



# *Hants & Berks Land Rover Owners Newsletter*



## *Issue No 5 – September & October 2006*



ASSOCIATION OF  
LAND ROVER CLUBS

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

HBRO Member Sam Parker in picky above takes the 'Pre-Daz Challenge' at the recent Mike Wolfe "Soft" Winch Challenge at Broxhead this Month





Now, There's a story here. Driver touched the cane with the punch on and it fell in the gloop. Marshals tut tutted in the background said "You must find it". After 10 minutes fumbling in the gloop did they take pity and admit that it was about 6 foot to the left of where he'd been looking ....Laugh? ...well they did .....



Telepathy? ...  
Mmmm... Maybe but I can read both minds here...  
The "If I was to let go..." thought & the "If you dare to you are dead"

## Your Officers & Committee Members – 2006

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



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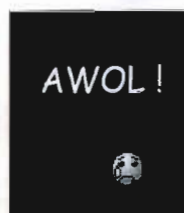
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(That's a Blatant Plug by the way)



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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

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## Its Him – The 'Newsletter' Editor

So what have I been up to since the last mag ?....Erm, well taking the V8 90 onto a 4WD rolling road for one. What exactly happens then on one of these ?...Your wallet takes a severe beating for starters.. ④ that's for sure !

A "rolling Road" is exactly that, it allows the LR to be driven as though it is on the road, but, it is then connected to a whole load of electronics, and the engine fuelling, Air flow, ignition and other items such as CO2 and emissions can be monitored and adjusted at any speed and RPM. Its not cheap, but as I have a V8 race engine, now with the homemade MegaJolt Mappable ignition system (allows a V8 to run under water !), I wanted to ensure I had it not only tuned properly (too weak - burns holes in pistons - too rich - wipes oil off bores and wrecks engine) but also for all the possible loverley BHP and smoother running....

Pre 'wallet beating the 90' is clamped down - big timey



Over the time there the engine is subjected to 'Revs' - er...loads of them, increasing as things get better tuned up...., loads applied from the rollers in increasing amounts make the engine "Work", and all differing RPMs etc,



As you can see here in the pic opposite (early on in the day) the speed is also measured - here the 90 is doing around 90 MPH,

It was driven at over 100 MPH before the day was out, with big Simex, a V8 at 6000 RPM and all within 5 foot, the noise was loverley - sorry I meant deafening...

But also when you are so close to your 90 & inches from your Simex the revs and noise makes you wonder if you *did* do all those wheel nuts up tight.....didn't you ??

Meantime - a Chap called Mark Adams sits inside with a mate revving the absolute Nuts off your newly rebuilt £££s of V8 - accompanied by a number of PCs gauges, wickety whooo whoo bits, mit meters and electrics.- most I have no idea what they did....except they cost a lot for their time.

From the passenger seat Mark got the driver to get the engine to Rev & Load positions he wanted on the ignition map - the Ignition was then mapped up (MegaJolt) so as to match the engine to a ignition advance at various set points on the 10x10 map on the PC this is then uploaded to the MegaJolt ECU whilst running ....

And so it goes on....and on and yer wallet slowly but surely empties .

The fuelling was also checked, LAMDA sensors are used plus CO2 / oxygen HC and other measures so that the engine tells the operator what's going on inside as its all adjusted running at various points.



Mark tweaked just about everything on the engine -the fuelling was all over the place, the PRV wrong setting, pressure in the Fuel rail was too high at higher RPM, and the ECU Fuelling (Whizzy Eales Adjustable ECU) was too high everywhere, the AFM setting inside (springs) were too lean, all of which made for a not sweet running V8.....

The Interior mirror though I think he said was 'ok' .....but not much else.

Having been there and seen what goes on, tuning to this level is impossible without a roading road, and in our cases you need a 4wd one, and there are not that many, This is pretty much state of the art - but all that's a waste of time unless the person on it tuning your motor knows what they are doing - Mark is just a 'bit of a guru' on getting V8s to run right.

Unfortunately this means you have to pay twice, once for the hire of the rolling road, and also for the skills and knowledge of Mark on top, .....and as I have said it is not cheap.

But, I am never surprised to find that people will shell out £££££££££s on "Bling Bits", but then not pay a few quid on top to get it all matched up together and running 'properly'. As to if mine is now "Fully Sorted" time will tell, .....but it IS a whole load smoother, crisper, cleaner running powerful, and freeeeeeeeeeeeeeee revving., May need a tweak later but that won't be anywhere as long as this session as the entire ignition was also remapped to the engine. Unfortunately my Video Camera died on the day, but my camera does have a limited video function - 3x vids (dropped in size to around 2ish MB each - gives you an idea of the carnage that goes on, the later in the day Higher (yes HIGHER) RPM Vids I shot in error at 90 degrees angle - so haven't posted them as you would all need to shove yer PC monitors on their sides..... But these will give you an idea.

Anyway, at the end of the day when he revved it right up to 'The Max' I had to leave the workshop, Partly due to the noise, and partly due to my underpants not being able to take the pressure strain and worry of a big "BANG" from the direction of the rolling road and my V8, have a lookie at the videos if you are interested, they are hosted on [www.LR4x4.com](http://www.LR4x4.com), look up 'Rolling Road' on the search engine there and click on the links..

And Yes I am still a tad deaf ! Rolling Road was AUSTEC Racing in Crawley, and Mark Adams the V8 Tuner. I wouldn't have anyone else This level of tuning with someone like Marks knowledge and skills makes a huge difference, he does loads of V8s from TVRs to track cars to off road racers to 4.6 RRs 5.2V8s and transforms the power outputs of them all !

Lastly from me you'll see 2 new advertisers - Brooklyn 4x4 and Gigglespin 4x4, at opposite ends of the 'HBRO geography'. Brooklyn comes with a well respected reputation as do all our advertisers, and look forward to being of service to the more ;Southampton; based of you, their advert is further into this edition of the magazine.

Gigglespin (run by Jim Marsden) may be new to many of you. Based over in Kent Jim, erm, how shall I say this ? ....OK....., Jim has a "Fetish" for all things 8274, and I am grateful for his input into the winch article later in this mag edition. A keen 4x4 and challenge competitor Jim will be around at the 2007 Mike Wolfe challenge event, but until then you might find your car nipping down to Gigglespin for those 'essential' 8274 upgrade whizzy bits..

Welcome to you both, and as with the other advertisers who support this club, please - if your buying something use and support those who support us, and if you can remember tell them your from HBRO too

That's all from me TTFN

Nige

## *2006 Belgium Nationals.*

Just back from our annual trip across the pond to the Belgium Nationals.

Just 4 vehicles this year made up of Neil Reed and Ian Smart, Myself and Roger Hardwick, Neil Tomlinson and Bob Davis and finally John and Steve - (sorry don't know there surnames.) We met at Guilford services on the Thursday afternoon to get an even earlier boat than usual, and made good time - got the 4-30pm boat.

After filling up with derv at the Elf station at Calais we hit the 'right hand side' and set off. This was a new experience for Steve as he had never driven abroad before. We pulled into some services for a nosh and waited for Neil and Ian to meet up with us as they were on P&O. We made good time down to Angtoing and before midnight which made a change but still had to erect the tents in the dark with the aid of the vehicle lights mounted on the roofs. All seemed great until the next morning when we were off to the supermarket. My 90 would start but stop after letting go of the key. After some diagnosis from the team it would appear that my extra lights were not wired correctly and had burnt through the ignition switch. Oh -----dear. A new switch required. After a trip to the trade stands, the use of an interpreter and a phone call to the nearest Land Rover dealership [Tournai] I went back to our camp only to find the switch out on the bonnet and all in little bits. A repair was underway by some very clever fellow members and I had a big sigh of relief. That's the thing about going away together, the camaraderie is fantastic and everybody pulls together. A big thank you to all you guys for putting my 90 back together and working. We did get down to the supermarket for some provisions and some diesel too.

Roger and myself were entered into Xtrem and the others XXtrem. That meant that we would go our separate ways until getting back to the site later that night. Roger and myself did not actually leave the site because our night trial was on site which was different from usual. We queued up for hours only to get very stuck near the end of the section in the most gloopy mud you have ever seen, and I was plastered all over and under and not best pleased as we had to clean it off just to see out of the windows.

Next day Saturday and a road book or two to amuse us for a few hours, well all day actually, and we only managed 1 book. So we went back to camp for a brew and waited for the others. Well they did make it back but Steve and John were under tow. They had split a clutch pipe, oh-----dear. Steve took it off and after more phone calls through an interpreter a trip to the local dealership and even more phone calls a second hand pipe was sourced. Back to camp and lay under the land rover for another couple of hours and another car is back to working order. The rest of the weekend was fairly uneventful and followed the usual pattern of trials on site for the different classes and all into the dinner hall for lunch. Break camp, break wind and head for the ferry home. All in all a successful but eventful weekend in Belgium.

Nick Woodage HBRO Belgium event coordinator.

## *The AGM Commeth*

There is the HBRO AGM on Saturday the 14<sup>th</sup> October  
Fancy being on the committee and developing the club in 2007 and beyond ?  
Can you spare some time ?...But wonder what we all do ? (so do we sometimes)

Here below is a quick overview of what some of the possible vacancies require, have a think if you can support and put into your club ?

**Chairman** - All round good egg who sweeps up all the issues everybody else forgets, acts as arbitrator and go between. Manages the clubs affairs, raises points of interest and discussion. Looks for new sites. Takes the grief when it all goes wrong and non of the glory when everything works just fine.

**Treasurer** - Keeper of the purse, manages the accounts. Pays the bills and does the banking. Produces the auditable accounts at the end of the year. Arranges the insurances and makes sure we don't over spend. Takes the glory when we show a profit and complains at others when we make a loss

**Membership Secretary** - My role is to keep up to date records of all club members, send out reminders when renewals are becoming due and to collect and bank renewal and new members payments. I am responsible for the issue of all membership cards and club brochures and leaflets which explain the rules of the club whether it be competing or social events. This involves keeping an accurate computerised database as all reminders and correspondence are computer generated. And do I get any thanks ..... ?

**Newsletter Ed.** Helps if you are PC literate (as opposed to just being PC - which I am not). Mainly involves chasing everyone for copy, pictures and articles, then making them make sense and putting them together. Would really suit someone who's a tad grumpy, short of time, and with some sort of mental condition or at least not quite normal, cos of some of the politics & nonsense that sometimes comes yer way .....and no, I don't get thanks.....

**Club Sec.** Not to be confused with the newly appointed 'Company Secretary' although he or she can be one and the same person. The Club Sec, keeps records of all correspondence into and out of the club, writes formal letters on behalf of the club, and notifies other clubs etc of our activities. They are also the 'keeper and publisher' of the minutes of the AGM SGMs and Committee meetings. They will organize the these meetings and publish the agenda.

**Comp Sec** - Probably the most important role on the committee. He or she is the co-ordinator of the competitions and events. Leads with the production of the 'calendar' and then co-ordinates the delivery of the events with the CoCs. Once the calendar is set liases with the Permits Sec and landowners to arrange the venue, and then chases up would be CoCs. throughout the season keeps a record of the scores and works out who has been the most successful competitors at the end of the year

## *The Chairmans "Fireside Chatter"*

*by 'Mr Ed'*

Well I cannot believe that another year in office is nearly over. Yes that means the AGM is just around the corner, time to elect your new committee. More of that later.

Well its been an interesting summer, with a few events to keep us going. This years summer rally was at Bowhill once more, and proved to be another success. Chris Homewood set a well thought out RTV and I ran an equally impressive Tyro. Feedback I got from members that weekend is that we should do more to encourage our younger drivers; they are after all the future of the club.

Most will know that the summer rally also saw us hold a Special General Meeting to decide on the future of the club and limiting its liability in the public domain. The SGM was well attended and we are now the Hants and Berks Land Rover Owners and very soon to be a Company Limited by Guarantee. Thank you for all your sup[port on this issue.

So what of the future - where is the club going? Well there has been a mixed round of attendance and support at this years events. The Mike Wolfe Challenge attracted a massive entry, and is set to continue in that vein, but we van only cope with one of those events a year as the organization behind it is incredibly time consuming. But the result is well worth it and the event now features high in the challenge calendar.

The RTVs and TYROs meanwhile have had very mixed attendance, both in terms of those willing to get out and organize them and those participating. There have been a number of occasions this year where we have only had two people setting out. This places a tremendous amount of pressure on the Comp Sec and the rest of the committee. It hardly seems fair that it is the usually handful of willing volunteers that support the majority of the rest. I am concerned that if we are not careful one of these days we will arrive at a trial on the Sunday with only one section set out. So next year please take one day out of your weekends competition schedule and run an event for the club.

We also saw an increase in the number of Military events that we support on behalf of BAFMA. Some of our members went off to Germany. BAFMA really appreciate our involvement and support. It also gives a fair portion of members the opportunity to drive on military land.....which ahs got to be good fun.

Laning has continued to attract its fair share of attention and I think the pinnacle of the laning year was the trip to Wales. But we must take care of the limited access we get to the lanes and in so doing continue with our support of HCC and the like.

Its Monday morning and I am on my way up to London, recovering from this weeks Mike Wolfe Soft Challenge. Well I like to think it was soft. More of which later. What I would like to say, that once again there were just two people setting out. Now the entrants cannot set out, but..... My thanks to Bill Brown. For spending a wet Saturday running around Broxhead finding places for 60 punches and KCC for sponsoring the prizes.

I see there are now some amendments and regulation changes published by the ALRC. See the web site for the detailed version. Suffice it to say there are 13 pages in total which takes just a little too much space in the newsletter. Now this is not meant to be a criticism, but the ARC as it was then approved in 1996 that they should amend the rules: some 10 years ago. Are they current and do they reflect the current range of Land Rover Products. No I don't believe so and more importantly do they reflect in my opinion the way land Rovering is moving. Again nope I don't think so. The rules in place appear confusing, but that may just be me. For example; engine sizes. There is no mention of the V6 series engine that is fitted to the Freelander, nor is there mention of the 3l Isuzu Diesel engine fitted by Land Rover for the Australian market. Tin the section on seat belts, B3; it states that seat belts must be fitted for RTV competition and must be fitted as the manufactures specification - seat belts were never designed or fitted to early series 1 vehicles.

Now it might seem that I am having a whinge here, in part I am because I feel sure that there will be other ambiguity in the rules and regulations. And that is not to say that they probably do not reflect the progressive nature of our pastime. But we had the opportunity to comment on the existing rules, see the newsletter earlier in the year. No comment was received from the membership on changes they would like to have seen made to the regulations. So we may all have to wait another 10 years before a new set is issued by which time the government may have banned any form of 4x4.

This in itself brings me on to another hobby horse of mine. Working in London as I do, I hear all the moans about congestion charging and, 'Red' Kens want to put it up to £25 for vehicles over 2 litre capacity. This was reported as being directly aimed at the Chelsea Tractor brigade. I was so pleased to read just recently a counter article, and I shall paraphrase; that noted that less than 1% of the vehicles on the road in London were 4X4s, the majority that were of those were the smaller engined models such as Ravs which used the same economical engines as their saloon car brothers. Huzzah! a bit of common sense at last. The footnote to the article was more disturbing than amusing. The writer hypothesized that they will start taxing us on the size of our homes. Ergo, if you have a large house, 6 bedrooms etc high energy consumption clearly, then you pay additional tax. Well we do damn it: bigger house - more council tax; higher utility bills and even greater inheritance tax when you pop your clogs, we are already being taxed on our property..... Nanny state, green and friendly, or just a greedy government? That's for you to decide.

Now I was going to put my head above the parapet one more time this year and challenge the whole matter of being affiliated with the ARLRC and what do we really get out of it.....But I am 'no heretic'.

Mr Ed



Chairman

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## *'Limited by Guarantee'.*

Firstly I would like to thank all those members that turned up for the Special General Meeting held this August Bank Holiday to discuss and vote on the future format of the Club. There were 31 voting members present in all. There were several issues on the table as you all will have seen in the last two newsletter publications. Nick Woodage will produce a full set of minutes should any member wish to view them. Prior to the meeting we received some email and verbal comment from members. The points they raised were read out to the meeting as part of the general discussion. The first matter discussed was that of the club becoming a limited company. This promoted a healthy debate on how we would be formatted, what additional duties we would undertake, how much would it cost etc. A vote was taken and a majority decision reached that we should now form ourselves as a Company limited by guarantee. There was discussion on the name of the club and whether or not we should change it to become, Hants and Berks Land Rover Owners. The vote, again in the majority was that we should. So the Club is now known as Hants and Berks Rover Owners.

There was some lively discussion on whether or not we should drop the Viking Shield, adopt the LR Oval or have some combined logo. The majority consensus was that we keep the Viking Shield, and amend the wording to reflect the clubs new name. The next steps are to for the committee to have the articles of association and memorandum of agreement formally ratified by a legal entity. We will elect the director(s) and company secretary at the forthcoming October Annual General Meeting.

Regards,

Ed Ellis Chairman

## *Contributions in this Edition of the Clubs Magazine*

Nick Jennings, Ed Ellis, Moi, Jan Hallum, Bill Brown, .....

## *HBRO Membership - Jan Hallum*

Welcome to the following New HBRO Members in this edition are :

Richard Sharpe, Clive Tillbrook,, Martin Tennant, Stuart Thompson, Joel Prior, Jonathan Ambler with a Social member Lindsey Todd. Welcome to you all, see you soon at our next events, why not come to the AGM and meet some of the 'faces' in the club ?

## *'TYRO' Report August 27<sup>th</sup> (Bank Holiday)*

Nige has just reminded me at this late hour that I have not produced a write up recording the superb Tyro I set out with Dennis Bill Sandy and Ian on Bank Holiday Sunday. While the trailers were trialing we were toiling in the fields and woods setting the sections for Mondays drivers.

This being a novice trial I wanted to get the new drivers used to their vehicles on the first couple of sections. So for section one I borrowed an idea from the driving test I took in Taiwan. A nice simple s shaped section, drive in to gate 8 and then reverse out. It took Bill two attempts to reverse out in his 110. Section 2 also had a reversing manoeuvre in it as well. Well me being slightly lazy, yeah just a bit. I made use of two of the RTV sections, softening them slightly and then one final section in the woods. I would hasten to add that I drove all sections in the Memsabs Discovery, and also in a 110 so I new they were drivable.

Sunday night the heavens opened, all night as well, Monday morning it was still raining. I was very concerned that the sections were on a hill side and the grass would be slippery. I waited and had a gorgeous cooked breakfast - the full monty.





By 9 the sun was out and the ground drying steadily, 10:30 saw 6 competitors signed up a raring to go. Tim and Paul in the experienced driver class, Tasha (Tims sister) and Ava in the girls and Ben and Nick in the boys.

Being a generous sole, I had decided that we would let the novices have a practice drive on the first two sections. This I have to add is I feel essential as it lets them get used to the vehicles. The TYRO SRs do not allow unlicensed drivers to driver between sections so they get little experience before setting off.

With drying conditions the day was progressing swimmingly. I popped into the woods to check out that section - it had gone, evaporated, gone to the trial invisible, was no more, no longer there, vanished overnight. I bumped into Chris Homewood who 'fessed up that his RTV lads had cleared the section the day before thinking it was one of their sections. Anyway Chris being the gentlemen he is went and set out a section for us.

I am pleased to say there were no great panics or concerns during the whole day. All the drivers drove well and enjoyed it, the sections were designed to get progressively harder, which they did and the driving skills improved to match the sections.

The winners, and loser's well there were no loser's. Everybody had a great day out. These girls and guys are the future of the club and we need to encourage them in their sport. They have all requested more Tyros on next years calendar.

Mr Ed CoC

## P.G. WINCHES

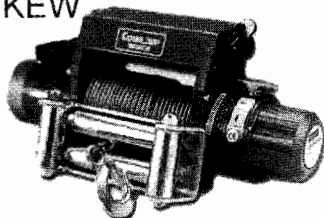
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## Feedback From Members "Pants & Barks"



Bill Brown Writes :

31<sup>st</sup> August 2006

Dear HBRO Magazine,

Just a short essay to reflect me appreciation for all the hospitality and friendship shown to us at the Bow Hill Camping do last week. Ben and I enjoyed the whole event. The BBQ was expertly conducted by Ed and Dennis and also very entertaining at the same time. Also Nicks gastronomical invention was the best I've ever tasted.

We helped to set out the TYRO on the Saturday and at the time it looked very straight forward, but we had 5 hours of rain on Saturday night and that made things a whole lot more exciting for the TYRO competitors, for some it was there first event and they would all like to do it again!. That's what I call a result. Thanks top Ed Angela and Dennis for their hard work and endless encouragement throughout.

Denis and Maureen put on a really good bingo session on Saturday evening. It caused a lot of laughter amongst the congregation so I think it speaks for itself.

On the scale of 1 to 10 the whole weekend scored a '10' in my books.

The HBRO does have a fairly large selection of members but to my amazement only a small percentage actually participate at events like trials TYROs Challenges camping etc. My personal preference is to help set up and marshal various things and I do get a lot of satisfaction from this. I also find that helping or participating is the most efficient stress buster in existence (trust me I'm a Plumber). I think that you will find this club has more to offer in terms of things to do than any other in its field so wouldn't it be good if more members became more active and took advantage of what's on offer?.

After all "You only get something out if you put something in" as they say.

Only one thing to say now "Thanks"

Regards

Bill Brown

**Ed Ellis Writes :**

## **HBLRO and the ALRC, should we stay members. ?**

Ah, I swore that I would not stick my head above the parapet again this year, but here goes. Please do not shoot the messenger I have been asked to write this by the members of the committee.

OK the issue for discussion this time is whether or not HBLRO should remain members of the ALRC (Association of Land Rover Clubs). The reason this is being asked is that the ALRC Supplementary Competition Regulations (SCR) as updated for the commencement of 2007 do not reflect the broad minded approach to Land Rovers that a number of members (unqualified) would wish to see. Before I move on I would hasten to add that earlier this year I did ask for comment from all of the members on the ALRC regulations - none were received. I sent a few myself, one of which was incorporated.

I have spoken with the ALRC and their take on life is that they represent the LR product and that clubs who are affiliated do so because they strive to be 'purist', but in a more liberal sense. This means that they would like to see LRs in their factory for or as near factory as possible. Concessions have been made over the years, but for now, and without strong representation and justification they will not change the regulations. So there is not much if at all any room for manoeuvre in this area.

I will continue. A number of our activities now involve members and competitors whose land rovers are no longer standard, and indeed would not even fit within the determination of the ALRC modified class. For example they are running tyres greater than 33inch diameter, they have fitted dislocating cones; they have cut away bodywork. But in general, the vehicles they run are Land Rovers, they are committed to the mark. They are not trying to be radical and re-body a 90 with a Vitara; they just want to 'spice up' or personalize their car. After all there as so many after market goodies around these days, many of which more likely as not improve the overall safety and reliability of the vehicles.

The matter at hand is that the ALRC have failed to recognize this. Some limited modifications are allowed, but they are limited, depending on the type of competition or class you wish to run in. Equally the ALRC does not recognize some genuine LR products, such as the 100inch Defender model. So where are their priorities, are they in fact forward thinking, or are they exercising too much 'forward control.'

One benefit being a member affiliated to the parent organization is that it does give the club the opportunity to enter the ALRC Nationals, and many of our members do enjoy that event. But I have found in the past that even the ALRC cannot scrutinize vehicles to their own standards at this event. For example I competed in class 5 in my last RR with cut away arches, non standard home made tubular bumpers and a few other non standard modifications. (Class 5 is standard class for LWB vehicles). This was not picked up at the

Nationals. I was allowed to compete in Class 5 whereas strictly speaking I should have been in class 11. I have approached the MSA and ALRC on the matter of Supplementary Regulations to find out if we can produce a set which would then allow a more holistic approach to the clubs activities. By this I am assuming that we would allow. For instance, lockers to be used, disconnecting cones, V6 Ford engines, bob tail Range Rovers - you get my drift. This may then answer both needs, stay within the ALRC and open the club to a wider range of event participants. I will try and paraphrase the response. The MSA say we are bound by our parent organization, so we have to operate within their boundaries, the ALRC say the same. We have the opportunity, three times a year to run open events; public driving days and challenges take account of this.

However Challenge events and Tyros are covered by the MSA regulations, in detail and are not specified by the ALRC, but have to fit within the general ALRC supplementary regulations. In essence there appears to be no area that we can exploit to increase our membership base by allowing non-regulated vehicles to participate, except for those three days a year.

There may of course be other ways to solve this conundrum; of allowing a broader membership base and maintaining membership of the ALRC

Anyway I am not done here, now we have opened this Pandora's Box, I would like to see satisfactory conclusion, although I have no idea what that is right now. I would like to hear your views on this issue. So please either ring me, or drop me a line or email.

Regards

Mr Ed

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## Hello V8 Lovers

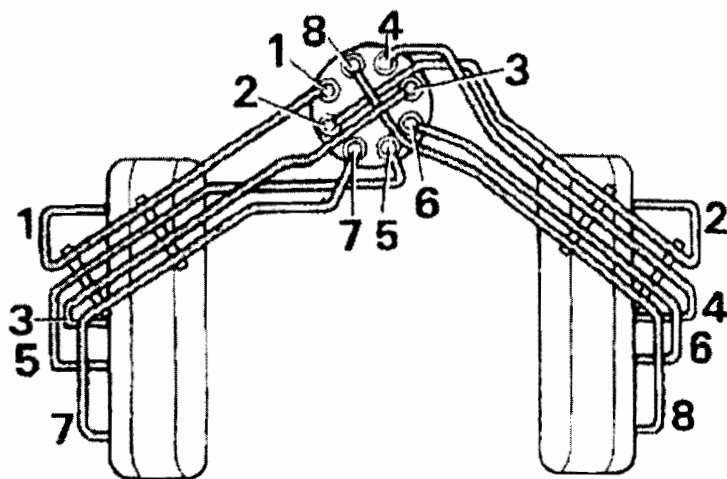
Today I had a mate "Return" with his RR which has had a big misfire for a long time, I had a go at it a while back, and eventually he believed me when I told him he needed to go shopping for some parts. As a result I thought this may help a number with a V8. I have over the years lost count of how many times I have said / done / advised the same as below.....

1. Use NGK BP6RES NOT Champions (V8s just don't seem to get on with them), and Don't waste your money on (as matey had) Bosch 4 pin whizzy plugs, again V8s are fussy 'plug wise' Gap them, .....even though everyone tells you they are 'gapped' as std in the box - they vary - see note 1 above - and gap all to 0.6mm.

2. Use a **GENUINE Dizzy Cap, GENUINE Rotor Arm, and GENUINE Leads.**

He had some leads from somewhere which cost a lot, they were junk, and the wrong lengths, this often means you'll end up with a very messy lead install, and crossing leads is not a good thing, if you buy genuine leads then you can fit them as below and get them neat and more importantly reduce the chances of tracking from C\*\*p leads and a poor plug lead installation

3. Fit the leads DIZZY end 1st, and start with plug leads 2 4 6 & 8, get the in the right order into the dizzy cap, and then work TOWARDS the plugs, clipping them as you go to the diagram below, if you don't have the correct LR Plug Clip go buy them from a dealer, they are cheap and make a huge difference.. THEN do the other side 1 3 5 & 7, same - start from the dizzy end, work towards the plugs, clipping as you go. Then add the coil to dizzy lead, and fine tune all the leads to the diagram / piccy below. This will make a huge difference, more than most understand. With all of the above done, mate drove off a very happy bunny phoned me to say it was like a different RR. Picture I have used for years to get them absolutely right :



## Mike Wolfe 'Soft Challenge'

Report from the CoC

What a long weekend, well all challenges seem to be that way if you want them to run anything like smoothly.

I left the final preparation a little late on this one, only to discover that the club didn't have any car number stickers left. So I had to make some.

When I publicized the challenge about 4 months ago, I neglected to ask for pre-booking, thinking that I would like this to be a more relaxed affair. This was a bit of a mistake, Sunday morning coming round I really did not know how many teams to expect. I was very pleased when 5 teams eventually put their names on the competitors signing on sheet.

I don't quite know why but I expected about 6 or 8 people to turn up for setting out, another big assumption that went the wroooong way. There was Bill Brown and I, .....and that's it, two to set out the whole of Broxhead Common, with 60 or more punches.

We managed 60 on the day. (Note to the competitors - I still can't remember where I put punch 60, but it is out there somewhere). We finished around 6pm. Note to self; make sure you pre-book marshals for setting out challenges. They are a lot more work than RTVs.

Sunday, left home at 7am. Picked up the trailer from Bills at 7:40am and arrived on site. Set up gazebo, while Bill checked the taped off sections. The competitors arrive. Richard Salter wanted to single entry, not allowed in the rules; Sean Goring from KCC turned up with the T shirts (prizes) and was roped into Richards's team. Thanks Sean and well done fellas a creditable 3<sup>rd</sup> place.

I am not exactly sure what the competitors thought the challenge would be like, after all Broxhead is not the most challenging of sites unless there has been a lot of rain - and this year we have been flooded ....with hose pipe bans, so it was 'quite dry'. What mud there was, was put to good use. We managed to get every body stuck in the sticky stuff at some stage. And some of it was quite deep too, Angela and I watched Sammy jump into the not so shallow part of a section - funny it wasn't that deep on Ian.

One section we put good use to some elastic cord, to extend the punch a tad. But every body still got stuck here. OK so they didn't spot the easy solution to that one. (it streeetched !)

After all the competitors had started and the marshals distributed themselves around the site, I placed the last punch, No.53. It was tied to the front of Bob Seaman's 110 in the car park. At lunch time they all came back compulsory break and quiz.

The marshals and I were totally amazed that it took JJs team 20 minutes to find that punch, after all they were leaning on the bonnet of the 110 inches away from it.



Much sniggering from us "in the know" (see the back cover).... I was pleased to see a team of complete novices enter as well, Nick and Tim with the young bitches Ben and Nick. I think Tim has learnt that less haste and more speed is a good maxim for challenges. Becoming firmly stuck in an early section as he plunged in without first looking at where the punch was, yep on the wrong side of the car. Ooops Tim !!

So at the end of the day how well did the teams do, I left Angela and Rachael counting up the scores and typing them into the 'bag of bones'. (Thanks girls). I had used the same scoring system as we had used at Slindon in February; that is the more teams get a punch, the less value it has. The winners John Jennings and Hugh Duffet whos team missed only two punches. The scores were as follows :

John Jennings and Hugh Duffet - 14220 (1<sup>st</sup>)  
 Neil Tomlinson and Darren Holmes - 13220 (2<sup>nd</sup>)  
 Richard Salter and Sean Goring - 12636 (3<sup>rd</sup>)  
 Tim and Nick Wishaw - 9827 (4<sup>th</sup>)  
 Steve Adams and Alistair Mitchell - 9100 (5<sup>th</sup>)



Finally I would like to thank all the marshals that turned up on Sunday to help run the event, Look out for the next 'full on' Mike Wolfe Challenge - it won't be soft.

Here's a question, do we want more challenges of a softer nature, if so would YOU be prepared to run one. Or as Nige B has suggested, how about a 'driving day with 'optional punches' ?

Please write in the club newsletter and let us have your thoughts on these ideas as we can build them into the 2007 calendar.

Mr Ed

## Mike Wolfe "Soft Winch Challenge"

So I was sat in a deck chair at Hookend farm and Mr 'Lucky-Socks' himself (that's Hugh Duffet) asked me if I would like to pair off with him for this mini challenge. Once the diary had been checked and a co-driver/navigator/winch b\*\*\*h had been recruited, we accepted the offer and 'Team 2' was formed.

Preparation for the event involved a new drop arm ball joint, removal of the spare tyre from the back door (still working on the 1 around my tummy), oh yes and a new winch. Lastly, a splash of BP ultimate diesel and 'mars bars' for sustenance.

The Team 2 'Stalker'

So let me introduce you to Team 2:



Car 1:

John Jennings  
 Bob Seaman

Car 2:

Hugh Duffet (Mr Lucky-Socks)  
 Sarah Bridger

Ed & Bill (setter outers) had placed 60 punches on Broxhead Common for the teams to find, some very easy and some not so easy. The field of competitors and vehicles was well varied. Nick Whishaw competing with a stunningly clean TD5 90, a bog standard 4 door classic rangey and 3 teenagers.

We were lucky with our first punch, my 90 was parked just in front of it in the car park. We had decided to do the site clock wise, having a fair bit of knowledge of the Broxhead site we knew that the boggy bits were all over that way.

We soon realised that some of the easier punches had been craftily hidden in the trees (or on parked cars) and weren't easy to see. So we peeled our eyes and carried on.

It was a while before we had to use the winch, the first time I hit the switch we were instantly surrounded by marshals pointing and laughing. My newly built (Saturday morning before the event) Warn 8274 did us proud all day.

The site was particularly dry due to the hose pipe ban, but we still managed to find some nice wet sand mud. The majority of the punches/sections were relatively easy, though Ed & Bill had put in some tricky sections involving winching a static recovery as well as 1 or 2 red mist sections, all good fun. I found it particularly amusing in the mud run, Bob pulled the winch cable through all the water getting absolutely soaked. (Normally my job) Only to find that the punch was on a bungee cord which was just long enough to reach around the mud. HAHAHA. But hey, that's why it's a challenge event, keeps you on your toes.



We certainly enjoyed the day. I would strongly recommend this event to any club member, get out there and have a go. Such a laugh!! Even if you have little experience with winches, there is no better place to learn.



It would be great to see more teams at the next Mini challenge, I would go as far as saying that a winch is not a necessity to compete.



Obviously there would be a number of punches you couldn't get, but you'll have fun trying!



Some free advice however, if there is any sign of a Land Rover related quiz. Make absolutely sure you stand by the Land Rover encyclopaedia (AKA Ian Parker). He knows everything!

Lastly I would like to say "Thanks very much" to all involved in setting out and marshalling the event. Without your input and assistance we can do these silly things.

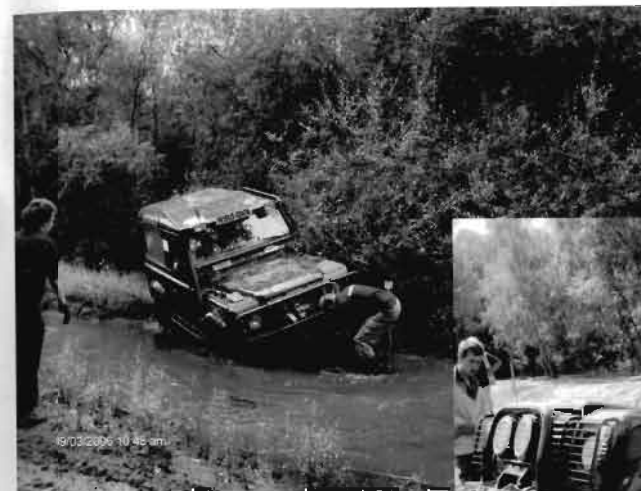
See you all next time.

John Jennings  
Team 2



*Dust.... is just mud with the juice squeezed out.*

## *Pics from the 'Soft Challenge'*



*This was an "Entry" level event  
Suit Novices & 1<sup>st</sup> Timers.....*



*This could have been you ?  
Or this*



*Would you like to have more  
of these types of events ?*

*...If so then write to us now...*







Above - Overall Winners - 1<sup>st</sup> Place - John Jennings & Hugh Duffet - 14220 Points

Below - Runners up in 2<sup>nd</sup> Place - Neil Tomlinson & Darren Holmes - 13220 Points



## *Winches – Getting to the ‘exotic’ now*

The last few articles I have written surrounded the main differences between electric, mechanical and Hydraulic, and the pros and cons of each. As I have said there is really IMHO no real "Best ever - Ultimate Winch" - this sort of drivel is normally reserved for the LR UK Magazines who seem to spout superlatives as much as absolute nonsense and misinformation thinking they will sell copy, and there always the advertisers in the background to consider !

So, we have looked at the types of winches, the recovery equipment, and although we haven't covered usage that must be about it then ?

Wrong.

There's so much to winches many just do not know, and here's where now and next issue we move into the "Exotics".

So, if there is no best winch then, what is there to tempt a buyer ?....well, there's the best of the bunch maybe ?.

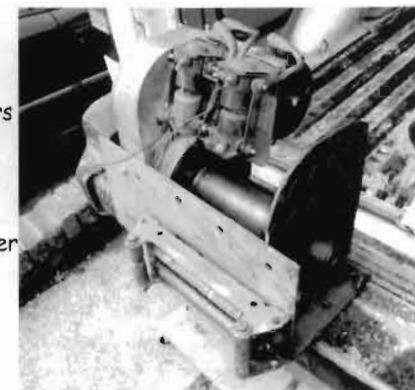
If you look at electric winches there are probably more winches manufacturers and choice than any other sector of winches, so is there maybe a "ultimate" winch within the electric field of winches ?

Much as though I hate the "Ultimate" tag, there is one winch which does seem to stand out from all the others, and for all sorts of reasons - the Warn 8274.

There is a reasons this winch is often the choice of seasoned knowledgeable off roaders, challenge competitors and recovery firms, to name just a few, and mainly because it is a damned fine winch, but there is more to the 8274 than you may know.

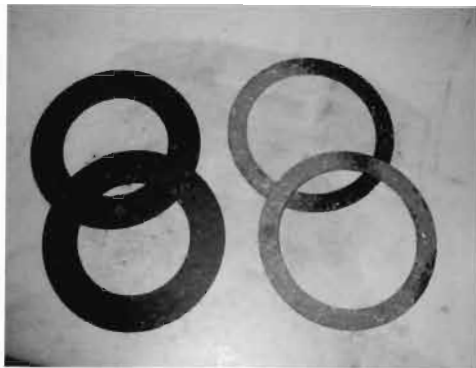
In standard form it is a truly awesome piece of kit, it looks different to nearly any other electric winch, has been about for years, and is well tested and well respected, if you ever decide you don't want it anymore it will hold its value and find a ready queue for buyers wanting it off you, this is no accident, it has this reputation and following due to its reliability, strength, power, and speed - it is a very very fast pulling winch, but there's another reason, it can be upgraded with all sorts of options.

The 8274 started as a 8074, seen here....



Although similar to an 8274 it is internally the differences occur, and even within the 8274 there are a number of subtle differences that you'll need to know about. When I popped over to see Jim at Gigglespin 4x4 - AKA Mr 8274-Fetish man, he proudly showed me what they have developed for the 8274, to make it even better.

Brake shoes, can you see the difference here  
Just adds a tad more strength and longevity in the brake dept. These are a standard fit just replace fit and forget.  
Standard shoes on the Right - HD sintered shoes on the left.



On the Techy Side Paul Wightman made his own external brake, with a calliper, as you will see the options and possibilities are diverse on an 8274

Maybe you fancy a big more power on your 8274 ?, It does come as standard with a 4.6HP Motor on the 8274-50, but for a few quid more you can have a 6HP motor, pulls even harder for longer then - Ah, but of course there's always the "Con" that comes into it...weight of motor on a ali housing. Many have worked out Homemade solutions to this little problem, here's on from John White :



You will note Jon has a standard fairlead, whereas Tony has a Hawse one with Plasma, plasma is well suited to the 8274 as the drum stays cold as the motor is mounted at the top, it all helps. And also on Jon Whites is a toggle waterproof switch for "On Off" at the winch end as well as in the cab. Strengthening bar is on the rear supporting the bigger motor fitted.

Oh, did I say drum ?.

Fancy having more rope on your drum then standard ?...well here a Gigglespin LONG drum, and if you look closely you'll see that not only is it a LOT longer, but it is thinner too, made out of a seriously HD steel, this is stronger than standard and you can get an incredible amount of rope on it :



And, in the foreground you'll see a specially made stainless steel hawse fairlead for the extra long drum and beautifully made it is too.

Ah, but have you twigged yet, a smaller drum OD means even greater winch pulling power - think - the rope at the top of the drum has the least pull, the row at the bottom means more power, so this means big motor bigger drum and more pulling power things can now break easier ?.

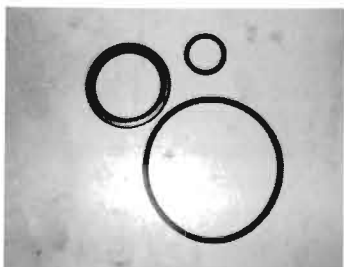
Yes they can, but things also break on standard winches, because of the way they were manufactured, ie down to a price not up to a spec, the main drive shaft is often the item that lets go , there are different types of shafts in different year model 8274w, but most can be upgraded.

This can often tear off the teeth, this is due to flexing of the shaft and when the teeth re-meet they shatter, or the ends of the shaft shear off, this is due to the shaft being

undercut and thereby weakened, the photos show a standard shaft (top) then a teeth sheared shaft (Middle), and then the shaft with the tip sheared away (Bottom), and to the right a HD Giggiepin shaft which comes as an upgrade kit along with all the shims and seals required



Gosh, did I say seals ?..getting them from WARN can be a real pain, and the fit is not exactly fantastic, try these then, available as individual or as a set



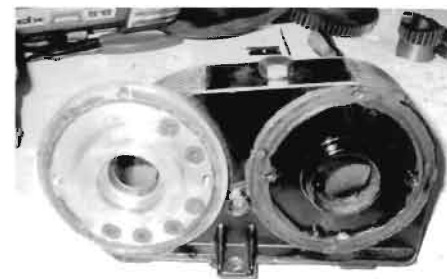
Why not add a second motor,

So, bigger motors, stronger shafts, new seals, longer drums, thinner drums, plasma, and special Stainless Steel Hawse fairleads sort of bring it to a close then for the 8274 ?

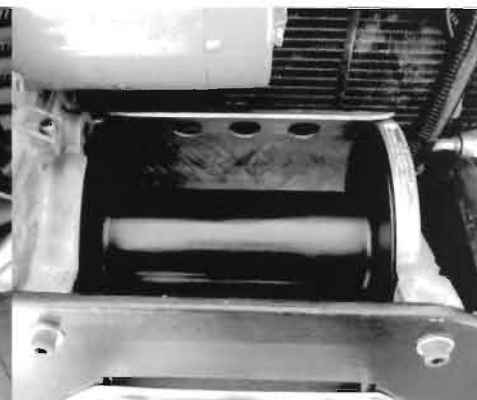
Nope.

Would you like even more power then ?

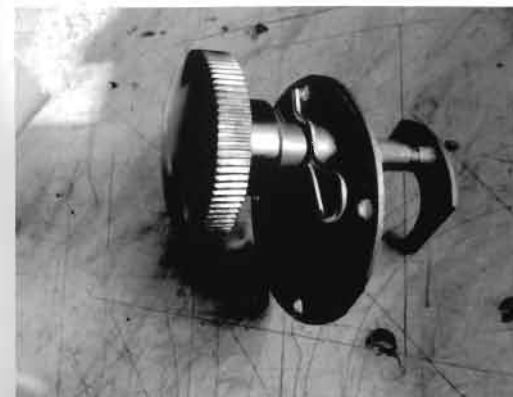
How about a TWIN motored 8274, twice the power and all the upgrades gives you erm, "Quite Something" in the pulling dept, and you will of course need to upgrade that small battery you have for probably a twin set up with huge amp reserves - you think I'm kidding ?



There are other more homemade mods too, how about keeping you plasma clean and away from road salt and the weather until you need it ?..or even a Guard guide on the back ?



Or that annoying freespool problem -



This can either be fixed with a Giggiepin 4x4 shaft kit (and made stronger too), or another option is the Glyn Lewis mod ..with an R Clip

Simple and very effective, stops it jumping out.

So there you have it, the 8274, electric wise just about everything you could wish for, you can grow into it, or just fit a big proper Hydraulic Winch (Only Kidding)



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## 4<sup>th</sup> Mike Wolfe Memorial Winch Challenge

Right them wake up and pay attention you lot !. Ed has poked me with a pokey sharp stick and said "Oi Barker 2007 Winch Challenge when where spec and do something". Actually I think it had Anglo Saxon involved but it's a family mag, and to be honest much of what he says I ignore anyway.....

But, he has a point. I sit here (with a beer) at 7.02PM on an already darkening autumn night (but the beer helps) and before we know it Santa will have been and gone (that's annoyed most of the parents now - do not leave this lying about for your little darlings to think "CHRISTMAS"....) and then 2007 will be on us, and quicker than we all think.

So, thoughts for the event. Well, the last 3 have grown in importance and value within the challenge scene, it has a following now, and this next one I truly want to be better than the previous 3, so what plans have I so far for the event ?

Erm, date, ...er Nope not yet but it will be early 2007, poss between Feb - May, the date will depend on all sorts of things and the site being one of them, I have a few sites I need to physically go see, and then pick one, so the date and site will be announced soon, maybe the next edition - who knows.

Spec, ? Ah that's MUCH easier. I would like to think this is going to be a "Blinder" of an event, a full 1 day, and I'll be looking at a 100 punch broken down to say 30 easy, 30 medium 30 hard and yes for the nutters 10 'Barker Specials'. And that bring me to the 1<sup>st</sup> key point - although a prestigious event, with sponsors high entry levels prizes and (Hopefully magazine coverage) this will suit all from the hardened seasoned serious competitor entering to win and test their 4x4 and themselves to the 1<sup>st</sup> timer dip toe in water and have a go at it.

This will be done by the class system, both classes require a "Team" which is a minimum and maximum of 2 4x4s, and each team must chose to enter under either ARC Rules (very restrictive and will be enforced) or the NON ARC Rules we call nutters class sorry Extreme where you can have Locker, Swampers, 35 Simexs, Suzukis and a very clear field on rules and regs - as in previous years ALL 4x4 must be MOTd taxed and road legal, and nothing bigger than a 101 size thingywhatsitey dodar. The COC for the events word is final - Oooo and that Moi, so queries to me. In the next mag I will list all the rules and regs, but for now....

I need to have names, if you want to enter than tell me, as I am posting this event in 4x4 mags, on websites I frequent, and already have more entries than I thought I would in this early timeframe, I don't need any money or deposits I just need your names and I'll reserve you places, DO NOT ASSUME YOU CAN ENTER LATER ON places will be limited and if you are so disorganized that you can't e-mail me you WILL miss out one a once a year super event.

Other 2007 Tweaks ?. Ah well some will be "Discovered" by competitors on the day, but I am this year very fortunate in the number of business that what to support the event. Our main sponsor will be as always KCC, after all this is in memory of Mike Wolfe, but others have offered to make the event even better with support and sponsorship and prizes, more maybe of this in the next issue, but trophies are on, and also so may be the opportunity to buy special commemorative exclusive clothing, ie T Shirts, Sweat shirts, Polo shirts with embroidery showing the event, that you were involved and all the sponsors logo embroidered onto them - AND ONLY available to those entrants marshals officials and helpers on the event - none else - exclusive pub wear from HBRO ! I might even knock up a Photoshopped version for the next magazine !

Which lastly brings me the most important people for this event - the marshals. WE are going to need a load, so, again, PLEASE contact me with poss offers of help either before the day (laying out - always a hoot and a half) and or also on the day, I will bear in mind any offers will be subject to the date being ok with you but I need names and numbers to start the planning.

I will share more with you all next magazine which will be the Christmas one !

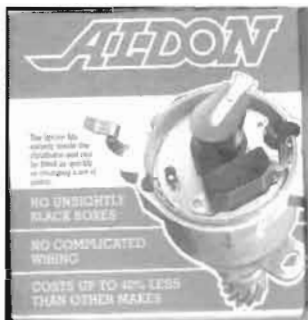
Dear God, I've now come over all grumpy - as I am one of the few that enjoy the time of work but hate Christmas with a passion, just think next months the C\*\*P sorry "fun Merchandise" goes on sale - everywhere

Nige AKA 'Yer Grumpy Editor'



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

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



Aldon "Ignitor & Flame Thrower Coil. These are the "Ballon-De-Chain" 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  
Reduced for quick sale to just £650 Phone Hugh on Tel: 07866 083062 (Portsmouth)

## Eds Range Rover 'Rebuild' - The Sequel

Some may recall my intrepid, if not adventurous body rebuild of my old blue Range Rover, yes the one with the hand painted blue sand effect paint. Well it died during an unfortunate inversion last year. (*he means he rolled it ...Nige*)

Now I have another one with a sick engine; to be quite honest it has been a problem in the engine department for some time now and that combined with the need for a new MOT has led me down yet another path of self abuse.

I have co-opted young Nick Sharpe (with an E) to help me in my latest quest, him being a keen Volkswagen mechanic, 'vorsprung durch technic' and all that.

My plan is to strip the heads, renew the followers if needed, new head gaskets and while I am at it replace the bearings and install some Cord engineering rings. Ah not to complex, after all I have done it several times on old 'A' series and Ford cross flow engines, albeit some 40 years ago.

'Off with her head(s)' commanded the King. Oh I forgot to add leaving the engine in situ. Well the heaviest bit that is. 'Off with her head'; well it takes a bit of finding. After all there is the injectors and inlet manifold, all the electricery bits, Alternator, aircon pump, power steering pump, exhausts and so on.....not like that in Henry the 8ths time let me add.

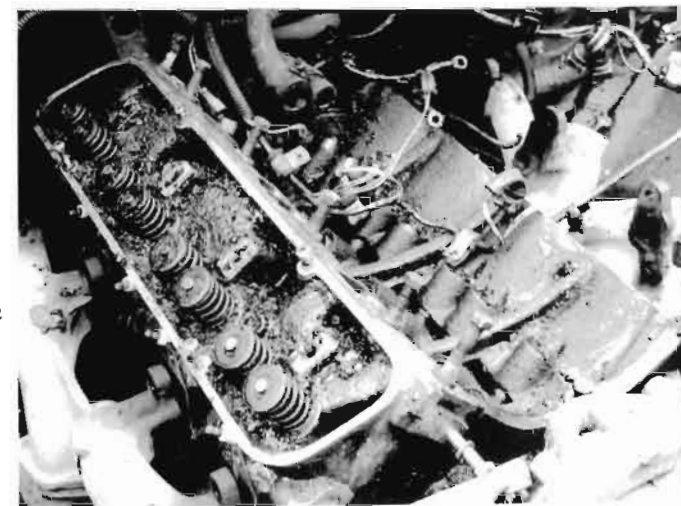
All the bolts out on the near side head, except.....well the one that sheared in the block for starters; and the two we found after beating the head with a lump hammer. Honest we thought they were all out. After exhausting ourselves with the lump hammer we took the management approach and phoned a friend.

OK so there are two more concealed by 'oily cornflakes' at each end of the head.

Bingo off with his head.

It is readily apparent that the nicely carboned valves in need of re-seating and the head needing a jolly good dip\* in the cleaning tank.

Just 'savour' the pic here.....



We declared enough for the day, and on to a well earned beer.

Wednesday I was fortunate enough to drive to Cirencester to discuss MTU diesel engines, why am I telling you this; well for a start I met a very nice man who is well into Land Rovers, so apart from the boring latitudes of MTU engines and DRUPS we had a good old chinwag about laning around that neck of the woods, RTVs and the like. He has just left his local Bristol club, because their take on serious off roading is much akin to driving off a 6inch curb stone. And, more importantly I got home early, thus allowing Nick and I to appreciate the joys of the 'offside head'. Not a rugby term but certainly a scrum of an afternoon.

Things were moving along just nicely, until we sheared the mirror image head bolt to the one on the other side. OK I can live with that. Hmm need to tackle that little critter at the front of the rocker shaft. Yes that'll be the one that is significantly recessed. Good, now that the bolt head is nicely rounded, we move the one at the back; just against the bulk head.....an now that that one is has joined his brother at the front, it too being rounded. We'll take a wee break there then!

So where does this leave me at the end of week one? Now I could always pretend that there is nothing wrong with that bank of cylinders, and just give the other side a good make over....but I feel I would be cheating life a little, never mind the nagging worry that the car would be unbalanced and I would be driving round in circles for ever.

OK! Next moves are, beat the living daylights out of a 15mm socket, by that I mean suggest that it ease itself onto the once octagonal bolt and see how we go from there or source another engine and re-build that one on the bench. I bet Henry 8<sup>th</sup> never had problems like this. 'off with her head'...just trips off the tongue doesn't it. More later

Mr Ed.

( \* Yikes ! - that's an huge understatement ! - I've seen the 'full joy colour pics' - and they don't look any better Ed Nige)

*ARC News*



Well,

The ARC decided in 1996 to 'revise the ARC Rules'.....

And now, in 2006 they have finally agreed and revised them, and published them !. This sort of links into the issue Ed has asked elsewhere ?, but if you would like to see them they are on the ARC website at : <http://www.alrc.co.uk/new%20regulations/index.htm> or on the HBRO Website at [www.hbro.co.uk](http://www.hbro.co.uk)



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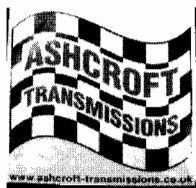
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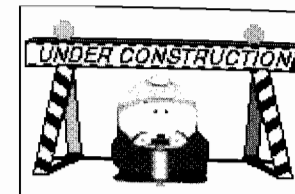
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<ul style="list-style-type: none"><li>* 12 month unlimited mileage warranty</li><li>* Most Gearboxes available from stock and with overnight delivery !</li><li>* Trade discount and introductory offers available</li><li>* Sold over 5,000 units last year</li><li>* Worldwide deliveries</li><li>* Trade and export enquiries welcome</li></ul> <p>Units can be purchased on an outright basis, (please call for core charges if No Exchange Unit)</p>	<b>Land Rover &amp; Range Rover 'Heavy Duty' Halfshafts</b>  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. <b>From £235 per pair</b>	
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## What do YOU want from the HBRO Club Calendar in 2007?



We have done this a good number of years ago, but...people have moved on, and our sport has changed. So we want to know what it is YOU, yes that's YOU we are talking to, want from the club. What kind of events and how frequently. ?

We thought of putting in some kind of inducement for respondees, like a free trip to Wales, or a weekend stripping down Ed's V8.....But we know YOU don't want that !

We know you will give us two or three minutes of your time to let us know what it is, do this via and e-mail to Nige or a letter, PLEASE ! .....PLEASE CONTACT Nige !  
Ok. What is there on offer and how frequently do we want to run them. ?

**Challenges:** We want to maintain the Once a Year 'Mike Wolfe' mega challenge, but do YOU want a number of 'soft challenges' (similar to the one we ran at Broxhead a few weeks ago and see the report in this magazine). We think it is possible to fit a few of these on the calendar, so views please ?

**Driving Days:** How many of these do YOU want, do we keep them 'closed club' member only events - or do we open more of them up to General Public and his Army, or a mixture ? Or how about a driving day, and have Optional "Fun Punches" as part of the day, all optional, either drive round watch, drive round and just some for fun ?

**RTVs:** Each year we plan 12, about one a month. Is this enough or too many?

**TYROs:** Last year we managed 4, but these trials are becoming increasingly popular so is 4 enough ?

Here's a suggestion, should we drop two RTVs and increase the number of soft challenges and TYROs ?

**Laning:** We put on about 8 laning trips plus a very successful trip to Wales. Does this 'float YOUR boat' or are you looking for something else. ? If so SPEAK UP !

How many weekends with **camping** do YOU want?

Hey look, there are loads of questions and probably many more we could think of. So please write to us or ring a committee member and let us know. All the email addresses and contact numbers are in the front of the magazine. YOUR new committee is about to be formed and will want some direction for the coming year. We will publish responses in the *Pants & Berks* 'Members feedback', ..don't be shy !! **WRITE TO NIGE**

Mr. Ed





## Marshals Section

*(The Non Stick Nick Section)*

From the keyboard of the HBRO  
Club Training Officer

Well Hello HBRO'ers. How are things in 4x4 land?

Did you all spot the mistake in my last piece to print. You know the bit about my truck being on the Frogs Island stand at Billing. Well as it happened when the boys from Frog Land got to Billing, their show their pitch was nowhere near as big as they had imagined, so I was demoted to the camp site. Bummer!. Had a good show though, even with the storm and the wind. Note to self Beanz Meanz Windz!.

We have been away for a few weeks on holiday. Went to Kernow, lovely!, so have not been about much recently. We did manage to do the Soft Challenge at Broxhead. The marshals out numbered the competitors, well it seemed that way from where I was. Shame really as I thought it was a good event you missed a brill day and great event?

Ed Nige & myself are working away on a new " Marshal training scheme thingy". As soon as it is ready you will be the first to know. There is interest from LRE on this matter so get you best smiles ready to be in a future edition of LRE. That's about it really.

'Non Stick Nick'

## NAVIGATIONAL NIGHTMARE

For a few years Nick Woodage has been the driving force behind 'Nicks Navigational Nightmare'. So this year myself and fellow member John Jackson agreed to run it - revenge is sweet.!

Congratulations to David and his navigator for finding all the clues and winning the event. Thanks to all the people who helped with the event and to Nick for arranging the camping. During the winter months I will try and find a suitable area to run a Night Time event.

Neil T

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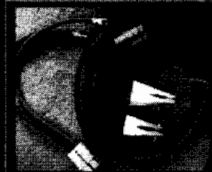
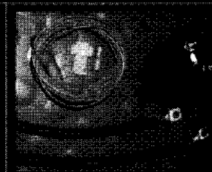
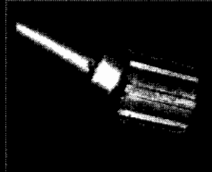
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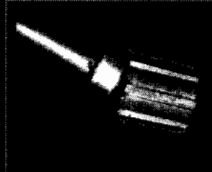
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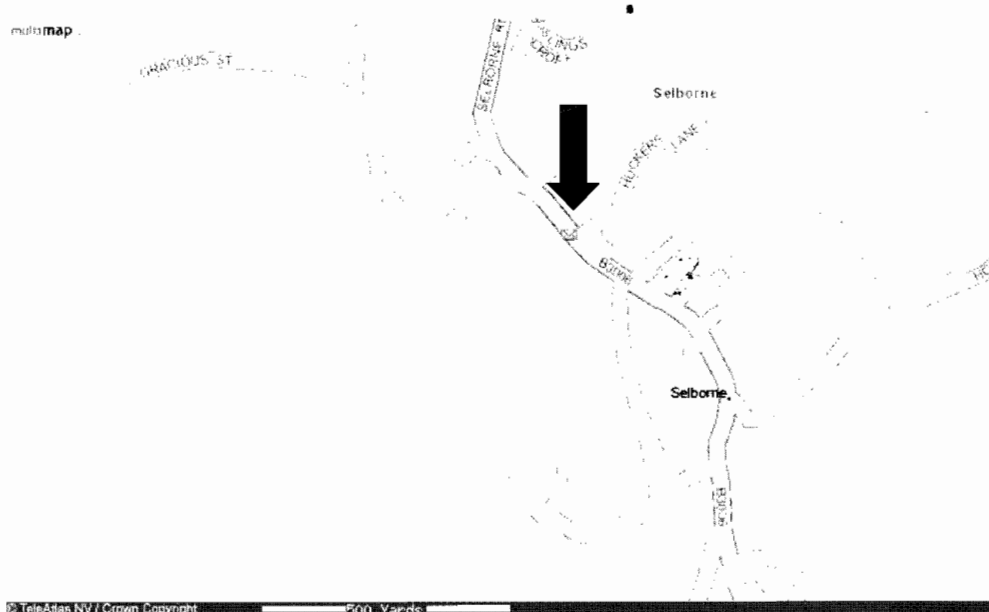
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# Calendar of Events – 2006

...The next few weeks...

**October (Saturday 14<sup>th</sup>) EVENING AGM (Annual General Meeting) 6PM**

**The 'Queens Hotel', High Street, Selbourne, Nr. Alton, Hampshire GU34 3JJ  
Tel : 01420 511454**



This years AGM will be held at the above venue on SATURDAY 14<sup>th</sup> October with a very PROMPT 6.00pm start. Location for the Hotel, is on the B3006 between Alton and Liss.

The agenda for the evening will also include the appointment of the Clubs Committee positions, come see who, and maybe have you thought of doing something for the club yourself ?. See other info about this in this magazine.

Whatever your ambitions (or otherwise) join us all for a fun night - including a finger buffet and a short fun quiz too, come along and have a mud free fun night out, all members welcome.

**AGENDA : ^pm Commence, 8PM Close, 8.15 Finger Buffet, 8.30 Quiz time !**

# Calendar of Events -the remainder of 2006

**October 21<sup>st</sup> 22<sup>nd</sup> Old Sodbury Sort Out (Newbury)**

**October 20<sup>th</sup>-22<sup>nd</sup> Roadmaster BFMA - Salisbury Plain (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 and 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 on. 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. If any of you want to use your caravan this is not a problem as there is ample car parking with a guard at Rollstone camp. If you are able to help please let me know for all or some of the time so I can arrange food and accommodation. You will need to bring sleeping bag, mug, knife, fork and spoon.

The timetable of event is Friday 20<sup>th</sup> 10.30 meet Rollstone camp SU 096450. Set out route for obstacle route and plan trials for Sunday. Saturday 21<sup>st</sup> 9.30 meet drive training area SU 221497 Marshall the obstacle trials then set out RTV trials for Sunday. Sunday 22<sup>nd</sup> meet 07.30 drive training area SU221497 to marshal RTV trials. We will also be carrying out recovery over the event and helping to man time controls etc. If you are coming a long to help can you let me have the following information. - Your Name, Reg Number, Contact Number(s) etc.

**If you are just helping on part of the event I still need to know  
so that I can arrange for vehicle passes, contact details in "Officers" section**

**November 4<sup>th</sup> 5<sup>th</sup> RTV and Bonfire Night - Pangbourne (WS) Camping COC Mark Ambler**

**November 18<sup>th</sup> / 19<sup>th</sup> Green Lining day TBA**

**November 18<sup>th</sup> / 19<sup>th</sup> '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 2<sup>nd</sup> 3<sup>rd</sup> DRD(P) Broxhead (WS)**

**COC TBA**

RTV - ARC Trial, MDR - Members Drive Around Day - (HBRO Members Only). DRD(P) Public Drive Around Day.  
TYRO - Beginners/ shinnies RTV. WS Means event is part of the "Winter Series" SS means 'Summer Series'  
The "2 Dates" means Setting out 1<sup>st</sup> Date, event on the 2nd Date - Contact the COC for info

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

**'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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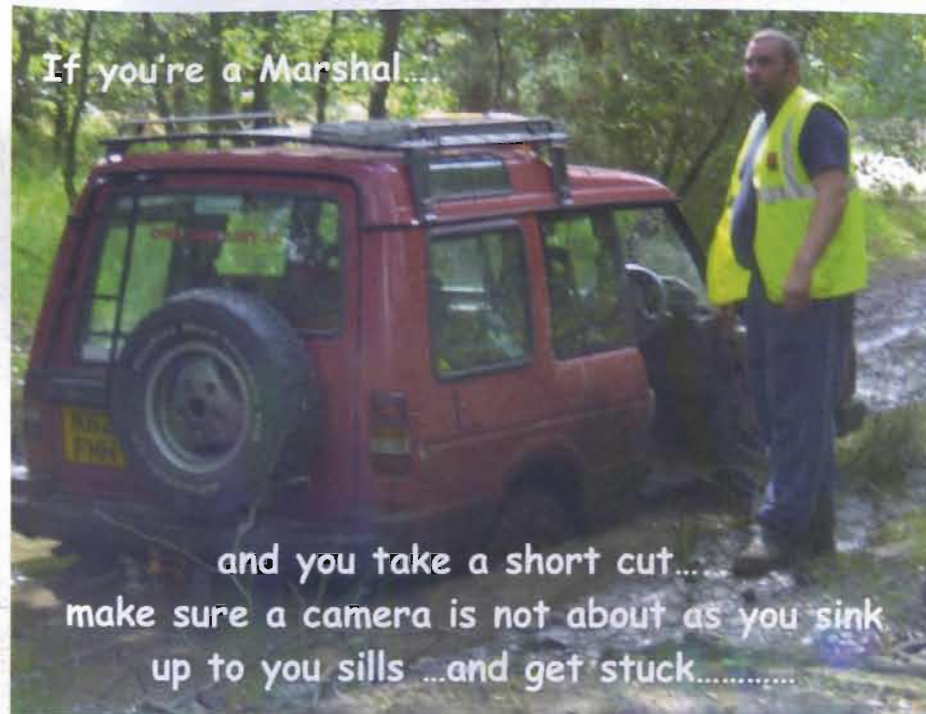
Discovery

Freelander

Range Rover

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

If you're a Marshal...



and you take a short cut...

make sure a camera is not about as you sink  
up to you sills ...and get stuck.....

If you're our Mag Editor....



and you break and fix your 90.....

09/03/2006 1:48 pm

try not to do it when a cameras about Nige



Hmmmmmm

Taken at the recent Mike Wolfe "Soft Challenge" - here team "Not very attentive" spend an ages on the "Quiz", but, ..... being a winch challenge you would think they would be "Punch Spotting" all the time ? .. wouldn't you ?

09/03/2006 12:08 pm

