



Hants & Berks Land Rover Owners Newsletter



Issue No 10 – July August 2007



ASSOCIATION OF
LAND ROVER CLUBS

Inside this month
....Various 'Selected Ramblings'....
Inc - 'ALRC Nationals' 2007 - Baden Hall
....And other Ramblings....





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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 & get involved, this is YOUR club, you often get out more if you put something back in.



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HBRO Club Scrutineers

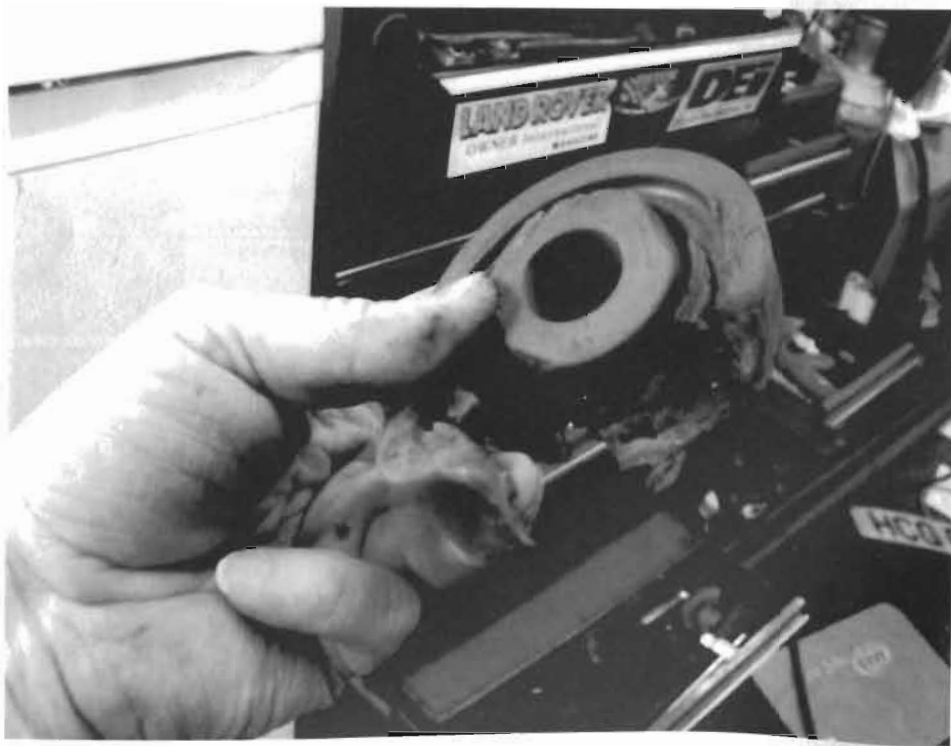
Steve Kirby, Nigel Thorne, Neil Read, Bob Davis, Neil Tomlinson,
Chris Homewood, Ed Ellis, Nigel Barker

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 are responsible. They are all to sanity what the 'Incredible Hulk' is to watch repairs, and that's on a good day. But we are all you lot have so ~~show some respect~~ and ~~appreciation~~ things couldn't get much worse could they really, and you want responsibility?

Its Him – The 'Newsletter' Editor

Further in this magazine is a report on the recent 'Mike Wolfe Challenge', so I won't repeat myself here, other than to say a huge personal thanks to all those club members who helped me and the club put on yet another winning event.

I had left the 90 wrapped in cotton wool - I needed a reliable 4x4 for the 2 days - setting out and the day itself, and it was, virtually up to the very end when one of my polybushes decided to leave and go its own way, These I had fitted only some 14 months ago, and frankly they are junk, fit only for the bin - I wondered what they were like - I was warned by some mates that they are useless for off road use, and as such I have now removed them all and refitted genuine bushes - for a fraction of the price and they will last Yonks.....if you are unsure have a peek below



Oh yes and more "Deep Joy" - The rear axle also was on its last legs,

A huge clunk from the rear meant not a new ball joint, but in this case a new casing, and the old one had too much wear in the taper itself, a very generous mate meant I was suddenly looking at a brand new late Non ABS Casing factory fresh and never used, so everything was removed cleaned and with new hub seals, wheels bearing on one side, A Frame ball joint, new bushes (Genuine) in the Rear Radius arms and a few tweeks and mods to get Imperial calipers to fit Metric casings (Grrr grumble) the 90 was dropped back onto all 4 wheels and was sorted.

Er...That is apart from the engine.

As many of you know the Eales V8 in there has plagued me with a misfire for some time now, the old system was an Adjustable ECU built by Mark Adams with John Eales engines, Jaguar Injectors (Flapper type with resistor pack for voltage drop) Jaguar AFM, and a few other mods. It is after all a racing engine, when 1st built the Dizzy advance is set by revving it to 4500 RPM, setting the timing to 33 degrees (whilst your going deaf) and then letting go, tickover is whatever tickover is, and this made for a lumpy engine at anything below 2300 rpm.

The ECU was modified to run enrichment across the range by twiddling a fuelling knob, not exactly state of the art, but in the 80s when this was built is was, and, being a race V8 it spent much of its time at VERY High RPM so that didn't really cause an issue - but - say the A3 junction at hindhead for 20 mins dragging a trailer - that was a whole different experience !

To solve the engine ignition (and make it a V8 that ran with water all over it without a misfire) I fitted the 'Megajolt' system, this is a home built Mappable ignition system, giving a 10x10 ignition table that you can program (as I did with Mark Adams on a 4wd rolling road) and it absolutely transformed the system. At an event where I had water coming in over the tops of the wings through the dash vents and water pouring out from under

the bonnet not a misfire in sight, fuelling probs Oh yeah, but the ignition mod is probably one of the best mods I have done to a V8.

As such I gave up on the old flapper Eales/Adams/Jaguar set up, and have had to fit 4 barrel Webber on an eldenbrock manifold, superb, but - it doesn't like running at huge angles - you can hear the fuelling go to pot ! - and its horrific on MPG single figures are the normal.

Goes well tho :O)

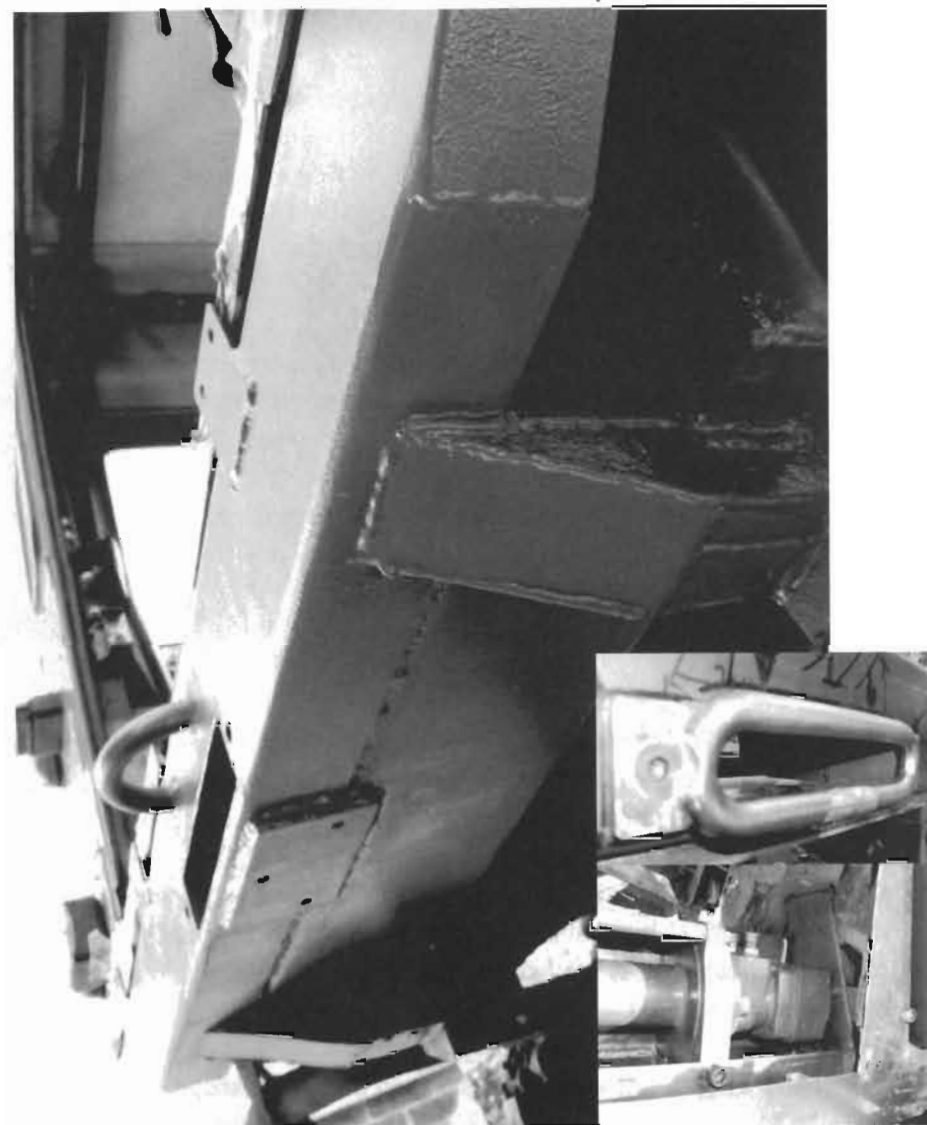
Anyway, with the MWWCE out of the way and the calendar 4x4 wise (for me) looking quiet I will be doing the final modification to this engine to try to resolve the fuelling issue - more maybe next magazine as to how it has gone - or more likely is still going, as I do have to make up a new wiring loom from scratch - and I hate (and am not very good) with electrics.....

The other thing I did (with the help of a mate) was to cut off the entire rear crossmember and replace it with a "look-a-like" Copy.



Except this copy is made out of 5 and 6mm plate, and has a rear winch unit built into it, I got to try it out at the MWWCE and it is superb, although HD with the 5 and 6mm plate, it was actually lighter than the old one cut off !.

Its very slightly wider than a std one, so as to meet with the edges of the rear tub, 44 hours fabrication time on the rear crossmember, and most of a weekend to fit, the number of people who walked past - and then did a double take and looked closer was a feature of the day..



Oh well, on to the Engine probs for me now

The Chairmans "Fireside Chatter"

Summer seems to have rushed upon us again, where the time goes.

Especially as I have reached my half century.

I now feel more entitled to moan about the way we are all having to be so PC in this Big Brother Nanny State in which we find ourselves. Not that it worries me in the slightest, but come the 1st July there will be no smoking in public places and the work place.

Did you know that social workers are now complaining about people smoking in their own homes; because a social workers place of work is often in somebody's home. Even more surprising, well to me at least is that prison officers cannot smoke at work, but inmates can smoke in their cells, because.....a prison cell is considered to be their home. Life's like that.

We have had a few good events again with a Bank Holiday weekend at Nellies and the Mike Wolfe Challenge at Slindon. Many thanks to all that helped organize these events and to those who competed.

This years MWC is reported on in detail elsewhere in this months magazine, so I shall avoid going on about it. Just to say it was well organized, run and attended and everybody had a great day without any hiccoughs.

On another front Dennis Bourne of the ALRC turned up, (see pic) sadly I didn't get to meet him but one or two did and apparently he passed comment about how people have 'tricked up their trucks' and maybe this is what members are wanting.

Steve Kirby was also there photographing different shape bumpers etc so he can put more argument to the ALRC on the trends that are being adopted.

Maybe there will be a change of heart from our parent body, but I suspect it will be a slow one (sic).



But it is reassuring none the less that Denis was so positive, (3rd from Left) anyway moving onwards....

We finished the June committee meeting with a flurry of discussion around this years Christmas do, where, what and how much. If any member has an opinion please voice it as soon as you can to Lee (Mr Social) Claydon. Lee is also going to organize a BBQ for the summer rally; the club will provide the meat.

Now we, well more precisely Angela (Hon Sec and Memsab) has the latest version of the ALRC Green Book. If you want a copy please let her know and

Another hot topic of discussion at committee was the trailer.

Well let's face it its a bit battered and not entirely suited to what we want, but there is some mileage left in the old girl.

So the options chewed over were to buy a new one; but what: or to modify what we have. Chris (Mr Honeymoon himself) has volunteered to raise the axle and fit some lights on each side instead of hung below.

Richard (RoW) has got some stuff going on health and Safety and risk assessments etc and will be adding a few words on this soon.

A big well done to those who went to this years ALRC Nationals and came away with a large, godlike, handful of trophies.

And finally, as I started this month's celebration of reaching my half century on a satirical note, so shall I finish.

We cannot smoke in public places because smoking damages our health and that of others; it says so on cigarette packets. Now we know that drinking alcohol is bad for us.

The Surgeon General in the US puts notices on bottles of alcohol. Soon we shall have it engraved in the bottom of pint glasses, "Alcohol is bad for you".....at least we will hopefully have had the pleasure of finishing our beer before we get to read the words.

I am going to start a campaign to have "driving is dangerous" engraved in big letters on the windscreens of our trucks and cars.....just in case we didn't realize. Or "Speed Kills" only when somebody or something gets in the way.

I would also put a sticker on the filler cap saying, "petrol causes pollution."

And by the way (I hate BTW); Barbeques are bad for meat. Fish do have sensitive lips. Plants scream when you dig them up. Dolphins eat tuna; they are most certainly not friends. Kissing is a socially transmittable disease.

On a positive note to finish delighted to hear of the contributions to this edition of the club Mag, Niall Banyard, Nigel Thorne, Sam Parker, keep them coming and if you have something to say or show send the text and or pics to our esteemed editor - Nige.

Oh and lastly the new smoking ban - This means also "Enclosed Social Areas" so no "Puffing" please in Marques, Signing on, Club Tents etc !!

Have a great summer.

Mr Ed

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'Mike Wolfe' - Setting out Report - 19th May 2007

Nigel Thorne
Chief Scrutineer & Marshal

Arrived quite early, as 'Series drivers' leave in good time as they don't always get there, within a few minutes the others arrived.

We all drove onto the site and were all hugely struck by how dry it all was, however this gave us the chance to set out 'technical' challenges rather than just wet and muddy gates.

We had a quick briefing, split into groups and went off to do 110 punches, spectator parking, entrants parking and competitors circle.

I went in my Series with Nige in his 90 V8 to set out some of the hard sections in the 'outback' area, with Ed and otherseventually joining us.

We drove up into the outback with no real difficulty and parked up, others were struggling to get in but diff locks make a real difference especially on a Series motor.

We wandered around first to get an idea of what we wanted and what was possible, then broke into two small groups and set off in earnest.

As said before it was very dry and we set out a lot of punches around the bomb hole, the photos of the event (available on DVD from Nige - more I am sure in this magazine) will give a clue as to the terrain and the technical difficulties we tried to incorporate.

I got in with Nige in his 90 to go and find Ed and Co.

.....and promptly got stuck,big time stuck

"Hook the winch up" says Nige,

"I can't get out " says I,

Nige can't get out either the doors were jammed shut into the hugely deep hole we were in and the water was entering.....and neither of us fancied a squeeze out the window,

so on the horn - and Ed turns up.

The water was erm' quite deep' as Ed found out when jumping in (near waist), it was passing the door seals as well by now but the V8 ran OK in all this water (the bonnets and wings were being flooded with water) - albeit thirstily.

Nige winched out and we all then carried on around the site to do some more punches.

We had done a good selection and thought 'move on again', I jumped in with Nige - 50 yards and this time well stuck at a good angle in water again. Can't get out again so on the horn and Ed does the bitching for us.

Back for lunch and then on to the entrance slopes in the trees, some good punches here as there are a lot of trees and stumps.

All in all an enjoyable day setting out, I'd recommend it to anyone as you can drive the site as well and get a good idea of the range of punches.



Always a good crowd for setting out and always a good laugh, more so with Nige as he will always get stuck somewhere. It would have been quicker to walk than get in the 90 with Nige - but nowhere as much fun - the Hydraulic winch is awesome, and it gets some use !...that's me in the passenger seat !

On Sunday arrived just after 7 am and got onto the site for Scrutineering, not to onerous as with 40 ish vehicles it is not to stressful. (We had 306 cars at a one day event at Castle Combe this year and 2 of us noise tested them all.)

Joan and Angela signed everyone on and kept the paperwork together, an essential job because of insurance etc., its amazing how many drivers think they can sign on for the passenger as well.

The emphasis in this event is on safety so we check vehicles for steering, brakes, throttle springs, tow points, etc., Most were OK- everyone passed, but some recovery kit was 'Banned' from the days use. All competitors took and noted our concerns well, and some - if not most agreed some stuff was past its "Sell by Date" and binned it at the Burger wagon !

We are very hot on winch security, cables/plasma, shackles, sails etc as well, winching can be lethal in the wrong hands.

After Scrutineering I tended to become a roaming marshal so go where I like and watch with safety in mind and help out generally with minor issues

Generally all the competitors were having a good time, some breakages, down to the hard ground I think, but not bad for this sort of event.

The day passed quickly and prize giving arrives so fast, a very very good challenge said most competitors - and all the more fun for not being overly competitive, i.e. not a series of events for a championship, just a one day event, many are down for the next one - whenever that is in 2008 ?

My thanks to all involved for a great week-end,

Nige and Ed for the organising, and all those from the HBRLO marshalling, Joan and Angela for managing 'Control' all day, and not least the competitors for generally upping the whole spirit of the day with smiles and 'Thank-yous'.

I would love to do more with HBLRO but in the summer I do some 20-30 race events at week-ends so time is short - but this one event I write in the diary each year as 'A Must'.

NigeT
Chief Scrutineer
Marshal
and Series Land Rover owner.



ALRC Nationals 2007 - Baden Hall

(Hosted by Lancashire and Cheshire LROC)

After an overnight stop in Midgham, myself, Ian, Tricia and Matthew headed North at an extremely unsociable hour (seeing as it was holiday time!), we arrived at Baden Hall at about 9.15am to be greeted by friendly club members, and were directed to our island, access to which was gained over a short, tight bridge.

OK when the weather was dry, whole different ball game by the end of the weekend ! Janet and Russell, Nick and Tim (complete with mobile veranda), Matt and Hugh and Sarah had already claimed their spots the day before, so we set about expertly placing Tricia and Matthews van on the chocks and put the awning up. Tricia accompanied me to Scrutineering, where there were no queues and friendly staff ! Perfect time for the boys to have a quick kip and then over to watch the TYRO, in which Nick was entered, ably assisted by Tim. The course was well set out, and Nick seemed to be enjoying the pace. Hannah was also taking part in her first Nationals event, although was having a little difficulty with her navigator ! (sorry Malcolm !).

On the way back, Matt had a bumble up and down in Malcolm's 101, once Brian had managed to get him in.

That then got Hugh and Ian a bit jealous, and not ones to miss out, took it for sedentary drive up and down the track too, delivering back to Scrutineering to be checked over pre RTV.



Back to camp, which was only a moderate distance from the site, to get signed on and vehicles ready for the trial the next day. Again, very few people waiting, and the ladies were well organised with the paperwork, so I was sorted out very quickly.

Roy and Sally arrived, and after a bit of jiggling, managed to get their motor home level. Next to arrive was Mark Ambler, complete with lorry and trailer. So off we all went up to the reception to collect the motors, marquee and other paraphernalia. Marquee erecting was certainly a lot more straight forward than the big army one the club used to have, and it was to prove invaluable over the weekend for eating, socialising and keeping us dry ! It was also quite toastie most of the time, due to the fire pit churning out some heat 24 hours a day.



Excellent for those of us who are (very) early risers and needed somewhere to go.... eh Matt!

It was an early start for the RTV (well, for all the events) with an 8am line up. Entered for this was Matt (with Ian), Hugh (with Sarah), Tim (with Nick getting his own back) and myself (with Mark A).



We were treated to the reading of the rules and regs by a town crier, so there cannot be anyone who complained they couldn't hear ! And then we were off. Once again, our group was lead by Eric (from C&D), and we had a good bunch with us, including John Carroll, the editor of LRW.

Unfortunately, we did catch up with other groups several times during the day, and were waiting a lot of the time for sections to become clear, but we had no friction within the group and everyone got on really well.

The sections were a mixture of up and down hills, trees and open fields, with plenty of tight twisty roads thrown in to test your steering to the limit !

Just how fast can you turn that wheel ? ! But I don't mind the tight turns, although Mark may say I perform better if tense (so don't say anything when you have one of your psychic moments again !)



At the end of the day, I managed to finish 5th out of 16 lady drivers, with only a handful of points in the way of 3rd place. Something to work towards next year!

By the time we got back that evening, it was late, somewhere in the region of 7.30pm, so it was a long old day, and left little time to eat, prepare the motors for the CCV, get signed on etc ! Did we ever sleep....it didn't feel like it ! Mark F had sorted out his motor, and had got Mark A scrutineered too, but Matt had to strip down his motor, and get it ready for an early check in the morning. So off with the roof and panels, ready to let all that rain in ! And boy did it rain. Mark A borrowed the 90 to go back to his flat for the night (lightweight), but it was a while before he managed to figure out how to get it moving.

Another early 'of the mark' as with the RTV, but this time instead of mild and occasionally sunny weather, it was cold and raining for most of the day.



However, this changed the site completely and made for a really interesting days trialling for the CCV crew. Representing HBLRO was Matt (with Ian up for more squashed legs for the day), Mark F (with Claire not so nervous on this day) and Mark A (with me ... getting MY own back !).

We also had Buffy the dog in tow with us, who was really making the most of the scenery this year, and managed to slip her collar to have a good mooch around. Bit of a mare chasing a dog around when you are supposed to know where the section goes.



We were all in separate groups, and did not really see each other all day to see how everyone was getting. But our group suffered two roll overs, both of which were spectacular in their own way.

In the first, the driver cut the corner while going down hill and managed to flip over, unfortunately onto the concrete roadway, popping his bonnet off as he did so. Both occupants were OK though. The second managed to slip off the side of a greasy slope and rolled over, ending up on his side. But the motor was wedged between trees on one side and the bank on the other, so had to be recovered by towing part of the way out with the motor still on its side. The driver (believe his name is Chris) also got a cut to his nose from the branches as he rolled. However, in the true spirit of the event, they went back to camp, fixed the motor and returned to complete the days trialling having only missed one section.

We got to see Nick and Tim briefly before they headed off home, having decided that their accommodation was not up to scratch and were checking out early. Unfortunately, their bed and breakfast only extended to a cup of tea in the morning and no other meals provided. The lure of dumplings on Sunday night was obviously not enough to keep them there.

Thanks again to Eric for leading our group for the days trialling, but again quite a few hold ups, which was no fun in the wet weather, but a good chance to catch up on some kip every now and then ! So we returned, wet, cold and tired after another long day, ready to have tea and get the motors sorted again for the next day.

There was even a choice on the menu for dinner, of chicken casserole and a fab lasagne provided by Di, which, after a bit of trimming, was served hot and tasted great (thanks for the taster Matthew).

The comp safari was taking place the next day, with Mark Furnell (with Claire navigating) and Mark Ambler (with me navigating) entered. I think mud flaps were the order of the night for Mark F and Mark A had to get his motor running in the first place !

Unfortunately, Scrutineering had closed for the night, so it was up early to do final checks and get over to be sorted out. We were picked up for one

minor thing, which was resolved courtesy of the NFU bag given out as we arrived.

We headed off to set up our shelter ready for the comp, and the drivers briefing. As soon as that had finished, there was a very large queue for the start.

When Mark and I eventually lined up, we had water coming out of the radiator (perhaps two eggs wasn't enough) so we had to bail out and fix it. It did mean, though, that Matt got us to the front of the line when we were ready for the off. Not so good when you have not quite psyched yourself up for the start. I still get a bit twitchy on the first lap, and knowing that it was going to be a really fast start did not help.

Meanwhile we hear Matt was offering recovery services in exchange for goods, or was it the thought of an overflow that made him help out...? And in other parts of the south, devastation was caused by gale force winds as Kiran and Zoë lost their awning over the van.....

It was certainly a stomach turning start, but an excellent course once we had set off! The last dash for the end was interesting too, going very fast in the home run down a concrete track covered in mud makes the rear end twitch a biton the motor obviously!

Claire certainly found her first comp as a navigator interesting too, but decided that two laps was quite enough for her! Although after our third lap, I nearly thought twice about going again after a particularly nasty rut caught us out and we hit the ground rather hard. Brain shake certainly sums up what it felt like!

Mark also managed to bend the steering wheel and put a smile on the bumper. The two Marks only managed to get in three runs each (that counted), along with lots of other competitors, mainly due to the long queues and ten minute course shut down every hour to clear dead motors. Bit disappointing, but considering the weather, these things happen. In the end,

the scoring was worked out by taking the average time of the laps the competitors completed. Back to camp again, and not so late this time either, with the course closing at 4pm. We took the motors back along with the team gazebo and then headed over to the beer tent for prize giving.



We already knew that Nick had won the TYRO (overall and in his class) and Tim had got third in class for the RTV, but it was a surprise to find we had won the Breckland Land Rover Club Trophy for the lowest average club score in the RTV. Nice cup to put on your mantelpiece too (you will never complain about that big Land Rover now Hugh!) Back for tea following this, just in time, as Matthew could hold off no longer after smelling the risotto.

It was great to have an evening that was not devoted to getting motors ready to compete, and we could sit and chill for a change. It was even better not to have to get up early for an 8am line up!

The morning was given up to putting Matt's motor back together (which is a bit like krypton factor involving ratchet straps !) and taking the marquee down, which luckily was fairly dry. It was then time for Matt, Mark and Mark to load up and head home, along with Hugh and Sarah, while Tricia, Matthew, Sally, Ian and myself enjoyed a cuppa before the mad dash to take the awning down before it rained (although it never actually did).

It was good fun to sit and watch those on road tyres or not in four wheel drive, negotiate the muddy, slippery down hill, round the bend and try to straighten up ready to go over the tight little bridge to the other side. All that was left now was the trek home and all the unpacking of muddy clothes and mountains of washing that seem to appear following this sort of weekend.

So here go the thank you's which are now common place at the end of my articles.

Most of all to Tricia and Matthew, who provided bed, breakfast and evening meal (and meals on wheels for lunchtime refreshments) for the entire weekend, although I sure we came close to being evicted when I kept getting up so early.

Thanks to Mark A for providing the marquee and fire to keep us warm. And also for keeping me calm during the RTV (to a degree !) and for the passenger seat for the CCV and comp.

Thanks to Mark and Claire for keeping everyone going on lardy cake, and to Matt for keeping Ian occupied for two days.

As usual , thank you to all the HBLROers who went and made the weekend what it was.

And finally to the members of Lancashire and Cheshire LROC who took on the challenge of running a Nationals. Our club knows what it is like to run this event in adverse weather, and therefore there is no room for criticism.



I believe there was a core of just 20 people running the weekend, with help from clubs in providing marshals (well done Roy).

So there can only big thanks from all of us for not letting a year go by without this event that brings clubs together from across the country.

Great Event, Great time, Good friends...
sort of sums up the HBRO and 4x4ing generally,

Sam



MIDLAND ROVER OWNERS' CLUB

Invites you to

THE 9th MAJOR'S MEMORIAL TRIAL



14th - 16th September 2007

This national inter-club event is a **team event** which is to be held at **Eastnor Deer Park, Near Ledbury** on the weekend of the 14th, 15th and 16th September 2007. The trial will be run over both the Saturday and Sunday with up to 20 sections.

There are no classes for the **Major's Trial**. Teams of three drivers representing their club will compete over the weekend for the Major's Trophy, the "**ROSE BOWL**". A shield is also presented for the highest placed team driving **standard vehicles**. There will be a maximum of five teams from any one club.

Also, the now well-established Ladies Trophy will be awarded to the best all female team.

Please note that this trial is a competition to test the driving skills of the best **CCVT drivers in the country** and is not recommended for the inexperienced.

THE ENTRY FEE FOR EACH TEAM WILL BE £130.00

This event must be PRE-BOOKED
THE CLOSING DATE FOR ENTRIES IS THE 15th August 2007
Please reply ASAP

Please send entries to:

David Gregory, Eversleigh, Langley Road, Lower Penn, South Staffordshire, WV4 4XX
Tel: 01902 763209 or 07740 543708

Please do not phone after 10pm

Camping is available in the Deer Park, fees as follows:

£10.00 per unit per night payable on arrival.

Sunday night is available by arrangement with the Deer Park.

PLEASE FOLLOW DIRECTIONS FROM THE ROAD INTO THE DEER PARK.

Events Timetable:

Friday 14 th	The campsite in the Deer Park will open at 12:00. Scrutineering and signing-on will be held from 16:00 - 22:00.
Saturday 15 th	Scrutineering and signing-on from 07:15 - 08.15. Trial starts 08:30.
Sunday 16 th	Trial restarts 08:00.

IMPORTANT NOTE:

You will be requested to sign-on at rally control when you arrive, where you will be issued with competition numbers. Score cards will be issued when the vehicle has passed Scrutineering.

2007 Mike Wolfe Winch Challenge

Naill Banyard 1st ARC

I have been saying to myself ever since the very 1st Mike Wolfe challenge that I wanted to take part. I marshalled at the first (one and managed to lose all drive on my G-Wagons auto box after blowing a hole in the oil pipe whilst sparking the starter motor because of a dodgy solenoid.).

Then I missed all the next ones due to the G-Wagon (and spending all my time short oval racing). So I finally got rid of the G-Wagon and brought a 'proper offroader' - (thought I would say it before everyone else)

So I entered the event in the Bowler then told Bert I had put his name down as my 'winch bitch'. We just needed to find a team mate with a suitable Land Rover - we couldn't find one of them - so Bert said Martin was interested in entering in his 1956 Series 1.



With this now sorted we all spent a few days sorting out the cars ready for the event itself

We get down to the site nice and early get scrutineered (Oh, BTW Bob that wasn't a lose wheel bearing you found it was the A-frame ball joint - erm ask me how I know !) then wait for the start.

Every body rushes off from the start while we decided t remove the canvass from the hybrid,.....well the sun was shinning and it would have been rude not to.

The morning was good and with quite a few of the easy punches completed and both vehicles still working we headed back for the 'special task'.

This as many of you know involved banging a stake in the ground where you think you winch cable can reach with a snatch block and attach back on to your car.

Up steps Martin our 'winch expert'....and I quote :

".....don't worry I attached the cable on the trailer of my lorry and I can judge that length by eye....."

Nick J needed to give us a lift in his car as the gap left over was so big. Brilliant, I think I have finally got the laughing noises out of my mind, Nick J was very good and didn't even charge us for the fuel he used.

After lunch we headed to the sections on the left of the track as you drive out of the site. First punch - no problems, second punch I managed to break the welds on my bumper - so no more winching for my car.

This stopped us doing some of the harder sections, but we were still all complete otherwise, looking about there were axles broken, radius arms broken, and "Funny" (funny expensive not funny HAHA) noises from other

4x4s whizzing out the site in various directions, but everyone seemed to be smiling whatever the problem

The afternoon went well with only me getting stuck in a mud run for a bit Martin wasn't able to try this because of ground clearance and me not having a useable winch.



We headed back to the control point early and handed our cards in as we didn't want to be late in because of the red mist of yes we can do one more section.

We all had a brilliant day when the scores were red out after the first two Martin said oh well we must of come fourth.



We were gob smacked to find out we had come 1st in ARC Class - and won. !



So to all of you out there spending thousands on kitting out your winch challenge trucks consider a standard Series 1 - many inc us said how impressed were with it

Thanks to everybody involved organising the event, we appreciate how smoothly it ran and what fun we had, also to all the helpers supporters sponsors and last and definitely not least (cos I have done it and appreciate what goes into it) the Officials and HBLRO Marshals - as with out you all we couldn't have had our days fun. Now, for 2008 what do we do, enter or Marshal, time will tell. Love the clothing, I will wear it with pride !

Lastly, thanks also to Bert (Andrew Bunyan) 'me winch bitch', and 'Martin Series 1 Mullerin' and Joe his 'Series' winch bitch'

TTFN

Niall Banyard

The 'Mike Wolfe Winch Challenge Event 2007 - DVD'

Near 1000 Pictures & a Video too !
Available for a short while.....
(Till I get bored making them)
For just £5 inc P&P
Want one ?....



Then send me an e-mail :

nigelbarker@btopenworld.com

Payment can be by made
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(preferred) ...but ask 1st !!!

Read more about this DVD in the
event write up further in the Mag.

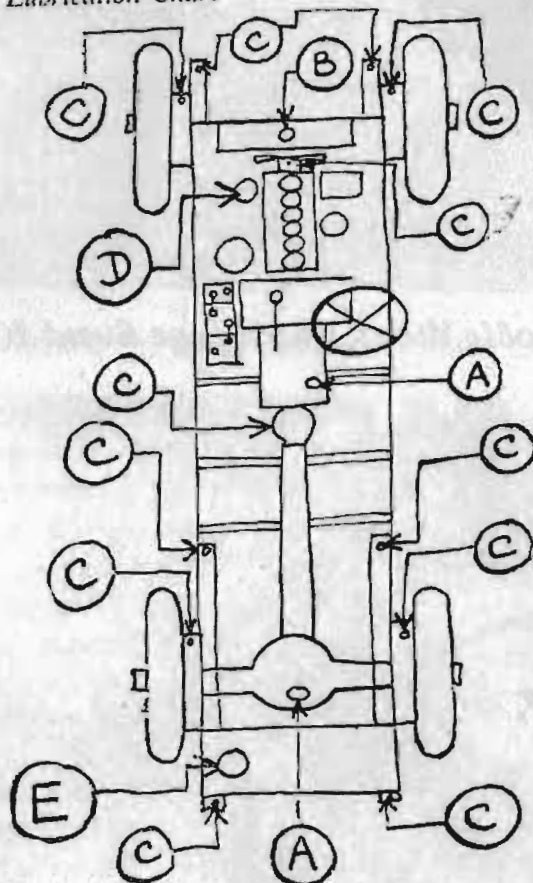
Secret Tips of the Motor Trade

Well, here we are folks,

A special HBRLO exclusive for all members.

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(c) Lubrication Chart



- (A) Put oil in here whenever it goes *burrr-burr*
- (B) Put water in here whenever it goes *buzz-buzz*
- (C) Put grease in here whenever it goes *squeak-squeak*
- (D) Put oil in here whenever it goes *wump-wump*
- (E) Put petrol in here whenever it doesn't go at all

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Er.

Phew !

The Mike Wolfe Challenge has now been and gone for 2007, were you there seemed like a very strong HBRO Member spectator turnout ?



If not boy did you miss a superb day - a beautiful sunny (I actually had pink sore bits at the end of the weekend - the sun burnt type that when you sink into the bath you go 'Ooo Aaaaah Eeeek' - not that you will want *that* image in your heads I'm sure) which considering weather leading up to it (rain) and after (more rain) was a pleasant benefit !



Sponsored as always by Suzi and Shaun from KCC, this year they had additional support via additional financial sponsorship from Paul & Lucy Bass Challenger 4x4 (Paul - also an entrant) Dave Ashcroft from Ashcroft Transmissions - seen in the Park Ferme 'taking orders' later in the day, Sarah Street from Brooklyn 4x4, oh and Landrox 4x4 with Nick Jennings who ran and supported the 'special stages' and also Simon Rafferty from X-Engineering the man who makes LR Handbrakes that work.

All were seen wondering around in the sun with cameras and smiles with not a hint of rain, amazing when both Ed & Neil R were both on site.....

And talking about rain when we all turned up on the Saturday for setting out we all looked at each other in absolute amazement - who pulled the 'plug' out at Slindon ?.

I have never ever seen it so dry, the area that normally has a huge watery pond was dry, the outback area (where the hard punches were) is often 3 foot deep with water in places was "Crusty" with that sort of cracked mud look, still wet underneath giving more of a Ready-Brek porridge challenge to the drivers rather than "Dive Dive Dive". However one side effect of this meant power sapping Gooooooooo.

It's the difference between say running on the road and running on the beach at the waters edge in wellies filled with water - this "Goooooooo" sapped power from all that went into it and clinged onto their trucks.....



And what a turn out. 40 4x4s entering this year, after some last minute cancellations which included every excuse in the book, the worse being a 4x4 stolen 10 days before, others having done either the Scorpion Challenge and having massive repairs, entrants being dragged abroad for work at the last minute, and others up to and including not having a truck at all, I think "Vapour Truck" is the word as it has been "Built" via the forum I frequent for the last 12 months.....maybe next year....Yeah right.

At least nobody said the event clashed with their hair washing schedule - but it was a close thing, its one of the problems of having clashing events or a date too close to another ie risks for entrants of not having enough time to repair, so next year I will liase with some of those I know who run events to see if we can have a "Gap" between,but 1st back to this year.

40 4x4s that's 20x teams lined up for this years event at Slindon, on a sunny warm Sunday 20th May, all seemed to go well, Angela Ellis and Joan Thorne did an absolutely sterling job of a superbly low key and completely smooth trouble free signing on, and then manning (Don't start on the PC bit OK ?) 'Control' all day - fantastic thank you both.

Drivers all parked in a circle in teams of 2 on their own "Numbered Peg" and then found the scrutineers (rather than the other way around), and, as a result we had an earlier start than advertised, and we also extended the finish from 3.30pm to 4.00pm due to the cracking weather !.

After a check that all 40 4x4s passed. Not bad with just 5 scrutineers - Neil Read, Myself, Ed Ellis, Max Bob, and Nigel Thorne overseeing it all as Chief Scrutineer - I was disappointed to "Find" Untested shackles even after asking for minimum 4.75T several times, but those "Guilty" shrugged their shoulders with a "It's a fair cop Guv" type comment, and they all had plenty of rated ones. The man at the burger van may have been puzzled on his return home to find a strop and 2x shackles in his bin - that will be me Scrutineering with the "These are ***** shall I just bin them now and save you the effort ?" comment. The team next to them laughed. Having sorted it and binned the rather dubious items I moved over to Scrutineer them - and then the last team started laughing and "Helped" me with their kit - it set the scene for the style of the event - serious but with a sense of humour, entrants who had never met were all laughing and winding each other up - and this was Scrutineering !.

After a swift Marshals briefing from Max Bob, and a similar one from me to the Drivers 'n' Bitches at 9.05 AM I said.....

"Yer off".....Drivers and Winch Bitches sort of stood there
Many wondered what the "Trick Start" was for this year - er - the trick was - there wasn't one, ...and then the penny dropped and 40x 4x4s disappeared all over the site, except one who started to remove their canvass, I can't be too flippant - they won the ARC Class !

This event is now seen by many entrants as a "Must Do Event", as a yard stick in "Being Different" in the challenge scene, why ?....Well unusually because we try (and I think hopefully succeed) in making this event both a truly fun and friendly event whilst still be serious for those who want to win, and also for making the event suitable for both the seasoned 'experienced challenge entrant' right through skills and down to those who fancy having a go at a Challenge event for the very 1st time.



It gives them the chance to enter a top class event, see what they can aspire to and compete with the best, the HBLRO may be a 'small local club', but many entrants see this as a top class event - many marshals in the club have this equally as a "Must do" - that they look forward to every year, meet

old friends and make new ones amongst the drivers marshals spectators and visit the burger van regularly. This is now regarded as a top quality value for money event, and many have booked already for next years event - both Drivers and Marshals !!

This is ultimately testament (and a great reward for many of us to hear this) as a huge amount of dedication and effort of many members go into the planning running and the event itself, and therefore its always rewarding to hear people enjoyed it.

This year was no different, a phenomenal 110 punches laid out, giving teams of two 4x4s 35 Easys, 35 Mediums and 40 Hards set out by COC, Moi -Nigel Barker and HBRO helpers, in no particular order :

Nick Jennings, sponsor and runner of the Special Stages all day, Angela Ellis and Joan Thorne for manning control all day, Nigel Thorne as Chief Scrutineer, then as marshal all day, Ed Ellis for Marshal / SOM / and more, Neil Read as Scrutineer also Steward and then as a Marshal all day, Max Bob Davis, Scrutineer, and Chief Marshal, Denis Keen, Bill Brown and Ben also taking Pics for the club, (also getting himself a free sub for his efforts from LRM who are doing an article in LRM out now page 187 I think) Elton Jossion, Mark Tucker, Simon Newington, Phil Edwards, Roger Hardwick, Mark Brazier, Steve Adams, Shaun and Suzi Goring, Adrian Bourne, Steve Fallick, Richard Gray, Jeremy Crosby, and Julian Mallard, and if I have missed anyone I am so sorry !!

Only 2 classes of entrants X-Treme (MOT Taxed and virtually any modifications), and ARC - all entrants on a level playing field.

Teams chose the punches they fancied at whatever level but the scoring system was quite unique 'nicked n tweaked' from mate and fellow LR Enthusiast Chris Watts ('brov' of Nick Watts - Entrant with Paul Wightman - erm or more accurately entrant of the smoking boiling V8 Dontcherknow) and makes for a clever twist.

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'Easy' and 'Mediums' punches carried a fixed value of 100 and 250 respectively, the 'Hards' had a starting value of 5000, which then dropped as more teams gained the punch, but to a minimum of 400.

This means thinking about the strategy and gaining points and selecting your punches carefully.

As mentioned this year Slindon was dry, very very dry, but that didn't stop the 'Hards' being, er "Hard". 100 foot climbs (backwards) side sloped punches, technically tricky (looked easy - weren't when you went to do them) punches, deep water that looked "Nothing" and caught out the wary (in COC who near rolled his 90 on setting out day with Nigel T wondering why he asked for a lift with me and then had water coming over the top of the passenger door.....).

The effort from all setting out meant generally some clever well thought out punches covering the site at all levels which seemed to have everyone have smiles at the end of the day - even though some had retired with motors needing repairs that precluded any further driving.

Luckily most breakages happened at the 'PM' part of the day, often as many tried harder and harder on the hard punches, the dry hard grown claiming diffs, halfshafts, radius arms, and in the case of the Suzuki Team 4x CVs in Nigel Bicknells Grey Suzuki -oh how he laughed (well grumbled at least)

Nick Watts in his 'special' in the PM blew a CV in the front axle, He smiled and continued, saying "its OK".....Another bang later saw the other side gone, he smiled and said " 'S okay - I've still got rear wheel drive",

A while later saw him wince with yet another big bang - tearing his rear prop UJ apart finally meant finally admitting defeat, and having Team mate Paul drag him back "Fully Broken" to the Control area so as to have no penalty at close of the day.



Prizes were presented for 1st 2nd 3rd places for both team, plus commemorative fleeces Polo Shirts and T Shirts, fully embroidered with the event logo on the front and all sponsors logos on the back.

All Marshals were given clothing, rewarding them and recognising their efforts and dedication in helping with the event. Expect to see these clothings worn with pride, and advertise both the event and its sponsors !

A shock hit many teams on the "Mandatory Special Stage", the task was to park their chosen 4x4, walk away with a Steel Stake, Snatch Block and hammer, and bang it in so that when their winch rope was taken from their 4x4 through the snatch block and back to the 4x4 no slack or shortages.



Best on the special Stages and the winners of 2x highlifts from Landrox 4x4, was Paul Whiteman and Nick Watts with a well calculated 24 inches.....,others ?..... Erm... Well, shall we say one was 37 foot out - on 100 foot winch cable !

Paul Bass from Challenger (both sponsor and entrant) got stuck "Big Time" in a HUGE watery hole very early in the day, getting out eventually was not the end of his problem - he had managed to blow apart his diff and one halfshaft,seen back at control thinking what to do

His "Eureka" was when wife Lucy "popped over" in her pride and joy Disco, and in her words "I hadn't got the handbrake on before the bottle jack went underneath and the axle raided for spares, despite her screams of protest.

Later when she had turned her back again, they sneaked back and had the viscous fan off it as Dominics 90 (Pauls partner) had a need for a fan !

At the end the days events all 4x4s were back in Control and Angela Jan and Ed sat in their Disco keying in the scores into the spreadsheet, working out the winners for 1st 2nd and 3rd places in both teams and also the Landrox

Special Stage Challenge, whilst Joan assisted and Nigel Thorne became clothing order guru for those who wanted to buy the special clothing

Denis Bourne from the ARLC turned up, Steve K was with him and I bumped into them all (not literally thank goodness). Dennis had a long chat with me, and as Ed mentioned was impressed, he wandered over at my 90, started to walk off then stopped and looked again, he saw the rear winch bumper, front winch bumper, and other mods that preclude it from ARC Regs, and then said how it was more in spirit of the regs than some of the specials built - and properly & safely done too. Time will tell what comes from this, but he was "thinking Hard" during the day, and a nice guy to boot

Now for an unusual comment and situation.

Earlier in this mag you will see that I have collected near 1000 Photos of this event, donated by kind people happy to share their pics with everyone, and I will be burning these to a 'DVD' and asking for a small contribution for a copy inc P&P to anyone who wants one or more.

This will be £5, each (inc P&P) and the proceeds do NOT go to the HBRLO, they will go to www.LR4x4.com. BEFORE you jump up drop the mag and go "Quell Horror" let me expand. Firstly I am funding the DVDs Artwork, and Jiffy Bags etc from MY pocket, I am only subtracting the Postage, which I estimate at £1 or less. This way around £4 per copy will go to LR4x4.com, and the main costs as I say borne by me.

Why I hear you ask ?. Well, simply put I am a moderator on LR4x4 - a Land Rover based Web Site which excels as it is a technical forum for Ideas, Modifications, thoughts and help, - a bit of a special site, and one that I am not only proud to be associated with and use, but also to be a moderator of.

This site was amazingly helpful to the HBLRO in letting me advertise the MWWCE 2007 many many times, with multiple threads and allowed me virtually a free reign to promote this event.

I did and do feel a conflict of interest, I am a moderator, and could be seen to have been abusing my position, yet no-one said anything, and, as a result many many members of LR4x4 joined HBRLO.... and entered the event.

LR4x4 is also a stand alone members funded forum, no advertisers and is truly independent, a rare thing in 4x4 websites, so I would like to repay the site for its kindness.

That's why I will fund the main costs,(postage only reimbursed) and the balance to them as a 'thankyou', please see the bigger picture here, as without them we would without doubt had a smaller entry, and next year they will hopefully help promote again & spawn more members and entrants.

If you would like a copy of the DVD see the Ad in this issue of HBRO, you can pay by cheque, but paypal is preferred, who knows with that many pics your probably on it somewhere if you were there. Ring or e-mail as to how

I am only doing 1 run of DVDs, so order now as that's it when I have done the Burn run, probably not later than 1 week after this mag has hit your floor through your letter box.



The Results - 'ARC' Class

- 1st Naill Banyard & Martin Mullerin (LHS Below)
 2nd Richard Salter & Mark Ambler (RHS Below)
 3rd Mark & Adrian Catchpole (Top RHS)



The Results - X-Treme Class

- 1st Adrian Turner & Richard Nicolson (Below)
 2nd Paul Wightman & Nick Watts (RHS Top)
 3rd Roger Pardy & Paul Rogers (RHS Below)



Full Results for the Event

- T1 27815 Tony Cordell and James Trembath (4th X-Treme)
 T2 29614 Paul Wightman & Nick Watts (2nd X-Treme)
 T3 15559 John Piper & Gary Andrews
 T4 13826 Mark Jeffries and Colin Humphries
 T5 20400 Nigel Bicknell & Barry Mew (The 2 Suzukis)
 T6 16400 Neil Aust & Peter Roberts
 T7 21145 Paul Hooper & Andrew Smith
 T8 14950 Lawrence Horne & David Hockley
 T9 22883 Sue Gawne & Chris Abel
 T10 18200 Tim Jones and Nick Walker (10th Xtreme)
 T11 28612 Roger Pardy and Paul Rogers (3rd X-Treme)
 T12 34026 Adrian Turner & Richard Nicolson (1st X-Treme)
 T13 22257 Paul Bass & Dominic Brione (Challenger 4x4)
 T14 19742 Ben Tinkler & Wayne McNulty
 T15 (Retired) O Mark England & Justin Degan
 T16 10533 Clive Billing & Mark Pilling
 T17 13750 Mark & Adrian Catchpole (3rd ARC)
 T18 18983 Richard Salter & Mark Ambler (2nd ARC)
 T19 11750 Neil Tomlinson & Steve Williams (ARC)
 T20 19083 Niall Banyard & Martin Mullerin (1st ARC)



Thanks to everyone for help, support from the sponsors, the entrants for being such a good bunch, the marshals and officials, John Morgan for the use of the fabulous Slindon Site, the Burger man, our 1st aider and the spectators too.

Next year a possible change to keep things fresh - single team entries, with penalties given to any 4X4 seen helping another, if you have a view or ideas let me know !.

BUT - for the moment I, and many others will be quite happy for a few months peace and quiet from organising this event !

Nige

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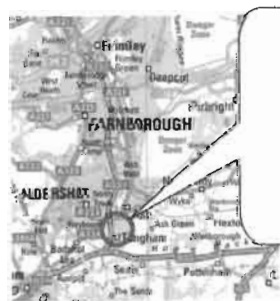
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HBRO Membership Application Form

Application for Ordinary Membership (fee £26.00 pa)

ORDINARY MEMBERS may participate in all club activities and take part in competition events as drivers or passengers. They have voting rights and will receive all official correspondence.

Name:		
Address:		
Post Code:	Telephone Nos:	Type of Vehicle: 90/110/101/Series/ Ranger Rover/Discovery/Hybrid/Freelander/Comp/Other
e-mail address:		
Where did you here about the club?		
Sign:	Date:	

Application for Associate Membership (fee £6.00 pa)

ASSOCIATE MEMBERS are a) the spouse of an Ordinary Member or b) partner living in the same household. They may participate in all club activities as above and also have a say in the running of the club. Other than notice of renewal of membership, they will normally receive no official correspondence.

Name:	
Ordinary Members name:	
Ordinary Members membership number: (if known)	
Sign:	Date:

Application for Junior Membership (fee £6.00 pa)

JUNIOR MEMBERS are the children of an Ordinary Member under the age of 18 for the purpose of TYRO events. They have no voting rights and other than notice of renewal of membership, they will normally receive no official correspondence.

Name:	
Ordinary Members name:	
Ordinary Members membership number: (if known)	
Sign:	Date:

Application for Social Membership (fee £4.00 pa)

SOCIAL MEMBERS may attend club activities and participate in competitive events as passengers only. They have no voting rights and other than notice of renewal of membership, they will normally receive no official correspondence. They must be personally known to an Ordinary Member of the club.

Name 1:	
Name 2:	
Name 3:	
Name 4:	
Ordinary Members name: (if known)	
Ordinary Members membership number:	
Sign 1:	Date:
Sign 2:	Date:
Sign 3:	Date:

Do you already or are you able to take part/organise or Marshall in any of the following club events:

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Switch, Visa, Mastercard	Heavy Duty CV Joints	<p>'Quality Assured' and at competitive prices with professional engineering support from Ian & David Ashcroft</p> <p>Ashcrofts Differential 'Pegging' Service</p> <p>We are now able to specially 'Peg' your Differentials for additional strength £200 each</p>
<ul style="list-style-type: none"> * Rebuilt 5 Speed Manual Gearboxes, (LT77 & R380) * Rebuilt Transfer Boxes, (LT230 & Borg Warner) * Rebuilt Automatic Gearboxes * Rebuilt Differentials * Differential Ratios- Upgrades & Alternatives * Viscous Couplings * 'ARB' & 'Detroit' Lockers * Same day fitting service (Ring for Details) 	<p>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.</p> <p>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.</p> <p>£425 per pair</p>	
<ul style="list-style-type: none"> * 12 month unlimited mileage warranty * Most Gearboxes available from stock and with overnight delivery! * Trade discount and introductory offers available * Sold over 5,000 units last year * Worldwide deliveries * Trade and export enquiries welcome <p>Units can be purchased on an outright basis, (please call for core charges if No Exchange Unit)</p>		<p>Land Rover & Range Rover 'Heavy Duty' Halfshafts</p> <p>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></p> <p>We offer a 12 month, no quibble, return to base, warranty against failure.</p> <p>From £235 per pair</p>
<p>'4.11' Ring & Pinion Sets</p> <p>A replacement to the 3.54 R&P which accepts the stronger 24 spline propshaft drive flange £195</p>		<p>'Underdrive'</p> <p>This is a bolt on reductor unit giving you an ultra low of 8.93 & retaining your 'High Range' £1500</p>
<p>Heavy Duty Drive Flanges - Manufactured with upgraded materials & Zinc Coated £85 Pair</p>		

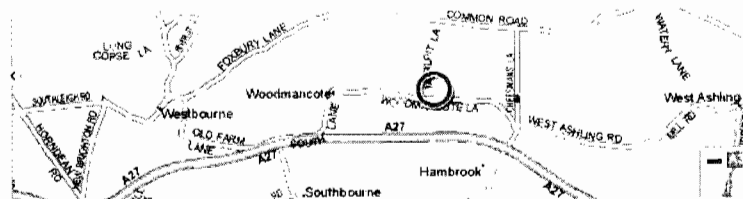
Calendar of Events

August

4th 5th August TRV Marlpit Lane, Woodmancote, Nr Bosham Chichester

COC Neil Tomlinson

See Map Below, closest Postcode for site is PO18 8XP



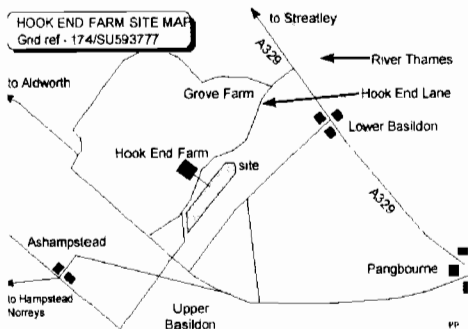
12th August, Green Laning,

25th 26th 27th August Bank, RTV TYRO, Summer Rally - Now at Hook End Farm

Contact Richard Salter

Contact Ed Ellis

HOOK END FARM SITE MAP
Grid ref - 174/SU593777



Come join us at the HBRLOs 'Summer Rally' with a selection of events to suit all - right across and over the entire August Bank Holiday weekend

Saturday TYRO (COC TBA)

Sundays RTV and also
Mondays Gymkhana COC Mark Ambler
Sunday Gymkana - COC Mark Ambler

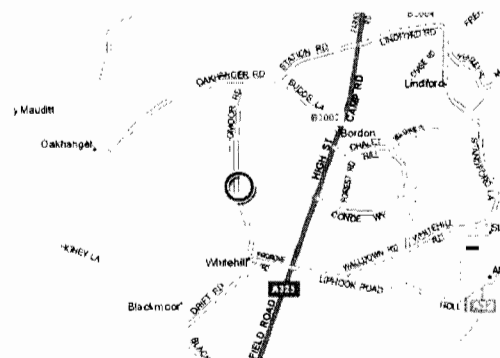
There will also be a BBQ on the Saturday Night- bring a bottle the meat is provided FOC !

September

8th 9th September, Public Driving Day, Hogmore. (tell your friends and invite them along !)

COC TBA

Hogmoor is just up the road from Slab Common. With "Slab" entrance on your LHS drive up the road & into Hogmoor Road, the site is down towards the bottom, there will be HBRLO Signs from Slab if not the A325



Don't forget the recent communiqué from the ALRC in that they have increased the number of 'privilege events' that we can run per year as a club from 3 to 5. This means that we can now run more 'open' non ALRC regulated events, such as public driving days, which are both popular and a means of new members seeing trying and joining the HBRO. This has to be a good result for us, so please do remember this when talking to friends and potential new members and point them to our Driving Days !

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

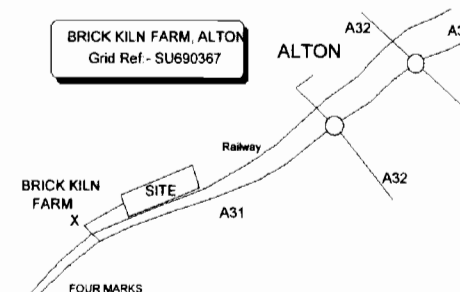
23rd September Green Laning Area TBA

29th 30th September RTV Brick Kiln Farm

(Non HBRO Event)

Contact Richard Salter

Contact Ed Ellis



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

October

6th 7th October, RTV Harbour Hill, Aldermaston RG7 4PH.

13th 14th October, TYRO (Location TBA - Shortly)

13th 14th October, Mendip Challenge.

20th October, AGM, Selbourne. (Free Buffet Meal & Quiz afterwards)

27th 28th October, Laning

28th October, National Green Laning Day,

November

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

10th 11th November - Club Winch Challenge Event Tinwood Nr Chichester (New site)

17th 18th November, Road Master

December

1st December HBRLO Christmas Party

Queens Hotel Selbourne, more nearer the time but reserve this date in your calendar !

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

(Non HBRO Event)

Contact Ed Ellis

Contact Ian Smart

(Non HBRO Event)

Queens Hotel - Selbourne

Contact Richard Salter

Contact Richard Salter

COC TBA

Contact Nigel Barker

Contact Neil Thomlinson

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

At all events your safety & the safety of others is paramount,
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4th Mike Wolfe — 2007 Memorial Winch Challenge

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