



Hants & Berks Land Rover Owners Newsletter

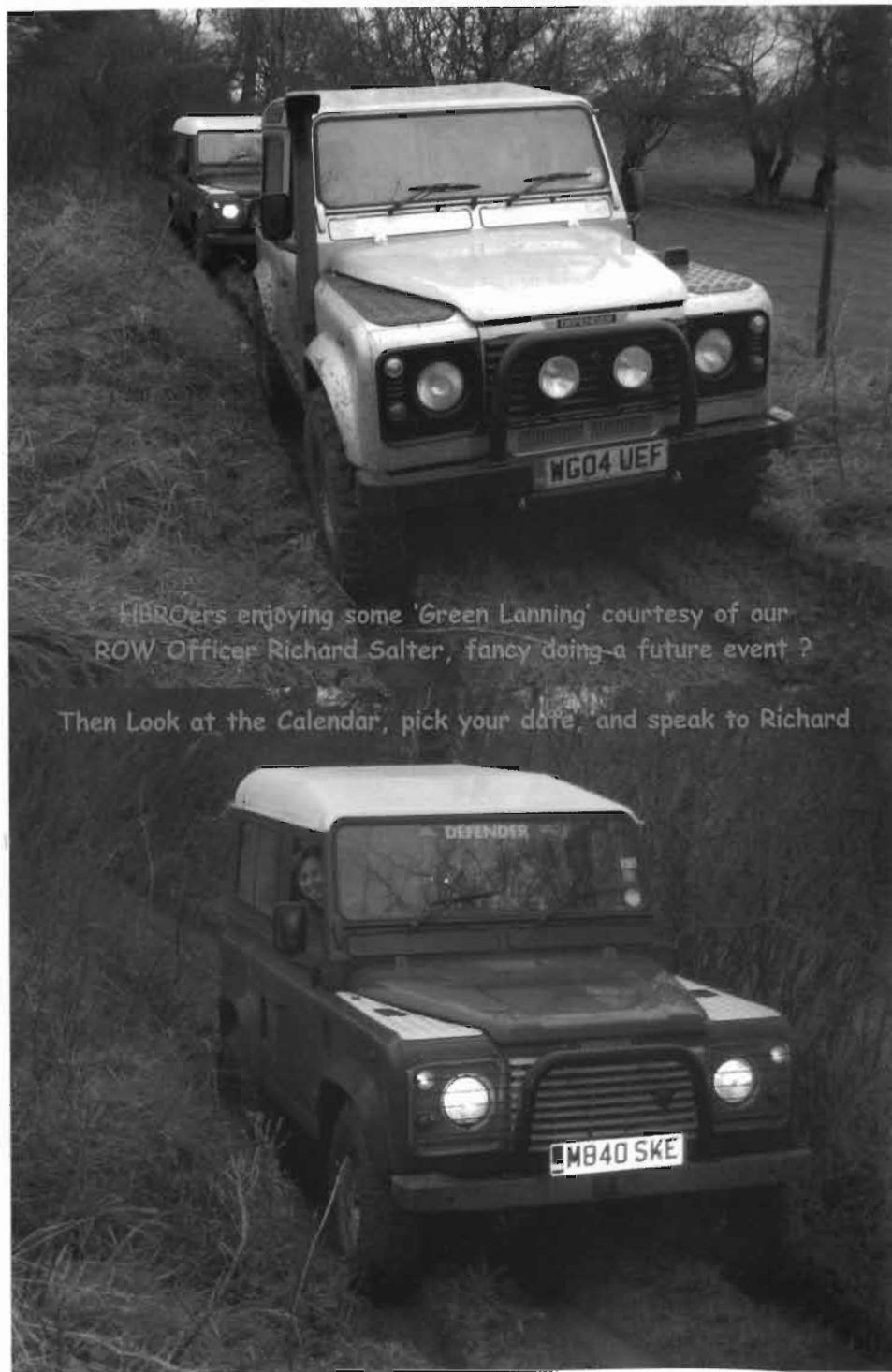


Issue No 7 – January February 2007



— 4th Mike Wolfe —
2007 Memorial Winch Challenge

Neil Read is delighted to gain a 'perfect line' through the Canes at the recent RTV,
All the more so when he spies Ben Brown taking this picture of his efforts



HBROers enjoying some 'Green Lanning' courtesy of our
ROW Officer Richard Salter, fancy doing a future event?

Then Look at the Calendar, pick your date, and speak to Richard

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Your Officers & Committee Members – 2006

Some have stayed and some have resigned <though> 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 & get involved, this is YOUR club, you often get out more if you put something back in.



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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 (Grumpy as ever) take any responsibility for any effect thereon. Especially if you use Eds 'Rebuilding of his V8' articles as a Reference Guide.

Its Him – The 'Newsletter' Editor

Well here's 2007 !

Christmas come and gone, 'happy new year' faded and nose back on the grind stone for us all, oh deep joy.

I had a really good panic at Christmas, the 90 needed an MOT. This shouldn't have been an issue, the thing has everything done to it that needs it doing, and should have passed, BUT I developed a HUGE misfire, and the Fuelling was so rich that blipping the throttle saw masses of black smoke (unburnt fuel), so, it would fail and MOT on emissions (prob run out of fuel too - reckoned is was around 5-6 mpg !).

Telling myself not to panic I set to it, with gay abandon. Well actually more like Anglo-Saxon grumbling and cursing. I used the genuine dealer EFI flapper diagnostic manual I have always found worked,and spent a (Un)happy 16 hours testing - everything checked out. Then we moved into "Change Major components time" ECU AFM Resistor pack relays PRV Throttle Pot, Coolant sensor, Thermotine switch and many many more. NOTHING still ran dreadful.

Decided to pull the top of the engine apart, and amazingly found a cracked injector, diesels maybe, but I and mates who know more re these than me have never seen this on a V8 petrol. I decided I might "lash out" and buy a new set.

Yes sir Jag injector Bosch part number 020diddleydoodahday would be £160.

I Gulpd and said "Erm Ok then"....

"Are you quite sure sir ?",

"Yep I said I'm going to splash out on a new set of injectors"

"Ah" he leaned over and whispered "...that's EACH Nige"

I picked myself up off the floor, said my goodbyes and ran out.....

1 scrap yard later and £20 for all 8 I whizzed to get them ultrasonically cleaned and fitted them and started it up.

"Like a little sowing machine" it were. A ~~gentle whizz~~ mad heavy footed V8 scream or 7 around the lanes at Silly RPM saw a huge grin, and I was ready for the DRD for the HBRO.

With the water coming over the bonnet, and the V8 on song I thought "What a wonderful day" and "How it was all worth while"..... and "What that Kin Misfire NOW".

Oh yes 5 hours into the day I had another misfire, not as before but severe again. Another 2 weekends saw me stumped, as were mates, we just couldn't get this thing to run. A cheery comment then came from my mate "You were in deep water right ?", "Yeah very, bonnet deep", "So.....are you sure you haven't hydrauliced it ?" My heart sank. Only one way to be sure, remove the entire EFI manifold, Trumpets, EFI system ECU Wiring loom, AFM fuel system Pump, and fitted my mates Eldenbrock Manifold with a HUGE 500 CFM 4 Barrel carb - 5 hours later.....

Turn key and - sweet as a sowing machine - again. At least I could get it MOTd now, so another 1 day of check tweak tighten and change bits I was clutching my fresh MOT ready for the AWDC DRD 27th Broxhead, when I discovered that 4 barrels do NOT like angles when nearly rolling.....

I had just winched out a very stuck 4x4, and was poottling around it to drive off, with the tyres 99% on dry land and 1% in the water, next second I was nearly rolling, engine flooding (4 barrel) and Ben Brown appeared with Camera from nowhere....Bill Brown linked up my winch (again)..... and I was out.....the water on the passenger side was coming in between the door top and window bottom, I tried to exit the 90 and the tyre lifted...



So, I know that the 25 years old Luca*se system has had it, and that a 4 barrel doesn't work at angles, so watch this space for the next instalment as I do have a plan.....and its in hand now, the 4 barrel means I at least have a working 90,but work has started.

More next mag..... So what else is in this mag ?

Well Denis has been a battling for the club, and has come up with some really good news I'll leave Ed to mention, but a big **"Thumbs up"** for Denis Keen and his efforts, many club members new and current will see this as good news for the HBRO

And the Mike Wolfe Winch Challenge. This has grown from a small start to now being a huge event on the winch challenge circuit, and interestingly has a reputation for being a great event, fun, friendly AND unusually suitable for both Novice 1st timers and also attracting some of the top names in the country.

At the time of writing I have over 34+ confirmed teams of 2 4x4s, with some ARC Class HBROers but not anywhere near enough.

If you are even thinking this might be an event you want to get into this is the one to enter. If you want to help marshal then contact me now, there is more on this event later in the mag, but if you only get involved in the HBRO calendar just for the 'odd time' THIS is the event to be part of.....Pick up that phone or e-mail me.

ARLC or Not ?

Had a few replies form the article in the last magazine, a mixed response which is good, but a poor response - which is bad.

I do feel that with a membership of the number we have why can only a few members be bothered to write in ? At least some decided to write, for or against really doesn't matter here, at least THEY bothered, things are happening within the club and will happen within the club, make sure that it is what you want,

Without input you might find its not what you want- and that will be purely your fault for be apathetic. Its your club, support it !...and that applies to articles too. !!

I hear a few people didn't like the Barker & Brown Advert because it was a 'AWDC' event and not a HBRO one ?...yep it was, but it was by Bill & Ben Brown who are club members..

Ben sends regular text and pics, as do Ed, Neil Tomlinson, Nick Jennings, Jan Hallum, Nick Woodage, Steve Kirby, Ian and Sam Parker Roger Hardwick in this mag, to name a

few - but sadly too few, so if you want MORE' HBRO' and LESS 'Non HBRO' then its up to you ALL to send me copy and pictures, not just the dedicated few ?..

And lastly whilst 'grumpy' back to the MOT while I remember.

The Hand Brake, or rather the 'Not Too Good Brake'.

Yet again for the MOT I stripped it, cleaned it greased the expander, new shoes and adjusted it all up - PASS. Then the DRD at Broxhead with HBRO and ...Yep useless again. What A PITA the Land Rover Handbrake is.!

So, grumpy as hell I phoned up and took the plunge and bought a X-Brake from Simon.

WOW !. I should have fitted one of these years ago, in very simple terms you could say the X Brake "Does EXACTLY what it says on the tin" - and damned well too, 2½ hours to fit (and I had to make some modifications cos of my silly big Hyd PTO - my fault not the X-Brakes !) with simple tools its easy DIY, well made, good instructions and I parked in on a hill and a half and tried to push it downhill - it just sat there.

If you have had a guts full of your LR Hand Brake treat yourself to one of these - well worth it and if you want to peer at it under mine at any events feel free. When I spoke to Richard Salter he agreed 100% with Me - he's bought one also and is 100% delighted as well

If you want to see EXACTLY how to fit one then go to www.lr4x4.com go to the Technical Archive and then see the thread called 'Fitting a X Brake'.

For me to rave about any companies service or products believe me "Mr Grumpy" has to be seriously impressed" - ...and it is that good ! Right, enough from Mr Grumpy..... On with the Mag, like My Land Rover I can now stop..... Nige



The Chairmans (2007) "Fireside Chatter"

A jolly good New Year to you all, or Gong Xi Fa Chi, (Chinese) it's the Year of the Pig and officially starts on the 18th February, coincident with this month's magazine landing on your door mat. And I have read that the Chinese may be taking over Land Rover, so I just wanted to bring us in line with the times.

So how was Christmas, did we all get lots of new Land Rover toys. Oh I did, lots of recovery equipment, and 2 parts of my winch, the rest is on order. Oh and the complete DVD set of Mr Ed the Talking Horse.....of course.

Now I have to say this anti 4x4 Chelsea tractor thingy is getting on my man boobs. Just the other day there is yet another article, this time in the Daily Snail on how 4x4 drivers take more risks and drive more dangerously because they are higher up and can see more. What a load of cods wallop! Oh and apparently a greater percentage of 4X4 drivers, or SUV drivers, the study was done in America, drive with only one hand on the wheel.

Now I have to admit that from time to time I only use one hand; you know whilst changing CDs or tuning in the radio, opening a 'tinnie' or two; but absolute fear usually induces me to keep both hands gripped firmly on the wheel. I think there are more than a few Landy drivers out there who will understand the need for directional control better than most. Add a 20 year old steering box to a set of mud terrains, a slightly damp road and you have definitely not got the best concoction for straight line stability.

Seriously though, what is it these days, most of us don't need to drive fast or dangerously to prove we drive the best 4x4 in the world. Why can't we all accept each others differences and agree to get on with life. ?

Interestingly, we have had some more debate at committee regarding the issue of the 'regulations' and how it is we can attract new members to the club. One area where we suffer is 'driving days'. In the past we have been restrained to 'ALRC' regulated vehicles only for club driving days. This impacts to some extent on our membership base.

What we should be about is *encouraging* members not *discouraging* them. So with this challenge in hand Denis Keen (as Colemans) went back to the MSA for some guidance. I have to say I was a tad pessimistic because they have not been at all supportive in the past.

The upshot of Denis's very very good work is that the MSA have advised that so long as somebody is a member of our club - the HBLRO then they can drive any make of vehicle on a club only driving day. This is tremendous news in that we have the support of the MSA.

....."WELL DONE DENIS.".....

So please get out there and 'spread the news'. We can react by increasing the number of driving days and hopefully increase our membership base.

Now more on the ALRC, not about breaking away, but this time on some proposed amendment to the regulations. A new set of proposed amendments is out on the street. Nige has been given via Sieve K and has edited down a version in this issue. If you have comments can you please forward them to me, for mid March, so that they can be with the ALRC committee before the end of March ?

Sarah has finished wading through the treacle of last years club accounts. They are now being audited. If any member wants to see them then please let Sarah or I know. We will also make them public at the next AGM that is unless the membership calls for an SGM so that they can be formally presented. Thanks Sarah, I know you had a dreadful time trying to untie the mess from last year.

Now just so that you know who you are; those members born in the following years are Boar People according to the Chinese Calendar: 1923, 1935, 1947, 1959, 1971, 1983, 1995, People born in the Year of the Pig are chivalrous and gallant. *1947 was the year of the prototype Land Rover* Whatever they do, they do with all their strength. *Need I really say more about your favourite off roader.* For Boar Year people, there is no left or right and there is no retreat. They have tremendous fortitude and great honesty. They don't make many friends but they make them for life, and anyone having a Boar Year friend is fortunate for they are extremely loyal. *1971 was the year the Series 3 came to life* They don't talk much but have a great thirst for knowledge. They study a great deal and are generally well informed. Boar people are quick tempered, yet they hate arguments and quarrelling. They are kind to their loved ones. *1983 the defender 110 was born.* No matter how bad problems seem to be, Boar people try to work them out, honestly if sometimes impulsively. They are most compatible with Rabbits and Sheep.

So there you have it, the Land Rover development has pretty much mapped the year of the Pig (well they sometimes handle like one). And they are most at home in the countryside mixing with Sheep and Rabbits. That's your Chinese Land Rover horoscope for the year.

Sun Yi Fai Lok

Chairman Ed

T.Y.R.O. The event for everyone

So what is new in the TYRO world since my last article in Issue 3 of the Newsletter? Well, nothing in terms of the event itself but since the AGM last October, when in a rush of something to the brain I 'volunteered' to help the new Competition Secretary with the planning of TYRO events, I have been working on a couple of things.

Most visible is the TYRO programme for the 2007 season. To save you hunting for the dates they are: 11/3, 9/4, 7/5, 10/6, 8/7 25-27/8 dtbc & 7/10 with setting out etc normally the day before. Venues include our 'old faithfuls' (Ingram's Green, Nellie's Dell and Trotsford Farm) but we will also trial at Minstead during the Easter Rally and during the August Bank Holiday Event (which may be in Wales), both of which I hope will see lots of wives and partners driving. Watch the magazine and website for details and updates.

Less visible (yet!) is a 'Beginner's Guide to TYROs' which I am working on. This will be a 'one stop shop' pamphlet containing everything you need to know about driving in a TYRO including sections on 'what to expect', 'how to drive' and 'how the scoring works' as well as a summary of the relevant 'rules' and safety aspects. Some of this needs the agreement of the Committee but I hope to have it completed in time for the March TYRO.

To encourage the younger members to take advantage of the considerable effort that goes into running the TYROs, the Committee has agreed that a TYRO Trophy will be awarded at the end of the season. I still need to sort out the details (how many events you need to enter to qualify, how the points will work etc etc) but if you 'win' there will be a shield that you will keep for the year and a small cup (or similar) that you can keep forever. Both will be engraved. There might even be some other awards! Details will be in the 'Beginner's Guide ...' once they are agreed.

Talking of considerable effort, I volunteered to help the Comp Sec with the planning of the TYROs, not to set them out and run them all! If you've progressed past TYROs to RTVs and the like, or have never helped out with an event at all, here is your chance to put something into the club and its future drivers. TYROs are unique in requiring no experience at one end of the spectrum (we can teach you how to help with the 'signing-on' admin or how to score as a marshal) but need lots of experience and 'eyes in the back of your head' at the other end of the spectrum to ensure that the Clerk of the Course and Chief Marshal run a safe event for beginners and spectators, with everything in between and, of course, ground clearance and setting out the day beforehand. YOUR club needs YOU and by the time you read this the March TYRO will be just weeks away so don't delay, call me today!

Ian Smart

What's new out there ?....

In the next couple of months, X-Engineering are launching two new products and this is the first time we've talked about them in public!

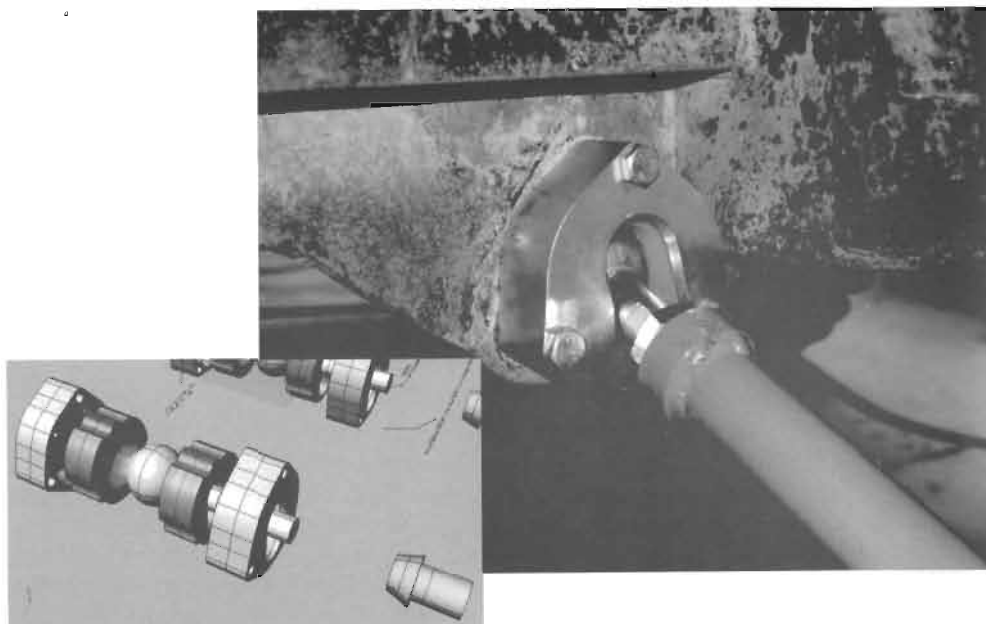
There is an age-old question "Is dislocation of springs worthwhile?" At the point your spring dislocates, there is almost no force pressing the wheel on to the ground. Does it really give you any worthwhile extra traction? The other side says that any extra traction, no matter how small is worthwhile.



X-Eng has come up with the 'X-Spring', telescopic spring system. It is essentially a small spring held inside your existing coil spring. Normally the smaller spring is compressed and hidden inside it's top hat shaped housing. Your vehicle sits and runs on your original springs. However, when you need articulation, at the point your spring would otherwise

dislocate, the X-Spring is still pushing down with 700lbs of force. It continues pushing for a further 10" of travel. If that was not enough - it then has a further 5" of dislocation. You would need seriously long shock absorbers to make use of all that. The compressed length of your existing spring is unchanged and because the inner springs are only used in the extremes, your ride height and road holding are unaffected.

The kit is compatible with front or rear 90, RR & Disco springs



To help you make use of all this sprung travel, we have come up with a unique replacement for the rubber bush on the chassis end of your rear trailing arms. The 'X-Joint' is a big ball joint which works in a similar way to your hip joint. There is a 60mm ball inside a polyurethane bushing enclosed in a pair of anodised Aluminium cups. The joint is fully rebuildable, greaseable and adjustable. It will give you up to +/-50 degrees of unrestricted articulation! That beats any rose jointed arms by a mile. Best of all, and unlike rose jointed arms, it requires no modification to your chassis - it uses the existing mounting holes for the bush.

We will be supplying the joints on their own if you feel confident to weld them to your existing radius arms or complete with high performance strengthened arms if you prefer.

Simon Rafferty - X Engineering

Hi BRO

Last year I popped along to the Billing show, took my lovely Tigger on the London - Brighton run and enjoyed helping out at the Abingdon weekend among others.

Now with 2007 unfolding and lots of great events to think about I thought I would try to spark some dialogue about who is going where and if some members want to meet up?

I know some members made it to the London - Brighton run last year and there could be some shows members are thinking about visiting or camping at. Others might consider helping out at the Abingdon charity weekend in September or taking part in the newly organised Landy Rally which covers 8 countries in 7 days.

Other than the Macmillan 4 x 4 challenge in March I am not sure which events we will be going to, however, by the time you read this I hope to post a few events on the web forum and prompt some dialogue and communication.

Hope you join in and even better hope to see you at some of the events. As a starter for us in 2007 we did the "Rickshaw".... There is a reason for getting up and leaving home at 6am, driving through the heavy rain and strong winds and joining a group of members at some large open piece of military land - although I'm still trying to work it out. Is it the chance to have a drive and play in some normally restricted areas? Is it getting out into the open air, climbing hills and breathing some fresh air into those normally office bound lungs?

I enjoy meeting up with other members as I slowly get to know more of the familiar crowd - it does seem to be one event that draws numerous members to help out - hence the search to understand the reason why we wade through mud, stand in rain, and succumb to the not so brilliant canteen food. Was it the help on hand when my wheel needed changing, or the various vehicles needing a tow/winch and we had a chance to use one of the many gadgets stored in the back of vehicles 'just in case'.

Could it be the long day - arrive 6.30am, leave 9.30pm (and that's skipping the auction and social drinks at the Mess), or is the mud - lots of it to walk in, drive in, slip up in, make others get stuck in.... umm putting others through challenging trials... could be the reason but then we tend to be kind as many of them are novice drivers practicing their skills in rather uncared for Army vehicles. Whatever the reason I have a feeling both I and many of the others will be at the next one.

All the best

Sandy & Ian

'HBRO' Club Shop – Nick Woodage

Yes that's right I run the club shop. You may have seen me wearing some of the 'Jaunty Garments' featuring the HBRO club logo and 'Insignia'.

If you would like to know more about what's available please give me a call or e-mail me. you can have any type of clothing that you want, but most members go for sweat shirts, fleeces or even the outdoor coats we have in the club shop*for this time of the year.

If you come and see me at the Hogs Lodge Club 'pub meet' and place an order I will have the clothing ready for you within 2 weeks, or you can collect it at the following pub meet.

I also carry a vast range of HBRO stickers for your Land Rover including vinyl cut emblems, screen stickers and website stickers large and small to apply to the inside or outside of your vehicle. The club shop also has a small amount of ropes, shackles straps etc, some light lenses and many tins of WD40 at bargain prices.

I also have some old stock of T shirts and sweat shirts from previous shop organizers, if you would like any of the above then give me a call. It's nice to show off our club while out and about and helps to promote the club to new members and fellow Land Rover owners.

Nick Woodage

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Contributions in this Edition of the Clubs Magazine

Ed Ellis, Roger Hardwick, Jan Hallum, Ben Brown, Yer Editor, Simon from 'X Engineering',
Sandy & Ian, Hugh Duffett & Sarah Bridger, Nick Woodage, Ian Smart, Marc, John
Dingle, Richard Salter, Steve Kirby

'HBRO' Membership - Jan Hallum

Nigel

Here's a bit for the magazine, welcome to a raft of new and renewing members from my last update, welcome to you all, and don't forget to send Nige, our esteemed editor pics and articles for the mag..... (Ok I put that bit in - Nige):

Nov 06

Mark Burton

Dec 06

David Lunt

Niall Banyard

Martin Millerin

Nigel Miller

Marc Tucker

Darren Griffin

John Thorne

Tom Bishop

Tom Sutton

Robin Milledge

Kevin Wood



Ooooooooo when are you coming to an Event then ?

Just a reminder to all new members - why not pop along to see the guys and gals at the site where they are setting out on the day before the RTV or TYRO ?. Come for a chat and to make yourself familiar with proceedings, if you've not off-roaded before or taken part in a trial. You are more than welcome ! - and will be made to feel as such, don't hide in the shadows...

Jan

Feedback From Members "Pants & Barks"



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 :

Nige, Having read your article about how to turn people against the ALRC and having given myself time to cool down and reply, I hope, objectively. So here goes.

First I will agree that there are a few rules that do not make sense, because they have no safety or advantage in competition, these need to be lobbied by members until "the powers that be" change them. But the members, me included, are too laid back to do anything about them apart from whinge when pointed out by a Scrutineer. You have to have rules otherwise you have anarchy!

I believe standard and modified classes as they are set out are basically ideal. If people, who must have more money than they know what to do with, want to trick up their vehicle to resemble "Bigfoot" that's their choice but where's the challenge or skill in that!!!

I know there are a lot of people like me who can't afford to spend a lot of money on this sport, but still get a tremendous amount of enjoyment from it. I think I will call myself "SHUGH STRING OFFROAD".

Another problem with extreme vehicles is where do you find the land and make the sections hard enough for a unit that will go anywhere? And if you could, the standard ones would be struggling to get past gate 9. I know, 2 different courses, but that would not work - we have enough trouble getting volunteers to lay out one.

There I've got it off my chest.

I look forward to seeing this article published in the next magazine, where it might encourage more people to also put finger to keyboard and come out of the closet and let us all know what they really think.

Yours a regular entrant and committed club member

Hugh Duffett

Nige

To be or not to be ?

Personally I am not that concerned if the HBLRO is a member of the ALRC or not.

However, there are a few considerations to make first.

A number of club members like to compete in the ALRC Nationals. Not being affiliated would exclude them from this event. I do feel that abiding by the ALRC rules keeps a competitive trials on an even keel. With complying with the regs the competition is reasonably fair and winning is down to the drivers' skill. Well most times anyway. My 90 is more or less standard, though being ex MOD it's not as one would come out the showroom, and I have no intention of modifying it beyond perhaps a different set of dampers and springs. I have far more pressing things to spend my money on. Although I don't get to trial very often, I would have second thoughts if I had to compete against vehicles tricked up to the nines with big tyres and air lockets etc.

Even if they were in a separate class the course would have to be made suitably difficult for them so virtually impossible for me. I'm not against such vehicles and they are great fun to watch a winch challenges etc. but we should feel we all have to spend vast sums of money on special equipment in order to compete. If such vehicles were allowed then separate trials should be run for standard vehicles and modified ones.

In a similar way we used the run CCVs along side RTVs.

If it came down to it, my vote would be to stay in the ALRC; though I would remain a member of the HBLRO if we didn't. It will not be long before I have to think about revitalising the suspension on my 90.

This poses some questions on what I should buy and gave me an idea for an article in the HBLRO newsletter. It would need to be written by a Scrutineer or someone with an in-

depth knowledge of ALRC rules and regs. The article would need to answer a few questions:

1. What can be done to a standard vehicle and remain within the standard ALRC class; e.g. can I fit a Scorpion Racing 2" lift kit.- could I fit standard length but uprated springs, or gas shocks.
2. What can I do, which would still be ALRC legal but would put me in a 'modified class'; e.g. disc hand brake.
3. Common mods that are totally outside ALRC regs please.

Also, how about a paragraph on common points of failure during Scrutineering. ?

Regards

Roger Hardwick

I read your article in the HBRO (or is it HBLRO?) mag about the ARC membership. I too believe that the ARC regulations are holding the club back, the original idea for the ARC was to support a product that was seen as the best exactly as made by the factory.

That may have been true in 1960 but even in the 70's people modified their LRs (V8 conversions etc.) and the ARC moved with the times (a bit). Some of the rules are just dumb, you can build a Series 1 coiler (never made by LR) but you cannot build a 100inch coiler (6 built and sold by LR).

A 90 with wind down windows can do so but I can't take my removable door tops off even though I never ever drive with them on, to compete I would have to drive there with them in the back, arrive and bolt them on, then remove them again to drive home.

In the summer I have to put a roof on even though my chassis was built as a CKD from the factory and had no roof in the first place. Sorry started ranting.

The only concern I have is that the HBRO is a fantastic club and we need to keep in mind what the effects will be on it. I know this is an easy cop out but I want to do what is best for the club, there are loads of non ARC clubs, if we drop the ARC do we not risk losing the point of our existence ?

Out of interest if the future is a mix of ARC and non-ARC classes does this mean that we could keep the ARC affiliation but also have motors for challenges etc ?

I look forward to the future.

Marc.

Rights Of Way – Richard Salter

Well this is a new feature to the HBLRO News letter. Every issue I'm going to write about my favourite lane of the month with the grid reference and photos so you can drive it to.

So this months lane is one of my favourites it is can't over challenging or technical its nice and straight up the side of a corn field which crosses Colemore Common you can drive this at a nice steady pace admiring the views across froxfield and the times I have driven it I've seen plenty of wild life Deer, Pheasants, and the one time I have driven it in the dark apart from seeing rabbits I have caught a glimpse of a tawny owl,

You can drive this lane from either direction I have tended to drive up the A32 turn left at the cross roads towards Froxfield/Petersfield drive along this road passing Hedge farm on the right then you come to a road on the left.

Opposite this road you will see the byway sign (698294) turn right and follow the grass track up the side of the field keep to the hedge side the track rut will keep you on course (don't drive across the field it doesn't help our cause) continue up the Byway after half a mile you come into a woods on to a gravel track at this point the Byway turns into a UCR follow this track around the corner and keep following to the tarmac past some private houses to the end grid(693283) Explorer 132

Remember the green lane code.

And from the recent Green lanning day out (see inside front cover for some pics)

I hope you are all enjoying the start of 2007 and another year of a government which just wants to tax every body and give nothing in return ! Oh well at least I have my Land Rover, talking of which we have just had the club's first green lane of the year on the 7th January. What a day ! I new it was going to be busy.

During the week leading up to the green lane day all week the phone was ringing with people wanting to come along, I usually restrict it to about 6 cars well by the Thursday I was panicking so I phoned Julian Mallard and Nick Woodage to plead for help in which they did, (thanks chaps) We all met up at the lay-by on the A32 Meon hut cross roads at 9am for a 9.30am departure by the time we went start off there were 16 Land Rovers so I was right in my prediction (not often that happens).

I split them all in to groups, I took the less experienced, while Julian And Nick took the others. The area to be covered was the Petersfield area so my group consisted of a 110 and five 90's (two of them less than a year old and one of them on road tyres) , so anyway we headed in to different directions so we would not run in to each other on a lane some were as has happened before.

I took my group up the A32 to privet were we drove our first lane there are a couple of nice lanes around here not scratchy not over driven, just a nice start to the day and they tend to be out of the way of walkers too. Once we drove through here we crossed through Colemore Common (Explorer 132) (690292) we then crossed the road to the other side heading towards Colemore its self we then turn left on to this short but tight lane not recommended for shiny vehicles as it's a bit over grown and there is a big old stump from an old oak tree which juts out if your not careful you will knock the body work, there is also a slight slop to the left in which two of the 90's slid side ways in to the field one of them had road tyres the other had all-terrains on so we turned them round to go back and meet us at the top along with the 110. It's a good little lane not driven much, (Explorer 133) (317308.)

From here we headed to five ash lane straight forward lane not demanding but a nice place to stop and have tea/coffee, from here then you come out in five ash farm turn left then right 100 yds turn left down this steep lane to the telephone exchange it's been made up in places but there are a couple of drainage ruts which run across the lane they make it more interesting this lane comes out at the exchange (734293) the last two lanes are good lanes for shinny vehicles so from here we turn left drove about a mile and then turned left on to Holtham lane (don't turn right on to Buttons lane this has a (T R O) once we drove this lane we headed back through Hawkley pretty little village to warren corner down to the main Froxfield road to Petersfield we crossed straight over to a lane called green lane another well used lane with a few dips but not too challenging and also good for shinny cars, (729275).

From here we went back through a lane we done earlier then stopped at the white horse inn the locals call it the pub with no name, any way this is a good traditional pub log fires wooden benches and rocking chairs and a low sealing with the mandatory horse brass ornaments hanging on the wall. After Dinner we did a couple of lanes the first was Ridge top lane - you join it at stoner hill and then you follow the lane down through the woods (Lythe Hanger) coming out at the bottom at Lythe Farm another really good lane for shiny vehicles with good views across Petersfield.

Our final two lane's were near Ramsdean good lane's not scratchy but a bit more demanding with the hard chalk and narrow sides of the banks along with a ditch from a field running water on too the lane from lack of maintenance from the land owner.

All in all it was a great day out after the new year and Christmas, see you at the next green lane day in February when we will drive Salisbury area or come to Wales in March see you soon.

Richard Salter

R O W

From: John Dingle
To: richard.salter
Subject: Yesterday's green laning

Richard

Thank you again for a fantastic day out yesterday - we thoroughly enjoyed it. I even managed to find a new stainless steel grill for the snorkel on ebay for £11!

Looking forward to the next one already.

Regards
John Dingle

All in aid of
Mac4x4
CHALLENGE 2007

18th February

Pay & Play Day - Slab Common

To book or for more details contact Sandy on 07939505899/
sjerrim@btinternet.com or Carl on 07734445014 / carl@lepaj.co.uk

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Land Rover Experience

By Roger Hardwick.

It all started with a visit to the Caravan and Camping show at NEC in January 2006. Land Rover was sponsoring this event and so had a number of vehicles at the show. Naturally I wanted to look at all of them and sit in them. Wendy, my wife, still managed to get me to look at a few caravans as well.

Having given the Land Rover reps my details, I then got inundated with brochures of all the models. Most went in the recycling bin.

Then in September another one dropped through the door. I was just about to put this one in the bin when I took a closer look. It was an invitation to be Land Rovers' guest for a half day session in a Freelander at one of the Land Rover Experience centres. I phoned the number given and was told that the old Freelander had been withdrawn and would I like to wait for the New Freelander 2. I said I would.

Two weeks later Land Rover phoned back to say the Freelander 2's were being delivered and would I like to choose a date.

So, on Thursday January 4th, my brother, Richard and I arrived at the Chilton's Experience Centre, near Milton Keynes. Richard once owned a 1.8 petrol Freelander, so it was interesting for him to make a comparison. He had not been that impressed by the 1.8s ability to pull his caravan, a 2 birth.

We were made to feel very welcome with tea, coffee and biscuits. When the instructor saw we had arrived in my brother's 300 tdi defender he knew he wasn't in for an easy time. The instructor, Dave, was a keen defender man and I believe a member of the Midlands Land Rover club.

Apparently he got married at the LRe show at Billing last year; the ceremony finishing just before we had that big storm. He also said to say hello to Nick Jennings.

So, the car !

It was a top of the range HSE 2 litre diesel and first impressions were that it was much easier to get into and very much more comfortable than the old model.

On the road it felt very safe and stable and did all the things you would expect. I particularly like the big mirrors.

Back at the centre we pulled off on to a track along side a field. With Richard driving we set off down the track and into some woods. Nothing remotely difficult and Richard and I were beginning to feel a bit disappointed.

Then Dave took the wheel and we moved into another area. At this point we were following a Disco 3 and a Range Rover. Both were doing cross axle sections. It was very impressive to watch with both vehicles having opposite wheels over a foot off the ground and still able to move thanks to the traction control.

What was more impressive was the way the wheels were going up and down a long way but the body stayed almost level. I thought we were just watching this action but then Dave drove onto the second axle twisting section, explaining that as the Freelander was on springs and not air suspension it would get damaged on the concrete stepped first section.

They have large mirrors at the side of these sections so you can see what is happening to the wheels. Then we moved on to a side slop set at about 30 degrees. Next we climbed a hill and Dave did a simulated failed climb near the top. This was to demonstrate the car braking system which, having recognised the vehicle as at an angle, released the brakes progressively when the peddle was lifted.

It also did this facing forwards down a slope. We continued along a muddy track to a right angle bend. Right on the bend was a hole about 2 feet deep full of water which the near side of the vehicle dropped into.

Then it was a steep drop down to finish the course.

Then it was our turn. Richard went first. He's not used to driving off road as he only uses his 90 to pull his caravan. However, the vehicle made it quite easy for him; though he did stall it a few times. On my go I did manage to get in that big hole with the wheels spinning quite a lot. Ha ha, I thought, I've managed to get it stuck. But no, Dave just said put you foot down a bit more. The traction control kicked in and out it popped.

All in all, a very impressive vehicle. One that I wouldn't mind owning.

Just a shame about the price tag.

Roger Hardwick

Range Rover rebuild (Part 3)

(Fitting the Pacemaker)



(Ed was happy with his new 4x4 'Adult Pedal Car' at Christmas)

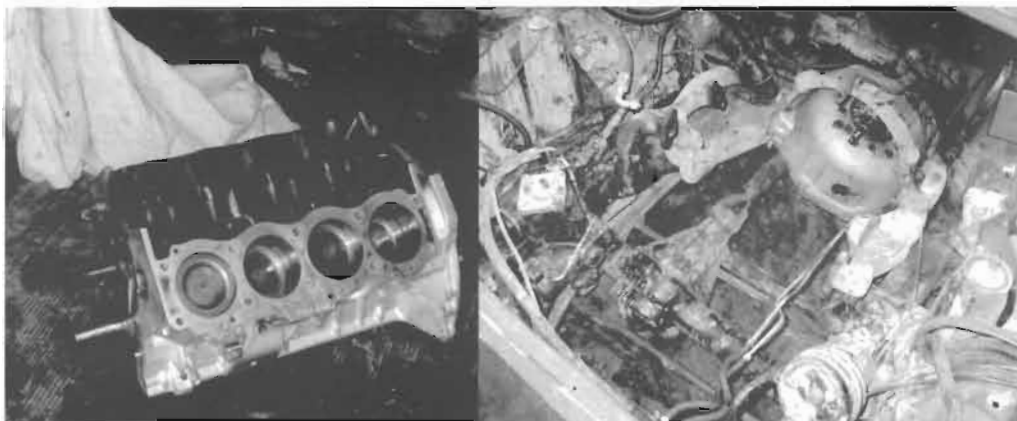
Hi all,

All work and no play makes your Chairman really fed up.

It's been almost 5 weeks since I got under the bonnet quite literally to continue with my engine rebuild.

At last I have bolted in the starter motor, alternator and steering pump. The Haynes manual has a lot to answer for let me tell you.

Now to the tricky bit. Fitting the pacemaker (ECU) and the wirery bits. Why is it that I now have more wires that I started with? (I bet your average heart surgeon never has this problem !)



Of course they are all of similar size and colour. And equally of course, I don't know where the go. Out with Mr Haynes again.....fat chance of any help there. It's all in black and white and oil and only has part pictures which show only part of the final solution..

After half a day I worked out which injector wire goes where; but I am still left with a small bundle of 'other' stuff. I think that some of it is from the old air-conditioning pump. This has now been thrown out to make way for my Milemarker winch pump.

It is quite odd really I have been working in power plants and switch rooms most of my life but still small electrics confuse and worry me.

So what have I left to do, a few wires associated with the coil, the earths and some other odd bits that I had best not describe. I need to find a new bottom hose oh and what goes in the small hose just behind the water pump. There is a sticky up pipe that I don't remember being there before. Oh and the timing, the dreaded timing, ho hummm.

Then I need to re-fettle the hand break, sort a few blown bulbs and a rear exhaust section.

Oh, and Try and start it !

To this end I have made a selection of my best 'pleading' and 'begging' noises down the phone to Nige, ...perhaps he can work out the wiring that's 'left over' (*Oh Great Nige*) check it all, set the timing / dizzy and then get it running..... and make me smile.

..... and then hopefully an MOT.



Number 1 in a Series of.... "Uses for a V8 Rocker Cover"

So that's it from me this Magazine worth, I keep telling myself it will all be worth it, Nige keeps avoiding my calls, and I am just getting a tad fed up with the never ending saga (and that's the RR not my saga Magazine I'm far too young and gorgeous for that yet.....)

Mr Ed

Brick Kiln RTV Trial

14 January 2007

Saturday morning and yes it was raining but its only showers!

We had arranged to collect the trailer from Nelly's along the way after collecting keys from Chris at the committee meeting last Wednesday.

Arrived at Nellies, positioned 90 to hitch up trailer, tried to unlock hitch lock. After several minutes of convincing ourselves we were not doing it right or the lock had seized, we decided we had the wrong keys - I know we will just unload what we need and take it with us. No - that wasn't going to work either.

A padlock has been fitted to the back of the trailer since we last used it and guess what - the keys did not fit that either.

Finally managed to get through to Chris and he replied with a few choice words but agreed to collect the trailer on his way down so we went on to Brick Kiln. Hope this wasn't an omen for the rest of the day.

The trailer finally arrived along with several helpers and the job of setting out got under way. There were five sections in the woods and three out in the open. The terrain was variable, sections we had set out in the morning and driven with the 90 became impossible to drive by the afternoon with a Range Rover so some adjustments were made and a lot of praying for the rain to stop by Sunday morning.

Finally finished, it was a race home to wash and change for Nick Woodage's 50th birthday party. A good time was had by all I believe.

Sunday saw a dry morning and as we drove up the valley there was even frost in a couple of places.

Eight drivers signed on to take on the challenges of the day including one first timer Kevin Wood.

The morning got off to a good start - Gary White clearing the first section then following with an 11 on the second.

Andy Bridger was way ahead of the field by lunchtime but as we all know things can change after lunch.

The afternoon sections were in the woods with one or two tricky moments. Neil Read did a balancing act on section 6 and Dave Osmond tested how far a Disco would lean.

Russell Vare ended the day with his usual spectacular finale - yes a Land Rover will go up that hill.

Winner of Class 4 - Andy Bridger on 24 points with Steve Fallick coming 2nd with 32 points.



Winner of Class 5 - Gary White with 39 points and second place went to Mike Fitzgerald on 50 points.

Everyone seemed to enjoy the day with some challenging sections. The weather stayed dry and the sun was out and our hard work the day before was not wasted.

Thanks to those who helped set out on Saturday and to those who marshalled on Sunday. We certainly had an enjoyable day. It would however have been nice to have had a few more members taking part.

Hugh Duffett and Sarah Bridger

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4th Mike Wolfe 2007 Memorial Winch Challenge



Main Event Sponsors



I have been giving some thought to this event, and it has dawned on me that there are many new members who will have no idea about this event, its significance, or its content.

If that continues to be the case then these same members will probably pass over these next few pages, missing out on one of the most prestigious and highly popular events in the HBRO Calendar,whereas if I can make them go "Mmmmmmmmm" then they might get involved at some level, be it as a marshal, or as a entrant,so on the basis above if the rest of you could just bear with me ?.....

So, what and who is the Mike Wolfe Winch Challenge ?.

Well simply put it is a "Challenge Event", the meaning of this and how a challenge event works I will deal with later, but 1st the background.

Mike Wolfe was the owner of 'KCC' (Our Main Event Sponsor for all of the Events - this being the 4th) based in Kingsley, Nr Bordon, Hampshire. Formerly called 'Rapid Rovers', Mike was well known and well respected in the 4x4 world, not only as a owner of a top notch 4x4 outlet, but as a rather keen 'off roader' competitor and genuinely good all round nice bloke to boot.

Many HBROers knew Mike, as such when Mike was tragically killed in a RTA the HBRO approached KCC and Mikes Wife and Daughters, and asked if we the club could hold an event, once a year in memory of Mike, they said "Yep" and as a result the 'Mike Wolfe Memorial Winch Challenge Event' started.

Every year it is sponsored by 'KCC' with Shaun and Suzi Goring (current Owners) taking a very active part - it is in real terms a very special event for them, and as such we always try to make each years event better than the last.

This year to ease the burden of costs and sponsorship they are joined by other firms as Additional Sponsors, so far for the 2007 event there is Shaun and Suzi from KCC, Nick Jennings from Landrox 4x4, Dave at Ashcroft Transmissions, Paul & Lucy at Challenger 4x4, and Sarah from Brooklyn 4x4, - all helping to support and promote this event.

From the 1st event with single numbers entering, each successive year the event has grown, to last year just under 50 entrants. This year we are currently at around 36+ Teams (72+ 4x4 entries) with more to come.

It has become rather a "Must do & Must Enter" event in many competitors minds, and that's because it is, in many ways, a unique and fun - but unusually at the same time 'serious' event.

So why is it such a good event then ?

Difficult to explain, but it's a seriously friendly fun event, you can watch the experienced drivers and navigators tackle some of the most demanding sections, and then turn to see an easy section done by a 1st timer in a almost roading 4x4.

There is something for everyone, this year we are aiming for 100+ punches, a mix of Easy, Medium and Hard, and some really really hard...but the overriding sense from all at the last event was a fabulous fun day - at whatever level the drivers and team were entered.

There are just 2 'Classes', 'ARC' with a severe limitation on modifications and specifications (more later), and the 'Non ARC Class', called 'Extreme' - which within safety limits allows massive modifications, your team enters under just one class. This exemption from ARC with the "Anything Goes Class" (see Regs below) is allowed under a special permit, so if you want to enter with a non ARC 4x4, such as a Suzuki, Shogun or massively moded LR this is allowed.

So far the entry list looks like this - Fancy Joining in ? - THEN RING ME !!!

ARC Class : (So far - 6 Teams)

16. Richard Salter & Nick Woodage, 21. Mark Ambler & Matt Hewitt, 24. Naill Banyard 25. Neil Tomlinson Steve Williams, 26. Hugh Duffett and tba, 30. Darren Holmes

Non ARC Class (So Far - 30 Teams)

1.JST James Trembath & Tony Cordell, 2. Adrian Turner & Richard Nicolson, 3. Pod & TBA, 4. Sue & Kevin (Purple Pig) & TBA, 5. TJ101 & TBA, 6. Pete Wilkins & TBA, 7. James Pugwash & TBA, 8. Paul Wightman and Nick Watts, 9. Saley & TBA, 10. Will Warne and TBA, 11. Andy Marshaly & TBA, 12. Alan Kemp & TBA, 13. Lawrence Defcol & TBA, 14 Roger Pardy Paul Rogers, 15 John Jennings & Bob Seaman, 17. Paul Hooper & TBA 1, 18. Paul Hooper TBA 2, 19. Dave Wight & Matthew Sykes, 20. Nigel Bicknell & Barry Mews, 22. Paul Church Kev Pocock (d4x4), 23. Mark Jeffrey Colin Humpries, 27. Hugh Duffett and tba, 28 Nick Walker & TBA, 29. Giles Tinkler & TBA, 31. John Piper & Gary Andrews, 32. Graham & David Anthill, 33. Jim Marsden & TBA, 34. Paul Bass & TBA, 35. Treebloke & dawn & TBA, 36. Luke Diamond & TBA

NOTE : Both Niall Banyard & Darren Holmes are looking for 'Partners',
Richard Salter and Nick Woodage are looking for 'Winch Bitches'

A fair mix of skills knowledge and 4x4s, but all are up for a great day, and we will try to exceed this, and that's where the marshals come in, and that could be you !

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The event is different to any of the other competitions the HBRO currently organises, which are normally RTVs, TYROs and 'Drive Around Days'. Unusually it does suit a range of skills and abilities, but have no doubts this is a 'top notch' event, with some of the UKs top drivers competing hard, alongside some 1st timers dipping their 'challenge toes' in for the very 1st time - and this is one of the unique qualities that make this such a special event - the friendly atmosphere and camaraderie that comes with the MWWCE.

Suited to entrants who wish to test both their vehicles and their own skill a little bit, oh and then for those who want 'the limits of insanity punches' it will satisfy both, - but - a sense of humour and a positive attitude to fun is a prerequisite whatever your level of entry ! The key elements of the event are to thoroughly enjoy yourselves, and have a great deal of fun whilst you do it. However, skill is useful !.

Teams comprise of 2 '4x4' Vehicles, and there are 2 classes and the TEAM must chose the class for the team. Max size allowed is a 101 type size.

On the subject of classes one Class is the 'ARC Class'. In this class only one of the LRs can have a winch, if the team has others then those cannot be used. The ARC is an easier class, it limits massively the modifications that can be done to the Land Rovers entering, and gives a level playing field on spec. This class would be good for newcomers and people with limited experience, and there will be a HUGE number of easy to medium punches around the site for you and your team to go at !

The other class is the 'NON ARC' Class, here we allow non LRs (ie Suzukis Shoguns etc), and this class allows a massive amount of modifications to the 4x4s, there is also NO LIMIT to the number of winches you can use, so if each 4x4 in the 'NON ARC' Class has both front and rear winches on both 4x4s then fine, they can use all of them !

There is no doubt that the majority of experienced drivers will be in this class, the competition will be much harder for them, as they have punches that move into the "Near Impossible" to keep them happy ! . BOTH classes can attempt any and all of the punches, you do what you fancy and leave those that you don't, this way with around 100+ punches with a mix of easy medium hard and "Barker Specials" everyone gets what they want. On many challenge events 1st timers can be terrified at the severity of the punches, - with this event there is a HUGE selection to be considered.

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It is unlikely, (but not impossible) that ANY team will do ALL the punches, but I just might be proved wrong. !. It is not, a speed event. You are pitting Yourself & your Navigator against the terrain, and the elements, and, unlike other events you will be involved doing something for yourself all day !.

Vehicles will be scrutinised to either the ARC Rules & Regs AND Safety for the 'ARC' entrants OR just Safety for the 'NON ARC' Entrants, see the separate note on Rules & Regulations.

If this is your 1st event then you may be asking "So how does it work, and what will we need to do to do ?". Well, You and your passenger and 2nd 4x4 team mates will be Driving, Winching, Recovering, Thinking, and Planning a series of 'Punches' over the entire day.

Whilst we try to make the Easy and Medium punches as 'Non Damaging' (if you stick to them), although we can't 100% guarantee it, BUT go for the Hards and Extremes and... well..... !. Most Importantly - none of the sections are compulsory, you can decline any of them, but then you can't gain the "Points" for doing it !

With 2 - 3x as many Punches on site as Teams you will not be 'waiting' for your turn, you will be 'At it' more than at any other type of event !

The 'Punch' is a small "Punch" (like a stapler with a special pattern that marks your card) on a length of cord, tied to a tree, stake, or nailed to a post, which you will have to get your punch card (a card tied to your 4x4) close enough to punch the right punch on the right number on your card - sounds easy - well sometimes they are.....then again.....sometimes you'll wonder just what's so difficult ??

Your navigator (or often referred to as your "Winch Bitch" is the runner, spotter and general lackey for you and another in the 2nd 4x4, you don't have to have one - but it helps ! Trophies will be given at prize giving for 1st and 2nd and 3rd Teams, IN BOTH 'ARC' and 'NON ARC' Classes - plus there is also a "Bon Ami" Prize for a Driver, or Passenger or Marshal, who, in the Opinion of the Officials has made the event a better one for all by their actions.

You win by collecting 'points' gained via the punches you and your team mate collect. The more you do the better your score. There are also 2 easyish 'Special Tasks' which EVERY team must complete at some point during the day - or get a penalty. One year we had drivers walk from the front of their 4x4 to a point where they banged a stake in the ground, and then they removed their winch cable.

The trick was to try to guess EXACTLY how far the 4x4s winch cable would stretch and JUST touch the stake with 6 coils left on the winch drum - the best was within 7 inches

(Ali Read) the worst was 38 feet wrong !.....only 1 4x4 from the team needed to do this. This is done for sometimes fun, but it also gives us a Tie breaker from the scores that vary. Oh its different every year by the way !

The 'Sections' are numbered, & are located around the site, There is no penalty at any time for not 'entering' any Section, you just can't gain the points !. You can only COMPLETE a section once, but you might start then give up, coming back later when you feel more confident or have found few punches left as you have done all the others. Also as a team of 2 4x4s one of you may fancy doing it, and the other not doing it, that's OK too, but as you or your team mate didn't do it then your scores will reflect it.

As mentioned the sections will vary HUGELY, and it is recommended you perhaps visit several at the start, and then your team decide which ones you all want to do, and which you all do not !, Scoring is a tad complex, but I will try to explain. All entrants start off with a Team score of 'Zero' points you GAIN points when you get the 'punch'.

Some sections are harder than others, and some many have wide areas so have 'options' within them as to how you can proceed to the punch, do you go say left - and go in the water or right and go through the mud ?. On some 'Sections' you might feel more confident as a team that you can complete, and therefore score well, the choice has to be yours.You and your team may view and walk any section before deciding, in fact it is highly recommended that you do, you may also watch others attempts at a section, but only on foot, no team vehicle must enter a section if other 4x4s are in their - purely for safety.

Many sections are manned by 'HBRO Marshals', if so then the Marshall will confirm if the section empty is available for your team to enter. Only one team may enter a section at a time, other than via Officials or Marshall instruction (i.e. a Marshall allowing an entrant of another team to recover in dire troubles. You might decide to drive around, view all the sections available, walk them and chat through with your team as to which ones you and your team wish to do. Its up to you.

Some really easy punches can be hidden, you have to find them, we do not use GPS at these events, its for you and your team to find the punches do them, and then nip away hoping that no-one else has spotted you doing it and then spotting that there must be a punch there. Last Year one punch was on the back of my 90 that I drove around all day - many spotted it - many did not even when I drove right by them !

At the end, or if say for some reason you retire we will collect your Punch cards and then add up your TEAM scores. If you have placed the wrong punch mark in the wrong punch number of the card we will fine you points 3x the value of the punch you have punched

wrong, so make SURE the right punch holes go in the right punch number on the card, all punches are numbered and the card too. JUST BE CAREFULL !

Now, the scoring system used. This was given to us by Chris Watts a fellow moderator on the www.LR4x4.com forum, and is very very clever. It works like this :

EVERY punch has a value at the beginning of the day, lets say for example a 1000 value. Then the more people who complete it means the value drops, so say just 1 driver did it and nobody else, then, at the end of the day the punch will have a value of 1000 points. very nice too. And if 50 drivers get it then the value drops to 20 points !

Now the tricky bit, do BOTH of you do it, or just 1 ?

Well now this takes some working out but - in the example above say JUST 1 driver does it - the team scores 1000 points, if the 2nd 4x4 in the team did it then you could argue there is no point, as you both then get 500 points ?.

Ah yes but say 4 people get it, the punch is worth 250 points, and if both you and your team mate had done it you both get 250 points each that a team score of 500, if just one of you did it out of say 4 people, then you team would only have the 1 which is 250. Takes some thinking through, but it does work !

This way an easy punch spotted by only a few can be worth a lot, and a hard punch done by many worth not a lot, and to complex it just a tad more the hard punches (which will be marked) will have a higher punch value at the start. This adds a real 'thinking brain' into the day, but it does work, and thanks to Chris for giving us the program...and lastly

A Huge thanks to 'KCC' as Main Event Sponsors for this event - the 4th year running and a big welcome and thanks to the additional sponsors for this years event below.



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(Officials and Marshals will only help get you out at the end of the day !!)



So, here then are the "Regulations" for the '2' Classes

'ARC' & 'NON ARC' Class 4x4s **MUST** have the following :

ALL Entrants Vehicles **MUST** be fully road legal & display the 4x4s Valid Road Tax Disc
Body Style : Hard Top, Truck Cab, & Soft Tops are allowed (Soft-Top **MUST** have Rear Roll Cage).
4x4 Tyres - Must be Road Legal. **NO CHAINS ALLOWED ON TYRES**
Seat Belts or Full Harness Belts (Must be worn when 4x4 is moving).
Winches, Electric, Mechanical, Hydraulic, or Tifor don't care - all are allowed
Winching Gloves - **MANDATORY****EVEN with PLASMA**
Winching 'Sail' - **MANDATORY** and a Minimum of 1 Fire Extinguisher per Team
All Loose equipment must be safely stored on board at all times. No loose items in the Crew Cab area

'Suitable' FRONT & REAR Recovery Points These are NOT SUITABLE :

ANY Towballs welded to Chassis Bumpers or Rear Crossmembers, ANY Bolts used to connect recovery points are not Marked at 8.8T or higher, ANY bolts DONT EXTEND FULLY throughout the nut by min 2 threads, ANY Recovery Points not fitted with suitable Spreader Plates on opposite side of Point, Chassis showing heavy signs of rust with holes or crumbling / rot & we consider unsuitable, ANY Winch wire ropes frayed spiked, damaged, kinked, or untested junk, ANY Alcohol at ANY time - (*immediate removal from site of team*)

'ARC' & 'NON ARC' Classes **CAN** have the following :

High Lift Jack(s), extra winch cable extensions, spades, shovels,
Spare wheel(s) & Toolkit(s) , spares carried on board on with you or at your base
BUT - NO back up crews allowed !....
Fire Extinguisher(s) & 1st Aid Kits, torches etc but NO MATCHES or Lighters !
Winch Equipment, Extra Gloves, Shackles, Tree Straps, Ground Anchors etc.
CB Radio / PMRs Vehicle based or / and hand helds.
Tow Ropes (NOT KERRs) Roll Over Bars, Cages SideBars, etc etc etc

'NON ARC' **ONLY CAN** have the following additional items:

Locking Differentials, ARBs, KAMs, Detroit, LSDs TSDs Etc
Oversize Tyres i.e. 35" Simex, 40" Beggars modified Body Silhouettes etc
Non Land Rover / Odd engine configurations, e.g. Suzuki, Perkins in a Bobtail RR etc
.....Almost any Mod,if in doubt ask !.....



ASSOCIATION OF
LAND ROVER CLUBS

'ARC' ONLY MUST abide to the following :

Scrutineering to the 'ARC' Rules and Club Handbook.
Failure to Pass on the above will mean designation to 'NON ARC' Class or expulsion.



BOTH 'ARC' & 'NON ARC' CANNOT have **ANY** the following :

Tyre Chains, Studded tyres, Any type of Winching Chains
ANY Damaged or frayed Tow Ropes, Winch Cables or Straps. (you will fail Scrutineering)
Chain Saws or other Saws - (Officials only) ANY untested shackles or rated at LESS THAN 4.75T

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Adverts are free in the mag for non commercial members, just ping me the info

I am a very saddened 'Hants & Berks' member,

....because following back surgery, I need to sell my beloved Disco.

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It's immaculate...a real little beauty (Also I am looking for a 3d Freelander, which can be converted to have a seat fitted that comes out of the car and enables me to transfer across - so I'm staying with the club !!...)

£ 4000 No offers please. Phone Mark on 01428 727070. (Located in Hants).



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<ul style="list-style-type: none">* 12 month unlimited mileage warranty* Most Gearboxes available from stock and with overnight delivery !* Trade discount and introductory offers available* Sold over 5,000 units last year* Worldwide deliveries* Trade and export enquiries welcome Units can be purchased on an outright basis, (please call for core charges if No Exchange Unit)	Land Rover & Range Rover 'Heavy Duty' Halfshafts We are now able to offer a new generation of strengthened halfshafts, which have modified and made from "4340" Alloy steel. <i>Over 200 pairs sold with no failures to date.</i> We offer a 12 month, no quibble, return to base, warranty against failure. From £235 per pair	
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ARC News – Steve Kirby

1.

RULE CHANGE PROPOSAL REGARDING RELOCATION CONES

Background

The issue of so-called "cones" used to supplement the suspension on coil sprung Land Rovers has been wrongly identified and diagnosed in the past and the wrong nomenclature is being used to describe these cones.

Certain Companies in the "accessory aftermarket" manufacture and sell "extreme suspension dislocation systems" which are a complete suspension replacement system, the purpose of which is actually to promote complete dislocation of the suspension system thus providing extensive travel and articulation of the vehicle's suspension and axles. Some of those same Companies also manufacture and sell "cones" which they've commonly referred to as "dislocation cones" as a marketing ploy. The fact is, that none of the "cones" sold into the aftermarket will cause a coil sprung vehicle's suspension to dislocate.

Land Rovers and their standard coils sprung suspension systems are designed for normal road use, and also for off-road use in moderate circumstances such as farming, utility services, etc. When used by ALRCs for the more demanding terrain and conditions encountered in today's RTVs it's agreed there is a very real likelihood of the coil springs coming out of the standard top mounting bracket on the rear suspension. This occurrence happens frequently at most RTV trials to vehicles fitted with both OEM and aftermarket suspension components. Once this has occurred the only remedy is to stop, jack-up the vehicle with something like a Hi-Lift to a great height and pop the spring back in. The jacking of a vehicle to the necessary height is an extremely hazardous operation when performed on the uneven and often soft/muddy terrain encountered within most RTV trials sites. Additionally, when the springs jump out whilst driving within an RTV section it can cause a hazardous "out-of-control" situation not only to the driver and passenger within the vehicle, but also to the outside bystanders, marshals, etc, in close proximity to the vehicle. It's been suggested by some individuals and clubs that one remedy to overcome this occurrence of the springs popping out is to securely fasten the top of the coil springs to the upper brackets by means of a jubilee clip or similar. However, when this has been done there have certainly been many instances of the bottom of the coil spring breaking loose due to the "bottom retainer plate" breaking/bending, and even several reported cases of the complete welded bracket/plate breaking away from the axle. This is because the bottom plates, brackets, etc are designed to act under positive load conditions and not tension.

In conclusion it's clearly a combination of the vehicle overall set-up (weight, engine type/size, centre-of-gravity, etc), the standard coil sprung suspension design, the demanding terrain, the driver's exuberance, etc, which causes coil springs to naturally dislocate on Land Rovers, but certainly NOT the cones. These cones do not confer a competitive advantage to any vehicle to which they're fitted. In fact these cones (which are available at a modest cost) act very effectively as an enhanced safety feature that positively assist to relocate the coil springs back into their proper location within the suspension system.

Rule Change Proposal

ARC 2005 Handbook, Page 77, Rule B.19.2.

The following non-Rover design items may be used (subject to limitations elsewhere in these rules):-

e) Any safety equipment that does not enhance the performance or capabilities of the vehicle. This may include roll-bars, under-body protection, etc.

I propose a change to rule B.19.2.e as follows

e) Any safety equipment that does not enhance the performance or capabilities of the vehicle. This may include roll-bars, under-body protection, relocation cones, etc.

This rule change is proposed by the following committee members of the Midland Rover Owners Club. (MROC)

Tony O'Connor - Chief Vehicle Scrutineer.

Paul King - Road Taxed Vehicle Trials Secretary

2. RULE CHANGE PROPOSAL REGARDING HANDBRAKES

The following is a Rule Change Proposal regarding handbrakes for Association of Land Rover Clubs' specification competition vehicles.

All references to rule numbers are those applicable to the ARC 2005 Handbook.

Background

At present it is possible to interpret the regulations in the MSA Competitors Yearbook 2006, sections E and H, along with our own Supplementary Regulations, to allow modified class vehicles to compete without a handbrake fitted.

MSA Section E12.6.1 states "be fitted with brakes that are operative and capable of stopping the vehicle as required". Section H has nothing on brakes except to comply with E12 and Construction and Use and Lighting regulations unless Supplementary Regulations specify otherwise.

ARC D.1.3. says that only RTV trials vehicles must comply with all Statutory Regulations as to Construction and Use and Lighting: all other classes are exempt.

Clearly RTV vehicles must be fitted with an effective parking brake.

Also, all Standard class vehicles must have a parking brake as no vehicle has yet come out of Land Rover without one and our regulations do not expressly permit its removal.

The issue is with Modified vehicles. These could comply with all our regulations and not be fitted with a brake which can hold the vehicle while not occupied (i.e. parked).

Clearly this can have safety implications as vehicles could roll away if on a hill. In the case of a rolled vehicle which needs to be righted, it is best practise to pull on the handbrake and stop the vehicle moving in an unpredictable manner putting those helping the situation at risk.

Some modified vehicles have been fitted with "line lockers". These require the main braking system to be operated before they can be activated to have any effect. Clearly this would be confusing to anyone trying to assist in an incident situation.

In order to clarify how the regulations may be interpreted the following rule change is proposed.

Rule Change Proposal (July 2006)

New Rule: D.1.5

Vehicles shall be fitted with a braking system capable of holding them while parked. It shall be activated by a single operation and shall be external to the engine and gearbox.

Rule Change Proposal Amendment (November 2006)

Many vehicles in modified classes are fitted with "line locker" hydraulic switches in the main braking system and these have been operating effectively. The disadvantage with these systems is that it is possible to lock the braking system in a non operated condition, thereby creating an additional hazard in an emergency situation. To allow these systems to be fitted as a parking brake the following amendment to the above is proposed. This was voted against by the meeting and so the original proposal stands.

This Rule Change is proposed by the following members of the ALRC Council / S&ORC:

Colin Gaukroger - ALRC Council / Lancashire & Cheshire LRC

Frank Champion - S&ORC / Lincolnshire LRC

3. RULE CHANGE PROPOSAL REGARDING PASSENGERS IN TEAM RECOVERY

Background

The following is a rule change / overlooked safety rule clarification.

In Section I of the ARC Handbook 2005 there is no restriction to driver only in Team Recovery.

Rule Change Proposal (July 2006)

New Rule I.7.5 No passengers are permitted.

(If the New Rule Change Proposal was agreed then rule I.7.4 would need changing from "All occupants must be properly seated" to "All drivers must be properly seated").

This Rule Change is proposed by the following members of the S&ORC / Anglian Land Rover Club

Andrew Flanders - S&ORC / Anglian LRC

Maurice Flanders - Anglian LRC.

Existing Rules in Arc 2005 Handbook

Section I – Point to Point & Team Recovery – Specific Technical Regulations

I.7. Seat & Seat Belts

1.7.1. All seat components must be securely attached regardless of original design.

1.7.2. In Point to Points a minimum of a 3 point fixing safety belt with two shoulder straps and one abdominal strap to be worn by all occupants whilst the vehicle is in motion.

1.7.3. Seat-belt attachments, see paragraph B.2. for details.

1.7.4. All occupants must be properly seated.

Section Q - Point to Point & Team Recovery Competition Regulations

Q.1. PASSENGERS.

Q.1.1. One passenger / navigator, over the age of 16 years, is allowed per vehicle.

Q.2. TOW ROPE

Q.2.1. Vehicles must not be connected at the start or finish, and all equipment used must be completely contained within the vehicles.

Q.3. ENTRIES

Q.3.1. Minimum entry for any class to be 3 teams.

2006 MSA BLUE BOOK

32. Team Recovery

32.2. The S.R. will specify the number of vehicles comprising a team.

The proposed Rule Change put forward in July is flawed. The original proposal was withdrawn and the following new proposal was made.

Rule Change Proposal Amendment (November 2006)

Wording in bold indicates change to existing rules.

Section Q - Point to Point & Team Recovery Competition Regulations

Q.1. PASSENGERS

Q.1.1. **Point to Point** One passenger / navigator, over the age of 16 years, is allowed per vehicle.

Q.1.2 Team Recovery No vehicle at any time may carry a passenger.

Q.2. TOW ROPES

Q.2.1. Vehicles must not be connected at the start or finish, and all equipment used must be completely contained within the vehicles.

Q.3. ENTRIES

Q.3.1 Minimum entry for any class to be 3 teams.

Q.4. TEAMS

Q.4.1 Point to Point A team shall comprise two vehicles

Q.4.2. Team Recovery A team shall comprise two vehicles and two drivers.

Q.4.3. Each team shall nominate a captain.

This Rule Change is proposed by the following members of the S&ORC / Anglian Land Rover Club / Lancashire & Cheshire Land Rover Club.

Andrew Flanders – S&ORC / Anglian Land Rover Club.

Hazel Phair – Lancashire & Cheshire Land Rover Club.

4.

RULE CHANGE PROPOSAL REGARDING THE PROCESS FOR VEHICLE REGULATION CHANGE

Background

In the latest Green Book 2005 the content of "Changing the Rules" (Page 153) with the new dates of meetings has changed.

The process for Vehicle Regulation Changes has not altered much in the past fifteen years and we have had three years of no new changes which I believe has been welcomed by all competitors.

Where we have in the past had problems with some proposed rule changes, the problem has been that they were not well thought out and in some cases all we really needed was a clear clarification of that rule. Due to the lack of representatives sent by clubs we did not have clear debates over many months i.e. ongoing debates on many topics. What we need is for the Scrutineers & Off Road Committee to propose changes to the wording for the process for vehicle regulation changes.

The new vehicle regulations should be out shortly. A lot of work has been done by many people to clarify the rules.

Before we give the new format a chance, we need to either hold the present system for another year and vote to keep it or change the words before they become public.

They will also see a difference to the wording and also colour coding.

Health and safety Regulations Risk Assessment would have a high priority by the S&ORC.

The existing process for Vehicle Regulation Change is:

- Club Proposals** must be presented in writing to the ARC General Secretary, signed by two committee members of the proposing Club, before a July General Meeting.
- Scrutineering and Off Road Committee Proposals** must be presented in writing to the ARC General Secretary, signed by two members of the Scrutineering and Off Road Committee, before a July General Meeting.
- Individual member Proposals** must be presented in writing to the ARC General Secretary, signed by the Proposer and seconded before a July General Meeting.
- Proposal documents must include the complete text of the new/revised rules as they would appear if accepted.

New Rule Change Proposal (July 2006)

New Rule e) (the following rules would need re-lettering)

Club and Individual Proposal must be discussed by the Scrutineering & Off Road Committee at, at least four meetings before being passed by the scrutineers to be proposed at the July meeting. The proposer must also attend the four meetings.

This Rule Change is proposed by the following members of the S&ORC / ALRC Council / L&CLRC.

Harold Carman – S&ORC / ALRC Council / Lancashire & Cheshire LRC

Colin Gaukroger – ALRC Council / Lancashire & Cheshire LRC

Rule Change Proposal Amendment (November 2006)

Club and Individual Proposal must be discussed by the Scrutineering & Off Road Committee at, at least three meetings before being passed by the scrutineers to be proposed at the July meeting. The proposer must also attend the three meetings.

This Rule Change is proposed by the following members of the S&ORC / ALRC Council / L&CLRC.

Harold Carman – S&ORC / ALRC Council / Lancashire & Cheshire Land Rover Club

Hazel Phair – Lancashire & Cheshire Land Rover Club.

P.G. WINCHES

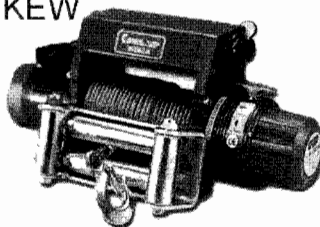
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Marshals Section

(The Non Stick Nick Section)

From the keyboard of the HBRO
Club Training Officer

Happy New to everyone. As I write this in mid January the colder months loom and I am looking forward to snow & lots of it. I am sure I will see snow a plenty as John & I are off the to Alps for the Croisiere Blanche.

Wildly exaggerated stories to follow in the next mag....So, what's new?....

Well have you seen the "Training" section on the web site?. If not go there now !.
www.hbro.co.uk and then follow the linky thingy (see I'm red hot on this 'IT Speak')

This is the place to keep an eye on to see what we have planned training wise in the future. There will be regular updates so visit regularly if you want to be in the know.

As Marshals is there any thing that you would like to club to do, to do better, not to do, indeed have you any other comments please let me know so we can see what we can do about it.

So here's question for you:

If you only to carried 1 Strap or Rope in your vehicle what type would it be ?.

And here's another :

What (in your opinion), are the 3 most use full pieces of tackle you carry in your vehicle ?.

List in order of usefulness.....

E-mail your answers to Nige, and we can see your thoughts in the next edition.

That's it from me, off to purchase some thermals to keep my tackle warm in the snow !.

Non stick Nick Jennings

X-BRAKE

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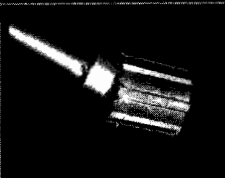
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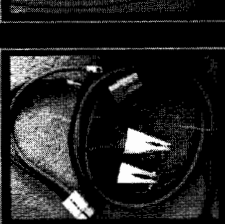
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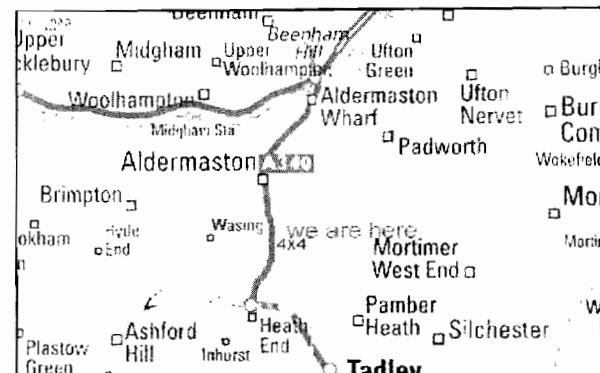
Calendar of Events – 2007

February

10th 11th February, RTV, Harbour Hill, Aldermaston, RG7 4PH.

COC Chris Homewood

Harbour Hill, Aldermaston. RG7 4PH
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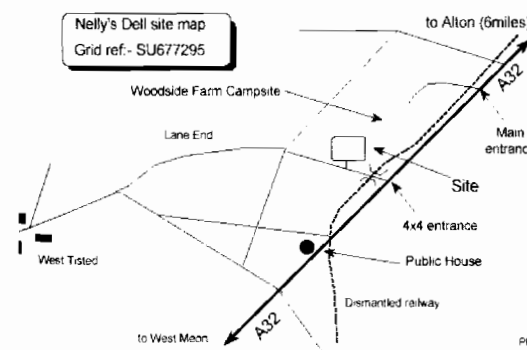
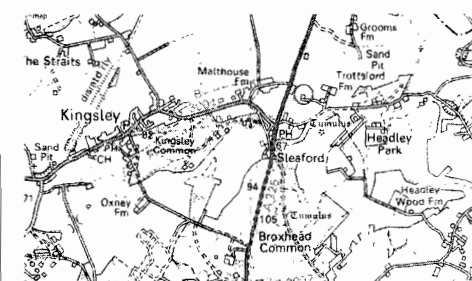
Saturday 24th Feb - Anniversary 'Open Day' at Challenger 4x4 (see main advert) - RTI "Twist Off Ramp"

March

3rd - 11th March, Welsh 1 Week Trip

Contact Richard Salter

10th 11th March, TYRO, Trotsford Farm, Nr Bordon.
(Trotsford Farm, Picketts Hill, Sleaford, GU35 8TF)



17th 18th March, RTV, Nellies Dell. Camping.

April

7th April, The 'Old Sodbury Sort Out', Newbury.

6th 7th 8th 9th Easter Weekend, Minstead Manor Farm, Various Events : (Camping) Contact Richard Salter

Starting with : **Gymkhana 7th**, (More details to follow) COC Lee Clayton

Fancy some practise pre the Mike Wolfe Challenge ? - 8th - **SOFT Challenge** COC Nige Barker

October 06 saw our first Mike Wolfe **SOFT** Challenge, which proved to be very popular novice entrants. There has been a lot of requests from members to run some more of these so here you are !. 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 40 punches ranging from easy medium to medium hards, 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, Advanced entry booking is required**, to secure your place please email nigelbarker@btopenworld.com

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

AND **8th - Members ONLY Driving Day** COC TBA

As well as the Soft Challenge there will be a members only driving day, Entry Fee £25.

*You are not required to pre-book for the driving day.) Pay and not only can you drive around this great site, you'll be able to stop and watch those doing the soft challenge. !

T.Y.R.O. 9th COC Ian Smart

For the final part of the Easter Weekend Ian is running a TYRO at this superb site

April

22nd April, Green Laning, Contact Richard Salter

May

5th 6th 7th Spring Bank May, TYRO 7th RTV 6th, Nellies Dell. (Camping) TBA

19th 20th May The KCC Mike Wolfe 4th Memorial Winch Challenge Event - Slindon Contact Nigel Barker

27th May Bank, Green Laning, Contact Richard Salter

26th 27th 28th May Bank, ALRC Nationals, Staffordshire. Camping.

June

9th 10th June, TYRO, Ingrams Green, (Camping)

10th June, Green Laning, Contact Richard Salter

9th 10th June, LRW Show.

23rd 24th June, RTV /Club Driving Day, Hogmore, Bordon. Area K. COC TBA

July

7th 8th June, TYRO, Trottsford Farm. Camping. Contact Ian Smart

14th 15th June, Social Camping Weekend, Roundhills. To Be Confirmed

15th June, Green Laning, Contact Richard Salter

2nd 2nd June, LRM and LRE Shows.

28th 29th June, RTV, Hooke End Farm Pangbourne, Camping To Be Confirmed

August

12th August, Green Laning,

25th 26th 27th August Bank, RTV TYRO, Bow Hill or Wales, Camping

Contact Richard Salter
To Be Confirmed

September

8th 9th September, Public Driving Day, Slab, Bordon Area L1.

COC TBA

15th 16th September, Majors Memorial, Eastnor Castle.

22nd 23rd September, RTV, Brick Kiln Farm, Alton.

To be Confirmed

30th September, Green Laning,

Contact Richard Salter

29th 30th September, London to Brighton 30th.

October

6th 7th October, TYRO, Ingrams Green, Nr Midhurst (Camping)

Contact Ian Smart

13th 14th October, RTV, Harbour Hill, Aldermaston, RG7 4PH.

COC TBA

13th 14th October, Mendip Challenge.

20th 21st October, AGM, Selbourne.

27th 28th October, Laning, Somerset,

Contact Richard Salter or Ed Ellis

28th October, National Green Laning Day,

Contact Richard Salter

November

3rd 4th November, RTV - Bonfire Night, Nellies Dell, Camping

COC TBA

11th 12th November - Soft Winch Challenge Event Tinwood Nr Chichester (New site) Contact Nigel Barker

17th 18th November, Road Master

Contact Neil Thomlinson

December

8th 9th December, RTV, Broxhead, Bordon. Area J1.

COC TBA

RTV - ARC Trial, MDR - Members Drive Around Day - (HBRO Members Only). DRD(P) Public Drive Around Day.
TYRO - Beginners/ shinnies RTV. WS Means event is part of the "Winter Series" SS means 'Summer Series'

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

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

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.

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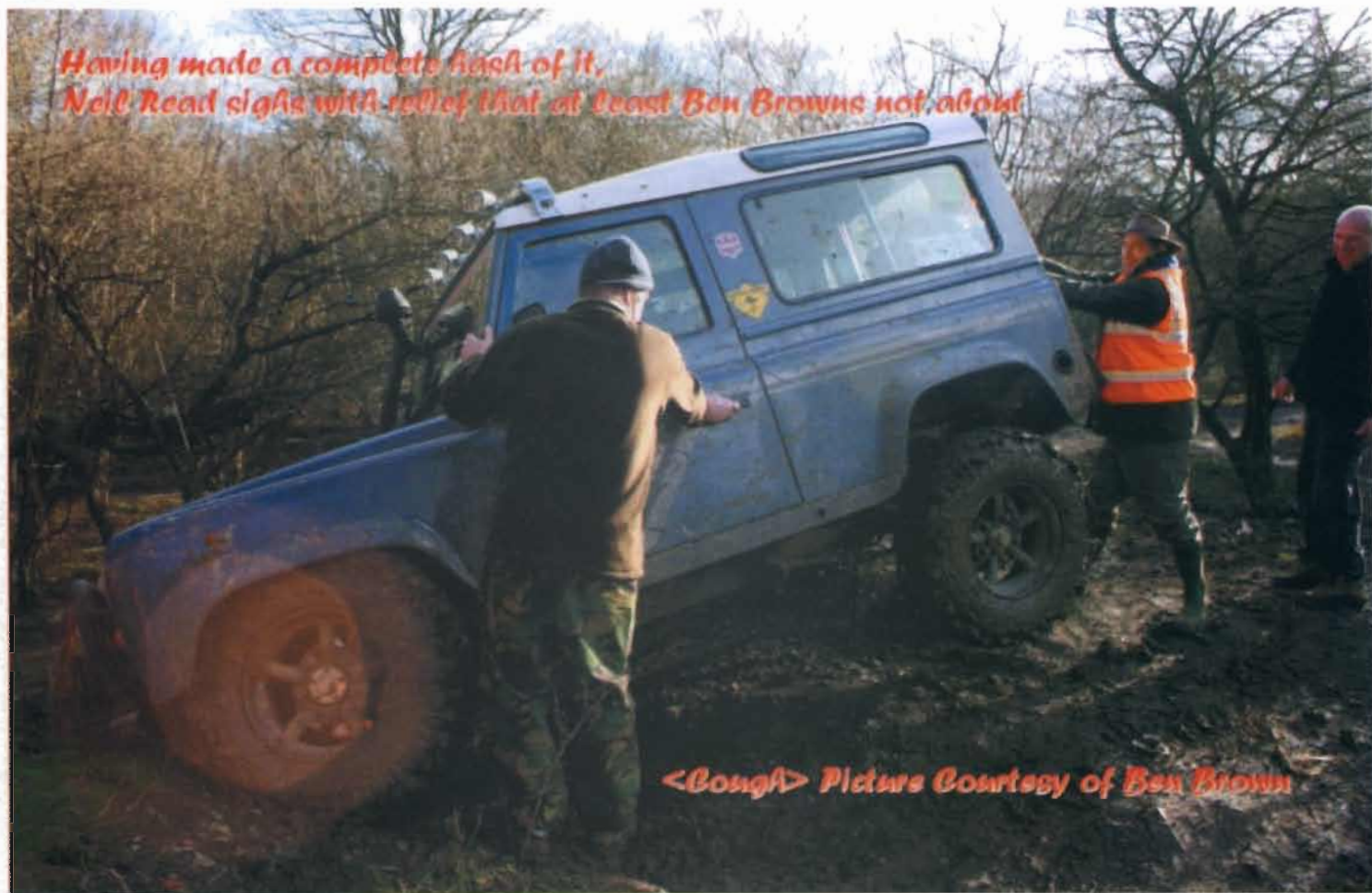


'Rickshaw 2007'



'Picture Courtesy of Ben Brown'

*Having made a complete hash of it,
Neil Reid sighs with relief that at least Ben Browns not about*



<Conga> Picture Courtesy of Ben Brown