expulsion of members

It shall be the duty of the committee if at any time they shall be of the opinion that the interests of the club so require, by letter to invite the member to withdraw from the club within a time specified in such a letter and in default of such withdrawal to submit the question of their expulsion to a meeting of the committee to be held within six weeks after the date of such a letter. Members of the committee shall be given at least seven days notice that a question of withdrawal or expulsion is to be discussed at a meeting of the committee. The member whose expulsion is under consideration shall be given at least seven days notice of such a meeting and shall be allowed to offer an explanation of their conduct verbally, or in writing and if a majority of the committee members shall then vote for their expulsion, they thereupon cease to be a member of the club.

18. The Annual General Meeting

The Annual General Meeting of the club shall normally be held in the month of October in each year upon a date and at a time to be fixed by the committee. A Director, three committee members together with ten members eligible to vote shall form a quorum.

The Annual General Meeting shall:

- Receive from the committee a full statement of accounts duly audited showing receipts and expenditure for the year ending.
- Receive from the committee a report of the activities of the club during the said year.
- Re-elect the Chairman, Secretary, Treasurer and the committee members of the club and two auditors.
- Re-elect the Company Directors.

19. Special General Meeting:

A Special General Meeting may be convened by the direction of the committee, or on a requisition to the secretary stating the business for which the Special General Meeting is required and signed by not less than twelve voting members. If the meeting so requisitioned is not convened within thirty five days, the said members may convene such a meeting. Three committee members together with ten members eligible to vote shall form a quorum.

20. Agenda

When members wish a matter to be discussed at a general meeting the text of such matters signed by at least two members shall be sent to the secretary at least fourteen days prior to the date of such meetings so that it may be included in the agenda, together with matters which the committee wishes to discuss. A copy of the agenda shall be sent to each member at least five days prior to the meeting, but the fact that any member has not received a copy of the agenda shall not invalidate the proceedings. Should the proposer of any motion fail to move such a resolution in respect of the relevant item on the agenda, and then any other member shall be entitled to do so.

21. Voting

The Chairman shall not vote at meetings except in the exercise of a casting vote. At all general meetings, a majority of votes except as provided in rule 24 decides a resolution. At any general meeting any ten voting members may demand a poll and thereupon the meeting shall be adjourned to a time and place to be named by the Chairman and a postal vote shall be taken of all ordinary members of the club. The decision of the members as shown by such postal vote, shall be reported to the adjourned meeting and shall deem to be the decision of such meeting. No collective voting shall be allowed. Proxy voting shall be accepted.

22. Right to participate

No one can take part in a general meeting unless he or she has been duly elected as a member of the club and has paid their subscription according to these rules.

23. Observance and interpretation of rules

Every member binds themselves to abide by the rules of the club and also by any modifications thereof made in conformity with such rules and also to accept as final and binding the decision of the committee in all cases of dispute or disagreement as to the interpretation of these rules.

24. Alteration of the Constitution

Any alteration of the constitution made by a general meeting providing that the details of the proposed alteration or alterations are included in the notice of the general meeting and that the resolution proposing such alterations is carried by a two thirds majority of those present voting at such general meeting, or by a two thirds majority of those voting should a poll be demanded as provide in rule 21.

25. Copies of the constitution

Every member shall be furnished with a copy of the constitution on election. Copies of the constitution are available from the club web site.

26. Events

All motor competitions organized by the club shall be held under the rules and requirements of the MSA. Any member convicted of an offence arising out of being in charge of a motor vehicle in any club event or on any club business shall thereupon be liable to expulsion from the club under rule 17.

27. Badges of Office:

Any badge of office issued to members by or for the club shall remain the property of the club. On termination of their business, members shall deliver up such badge to the secretary.

28. Dissolution

The club may be dissolved by a general meeting convened by direction of the committee, or on the requisition of the majority of members. If the resolution of dissolution be duly passed, the committee shall forthwith liquidate the affairs of the club and if there be any surplus assets on realisation, these shall be disposed of at the discretion of the committee.

NAMES, ADDRESSES AND DESCRIPTIONS OF SUBSCRIBERS

Dated the

day of

Witness to the above Signatures:-

The "Oh Dear - I didn't mean to do that..." Section

New section of the mag. Have you, your friend or someone you been with, or maybe have seen do something daft - and then said the "Ooops - didn't mean to do THAT" ?..

Yes ?.....Well send in the pics , and a small story, and if they are good enough then they could end up here on the inside back page for all to seehere's a starter for this edition....



From the last MWWCE - Yes of course drivers get stuck at this level of event, but here Bob Seaman and John Beagley took a 'short cut' to a punch - Bob holds his hand up to signal to John to 'Stop' - Ahem - No need John already had



Ever wondered just how deep the LEFT hand pond is at Slab ?..Erm "Deep", Guess who winched him out ?

