



# Hants & Berks Land Rover Owners Newsletter



"When The Going Gets Tough,  
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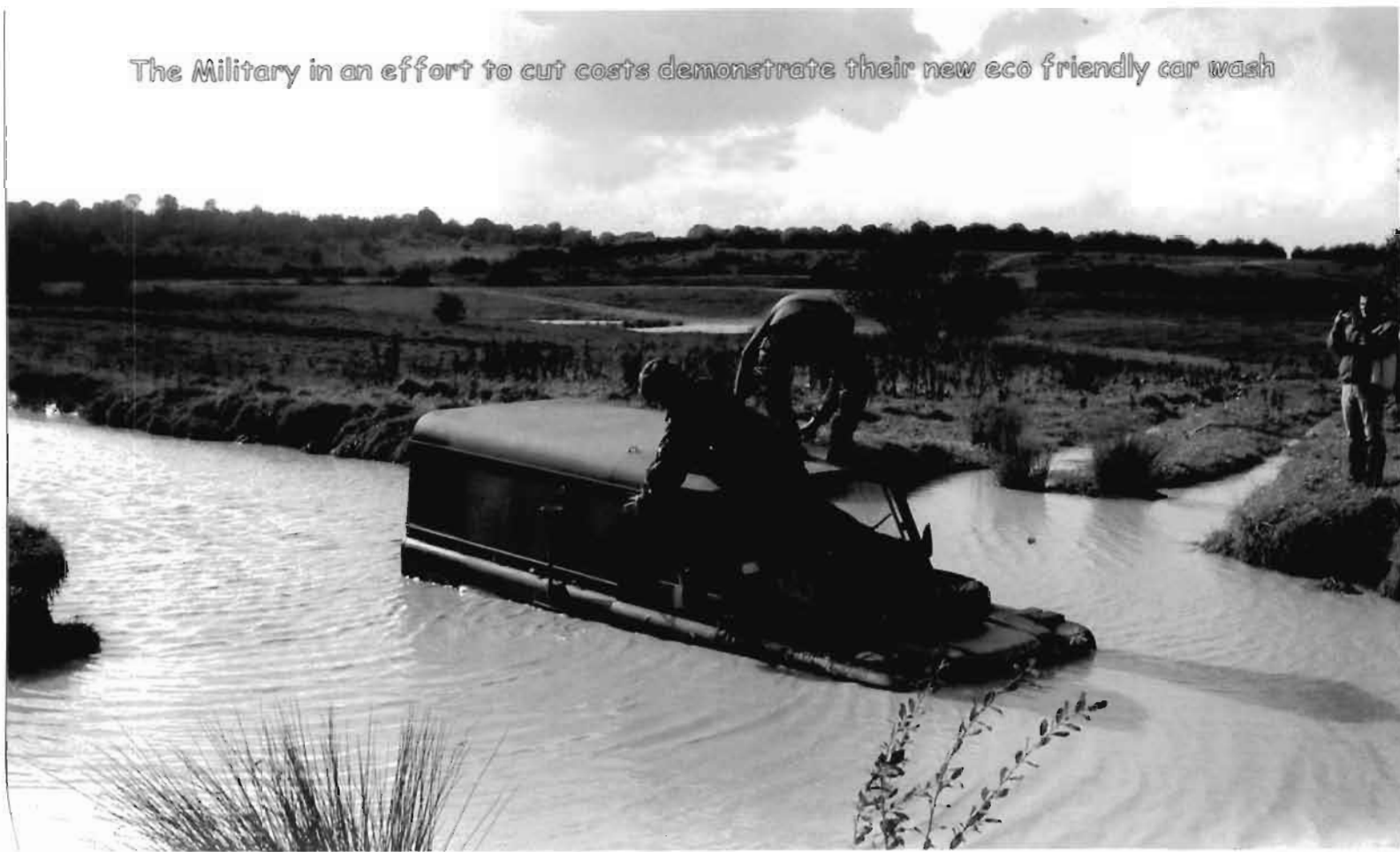
Issue No 6 – November & December 2006



— 4<sup>th</sup> Mike Wolfe —  
2007 Memorial Winch Challenge

Its On! - Booked for Sunday 20<sup>th</sup> May 2007 at Slindon West Sussex  
More Details Inside, Reserve your interest NOW as either an 'Entrant' or 'Marshal'  
...If you only do 1 event in 2007 with HBRO - This is the one to be involved in!...

The Military in an effort to cut costs demonstrate their new eco friendly car wash



## ***Your Officers & Committee Members – 2006***

Some have stayed and some have ~~resigned~~ <cough> escaped, but here below in the "Toffs Gallery" are those

Club members who have been elected, and will give up their free time to make the club better and more enjoyable for us all. Help them all, especially the Newsletter Editor (he needs help) and do articles, help out at events and get involved at some level, this is YOUR club, you often get out more if you put some back in ?. Anyway, if you believe all of the above then you won't laugh too hard at your new "Officers & Committee" for the remainder of 2006 and then into and throughout 2007, Laughing ?.....well, you lot voted for ~~them~~ us ?



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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 (Extra Specially Grumpy at Christmas) accept any responsibility, for anything, including those socks you'll get at Christmas, Ed Ellis taste in odd coloured clothes, and why we eat turkey non stop for a month, with brussel sprouts - and the rubbish TV - not down to us.

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## ***Its Him – The 'Newsletter' Editor***

Well well well well well,

As the bloke said who fell down a hole, that was me 1<sup>st</sup> year as Newsletter Ed, and the bad news is you'll have to suffer another year of me as I'm still here....

Anyway, a new advertiser this month, 'Brown & Barker Breakers', who we have allowed free advertising for their services. This company has 2 club members in it, Myself and Bill Brown, and the free bit is not cause its me, its 'cos its a complete wigd up. Ben Brown is to blame, the story goes as follows.....

As many of you know I do a fair amount of recovery work for the AWDC as their DRD Chief Recovery Marshal, and this relates to a event with the AWDC which I and fellow recoverer (Bill Brown) were involved in at a DRD. This situation revolved around 3x Suzukis, and I actually have great respect for these bits of kit, they are highly underrated off road, they are often driven by muppets (so are some LR's but Suzuki boys seem more common ?) but this in this trio, 2 guys were really nice blokes the 3rd was not....but he thought he had reason...

Anyway, at Slab, pond had dried but there was some water and thick porridge, 1st Suzuki in got very bogged. Bill shoved the Husky on from his 110, and winched in, not a huge amount, but as it pulled the front bullbar plus recovery points just tore off. I stepped in and shackled up on what was left, some more bits came off, Bill then finished the rear off by virtually removing the rear bumper and recovery point, owner laughed, said he would take on board what was said re recovery points and beef them up - nice bloke.

His mate then had a go, and got equally stuck...

Bill was nervous re last recovery so I winched him... ☹️

And this one also had front end bull bar virtually come off, mate No 1 was in hysterics, said it was "Only Fair" he laughed and so did matey 2, eventually out.....

Suzuki 3 then got stuck, Bill and I compared coin, .....

I was sent in. I gave him a tug - NOTHING Massive, and the front bumper completely unpeeled itself.

Matey 3 was livid, and would not accept that the welding on the bumper was horrendous, zero penetration, where it was seam welded the seam had undone, the weld was all on one piece of metal, the other piece was as though factory guillotine fresh.....the other 2 actually tried to calm him, but he believed we had trashed his Suzuki, what made it worse was it I think was either for sale or sold, can't remember.

The AWDC Officials did step in and sort it out, but he was not happy, I would never knowingly damage anyones 4x4, and have actually on some occasions asked / informed owners that the recovery was now entering the "Something could get damaged phase" and is it ok to continue - in majority of cases all is still ok, but at least the owner has been flagged.

I did feel bad for owner 3 for the rest of the day..... ☹️

Anyway, Ben Brown was watching all of this, inc the rant from owner 3, .....and taking pics.

Some time after the event I was presented with the Pic "Brown & Barker Recovery Ltd"

Ben your great with a camera, but you have a even better sense of humour, top marks, and I think I and others may take extra care when your hovering about now !

Lastly You'll see a section called "Christmas Prezies" , and no this is nothing to do with the "O Be F Joyful side of me - I loathe Christmas with a passion - this is about a something "Extra" for all our advertisers - free extra advertising, linked to a e-mail I sent them all.

I basically asked all of them to think about us off roaders at Christmas time, or more accurately both us and our partners, wives, girlfriends boyfriends etc, and said to them

*"What do you think of all the things you sell would make a great Christmas present for our members, expensive or small ?*

They have all replied .....so see the section, "Circle" the item you would like, and then "Leave the Mag casually open on your coffee table and pray. ....you never know.....

Thanks to all our advertisers, we hope the support from club members will enable us to continue to benefit to our mutual advantage through 2007, Keith Gott, Jim at Gigglespin, Sarah and all at Brooklyn and have all paid for 2007 already !

Many of the Magazines advertisers have also expressed a desire to support KCC with their sponsorship of the HBROs 2007 Mike Wolfe Winch Challenge that the club hosts every year, and I have spoken to both Shaun and Suzie at KCC about this. They are both delighted to have additional sponsors to help make this event the biggest best ever, so more of that later, for KCC this is a "Personal Event" but we will ensure we get KCC and all the other supporters coverage, and I will be in contact if I haven't already, A further update and info on this 4<sup>th</sup> Event in 2007 is here this edition later in the mag

Nige

## **The Chairmans** (Crimble) **"Fireside Chatter"**

Gu'day each and all and of course Merry Christmas and a Happy New Year, (whilst it is still PC to say so). Well here we go again another year has been and gone and a new one is on its way. We have a new committee, well some old, new borrowed and blue...(Chris and Jan are getting married) Yeah ha!!!!. So welcome to the new members of the committee and thank you all for volunteering. You will see all the names in the frames elsewhere in this august organ.

A big THANKS to Mark Ambler for organizing a bonfire for the 5<sup>th</sup> November, sorry I could not be there myself; sadly it was not well attended this year. But thank you again Mark.

So down to business, firstly a bit of an update from our first committee meeting. We are trying to establish the calendar for the whole year as early on as possible. A few members have requested that we publish an interim flyer between magazine issues, so you will see this happening. Interestingly there has been no feed back on what kind of events people want, so I hope we have reached a good balance in the coming years calendar.

There is another issue that has been floating around between the good office of our training officer Nick J and Editor Nige B. We have been discussing our ongoing risks and liabilities for some while and as you all know have become a Ltd Co. In order that we reinforce our efforts to de-risk us we have been looking at all aspects of health and safety. One area that has drawn particular scrutiny from the MSA is that of Drive Round Days and the risk of accident and injury and in that how we deal with recovery situations. To this end Nick has previously run a number of 'winch familiarity' coaching sessions. We now wish to take this a step further on. The club is now launching a Marshals scheme to support the club, the marshals themselves and members both current and new; not forgetting the general public. The scheme has three 'levels' which compliment each other, the detail of which is outlined later in this magazine. The Committee has backed this coaching scheme in full and sees that it will benefit us all. So please do give it your full support. I shall now leave it to Nick and Nige to explain what its all about.

Thanks to Sarah we are now getting hold of the accounts. You may recall that I reported at the AGM that our treasurer got called to support his Queen and Country and was unable to complete his year in office. Richard Salter is running another trip to Wales, this time in March, so there may well be some snow on the ground. Book early by all accounts it's a great area for laning.

We also discussed the ALRC again, noting that there had been no response from the membership on whether or not you thought it was worth remaining with the Association. I wonder if this means that it's up to the committee to make up its mind on behalf of the club? This months chatter is short, doesn't mean I have nothing to say, not controversial to raise.....I am just taking a break and planning my Christmas list.

So Merry Christmas one and all

Mr Ed.

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## Neil Tomlinson's "Born Again" Land Rover

Before I get nagged about writing a piece about my vehicle by the magazine editor I thought I better write a bit about it after the demise of my motor at the last Mick Wolfe Challenge.

I set out to find a replacement vehicle. After lots of searching I tracked down the new motor, which is a Defender 90 with a roll cage, a canvas roof, powered by a 200TDI Engine all and ready fitted with a Warn winch.

The vehicle was due a MOT with a little work it went through the MOT. The canvas roof was very nice but not the best for rubbing up against trees, so I found a new take off roof to fit, which after a lot of fiddling we managed to fit under the roll cage.

Time to strip out some of usable parts from the old vehicle (e.g. Winch, Seats, Lights and Stowage Boxes) to be refitted into the new vehicle. The first time it has been driven in a event was the next "Soft" Mick Wolfe Fun Challenge (covered in the last mag) with Sam Parker as my Co driver and Ian Parker co driving for Darren Holmes After a days Driving we came Second place over all.

The next big event it will be used for will be the Belgium Nationals in September so I better get it checked over and cleaned.

### My 'SODS LAW' OF LANDROVER REPAIRS™

- If you break something you will have a spare in the garage - but the wrong side.
- If there is a choice of two parts for your vehicle it will always be the expensive one that fits your vehicle.
- When you decide to do a quick five-minute job, two hours later you are still doing that job, and are about half done
- If you are removing the bolts one will always break - and it is the hardest to get at
- You will realise that you need extra parts ten minutes after your parts dealer has closed, anyone still open will be "Out Of Stock"
- The dodgy light you set out to fix will be ok until the next time you go out in the dark - or roll up at the MOT station.
- You drop vital small parts only to see it roll down the drain ten foot away.
- You drain the oil from the engine only to miss the bucket and it runs down the side of bucket and all over the drive.
- The neighbour's cat comes across to see you and rubs up against the bucket covering itself in oil.
- Of Course it will be reliable now dear.....

Neil Tomlinson

## Contributions in this Edition of the Clubs Magazine

Ben Brown, Moi, Sam Parker (Twice!), Ed Ellis, Jan Hallum, Ben Brown, Michael Clarke, Steve Kirby, Neil Tomlinson, Steve Kirby, Oh... and Michele from 'Whitedog Comics' for use of the cartoon on the cover thanks mate - Michele can do artwork for you : contact him on [spiff@libero.it](mailto:spiff@libero.it), also posts on [www.LR4x4.com](http://www.LR4x4.com) under Michele

## HBRO Membership - Jan Hallum

Welcome to the following New HBRO Members - Paul Brewster from Farnham & Neal Davies from Whitehill, oh, and 1 renewal after over a year's break Les March from Morden Surrey 'Welcome all'. At the last HBRO AGM Chris & I were pleased to do our bit for the club - I'm continuing as Membership Secretary and Chris is taking on the role of Competition Secretary.

We are literally 'keeping it in the family' because, as those of you who were there at the AGM know, I announced the really happy news that Chris & I are getting married in May next year. I made the announcement at the end of my Membership Secretary speech and I'll never forget the split second of silence, followed by such a wonderful round of applause from all our friends in the club. This may be six months away but I know the time will pass by really quickly - watch this space for a full run down of the celebrations in the first club magazine after our wedding.



We're still debating whether our Range Rover A4 ORS is suitable as a wedding car !

## Feedback From Members

### "Pants & Barks"



HBRO Member Michael Clarke from Basingstoke writes :

Dear HBRO,

I thought I would write to say how much I enjoyed the "wheeze", known as "Roadmaster".

I made my way to "Sidbury Hill on the Saturday morning, there was about twelve Rovers in all. The "Marshals" first plan of attack, was to finish off the Fridays setting out. When the Mud, had cleared (as in our case) Neil started to divide the marshals in to 'work gangs', Jeff and I made our way to the bottom of the slopes, in, readiness to mark the "Section". Whilst we were waiting, the driver training was taking place, a few old Defenders, and a Bedford T.K. The instructor was demonstrating how to check the depth of this "puddle" they were about to drive, the instructor and a girl pupil, walked along the side of this "puddle" about 30ft in length in all with a marking stick to gauge the depth, but didn't bother checking the opposite bank.



They mounted the cab, then proceeded to enter the water, well you can see what happened cant you- the drivers side sank all most up to the floor of the cab, mud and s\*\*\*\*t flying all directions, then he decided to get the hapless girl pupil over his lap {Steady now} and out of the cab passengers side, to watch his antics, so far for me the day was living up to my expectations, then two Rovers was pressed into action to extricate the stricken "T.K.", with a double pull, more mud & s\*\*\*\*t it was out.

We had only been there two hours, and already killing our selves with laughter, the main event hadn't even started yet. Word soon came down, that competitors ??, were heading for us. The weekend was really a chance to watch the "Defender X.D ,s in action, including three "Wolves" in winterised format, things were going well, untill that is, Car no:6 on leaving the section they had to drive to the next one following a arrow, which was on a green peg showing a 1' o'clock direction, the lady navigator mistook it for 3'clock direction, and promptly drove in to the mire that the T.K. got bogged down in. did we get it in the ear! !from them, that's not all we got from it. on extricating them selves more!! mud & S\*\*\*\*t came our way I found it strange really, as a truck driver my self I find women drivers are more cautious, and more road observant, so it was a bit strange.

when all rovers had come through, a couple of French teams driving what could only be described as "G" wagons, I couldn't see the makers name, just as well really, I couldn't see anyone putting there name to them. Just when things slowed down, we were having a Kit-Kat, when every one took off, It turned out a "Driving Instructor" , had got his pupil to drive head long into a deep waterlogged track that came up to the seats of the 110, submerging the vehicle, and having to stand on the roof, It was a chance now for me to watch Neil {Blue 90} winch the drowned 110 out. interesting".

In the afternoon we set about laying out Sundays R. T.V. , with the heavy rain, It was laid out. I had to follow another vehicle over the "Plains" to Rollstone camp, to get out of the wet clothes, and a bite to eat: complements of the M.O.D, we were housed in army barrack type huts which resembled wartime huts of Bomber command. then evening time I helped with night time Navigation, car No:48 failed to make the checkpoint, everyone was out looking for them, we thought 48 was a team from Hereford!! , but it turned out they were broke down In the camp.

Sunday morning, we all made our way back into Sidbury hill, a half hour drive back into Sidbury hill, again more of the same, the section consisted of a water splash, a axle twister, and in and out of a ditch, then the French decided to make things entertaining by laying their "vehicle" on its side, everyone made a dash to the spot, to see if there was any salvageable bits, but nothing, J.J entertained the on lookers to a bit of vehicle recovery, everyone hoped it might improve the way the vehicle looked, it didn't !, Then car No:6 turned up for our section, I guided them around the course, heavy rain came turning every thing into a muddy morass, more mud and s\*\*\*\*t flying all directions, the section became much harder to drive, the easy sections, became almost impossible, and trying to stand the cones on the canes became like a "Tourvil & Dean act, more mud & s\*\*\*\*t flying. the section ended, about 12.30 , sadly I had to leave as I promised the "Goodlady", I would be home Sunday p.m.



I would like very much to thank Neil Tomlinson, and the other members for a great weekend, I hope they have me back ??? I have say to you all '

I have only Just returned to the club fold, after a heavy research programme, and the only members I knew from five years ago!, was Nick Woodage, and J.J. Walker, it was great to see them again. The members that I was introduced to that weekend, made me feel proud of the "Pants & Berks", the club really has gone up a peg or three, ready to run the next Nationals are we???, judging by the commitments of the members on the "Plains" I would say so !.

## ***HBRO..... continue with the ARC?.. or NOT ???***

In the last magazine Ed Posed the question re the ARC, its rules, the restrictions it places on the club, its membership and frankly do we as a club get anything now worthwhile from the ARC ?, and indeed should we even continue with it, and if so why ?.....Below are some replies :

Steve Kirby ARLC Liaison writes :

There has been some discussion recently about the value in being a member of the Association of Land Rover Clubs (ALRC). For the benefit of new members, the ALRC is a national organisation for Land Rover owners and enthusiasts, and it has 37 member clubs which are either Regional (such as Hants & Berks Land Rover Owners) or dedicated to types (such as the Lightweight Land Rover Club) or other special interests (such as the Camel Club for Camel Trophy vehicles). There are about 9000 members but it's difficult to be precise because many members have joined more than one club !

Some years ago, there was a similar discussion as to whether the HBRO (as it was at the time) would remain a member of the ARC (as it was at the time) or go its own way. All members of HBRO were polled to find out their views. The vote was to stay with the ARC. Several members who didn't like the ARC rules joined the AWDC, a choice that is still available, along with others.

So what's special about the ALRC?

The ALRC:-

- is a 'single marque' club whose operation is dedicated to products of Land Rover Ltd and its forbears.
- is registered with the Office of the Data Protection Registrar under a wide range of categories and still holds the right not to distribute members' details.
- is registered with the Department of Fair Trading for the protection of its members.
- holds an Exemption Certificate from the Department of the Environment, Food and Rural Affairs (DEFRA) under which permits are issued to member clubs for the purpose of holding caravan and camping rallies in England, Scotland and Wales. A club cannot hold a camping rally without such a permit.

- is a member of the Royal Automobile Club Motor Sport Association (MSA) and is a club able to hold events in its own name. The ALRC requires that all motor sport competitions are run to the exacting standards of both the MSA and ALRC regulations. ALRC vehicle and event regulations ensure fairness in competition, the highest levels of safety and that the sport remains an amateur one. Neither the Association nor any member Land Rover club awards cash or valuable prizes and as a result, whilst competition is fierce, it remains friendly and it is not unusual to see rivals on the field helping each other with repairs.
  - is represented on the MSA (Motor Sports Agency) Off Road Committee, the specialist committee representing off-road motor sport which advises the Motor Sports Council who make the rules for all British motor sport disciplines which are applied by the MSA.
  - is listed in the "Motor Vehicles (off road events) Regulations 1992" as an authorising body. (This means that it can issue permits.)
  - is active in fostering support for the Sports Council and Regional Motor Sport Meetings by providing representation at their presentations.
  - represents member clubs and their individual members interests by lobbying government if the proposed legislation is likely to restrict vehicles or their owners in their daily business or recreation. Examples here include changes in driver licensing and proposals for continuous licensing of vehicles where ALRC was invited to submit opinion on the proposed changes.
  - has a policy of conservation going hand in hand with user rights. The ALRC fully supports all efforts to keep the network of unsurfaced 'Green Roads' throughout the British Isles open to all users.
  - is a full member of LARA, the Motoring Organisations' Land Access and Recreation Association. Such membership includes policy making and enables the interests of competitors to be represented.
  - has adopted the LARA code of conduct for 'green road' use by their members. This is enforced and evidence collected for submission to courts if an unjust closure or downgrading is proposed. The ALRC wishes to extend friendly links with all countryside users, whether they be ramblers, horse riders, other vehicle users or land owners.
- Additionally:-
- Member clubs are encouraged to participate in local Sports Council sponsored liaison committees.
  - Event management (Clerks of the Course, Stewards, Event Secretaries, Scrutineers, etc.) - The ALRC does not employ any professionals to carry out or assist in what are generally considered to be onerous appointments within motor sport eventing. Furthermore there is none of the verifications which other branches of motor sport take for granted, such as weighing the vehicle or dismantling an engine to confirm it is to the manufacturer's specification. Trust is placed on the competitor to comply with the spirit of the regulations.
  - Land Rover Ltd. grant the ALRC and member Land Rover clubs official recognition and authorise them to use Land Rover trade names and logos for non-commercial purposes. The unauthorised use of the trade name "Land Rover" in a non-member club's title can be construed as a breach of copyright.
  - The vehicle regulations allow events to be entered without the need for vehicle modifications to suit the requirements of individual clubs.

- The individual membership policy means that the clubs, if they have applied for event insurance and MSA permit under the ALRC title, can have members of other ALRC clubs competing at events hosted by them.
- Land Rover main dealers and parts outlets look favourably on approaches by member clubs for their members to receive trade discounts.
- Members joining the RAC Recovery enjoy a 25% discount (quoting reference DT1000).
- Clubs are encouraged to exchange newsletters to transfer information, ideas and event details.
- ALRC meetings act as forums to exchange ideas, news and information. Clubs learn a great deal from each other to the mutual benefit of all members.
- The ALRC is a member of The Association of Caravan and Camping Exempted Organisations (ACCEO), which offers advantages in addition to facilitating caravan rallies. ACCEO Insurance offer advantageous terms to members wishing to insure their caravan and to clubs looking for public liability insurance (£3,000,000 any one incident). ACCEO All Risks Insurance covers the equipment owned by clubs, cash in transit (up to £500) and trailers used to transport club equipment.

Remember that all the ALRC facilities and benefits shown above are available to all the ALRC member clubs.

So what has HBLRO given to the ALRC in return?

- Regular inputs into the technical regulations.
- Carried through several rule change proposals.
- Provided the core of the current competition regulations making them far less restrictive than they once were.
- In 2000, HBRO ran the ARC National Rally.

If there is another poll, I urge you to consider remaining a member of a large nationwide organisation with all of the above benefits. I also urge you to cast your vote rather than moan about the result afterwards.

Regards,  
Steve Kirby.

HBLRO representative to the ALRC.

Hello All,

Ok my view for what its worth. The HBRO is a great club, it has good members, a good attitude and a great history, it has aspirations to grow, and certain members and officials that work hard to gain this goal, I have been a HBRO Member since around 1990

The downside, and increasingly so is IMHO the 'ARC rules', and how I believe it affects this club in a negative and destructive way in terms of growth, development and evolving for the great benefit of all within it.....this may upset the ARC Diehards - if it does I am sorry, but have a careful think and considered look at what I say here, before just reacting?

So now, From 10 years of 'beer gogling' and 'discussions' the ARC Council have finally launched a "new set of rules". Did they really expect LR Owners to sit and wait with baited breath for 10 years whilst they deliberated?.....er NO ... People have higher disposable incomes than ever before (low interest rates) work harder than ever before, and 'play' with there 4x4s as a result to unwind. They see what others do to their 4x4s and some copy, some innovate and some go part the way, but, .....and its a big one .....most now will modify their 4x4s 1st .....and then worry about "The Rules" 2nd.

In this way the ARC rules now more than ever IMHO hold back the HBRO as an innovative club, We hold 'DRDs' and 'open days', the "Open days" are often *really* well attended (new members come from these sort of event s- if they like them and have a good experience of the HBRO), but ....I have lost count of the numbers of "Lost new members" we as a club suffer because of the anal rules the ARC impose on us as a club. The new potential members find out about the 'ARC' its rules and OTT regulations that most can't work out or understand - and simply they then take their 34 inch lockered winch equipped "Toy" to the AWDC, Shires or other local clubs - and we loose out - probably with them permanently, they don't need the HBRO, they have them "Sorted" fun wise.....other clubs gain because of our obsession of ARC and its rules. Most 4x4ers have 1 main club, and say 1 or maybe 2 other clubs in some cases as "Back ups". I know we loose out as we are not on their list of "eligible Clubs to join" as they cannot compete in their LR, and the rules we have are so restrictive they are in very simple terms an effective 'turn off' to joining the HBRO, that's why the Shires LRC have (as a LAND ROVER Based club) around 300 members in 3+ years from start up. The 'Rules' revolve around safety and sense, and they have a well supported event calendar - with attendances and numbers of members turning up that would make us blink. We do well at 'Open DRDs', - they will get this number at a members only day.

The HBRO has a similar number of members, but a low turn out. I regularly bump into HBROers at NON ARC clubs events and the other clubs competitions, when I ask about 'ARC' they just shrug shoulders and say "not for them / grown out of it / too restrictive / low entrys not enough to interest them / their mates don't go to ARC so they go with their mates etc etc"..... The ARC is not about development, innovation, freedom for the individual or cutting edge technology, they are about having a Series 1 2 3 RR 90 as "Factory fresh" as they can enforce, and if you alter it you are the 'span of the devil' and are a heretic who should be crucified burnt and shot again just to be certain - ok, a tad rich but the truth is there, the ARC rules really have not changed with the times, and are so restrictive it affects existing, and definitely future growth of the HBRO.

Such is their belief that they continue to have restrictions that really have little place or following in 2006. For rules most regulated Clubs use the MSA and for size and innovation AWDC LEADS the way, the ARC still use a quill pen to write the rules which are so old and out of date but we just let them do it to our club. When the ARC came about there was no such thing as a 'ARB' 'Detroit' 'Maxidrive' 'KAM locker', open diffs was all there was, tyres?... well a 7.50 x 16 SAT was "Cutting edge" and the Rover V8 was a golden chalice, a RR on the competition circuit was a real "WOW" now?...35 inch Simex are now a "Norm" I have mates in comps in the UK running 37s and 40s, and bigger, fully axle lockered, spool central winches, varivalve controls on autoboxes crawler gears, beadlocks and etc etc, the AWDC has modified its classes to make these FIT the events, not try to uninvent the wheel and

pretend a Series 3 with XCLs is the beast to have. I don't and have not now for many years (prob last 12) entered any events with the HBRO - I Can't, but I would like to, that means lost revenue to the club from me not being ABLE to enter, times how many other members, lost members past current and future ??

Why can't I?...Well, My 90 has 15 inch travel shocks, relocation AND dislocation units front and rear ARBs HD shafts, wide angle props, special CV and UJs, Ultra long travel springs, homemade winch bumper 34 inch Simex tyres, and loads more, I don't really know what does and doesn't exactly not fit with the ARC Rules, but, and its key here - I DO KNOW that the ARC rules are so restrictive it switches me off completely - and there is no way that I will MODIFY my 90 DOWN to ARC Spec, .....I just find clubs who's rules allow me to compete and I do so.....they get my entry money, not the HBRO. The HBRO has me as recovery, newsletter ed, and I do the MWWCE and that's it - my money gets spent with the AWDC SCOR Shires etc as they welcome me, yes I have to fit their rules, but I have little problem finding the class that allows me to enter. I do not expect to compete against a "Standard 90" - that would be grossly unfair, I expect a 'Class' to handicap me, but the ARC just can't see past the ludicrous out of date ultra restrictive rules, the MSA are the way to go if the ARC doesn't want us to grow and develop as a enthusiast club. Ed wrote to the ARC - the reply was amazing - such intransigence in the reply below frankly just about sums up why the HBRO needs to look forward and grasp the future and all its opportunities and develop and not be held back by a narrow closed minded ARC who roots are so entrenched in rules regs and the past as to be a joke - that after 10 years of revamping they are now only about 15 years behind. Very few people other than the true die hards will build a 4x4 to 'fit the rules', this is living in a dream land for 90+% of our members, 'evolution' is now so far advanced that I know 90s that change and evolve yearly with new "ideas". The HBRO needs to take control of itself, its club, its future and its opportunities for growth and member satisfaction, we are in competition with other truly inferior clubs but we loose out hugely to them - its madness !

I'll prob get crucified for the above, but frankly this has now gone beyond a joke and is I believe holding us back, loosing us existing and new members, loosing us income, and I see no "Upside ?"..please tell me what that upside is if I am wrong ? So what could we do ?..... I have chatted this with others, many of whom I was surprised at their agreement, Steve Kirby, Nick Woodage and others, and there is a middle ground maybe ?

We ARE a LR based club - Period. But we could have a LR club, and for all competitions we can have a "ARC Class" within it, ie we can continue to have RTV and Challenges etc , but with more classes other than just ARC or "Goodbye". We can debate this at length, but the only difference would be a LR club that is ARC and has nothing more, or a LR Club that is Non ARC membership, (prob MSA) BUT that has various classes your LR can join in and enter with in events, AND have a ARC Class for those who want it ? There haven't been many views on this to the newsletter, is this absolute apathy? Or is it that your "sorted" LR4x4 play wise elsewhere already ?.....so - am I right with the words above, or am I wrong ?...should we continue blinkerly with the ARC..... or should we leave ?

Whatever you view how about sharing it ?, E-Mail me or write and I'll print up in the next mag,..... the lack of response to Eds original question I do think speaks volumes.....

Nige

## Rights Of Way – Richard Salter

David Molloy  
Hampshire Paths Partnership Officer  
Countryside Service  
Mottisfont Court  
Winchester  
Hampshire SO23 8ZF

Visit: [www.hants.gov.uk/countryside/access](http://www.hants.gov.uk/countryside/access)

Hi Richard

I just wanted to say thanks again for all the hard work you and the HBRO members put in yesterday. We had approximately 35 volunteers turn up in the end and managed to clear almost the entire lane, which was more than I expected we'd be able to do.

The lane was almost unrecognisable at the end of the day which is a credit to everyone who helped out. With regards to the future of HPP and its volunteer groups, I will be meeting with Access Development Team Manager Jo Hale at some point this week to discuss this issue.

I will of course let you know the outcome of this meeting and the implications for you and the other volunteer groups under HPP in due course.

Thanks again

Regards

David

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## The 8<sup>th</sup> Major's Memorial Trial 2006

I can't really believe that it has been a whole year since I last wrote an article about the Major's. How time has flown. But the time had come round again for us to make the pilgrimage to Eastnor Deer Park for this annual event run by the Midlands Rover Owners Club. So on Friday 15<sup>th</sup> September, we loaded the car and made our way to Trisha and Matthews in Midgham. We were once again without children, so had been offered to stay with Trisha and Matthew in their van. We left early afternoon, but despite our fairly early arrival in Ledbury, the site was already quite full.

Parking was the first problem, with the van being on a bit of a slope. However, this was not a problem for Matthew, who chopped up a pallet we found laying around and wedged up the front of the van. We were joined later by Matt who had made his way down in his mobile sauna, and Mark A even managed to arrive in the daylight. Mark F and Claire turned up a bit later, and Roy and Sally were bringing up the late arrivals. Motors unloaded, signing on complete and Scrutineering passed, the fire was lit and beers consumed.

Saturday morning saw us all up bright and early ready for the 8am start. Except for Trisha and Matthew who could not get out of bed at such an unearthly hour. We all lined up in our groups and were taken to the Ridgeway for the first 10 sections to be completed that day. The Ridgeway is generally sections run on tracks through the trees (quite literally sometimes, especially if you take the wrong turn!) and in places the course runs between some very tight spots. But the team got off to a good start with Matt on 2, Mark F on 0 and Mark A on 0. It certainly helps to put you in the right frame of mind to start the day on a low score. However, before Mark and I got onto the line to start section 2, we were tipped off to a tyre losing pressure rather rapidly. However, we managed to do the section, score 1, and then be escorted back to the campsite by the marshal in double quick time, do a swift wheel change and be back in time to do the next section.



We were joined at lunchtime by Trisha and Matthew delivering meals on wheels, and Steve Adams and Jill, who were on a romantic weekend and had just happened to stumble upon a load of Landrovers doing their stuff at Eastnor! (You could have at least put in a pair of boots for Jill, Steve).

The rest of the day went well for everyone, except on the final section when Matt heard that familiar twang of a diff breaking.

So we all headed back to do some wheeling and dealing and to take Steve up on his offer of getting his hands dirty. The day finished with Mark F on 23, Matt on 53 and Mark A on 12.

What is ideal about the Majors is that the day may start early, but you get to finish early too, so there is plenty of time to chill and chat, so we had another evening of sitting around the fire, drinking beer and eating tea. But before we knew it, time was getting late and so we all headed off to bed. Before settling down for the night, though, there was the small matter of de-bugging the van.....!



Sunday, and another early start saw us heading off to Bronsil. A few rumours from the day before about sections 16 and 18 were making a few people twitchy, particular as we started off on section 15.

So we were to find out what was in store very soon! The first section started off across some exposed tree roots, and caught a lot of people out, with each of the HBLRO team on 7.

We then headed off for section 16. The end of the section finished with gates 3 and 2 positioned across a deep ditch.

This meant having to drive nose first into the ditch, and then try to drive out the other side.

If you have not done so already, visit the club website, and follow the link to 'Video Clips', to see the motors in action. I have to admit, it is the first time I have ever put my hand on the roof to brace myself, as I thought we were going to go end over end! I certainly had the shakes when I got out!

Matt made the most impressive job of this section though, with good commentary in the background of his clip.

Section 17 was fairly uneventful, with the 7 catching Mark A and Matt out, but with Mark F managing a clear. So we were then off to section 18.



always one, and that one was us. We went just slightly too high, and the next thing we knew, we were on our side. It was a pretty gentle roll, and we were righted very quickly, but still had to remain on section until cleared by the chief Scrutineer. The rest of the day was

uneventful for the HBLRO team, with a mixture of scores on each of the sections. On section 12, one of the teams, who were down to their last motor, managed to break their steering rod by snagging it on a tree root going backwards down a slope (good clip of him being recovered on YouTube). However, they did get it fixed so that they could complete the last two sections. The day ended with Mark F on 30, Matt on 61 and Mark A on 49. Overall for the weekend, the total score was 228, with the team being placed 32 out of 44 teams. An improvement of 4 places from last year!



This is the thanks bit at the end again!

Thanks to Lyn and Charles Wilkinson of MROC, who were our sec marshals for Saturday, and Steve, who stepped in as section scorer for Sunday. All the marshals and organisers, who kept everything running relatively smoothly. To Tricia and Matthew for bed, breakfast (albeit cook your own) and meals on wheels. Sorry for forgetting phones on Sunday and consequently your long walk. We paid for it by having a late lunch! To Mark A for the ride, and Matt on behalf of Ian! To Mark F and Claire, for the keeping the team score from dropping too low! And Roy for marshalling on behalf of HBLRO and Sally for noting all the info ready for me to type up! Cracking weekend ...same time, same place next year ??

Sam Parker

When we arrived, it was quite obvious where people had been caught out due to the collection of safety marshals around the gate. Apparently, many had been tipped over on 8 by having to drive through the gates over a side slope. However, Mark F managed to get to the 1 gate without any difficulty, and most of the group either drove through without clipping the cane or just touched it going up the slope. But there is



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## **Range Rover Rebuild – The Sequel**

### **Part 2.**

### **(Cut out his heart)**

Ask me a question and I'll tell you a tale. In my first instalment Oct' Issue of the news letter I described the trouble I was having removing a cylinder head. We I soon dispelled this idea and decided to cut out the cancour; and perform a heart transplant.

Now I am now Dr Barnard, but I felt sure I could perform this relatively simple operation. First task locate a donor. ( no not a Greek kebab) but another engine. I missed a 'lively' rebuilt one on ebay, Oh bother. Phone a friend or two, then I remembered that I had sold my Range Roller engine to Ian P and he had decided not to use it because some of the cam followers were showing signs of scoring. So there I was driving around Fareham the other evening lost, looking for Highlands Road, Lane, Cul-du Sac, Drive, Avenue....ahhh whatever. This was my first big mistake I should have been looking for Abbey Road or somewhere but that's in Liverpool. After some help from the Memsab, who put me right with the address and a local WPC (both George & Nick both fell instantly in love) I found Ian and Sam's gaff.

£80 lighter in the wallet and I had in my possession a partly stripped, used once 'onest guv', one previous owner, V8. Yep I had brought my old girl home. We were re-united at last. I promised never to treat her like that again, we kissed and made up. Ian showed me what he meant by 'damaged followers'. Funny I had really though he had meant 'travellers' or even 'camp followers' but I was wrong its those round things that bounce up and down on the thing with lobes on it.....cam not ear. Doh!

When I brought the car from Mark West a few years ago, it started sucking water through the heads. Mark agreed to replace the head gaskets at his cost and at the same time the followers as they were sticking slightly. That must have been an understatement; two of them must have been chiselled out by the looks of things. Either that or there is a new metal eating rodent that lives inside engines. (See Pic) So now the plan is to strip the engine, new head gaskets, maybe cam and followers, new big end bearings, cord rings (woz' that then?) and oil pump. (Cord rings are something we older generation used to fit when rebuilding old engines, they are composite rings and have a stepped top ring. They were really great at bringing up the compression on the old and knackered.) I am told you cannot get them anymore.....shame another classic bit of British engineering thrown on the scrap heap of modernity.

Its amazing the variety of prices you can find for the same bit of kit. I went to Paddcocks and Craddocks, Camberly Autos et al. The cheapest and most efficient was eventually found to be Real Steel. Sadly no website, but a good old fashioned no frills approach to me bits. And it was all on my door step less than 24 hours later. Last Saturday Nick returned with the heads cleaned and ready to go, unfortunately one was rendered to the bin.



At some later stage in its life somebody had wound number 2 spark plug in cross threaded.....ah well thankfully I had one spare. We set to lapping in the valves, it's a bit like starting a fire the old fashioned way, before they had lucifers. Nick got cramp in his hand, quite surprising for a young lad really!! Next we compressed the springs popped the valves into their seats' and slipped in the collets, hey presto job done.

I asked the memsab to fetch some Gunk while she was out shopping. When she returned we hiked the block down to the road and sat it neatly above the grating. A liberal dose of Gunk and 15 minutes later after some serious power jetting I finished up wearing a nice wet 'babygrow', and the proud owner of one sparkling block. Now I know your just dieing to ask. What's a 'babygrow'? I boiler suite, overalls if you like. Angela calls them my baby grow, because they are like a grown up version of the thing we put the children in when they were young. I was going to spend Sunday stripping the radiator out of the RR but gave up and watch Shumi win the Chinese GP in fine fashion.

Next Saturday saw George Nick and I in Nige B's garage with the block. We needed his assistance to undo the pulley wheel and give the camshaft the once over. The windy gun did not even move the pulley wheel nut a fraction so it was down to the shifting bar. It took a 5ft bar, the combined weight of us three and Nige's BMI (body mass index) to eventually undo the blighter; it had been tightened previously with copious amounts of locktight applied. There is a formula here to calculate the amount of talk applied to undoing bolts such as this:-

BMI = 175 (Nige)

Height H = 5ft 9 (Nige)

Weight of applied BMI WaB = 14stone (Nige)

Length of bar LOB (leverage) = 5ft +

Mass of downward force MODf = 42stone (combined Ed George and Nick)

T = time taken. 1hr A = Annoyance and Grumbling = An Ed

Talk. Unit of Grunt = Barker-Ellis

So: Talk = BMI (MODf x H)t/(LOB x WaB) x A

Therefore: Talk = 175(42 x 5ft 9)t / (14 x 5+)

Thus: Talk = 66150000/70

Talk = 945000 (to the power of A) Barker-Ellis

Well whatever the measurement there was a lot of it. We then took the crank out and cam shaft. Ah well a new set of crank bearings will not go amiss and the cam, lobes 4 and 14 are not there anymore, so a new cam is required along with all its trimmings. The bores need de-glazing (they get all polished after years of use) De-glazing them helps the new piston rings bed in. So who ya gonna call 'Glazebusters'. All done and a new cam set ordered. I broke two sets of top rings dropping in the pistons, Lots of gentle tapping with the wrong end of a 'mer' and ping nits of ring every where. When I ordered the new cam Real Steel muttered something about the cam bolt may be different.

Yep sure enough it was. I called them and asked for one to be sent. The explanation was something like this.

' Ah these are not standard bolts sir.

They are made especially to suite our cams.'

Me ' well why didn't you send me one with the cam set?' £%\$\$\$&%.

Muttered under my breath.

Please send me one now'

RS. 'We don't have any sir, we need to make an order, but it might be that they need a batch run of 1000 first.'

Me. 'That's a lot of&\*)(^%\$\$\$ cam shafts to sell. How long?

RS don't know.

'Oh it's a 7/26<sup>th</sup> UNF thread 1.144 inches long sir'

Can I get one elsewhere...they are like rocking horse pooh. Neil R found me one, apparently they are the same bolts that were used to hold seat belts in place.

Last weekend I dropped the last three pistons in place and made ready the engine bay. This consisted of much cursing and swearing. It is absolutely amazing the Land rover contrived to put every last bell housing bolt somewhere very special. It was a test of wills. Each time one is found beneath 21 years of mud and oil new beads of sweat ran down my brow, nervous perspiration. 'What special tool would I need this time' and after that last bolt was out, the joy of finding yet one more buried deep behind the cylinder head tight against the bulkhead. Anyway all out by mid Sunday and out popped the engine too. One litre of Gunk and a lot more of water was applied to the engine bay so that it is now all nice and shinny ready for the new motor to go back in.

Have you ever read a Haynes Manual? Don't they flow so well, with easy to read text and explicit diagrams? I'll let you answer that one yourselves, suffice it to say, I am still trying to decide if I have an early or late model V8 and exactly which way around does the ring thingy go that sits on the end of the cam shaft and ahead of the oil pump gear.

We managed to drop in the timing wheels last night and chain, one useful tip. Fit the cover loosely to see if the timing marks line up on the pulley wheels. Mine did perfectly first time! Yes I too was surprised. And too mark the occasion we had our first frost last night.

The heads went on really easily and shortly after the block was dropped back into the engine bay. Now all that is needed is some new hoses, oil water and a bit of luck timing it all up to run.

Ok Ok time to go to print and its still not running  
.....more next time.

Mr Ed

## The 'Mendip Challenge' 2006

Just 3 weeks after the Majors, and Ian and I were off again for the annually run event by Somerset and Wilts LRC. Again a 2 ½ hour journey there, but we knew it would be well worth the trek! We arrived at about 5pm, having travelled through all sorts of weather, including glorious sunshine, but unfortunately we arrived at the site to pouring rain and a to be greeted by a damp Melvyn Rose!

We could see people out on the site, no doubt wondering how drivable the sections would be if the rain continued. I decided that me and Ian should bite the bullet and get out in the wind and rain and set the van up, not really knowing if it would ease up or not. After a nightmare finding the right spot in the lumpy field, we were set up in time for the rain to stop. However, the wind picked up, and Ian was glad he had put the storm stop on the awning.

An hour or so later, Roy and Sally arrived, having had problems with the motor home en route. When Ian had managed to tow Roy into position, after getting a bit bogged down, me and Roy went off to Scrutineering. I was already feeling a bit on edge about trialling the next day, but the handbrake hole always makes me feel even worse. I got stuck in it last year, and not having learnt my lesson, got stuck again. Nothing that a bit more momentum did not sort out though! The rest of Scrutineering was straight forward for me, but Roy had to do sort out his towing point on the rear of his vehicle before they would pass him. Then it was a case of waiting for Tricia to arrive who was being ferried up by John Jennings, and both were staying in our van.

Once Tricia and John arrived, we had tea to the sound of the wind buffeting the van, and awaited the arrival of the rest of the crew. Mark A arrived on site, and we watched (from the warmth of the van) as he managed to manoeuvre the lorry right up the field until he was parked next to us. Certainly a sign that the field was a bit drier than last year, but also helped by the fact that Mark did not have the trailer this year. Instead, he has built an extension on the back of the lorry to accommodate all three vehicles. Matt arrived sometime later, after having to be given directions due to a temporary loss of knowing where he was! Everyone in place, we piled into the van to keep warm, make sure all were fed and chatted until late. Alarm set for 6.30am, we settled down for the night to the fragrant sounds from John's sleeping bag.

Up and about early, Ian went about cooking breakfast for all but me and Matt (both too nervous to eat) while John, Roy and Matt got scrutineered. Mark F and Claire arrived in the meantime, and set up their van. Mark A and myself went to sign on, as Mark had previously (not in a drunken stupor!) agreed to passenger me for the RTV. It was a late start, about 10am, due the volume of drivers being scrutineered. There were 85 drivers listed to do the

RTV this year. We all headed off for the first section of the day and a taste of what was to come!

Roy and John got off to a good start, with a clear and 2 respectively. My start was not so good, when I clipped the 6. My tutor was none too pleased either, and I knew at that point that nothing but the best was expected of me.



A lot of the sections were pushing me to my boundaries in respect of the fear factor, and I had to do a lot of listening to Mark and trusting his judgment to get through these.

Mostly these entailed going down a slippery slope and then having to turn across a side slope to make the turn. There were also some interesting rocks to contend with, which were in such a position that they were unavoidable.

Those without side bars paid the price quite heavily, as did some people's rims. John also came a cropper on some rocks going down hill. With the full weight of the vehicle behind him, he managed to bend his indestructible winch bumper. Ouch! Got it on video though, so you can all join in with his pain! Unfortunately, Roy broke his motor after just 5 sections, and was unable to carry on. Matt was in a different group from John and myself, so we were not able to keep up with how he was getting on. At the end of a hard day, with all of us sporting some scrapes and dents, John finished on 45, Matt on 46 and myself on 48. I was really pleased to be able to keep my scores so close to the other HBLRO team, and finished 3<sup>rd</sup> overall in the

ladies class, and 17<sup>th</sup> in class out of a field of 43 class 4 vehicles. A big improvement from last year! (when I finished 33<sup>rd</sup> in class). John ended up 14<sup>th</sup> in class, but the best has to be Matt, who won 3<sup>rd</sup> place in his class.

I must say a big thank you to Mark for putting up with me for the day. I gained a lot from one trial of having him 'instruct' me through the sections, and having to go back and learn from my mistakes. I have got over some of my gremlins, but some will need a bit more work!

Not much of an evening by the time we got back, and even with the fire going, it was too cold to sit outside, so once again we piled into the van, joined by now by Jonathon and Lindsay, to have tea. We were able to have a lovely bit of 'bacon' steak for tea (for a butchers son, you know very little about meat identification, John!) but we managed to fill the van with smoke due to the foil catching alight! Not such a late night on Saturday, as we tried to catch up on some sleep ready for the CCV the next day. Not much chance of that though, when you have John wanting to share all his secrets in his sleep.....

Sunday morning, and John had managed to survive the night without taking his pants off in his sleep, so the first sight of the morning was not so bad. It was great to be able to enjoy the cooked breakfast, as my fears do not extend to Marks driving, only my own! There were 4 HBLRO members signed up for the CCV, Mark F with Claire, Matt with Roy and Ian, Jonathon with Lindsay and Mark A with myself. Having seen some of the sections the previous day, we knew it was going to be a good days trialling with some interesting sections. Unfortunately, all but Mark A and Jonathon were in different groups, so not much opportunity to take photos or clips of each other driving. Our group managed to survive the day without any roll overs, but Mark F was just queued up on the start line when the previous driver managed to roll coming down a particularly steep hill.

Recovery took some time, and so they had a while to wait for their turn. Matt also had a couple go over in his group. Mark A suffered some damage when we hit a tree going a bit fast round a side slope. We knew we had bent the bumper quite a bit but when I was unable to open the door, it was clear it was not just the bumper (and my neck) that had suffered. Back for lunch, and quick repairs to the bumper ensued with a large hammer, and some door adjustments. Although Mark F said that I just needed to get in and out Dukes of Hazard style. That would look good on the start line. I am not sure I could have got my leg up that high anyway!

John also had to remove a rather large stone from the rim that we had managed to pick up somewhere along the way.



All that done, and some quick lunch made by Tricia, and we were back to it for the afternoon.

The last sections proved interesting, with a very steep drop down between exposed rocks. It was a case of point the nose down and go for the ride. I do confess to shutting my eyes at the top of that one! Unfortunately, we picked up some knocks to the body work on that section too. We were just on our second to last section, when Matt came past, having broken his motor (two events in a row now). The end of the day came very quickly, despite the fact that it was about 5.30pm before we finished. Matt ended the day on a score of 76, Jonathon on 75, Mark F on 41 and Mark A on 30. This earned Mark 12<sup>th</sup> in class.



After a quick coffee, and some packing up, we all headed off for prize giving.....well the raffle anyway.

Mark F was convinced he had been sold the winning ticket by Beulah, and was made up when his number was called and he walked away with a new high lift jack. Eric from Cornwall and Devon, and who marshals everything going, had his number called 3 or 4 times (but always turned them down after the first), and then went on to win the marshals prize. Well deserved certainly

Me and Ian had a great weekend and were very reluctant to come home. I must say a bit thank you to Mark for sitting next to me for the RTV. I am sure him and John will hope they don't get the short straw again



Cheers to Tricia and John who packed up the van for us.

To the CCV drivers who gave folks a seat for the day. And thanks to all at SWLRC who set up and ran another superb, if not a tad extreme, trial. But then they do advertise it as a 'challenging event'.

They were as ever friendly and helpful, and we will be set again for coming next year. That's it from me now, I'll leave you with the pic of some beautiful "Panel Work Modifications" and not the only one we collected, or the only one needing a bit more work to fix, .....but a great event. In particular I want to say thanks to Sara and Barry, our clip board marshals for Saturday and Sunday respectively.



And finally, I must say a big thanks to all the HBLRO members who went, for yet again providing the laughs and great company for another brilliant weekend doing what we enjoy the best!

Sam Parker

## Christmas Prezies !

So what are the HBROs advertisers saying you could buy your beloved (or Partner) for Christmas this year ?



### Dave Ashcroft - Ashcroft Transmissions

"Hi Nige

How about some of our strengthen HD Half shafts, now over 800 sold and no breakages or returns, not even you Nige Eh ? (true Dave true...I have a set as have others in the club and they are superb !). So, HBRO Members, special for this Christmas Magazine, and ending after Christmas is a special offer

Ashcroft Transmissions HD Half shafts with **25% discount** ask for me. Dave"

Thanks Dave :

That members is a deal to be had, if you thinking about doing this DO IT !

I, Neil Read, John Beagley and others will testify that if you do NOT want to break any more shafts then BUY THESE ! (Nige)

### Landrox 4x4 - Nick Jennings

Nige,



PARTS & ACCESSORIES

WWW.LANDROX4X4.COM

Great idea, .....so here goes from me at Landrox :

Black Rat Recovery Equipment from Landrox 4x4 Ltd is some of the best value recovery gear on the market at present. We know - we use what we sell, and it gets <cough> 'well used'.

We have also brought several new & interesting products to the market. The "Quick Fist" & the new "Mini Fist", a very flexible yet secure way to attach your shovels, ropes, jacks etc to either the inside or outside of your vehicle. The all new Landrox "Cargo-Safe" which is a kit for the Discovery 3, using the standard fittings, that allows much more flexibility to safely carry heavy objects & cargo in your vehicle. We are also working on a very cost effective ground anchor, aimed at the green lane user. It's very compact, very strong & yet adjustable for a variety of ground conditions. Give us a call or visit the web site [www.landrox4x4.com](http://www.landrox4x4.com)

Special Christmas offer ?.....OK while stocks last..

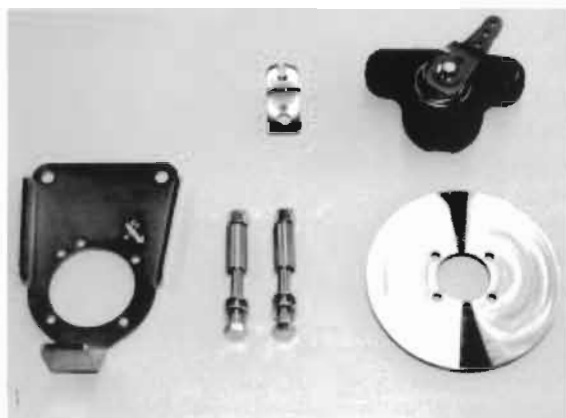
"T" Max High Lift Jack 4 foot model... in a lovely shade of yellow £30 inc vat  
(delivery @ extra cost if necessary. )

Simon



Email: [info@X-Eng.co.uk](mailto:info@X-Eng.co.uk)  
Tel: 01403 210 124 Fax: 0871 661 7114  
22 Hengist Close, Horsham West Sussex, RH12 1SB

X-Eng was the first company to produce a commercial disk transmission brake conversion for Land Rover vehicles. How often do you grumble that your handbrake doesn't work - AGAIN ?



Very Simple to fit, complete with step by step instructions, and its something anyone with some basic tools can fit yourself ! Its also very very HD and it works (not just for the MOT !) fit & forget ! Over the past year, we have built on the success of the X-Brake and used virtually all the income to fund the development of new products, and some more news from me in the New Year Edition of the HBRO Magazine.....

In the summer, we launched the X-Zag, a rather unique device for protecting your synthetic winch cable and then the X-Cap - a bling replacement for the nasty plastic cap used on modern Landy's.

For Christmas discounts available to members if you order by phone. We can arrange delivery at the last moment (you can specify the date) so you don't risk it being found in the airing cupboard a week before Christmas !

Buy your partner an X-Zag and tell her its a wine rack - then "Borrow" the wine rack at weekends....

If nothing else it will drive your partner mad trying to work out why your taking a wine rack off roading ? !



## BROOKLYN 4X4 CHRISTMAS SPECIALS



T-MAX WINCH  
ACCESSORY KIT  
ONLY £46.00+VAT

LANDROVER GEAR  
TEDDY BEARS  
3 TYPES AVAILABLE  
£18.00+VAT



LANDROVER GEAR SOCKS  
£10.00 +VAT

TEL 02380 740303  
[WWW.BROOKLYN4X4.COM](http://WWW.BROOKLYN4X4.COM)

These are the do dahs for repairing a Plasma rope that's broken in the field, much better than trying to use a biro and a stick, and their cheap too.....



# Sales & Repairs



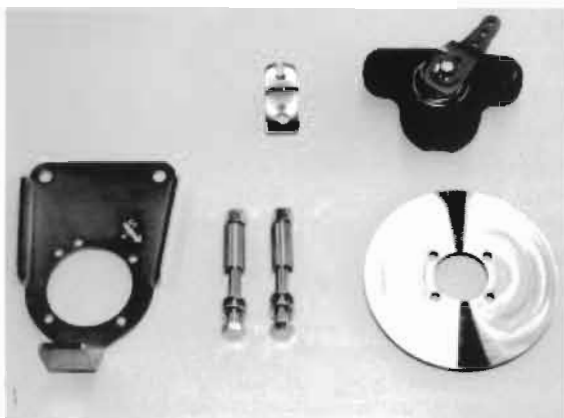
"T" Max High Lift Jack 4 foot model... in a lovely shade of yellow £30 inc vat  
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TEL 02380 740303  
[WWW.BROOKLYN4X4.COM](http://WWW.BROOKLYN4X4.COM)

These are the do dahs for repairing a Plasma rope that's broken in the field, much better than trying to use a biro and a stick, and their cheap too.....



Sales & Repairs



Special PG Winches Crimbo Offer for a Stainless Steel Plasma Awl @ £12.95 INC P&P AND Delivery for Christmas - it your quick !



Crimbo specials ?

OK HBROers how about an ARB for your Landy for £470 Including the dreaded VAT ??  
or A Detroit Locker (non Salisbury) @ £325+Vat .Tested and Rated 4.75T Shackles£4.50  
and lastly 50mm Waffle Boards 50mm Thick (proper jobbies) at £70

Happy Christmas All Paul & Lucy



HI Nige and All Your Members.

What can I recommend for Christmas ? - I know the very thing !

Genuine LR Heritage CD for your LR Model

These LR Badged Genuine CDs are superb, great value for money and a must have, limited supplies so get to me Quick !... I think these are a Bargain, .... to you just £17.60 for each CD

These CD are by Model, I have noted them below, but EACH CD has Technical Literature, Parts Catalogue, Workshop manuals, Electrical and trouble shooting sections and guides from LR Technical, Sales Brochures, and even Owners Manuals, basically LR have placed on each CD just about everything they have for each model.

Models CD are in stock for right now are :

Range Rover Classic 1970- 1985, Range Rover Classic 1986-1995, Series 1 1948-1958, Series 2 1958-1961, Series 2A and B 1961-1971, Series 3 1971 - 1985, Lightweight 1968-1984, 101 1075-1978, Defender 90 and 110 Military Units 1984-1999, Defender 90-110-130 Up to

1989, Defender 1990-1998, Defender NAS, Range Rover Classic NAS, Disco 1 1984-1994, Disco 1 1994-1998, Disco NAS 1994-1999,

.....and a few others I have probably forgotten !

Richard

# The Santa Mac Drive



Sunday 10<sup>th</sup> December

In support of the **Mac4x4** challenge in 2007

*Can you find your way to Santa's Grotto?*

**ALL PROCEEDS GO TO MACMILLAN CANCER SUPPORT**

Pleasant easy day driving in local areas with fun finding a few treats along the way before meeting up with Santa.

*Children welcome, silly adults accepted as well*

## BOOKING ESSENTIAL



Starting point: SU672361

(Chawton Park Wood, Four Marks)

Starting time: 10am

Cost £25 per vehicle



To book or for more details contact  
Sandy on 07939505899 [sjerrim@btinternet.com](mailto:sjerrim@btinternet.com) or  
Carl on 07734445014 / [carl@lepaj.co.uk](mailto:carl@lepaj.co.uk)

More information is also available at [www.lepaj.co.uk](http://www.lepaj.co.uk)

# Calender of events

*All in aid of*  
**Mac4x4**  
*CHALLENGE 2007*

**ALL PROCEEDS GO TO MACMILLAN CANCER SUPPORT**

DATE	EVENT	COST
10 <sup>th</sup> December	Santa Mac Drive	£25 per car
4 <sup>th</sup> February	Greenlane and soup	£20 per car
18 <sup>th</sup> February	Pay and Play Day at Slab Common	TBC

To book or for more details contact  
 Sandy on 07939505899/ [sjerrim@btinternet.com](mailto:sjerrim@btinternet.com) or  
 Carl on 07734445014 / [carl@lepaj.co.uk](mailto:carl@lepaj.co.uk)

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 MACMILLAN.  
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We hold over 60,000 Genuine, Original Equipment and "Quality" Replacement Parts on the shelf at very competitive prices. We also carry a wide range of Accessories and Off Road Equipment.

Our Workshops are fully equipped with "Auto Logic" and other Diagnostic tools. Whatever your servicing needs we have the experience and capabilities to be able to Service all ages of Land Rover.



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## 4<sup>th</sup> Mike Wolfe 2007 Memorial Winch Challenge

Yep, Its On!

Based at Slindon Site in West Sussex, this 4<sup>th</sup> (and so far looking to be the Biggest) event for the club yet, sponsored by Shaun & Suzi Goring of KCC in Kingsley Bordon, is set for Sunday the 20<sup>th</sup> of May 2007. Ok, in the next magazine I will spend some time detailing out the basics of this 4<sup>th</sup> event, but for now, here's a flavour...

We need marshals for this one, lots of you, but, the big difference is we need to know that you are going to come, as we need to ensure you are aware of what the events all about, the 'tricks' I have up my sleeve, which you'll know about, but the entrants won't!, and generally what you would like to do marshal wise, Oh and we will also need helpers on the Saturday to lay out around 90 - 110 + punches and special "tricks" called Special Stages as last time!

As before NO 4x4s on site other than Officials, Marshals, and Entrants, foot spectators as always are welcome, you DO NOT need to have a 4x4 to be a marshal, if you want to drop me an e-mail and register your interest as a marshal I will add you to the list.

OK, now to the entrants....As before we will have 2 classes, ARC and NON ARC - Called "extreme". Teams comprise of 2 4x4s, and both 4x4s have to choose the class the team wants to enter under. Last year we had a big event by any Challenge standard, and it was massively popular, many said there and then "When the next one", and out of the 20 Teams smiles were everywhere, how am I so sure this event was so much enjoyed?...probably from the 23 team entries I already have, so again if you fancy entering then contact me and reserve your team places!

What makes this event so different is not just the "fun" factor - it is renowned now for being a friendly and fun but equally a serious event, but also the fact that the range of punches means we will have enough to keep both the serious And seasoned challenge competitor busy, with Punches that can only be described as "B Hard" if not "Mad", but, also a selection for Drivers of Teams who wish to "have a go" at an event like this, but really want to do a proper event, but not either trash their 4x4 or compete against experienced highly equipped machines - and that what this event is all about, it makes all smile....



The ARC Class is heavily adhered to, but the NON ARC Class means you can have a Suzuki, or Lockers Simexes 2x winches etc etc - within limits (must be MOTd and Taxed and no larger than a 101) the world is your oyster.

So, if you fancy having a go, and want to enter as a 1<sup>st</sup> or 2<sup>nd</sup> time novice, but really do a top class event this is the one, if you want an event that will erm how shall we say ?? "Challenge" you ....with tricky and technical punches yep MWWCE4!

So far we have Nigel Thorne as Chief Scrutineer, Moi as COC, & Ed as officials, and I think I can say without a shadow of being wrong that 3 of us 'aint going to crack it, so hands up helpers please!

We have a number of other businesses who have offered to join KCC with prizes and sponsor the event, and more of this later, but with KCC now supported with additional prizes and funding, this is going to be the best ever Event - **Don't miss it!**

Costs? Unchanged from last year - how good is THAT..

**£50 per 4x4 inc Driver & Passenger so a Team of 2 Drivers and 2 passengers is £100**

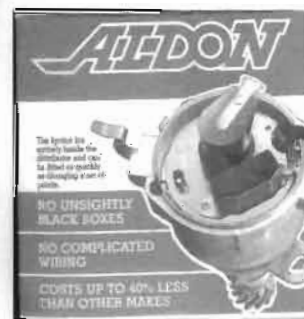
You have to be a fully paid up club member, or a member of a similarly approved ARC Club with paid up full membership, or you'll need to add membership on top...want more info and can't wait till the next mag?

Contact me then on E-Mail : [nigelbarker@btopenworld.com](mailto:nigelbarker@btopenworld.com) or Phone, more next issue....

Nige Nige and Ed

## 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-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,

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Nige

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**E-Mail : [Paul@challenger4x4.com](mailto:Paul@challenger4x4.com)**



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**The UK's Leading Independent Supplier of remanufactured  
 Land Rover Transmissions & Upgraded Parts**

<b>Switch, Visa, Mastercard</b>	<b>Heavy Duty CV Joints</b>  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. <b>£425 per pair</b>	<b>'Quality Assured' and at competitive prices with professional engineering support from Ian &amp; David Ashcroft</b>  <b>Ashcrofts Differential 'Pegging' Service</b>  We are now able to specially 'Peg' your Differentials for additional strength <b>£200 each</b>
<ul style="list-style-type: none"><li>* Rebuilt 5 Speed Manual Gearboxes, (LT77 &amp; R380)</li><li>* Rebuilt Transfer Boxes, (LT230 &amp; Borg Warner)</li><li>* Rebuilt Automatic Gearboxes</li><li>* Rebuilt Differentials</li><li>* Differential Ratios- Upgrades &amp; Alternatives</li><li>* Viscous Couplings</li><li>* 'ARB' &amp; 'Detroit' Lockers</li><li>* Same day fitting service (Ring for Details)</li></ul>	<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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<b>Heavy Duty Drive Flanges - Manufactured with upgraded materials &amp; Zinc Coated £85 Pair</b>		



## Marshals Section

*(The Non Stick Nick Section)*

From the keyboard of the HBRO  
Club Training Officer

Marshals are without doubt the life blood of any club, and the HBRO is no different, they give up their free time to help the club, its members, and organisers. Each maybe has a reason for doing so, but none of our events could run without them, and we should all remember that, and thank them. Unfortunately, Marshals also seem to be occasionally a 'whipping boy' at some events by some entrants, often when the entrant is involved in recovery of some sort, and is doing something that the marshal is 'uncomfortable' with, and asks them to 'stop', and this is something that cannot continue.

The 'HBRO Recovery Marshal Scheme' is being launched to protect members, spectators, ease the smooth running of events, assist all marshals and increase safety and enjoyment for all. We are in a society that feels that blame is always "someone else's fault", even when it isn't. The HBRO wants everyone to enjoy themselves at are events SAFELY, and it is safety that we won't compromise on.

In the Last Magazine, the pics of the untested shackles demonstrates this point, and its why we encourage members to use decent TESTED ONES, but enough of this, what is this new plan I hear you ask? The changes outlined below are designed to help, assist, develop train Marshals to make 'Recovery Marshalling' easier, safer and support others, and also ensure our Marshals are as ever truly valued within the HBRO, and make the days safe for all as best we can. It also shows that the club is prepared to invest, train and value those who are prepared to work with us, to whatever level they are comfortable with and prepared to commit to. In simple terms this means that the "Occasional" or even "Regular" Marshal who offers their help at events in all the myriad of ways will see little difference in appearance, (albeit that some other marshals may have 'Authority' over them in recovery situations), but for those marshals who want to help out, that's about it, they are not in anyway discouraged.

Quite the reverse, there are a series of 'option's you can aspire to, developing your skill base and knowledge around recovery and also increasing your value to the club and friends. If you fancy recovery marshalling or getting involved now is a perfect time.

It is often the new or inexperienced marshal who starts one day that develops and grows to be the next 'hardcore' recovery marshal that so many rely on (and often take for granted / and or abuse !) - it could be you !

The HBRO Public DRDs are indeed hugely popular with the Club and outside visitors, the numbers that it sometimes reaches poses all sorts of issues from this success.

The HBRO now will move forward with the new "HBRO Recovery Marshal Scheme", this only affects RECOVERY situations, and does not mean that you can't recover yourself or a entrant .. please read on !

The basic Idea is to have easily identifiable "3 Grades" of Marshals -to both members, visitors, spectators and entrants alike. They will for simplicity sake here be classed as Grades '1' '2 and '3'.

### Grade 1 "Chief Recovery Marshals"

Easily Identified as they will be wearing Red Marshal Coats showing "**Senior Recovery Marshal**" on the back, in summer via Tabards etc, again Red - the universal colour for DANGER. Grade 1 marshals will be appointed from time to time by the HBRO Committee as Marshals who have the skills and experience gained to oversee all and any recovery situations that may arise, and, where required taking charge and or assisting with the recovery in what ever way they deem fit.

As mentioned earlier this does not mean that they will stop you recovering, (although you may wish it later on !), but more they will assist you, from helping with crowd control, equipment rigging, and ensuring that the recovery is safe and you are supported in what you are doing. It is in a way what often already happens, we are though now making it more "Visual" for all to see.

These Marshals will be appointed by the HBRO committee. Appointment could be on application from a member with the suitable backgrounding, or if nominated by Nick Jennings and Nigel Barker, who initially will be the clubs 1<sup>st</sup> two appointees.

### Grade 2

These marshals will be similarly given Green Coats and tabards, with "Senior Recovery Marshal" on the backs, They will again have a level of 'Authority' over 'Grade 3' marshals, but report to Grade 1s. Similar to the Grade 1s, these are Marshals who in the opinion of the HBRO Club Committee have a basic sound knowledge of recovery and its pitfalls, and as such can assist in situations where extra controls and help are required. The committee has decided that for this Grade we will initially appoint a selection of candidates who will be contacted later in the new year. Further appointments will be agreed on application to the HBRO Committee, (having obtained the appropriate requirements which will be outlined)

### Grade 3

Orange Tabard or Jacket with "Marshal" on the back. This grade is the grade the club has now, all Marshals who help and assist and are signed on at control are classified as Grade 3 marshals.

Outside Recovery Situations G1 2 and 3 are deemed Equal, and it is the Steward COC and other officials who have control. To become a Grade 2 Marshal you will have your own "Experience card", which can be signed by either of the Grade 1 Marshals who observe you at what they deem to be a situation recovered or involving yourself which counts as a proof statement of your skills. These signatures plus attendance on the basic winch course would allow nomination to G2 via the committees approval process.

In simple terms then these changes only affect RECOVERY situations, it is highly possible that a Grade 1 Recovery Marshal would have a real lack of knowledge in say marshalling an RTV section, the grading is purely around Safety and Recovery.

Any marshal from now on in a difficult recovery situation can SEE a Senior Marshal 'Red' or 'Green' Jacket...(or call via radio etc ), and gain instant support and help. Any experienced G1 or G2 marshal "appearing" at some situation can see the problems, and be seen instantly by all as a 'Senior Marshal'.

Now on site, he / she may (or may not) take charge and guide others, but can either ensure that things are controlled (esp. spectators) by liaising with the other marshals, and coordinating and controlling the recovery / situation

There is no doubt as to 'authority', he / she 'Grade 1' is 'in charge' by default if it warrants it ....and all can work as a team. Similarly two "Senior marshals" at a scene may decide to work together if, or one may just sit back, or move on to be useful elsewhere, but everyone will have an instant "Team" of marshals who can all see who should be looked upon for instructions and guidance, and who has overall 'control' whilst the recovery is undertaken.

Spectators will see and understand that there is a hierarchy and a 'marshal' or 'marshals' can be instructed to control crowds as their priority, at signing on this will be made clear to drivers and spectators

Those recovering can worry less as these basics (crowd control etc) will be done by colleagues, so they can concentrate more on what they are doing, and on what needs to be done, more in the New Year from the committee.

It is not so much how we can act when things go wrong, they already have with a heavily stuck / dead 4x4 - the trick is to ensure the recovery goes without further incident injury or bad press, and if this can be done low key but well controlled so much the better.

Nick J.

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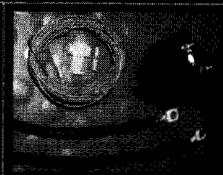
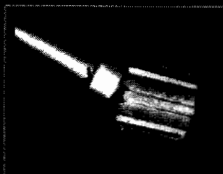


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180A Winch Grade Split Charge System. Safely charge two batteries from one Alternator.

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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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-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.

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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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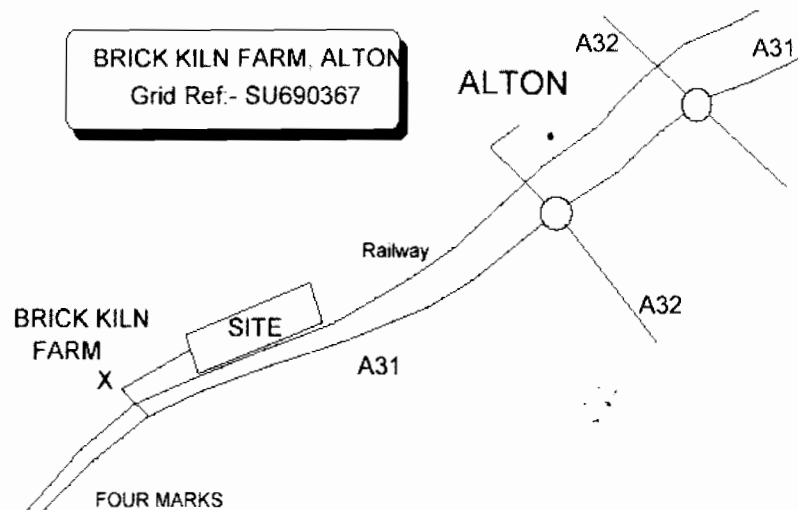
# Calendar of Events – 2007

## January

7<sup>th</sup> January, Green Laning,  
13<sup>th</sup> 14<sup>th</sup> January, RTV/CCC, Brick Kiln Farm, Alton.  
20<sup>th</sup> 21<sup>st</sup> January, Rickshaw Rally.

Contact Richard Salter

Contact N Tomlinson

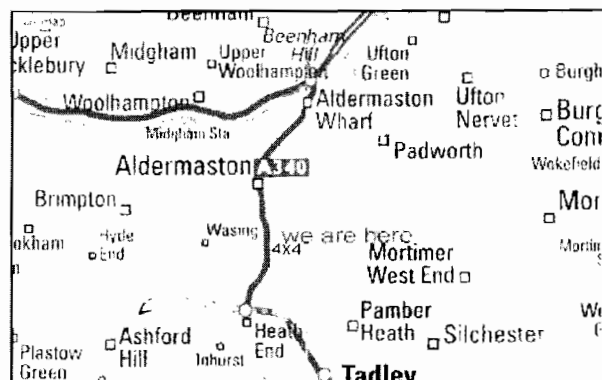


## February

10<sup>th</sup> 11<sup>th</sup> February, RTV, Harbour Hill, Aldermaston, RG7 4PH.

Chris Homewood

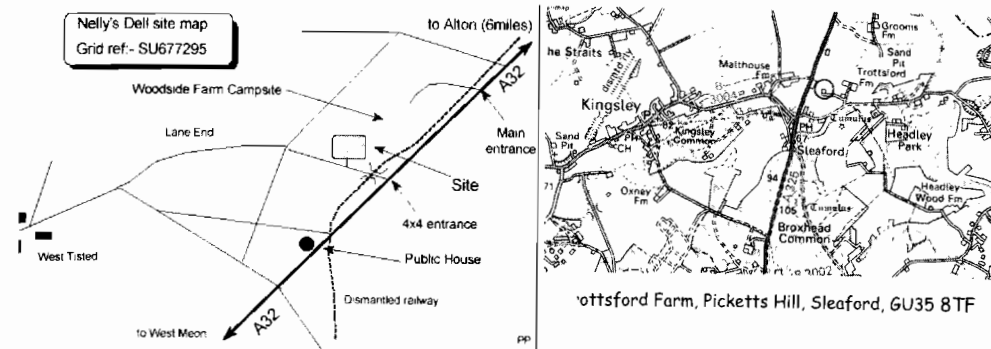
**HOW TO FIND US**  
**Harbour Hill, Aldermaston. RG7 4PH**  
**59300E 164250N (N51:22:27 W1:08:58)**



## March

3<sup>rd</sup> - 11<sup>th</sup> March, Welsh 1 Week Trip  
10<sup>th</sup> 11<sup>th</sup> March, TYRO, Trotsford Farm, Nr Bordon.  
17<sup>th</sup> 18<sup>th</sup> March, RTV, Nellies Dell. Camping.

Contact Richard Salter



## April

7<sup>th</sup> April, Sodbury Sort Out, Newbury.  
6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> Easter April, Minstead Manor Farm, Various Events : Minstead & Camping.  
22<sup>nd</sup> April, Green Laning,

(NON HBRO Event)

Contact Richard Salter.

## Easter Weekend Events :

Gymkhana 7<sup>th</sup>, Club Driving Day & Soft Challenge 8<sup>th</sup>, TYRO 9<sup>th</sup> COC Ian S. TYRO. Lee C. Gymkhana

## 8<sup>th</sup> - SOFT Challenge

COCs Nige B and Ed E

October 06 saw our first Mike Wolfe SOFT Challenge which proved to be very popular with expert and of course novice entrants. There has been a lot of support from members to run some more of these so the 2007 calendar will feature at least two. This challenge is for pairs of vehicles, this means two vehicles per team. (Single vehicle entries will not be permitted.)

There will be in the order of 80 punches ranging from easy medium to hard, the majority falling into the first two categories. A winch is not necessary but advisable; there will be a number of punches some of which will be tough to get at ALL punches are OPTIONAL. This challenge is for ALRC regulated vehicles only. ALRC vehicle Scrutineering regulations will apply. Entry fee is £25 per vehicle, and you get to drive all day. There will be a compulsory lunch break for all entrants. A maximum of one winch per team is allowed. **DO PLAN NOW and remember to get your entry in soon**, we will be throwing this event open to one or two local ALRC clubs so the competition may be a little tougher than usual !!!!!, as such **Advanced entry booking is required**, to secure your place please email [ed.ellis@arup.com](mailto:ed.ellis@arup.com).

Signing on will commence at 08:30; Scrutineering starts at 08:30. Marshals and Drivers Briefing at 09:45

## 8<sup>th</sup> - Members ONLY Driving Day

As well as the Soft Challenge there will be a members only driving day, there may even be some optional punches for you to have a go at. Entry Fee £25. \*You are not required to pre-book for the driving day.) The idea behind the optional punches is that you will be able to enter a controlled section and get a punch. Of course this may require the use of a winch, but for your own safety a marshal will be on hand.

## May

5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> Spring Bank May, TYRO 7<sup>th</sup> RTV 6<sup>th</sup>, Nellies Dell. (Camping)  
 19<sup>th</sup> 20<sup>th</sup> May The KCC Mike Wolfe 4<sup>th</sup> Memorial Winch Challenge Event - Slindon  
 27<sup>th</sup> May Bank, Green Laning,  
 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> May Bank, ALRC Nationals, Staffordshire. Camping.

Contact Nigel Barker  
 Contact Richard Salter.

## June

9<sup>th</sup> 10<sup>th</sup> June, TYRO, Ingrams Green, (Camping)  
 10<sup>th</sup> June, Green Laning,  
 9<sup>th</sup> 10<sup>th</sup> June, LRW Show.  
 23<sup>rd</sup> 24<sup>th</sup> June, RTV / Club Driving Day, Hogmore, Bordon. Area K.

Contact Richard Salter.

## July

7<sup>th</sup> 8<sup>th</sup> June, TYRO, Trottsford Farm. Camping.  
 14<sup>th</sup> 15<sup>th</sup> June, Social Camping Weekend, Roundhills.  
 15<sup>th</sup> June, Green Laning,  
 21<sup>st</sup> 22<sup>nd</sup> June, LRM and LRE Shows.  
 28<sup>th</sup> 29<sup>th</sup> June, RTV, Hooke End Farm Pangbourne, Camping

To Be Confirmed  
 Contact Richard Salter.

To Be Confirmed

## August

12<sup>th</sup> August, Green Laning,  
 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> August Bank, RTV TYRO, Bow Hill or Wales, Camping

Contact Richard Salter.  
 To Be Confirmed.

## September

8<sup>th</sup> 9<sup>th</sup> September, Public Driving Day, Slab, Bordon Area L1.  
 15<sup>th</sup> 16<sup>th</sup> September, Majors Memorial, Eastnor Castle.  
 22<sup>nd</sup> 23<sup>rd</sup> September, RTV, Brick Kiln Farm, Alton.  
 30<sup>th</sup> September, Green Laning,  
 29<sup>th</sup> 30<sup>th</sup> September, London to Brighton 30<sup>th</sup>.

To be Confirmed  
 Contact Richard Salter.

## October

6<sup>th</sup> 7<sup>th</sup> October, TYRO, Ingrams Green, Nr Midhurst (Camping)  
 13<sup>th</sup> 14<sup>th</sup> October, RTV, Harbour Hill, Aldermaston, RG7 4PH.  
 13<sup>th</sup> 14<sup>th</sup> October, Mendip Challenge.  
 20<sup>th</sup> 21<sup>st</sup> October, AGM, Selbourne.  
 27<sup>th</sup> 28<sup>th</sup> October, Laning, Somerset,  
 28<sup>th</sup> October, National Green Laning Day,

Contact Richard Salter or Ed Ellis  
 Contact Richard Salter.

## November

3<sup>rd</sup> 4<sup>th</sup> November, RTV - Bonfire Night, Nellies Dell, Camping  
 11<sup>th</sup> 12<sup>th</sup> November - Soft Winch Challenge Event Tinwood Nr Chichester (New site)  
 17<sup>th</sup> 18<sup>th</sup> November, Road Master

Contact Nigel Barker  
 Contact Neil Thomlinson

## December

8<sup>th</sup> 9<sup>th</sup> December, RTV, Broxhead, Bordon. Area J1.

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

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

All events your safety and the safety of others is paramount, we will operate a safe winching & recovery policy.



*CLWB LAND ROVER GOGLEDD CYMRU*

## NORTH WALES LAND ROVER CLUB

25 Sunningdale Avenue Colwyn Bay, LL29 6DF

### AUGUST INTERCLUB WEEKEND

Following the success of the August Bank Holiday Weekend the North Wales Land Rover Club will be holding an Interclub Weekend over the weekend of 25-27<sup>th</sup> August 2007 at Plas Coch on Anglesey a couple of miles south of Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogogoch?

(Go on then, try typing that right 1<sup>st</sup> time into your sat nav - Nige)

This large site has plenty of space for a wide range of trials sections, flat (yes really, flat, in North Wales) ground for caravans, with stunning views across Snowdonia, and a permanent bar on site! All this and it's only about three miles from the main dual carriageway across North Wales, linking directly to the English Motorway system.

We are still working on the exact programme but we expect to hold an RTV trial on Sunday and a CCV trial on Monday. We propose to add a Tyro trial to Saturday's activities, as well as the Gymkhana and at some point over the weekend a Children's Bike Trial. If you want to escape Land Rovers for a while Anglesey itself is a delight, and many consider it the spiritual home of Land Rovers, but nearby we have the splendour of Snowdonia, the beauty of the Llyn Peninsular, the sweeping beaches of the North Wales coast as well as Castles and Steam Railways galore, and many other attractions. It almost seems a shame to waste time trialling when there is so much to see in the area!

More details, and entry forms, should be sent out before Christmas, but meanwhile, why not put the date in your diary now, and join us in Wales next summer

## P.G. WINCHES

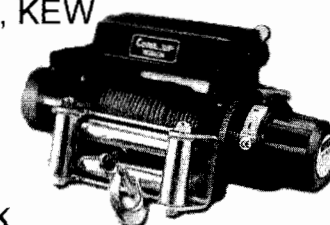
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## *The "Oh Dear ....I didn't mean to do that" Section*

Not an HBRO event, but from Member and HBRO Stalwart 'Bill Brown'.

The story Goes Bill was on hand at this.... <cough> "Recovery" <cough>  
The Suzuki in the Water was with his mate -Suzuki facing and with bonnet up.  
...But a few things were not quite right....



Suzuki in pond had no winch, .....Mate tugging at it didn't work.

Bill Brown then oversaw the winch recovery, which went really well, .....  
Until stuck Suzuki owner got very wet when made to get out to connect winch from his mates  
winch equipped Suzuki,.... which he finally sorted.....Unfortunately the battery was then  
found to be flat on the winch Suzuki, .....so a RR added some jump leads to the Suzuki !

Oh, and see the Soggy Black Fleece on the Wire rope ? - Bill made the Owner of the  
flat battery Suzuki remove his clothes .....and use them as a winch sail

....Classic....



