



Hants & Berks Land Rover Owners Newsletter



Issue No 11 – September & October 2007



Inside this month...MegaSquirt - A Game for All (V8s)
Richard Salter ROW Officer (above) upsets a Greenlaning Member
Summer Rally, a Wedding, Green Laning in Wales ...and more.....

*The HBRO Crew Practice "Synchronized Leaning"
for the 2012 Olympics in Wales*



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.



Ed Ellis – Chairman
Tel : 02392 268114 Mobile : 07917 585583
E-Mail : ellisrover@yahoo.co.uk
26 Khandala Gardens, Purbrook, Hampshire, PO7 5UA



Nigel Barker – Newsletter Editor & Winch Challenge Comp Sec
Tel : 07909 973163 E-Mail : nigelbarker@btopenworld.com
51 West Close, Fernhurst, Surrey, GU27 3JS



Angela Ellis – Club Secretary
Tel : 02392 268114 E-Mail : ellisrover@yahoo.co.uk
26 Khandala Gardens, Purbrook, Hampshire, PO7 5UA



Sarah Bridger – Treasurer
Tel : 02392 349797 Email - Hugh.duffett@ntlworld.com
18 Raymond Road Portsmouth PO6 4RA



Jan Homewood – Membership Secretary
Tel : 07787 522057 E-Mail : jan.hallum@thesamedaycompany.com
5 The Malthouse Cottage, Penton Mewsey, Andover, SP11 ORB



Richard Salter – ROW & Green Lanes
Tel 0870 242139 M 07711755865 Email : Richard.salter01@ntlworld.com
7 Mayridge, Titchfield Common, Fareham, PO14 4QP



Chris Homewood – Competition Secretary
Tel : 07787 522057 E-Mail : jan.hallum@thesamedaycompany.co.uk
5 The Malthouse Cottage, Penton Mewsey, Andover, SP11 ORB



Ian Smart – TYRO Competition Secretary
Tel : 07786 156767 E-Mail : smart.ian@btinternet.com



Denis Keen – Permits Officer
Tel : 07050 375 300 E-Mail : sinnedneek@btconnect.com
6 Redcar Avenue, Copnor, Portsmouth, PO3 6LE



Lee Claydon Social Secretary Mobile : 07748 608880
Tel : 0845 1232600 E-Mail : sales@integrated-services.info



Ian Parker – HBRO website Guru
Tel : 0776 6508991 E-Mail : ian.parker@hbros.co.uk
82 Abbeyfield Drive, Fareham, Hampshire, PO15 5PF



Steve Kirby – ALRC Liaison
Tel : 0208 2870377 E-Mail : Steve.J.Kirby@blueyonder.co.uk
244 Staines Rd, Twickenham, Middx, TW2 5AR

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, mind you if your daft enough to complain to the editor he will bore you to death about 'Megasquirt' this and 'Megasquirt that'...., and you will prob want someone to shoot you to put you out of your misery,you have been warned

Jtg Him – The 'Newsletter' Editor

Hello HBROers,

Well 1st a Huge public apology to Richard Salter - I um er er "Lost" his loverley Wales Write up, so here it is, sorry it's a tad late, but look at what you missed if you didn't go.....

If your reading this magazine after the 9th September, and you were at the HBRO Public Drive Around day at Hogmoor, then you'll probably 'know' if the latest (and probably one of the hardest for me) modifications to my 90 was a success.....or not..I truly HATE wiring and am not very good at it either...

If you saw a bloke standing next to a Grey 90 with a face like thunder, shouting and screaming then its prob a "NON", if you saw a 90 V8 whizzing about all day with a Driver with a maniac grin on his face going "Yiippeeee" - then the answer is probably a big "Yep"

And just what is this whizzy new mod then ? ,

Ah that will be the one I have just finished (as I type here) a new major change to the V8 - called "Megasquirt"



Two things here, 1st what 'Megasquirt' is, and second when you go to look it up on the internet be very very very careful what you type into search engines

Ok, many of you know the engine I run - a Rover V8, made by engine guru builder John Eales, this was one of his early creations - the 4.5 V8, with Ultra Big Valve Heads & Valves, hairy camshaft with vernier cam gear, HUGE inlet manifold all ported out, modified crank and Rods blah blah blah and other Race bits - for big BHP and bucketfuls of grunt - it then had a Marc

Adams Modified Flapper EFI system ECU with adjustable fuelling, a JAG AFM (as V8 Rover AFM was too small), along with Jaguar Injectors (ditto)

When all working a fire breathing bit of a V8..... that's if it would just run properly..... and not misfire on nearly every outing....which it did despite all efforts huge amounts of effort, and time and multiple experts.....

I have over the months tried just about everything - new AFM, new Wiring Loom, cleaned and tested Injectors, new Relays - a ECU Repaired finally fixed it, then it reappeared again, fixed via something else, then reappeared yet again - equally tricky to find the fault - and I was losing any patience I had left.

Basically having chatted to those who know more than me the Lucas EFI Flapper System was already at its technological limits when this engine was built, and stretching the technology just took things a tad too far, add 25 years of 'racing 'n shaking' abuse, with no diagnostics, so when (as mine did) it goes wrong its 'hunt the misfire' time, frankly I had more than enough of this game, so a proper final solution had to be found.

An option was to rip out everything - and fit a 3.9 hotwire setup, much better and higher tech, but engine fuelling would still be an issue, additionally any of you who have had, or have a V8 will know they don't like water. As a recovery marshal for both the HBRO and AWDC I need to often go deep into water to get others out, so the problem of a V8 and water misfires has been high on a list of "how can I fix" for years. The Rover 4.6 GEMS system is also not exactly 'without its issues', and DTA at £3000-£4000 for a basic EFI system was "not a high possibility"

I now have..... I do hope a fix - a final fix (I do Pray) to all of the above - Its called 'Megasquirt', or for the System I have gone for 'MS1 Spark n Extra V3 Via EDIS8'. <gulp> still with me ?

Yes I am probably about to lose some of you now, either through sheer bordon, or just plain "what is Nigel on about here"....so I will try to explain.

A V8 in most shapes normally has the Distributor, this is not "Water Friendly" and misfire probs often occur, often, but not exclusively through condensation, I have tried prob every option on the market inc some most have never heard of - Military so called RF Dizzys with (side effect of waterproofing so its said - fair) HEIs Dizzys of Buicks 350s made to fit, Fair -Gloves, Greases, Breathers (single and twin), Fizzy lemonade bottles etc etc etc, yes 'someone' will say theirs is 'super fantastic', but deepand I mean deep and cold water for any length of time overcomes all of the above - I know..... I and others have tried !. This is because the dizzy is at the front of the engine, and suffers from condensation, the leads and cap are also prone to water issues, and that's that really, every waterproofing tweak is an effort and just a compromise - throw enough water at it and it will misfire and or stop.

With this, and then on top of that try a race engine which has the dizzy set for V high rpm - racing use, OK at High RPM but try dragging a trailer to Old Sodbury, or low rpm off road driving - with a Overfuelling ECU and Dizzy giving what is timing that it can only give - just makes for hell on 4 wheels.

The dizzy for mine was set by revving up to around 3800rpm getting 32 degrees advance then letting go, tickover was whatever tick over was - and that was NOT what it wanted to be, set the tickover for Lower RPMs and the performance was goneas the dizzy couldn't produce the advance it really needed,

The 2nd limits of the Dizzy is it is Neanderthal - being simply a rotating shaft with bits flying out giving more advance but never exactly what you want at all levels., as I said to a mate, a cartwheel really, and it doesn't matter if you balance it, put spinners on it with neon lights and a sound system, its still a cart wheel, just a nicer one !

A carb was out too, I tried it - 6MPG from a 4 barrel, oh and it didn't like slopes up down or side. So what I needed was a fully programmable ignition system, removing the need for a dizzy, and one that could give me exactly the right amount of spark advance at all RPMs and Throttle settings. Oh,

and a EFI system that equally could be programmed to give just the right amount of fuel for every situation,oh and cheap would be good too

I searched for options and ideas, DTA (what Mr Eales Uses now) is hideously expensive, and from what I understand the software to set it all up is not 'user friendly'. After much hunting about I found 'Megasquirt', and some 3 months later the engine runs, and I have to say runs better than it has ever done...time will now tell, but below is a brief 'what on earth is this' , and simply 'how it works'.

For an in depth look at it I have produced a technical step by step as I did it this guide is on www.LR4x4.com - the LR 'Tools n Fabrication' Forum that I frequent & Moderate with other fellow LR enthusiasts.

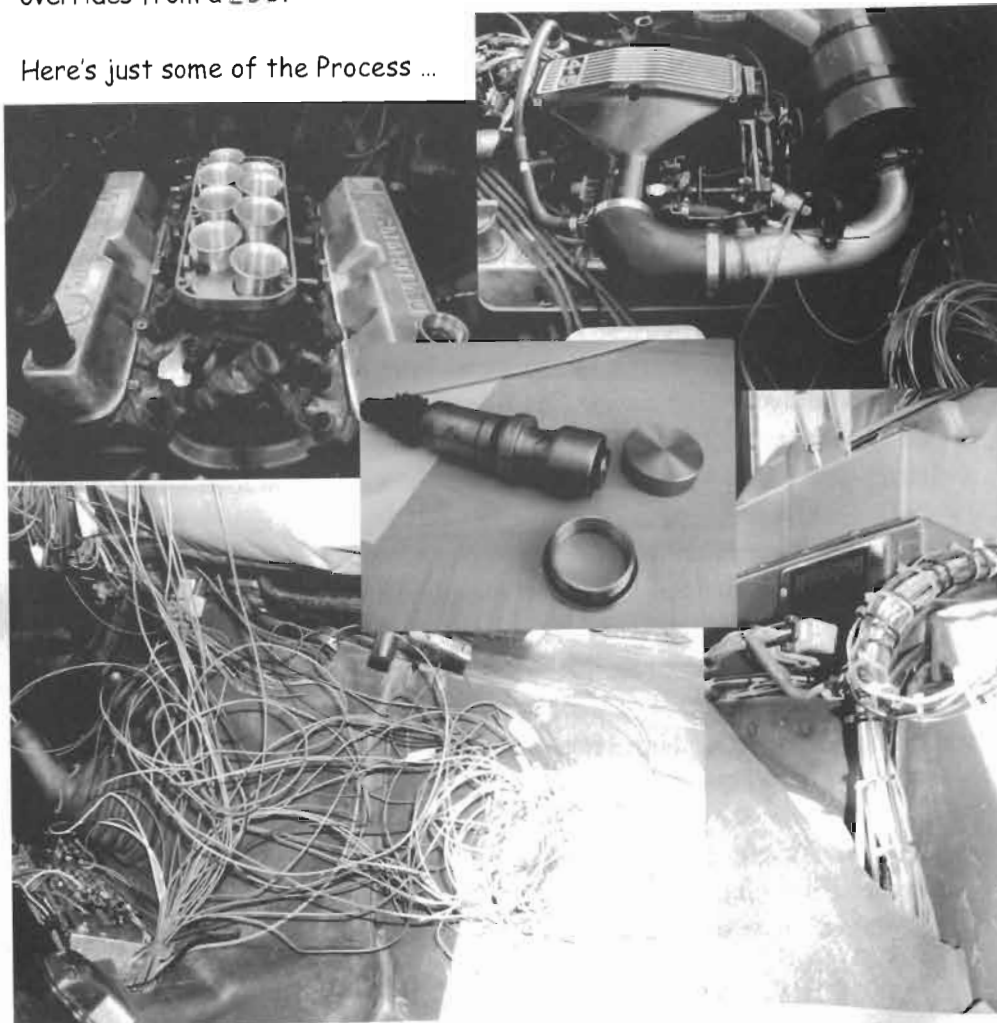
Firstly I could not have done this without help from friends. Lucky me to have John Utterridge (Megasquirt fan - he has been telling me to do this for AGES), Jon White - Electrical Crimper and helper extraordinaire and Ian Guildersleeve, another mate and 'MegaSquinter' - as he has done his just prior and then with me on the tuning, so we have learnt from each other as we went, he did start his earlier - as I needed mine "Sorted" for the Mike Wolfe Challenge, so although I started collecting bits I shoved a 4 barrel on it just to get me through that event, after the event it was tear apart time !

You can't Buy Megasquirt as a "Fitted Package", most of it you have to build yourself, you can buy ECUs fully built in a box (then needing programming for your engine) but I ordered the bits and gave a bag of electrical 'thingies' to John Utterridge (known as Fridge) who soldered them all together. I had to make bits for the engine, esp a connection tube between the engine air box and huge plenum entry point - the AFM from the Lucas system is not used.

All that is used in Megasquirt is some sensors - Coolant Temperature, Manifold Air Temperature, std TPS, and the position of the crank to firing order via a VR sensor and a trigger wheel (I Made) , and an item called a EDIS8, and 2x 4 cylinder coil packs

The VR sensor is off a Ford car, the EDIS is on just about every Ford car in the UK Fiestas Mondeos, etc but these are EDIS4, V6s have EDIS6s, but in the UK EDIS8 isn't used - in the states they are on loads of V8s, the joy of ebay brought me 2x EDIS8s a spare and the 'pigtails' -plugs and wires cut from the harness. The Coils are both 2.0 Mondeos, CTS from a RR 3.9, MAT from a Renault 19, Timing gear I made myself, and the bracket to hold the bits in the right places. The EDIS8 fires the engine at 10 degrees at all RPMs and Throttle positions, but has the ability to then take programming overrides from a ECU.

Here's just some of the Process ...

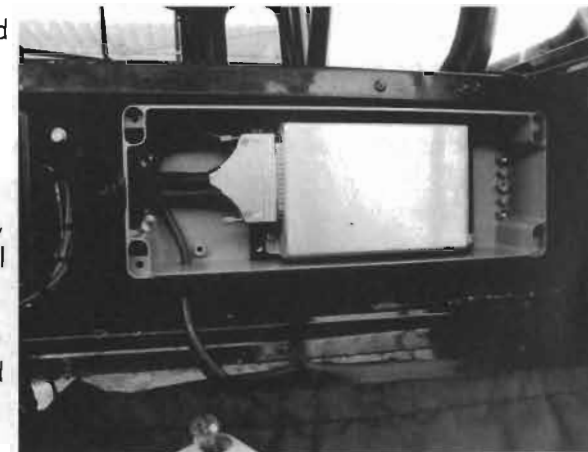


The MS ECU basically has a mass of settings, but the main ones are 'VE' (FUEL) and 'Spark' (Ignition Table), these are both known as a 12 x 12 tables and are interpolated, this is a posh word that says if the spark in box A is 10 degrees and box B 12 degrees, half way is 11 etc, it's a sliding scale, and as such with every box being programmable the entire spark map can be tweaked. NOW I can have masses of advance at high RPM foot down, and minimal advance at tickover, as such the engine gets exactly *what it wants* rather than *what the limits of a Dizzy can provide*.

The VE (Fuel) map is the same, this has 144 boxes for "how much fuel would we like sir" - from 600 rpm to 6000rpm+ with throttle positions in 12 stages, again fully interpolated and tuneable, put the 2x tables together and WOW what an engine. The other HUGE benefit not just for me but for any V8 owner is the dizzy becomes defunct, now it just drives the oil pump, nothing more, so this has been machined apart, the guts removed and a waterproof cap placed on it. (pic prev page in the middle !)

The Ford G1 coil packs are Solid state and virtually have waterproof plugs,

The ECU I have mounted in a IP67 (submersible box) high up, breathers to the engine have all been raised and all water entries have as best I can been eliminated - as a result I should have a submersible V8 engine that is about as waterproof as a diesel, possibly better than some with its snorkel and other System mods.



The problems are fitting all this and getting it to work, I have had to remove everything Lucas inc the EFI wiring harness, AFM, ECU, Injectors, rail trumpet base, etc, as I have replaced with High Impedance 4.6 RR injectors

rather than the low (and problematic) low impedance Jag ones. This means a different fuel rail, trumpet base, and other associated bits.

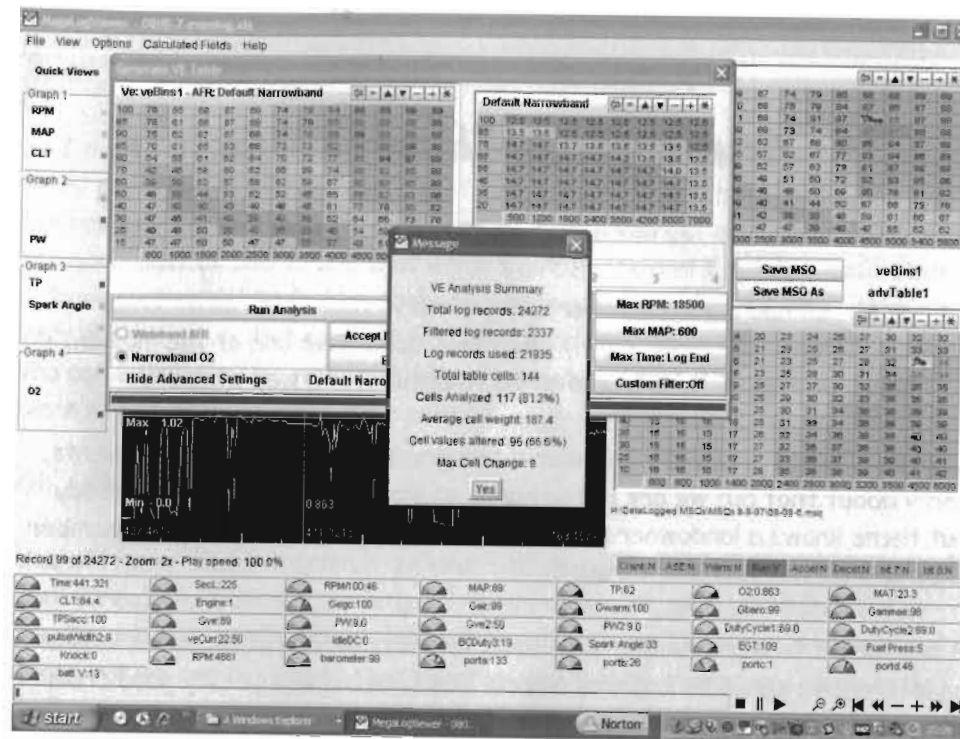
Then I have had a scratch built ECU, and then make a harness from start to finish to suit the system, and that's a nightmare. Oh, fit a Lambda sensor to measure fuel being sent out of the exhaust system, make a elbow for the airbox to the plenum, make a trigger wheel and fit to the crank pulley, fit a VR sensor to it, and then make brackets for the 2x coil packs, special length plug leads, fit the EDIS8 and wire the whole lot together, its not for the faint hearted, and you will need to read and learn a lot.

Even then once you have all this your not finished, I was lucky as I was given a ECU setting program from a basic working V8 and already had the Ignition Map (albeit on a 10x10 basis) from the prior Megajolt system I fitted, which JUST controls Spark, (Megasquirt controls SPARK and FUEL), Megajolt sorted out my previous ignition issue, but the Lucas EFI was hopeless !

With the MS Map loaded the engine fired into life - it ran appallingly, fuel map had to be recalculated. This amazingly can be done by yourself, with free software called MegaLogViewer, basically you go for a good long drive and drive as best you can in all styles "Fast n Hard, down hills on overrun, up hills, struggling and mid and flat out, coasting, cruising, and drive in heavy traffic.

The system when connected to a Laptop will 'Datalog' whats happened then works out which cells are rich and which are lean, it does this via some incredibly clever software, tells you how many cells out of 144 it has looked at, and how many times,how many are wrong, by how much, recalculates the better values, and if you then accept - rewrites the ECU 'VE Table' values

When we started it up 1st time it spat banged and smelt rich, cats and wildlife ran for air and cover (we just gagged) a 5 minute datalog saw a smooth tickover and no black smoke, some 1.5 hours of datalogs since sees me with a rock solid tickover, no smell of fuel, and an engine that goes like absolute stink - better than ever.



So.....as I type this the 9th Sept will be the 1st time with it off roadso hence the 1st para !... Hey ho and fingers crossed.....

Nige "MS S n Extra'd 4.5 Rover V8"



The Chairmans "Fireside Chatter"

I trust you all had a good summer and got out in your truck as often as possible. I for one haven't, partly because I don't have one at the moment but mainly because I have transferred to Dublin for a wee while.

I am sure that there will have been a few grumbles about cancelled events, sorry about that but we are in the hands of the landowners. So if anybody out there knows a landowner who can help us please let a committee member know and we will follow it through.

A big thanks to Mark Ambler who came to the plate and offered his land as an alternative venue to Ingrams Green. The turn out was pretty good from what I can gather.

Now its getting to the time of year when we have to select and elect a new committee. The AGM is in October, (see the calendar); but its time to start thinking as this will more than likely be the last magazine before the AGM. Elsewhere in the issue you should see the agenda.

Please do come along, have your say and cast you vote. I for one will not be standing again, as I said earlier I have transferred to Dublin for a while and cannot support the committee. So a big thank you to all the committee members who have supported the club over the last year and the members who have helped organize and run events, offered there time etc.

As I said I have got rid of the Rangie and bought another Rover instead. A 216 Cabriolet Auto as a run around car for Dublin. It's probably most suitable as I am getting old and grey and as the memsahib reminds me old and grey rhymes with Cabriolet, and then hums the words to some Dennis Waterman tune.....Just remember as you get older, be nice to your children, as they will choose your nursing home.

So I drove it across yesterday via the Pembroke to Rosslaire ferry. Why are ferry ports located in the ass end of the world? If you have ever been to Pembroke and think is desperate then wait until you get off in Rosslaire. But the good butt of the tale is that when I got to Ireland I put the hood down a drove up the N11 to Dublin. (barnet flapping in the breeze I felt like a 20 year old again.....but couldn't find one.). It was one of those roads that you can enjoy, traffic was light, like it was when I was a boy and the roads were wide enough to allow safe passing.

Oh, and lastly,

You will have read the committee was discussing the issue of increasing 'Entry Fees' in 2008. Ok, some good news for you all, we have discussed at length, and feel confident enough not to raise them. The issue is rising land costs but we are confident that some up and coming events are going to be well supported - like the new site 'Fun Winch Day' which so many have asked for - that we can avoid any increases for 2008 at least

Now where's that pint of Guinness!!!!

Mr Ed

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'Feedback', 'E-Mails', 'News'

And 'Scribbles' from Members



Hi All,

Everyone knows how much I love being a member of the HBLRO club - so by marrying the Competition Secretary I must prove that point !.

The time from announcing that Chris and I were getting married up to the wedding day on May 19th, flew by. So much to arrange, but I have to say, I enjoyed every minute of it. Some say it was planned to perfection and Chris even chose a colour of wedding shirt to wear which matched the tablecloths !

We were blessed with a sunny day, despite the previous weeks being more like winter than spring. The ceremony at the Andover Register Office was lovely and this was followed by a lunchtime reception at our local village pub. This was again the venue for the evening wedding party - and what a party it was !! We have photos to prove it !!. Friends, family, music, food and drink - we all had such a great time. Chris and I would like to thank everyone who made our day so special.

We honeymooned in Scotland, driving all the way in our Discovery - some 2000 miles in all by the time we had travelled up the west coast and back down the east coast, taking in such wonderful sights and scenery - it was just perfect.

So now I'm Mrs Homewood and loving every minute of it - still Membership Secretary but now married to the Club's Comp Sec !

Jan Homewood
Membership Secretary

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Laning In Wales

Once upon a time, there was a group of people from HBLRO club who decided to spend a week in Wales green laning.

So we spent a week in June in 2006, the week was so good, the weather was so sunny in fact it was so sunny, that the rumours about Wales being wet just could not be true! So I decided to book another week in Wales this time in March. We could then drive the 'Gap Road' (which even though on the map is marked as a restricted byway it is actually a UCR), which is open in March.

So I got on the phone and booked the week at Llanerchindda farm where we went last June, and spent a fantastic week with good food and accommodation, great views and good hospitality.

I had 7 people booked to go, Julian and Arne met at my house at 09.30am on Sunday 4th March, after some hassle from work we set off for Wales in the pouring rain - it didn't stop raining all day. We eventually got to Llanerchindda farm at 4.30pm with it still raining and were ready for the fantastic evening meal.

Day 1

We started off for some lanes we didn't do last year, I wish we had though as they were great lanes. The first lane was near Llansawel (grid 362861 landranger 146), we got to the start of this lane where there were two lumps of wood crossing the track (apparently to stop the ponies escaping).

I got out and checked the ground, even though it was wet the ground under the water is rock so I moved the wood and drove up the lane.

The good thing about a lot of these lanes in Wales is that they have a rock bed just under the top soil. We all started this lane but only three of us

finished, Julians AT tyres were no good on wet grass up a steep hill and he couldn't get traction, so three vehicles turned back. Three of us drove the rest of the lane and met the others at the other end, where we met a friendly farmer who wouldn't stop talking.

Once we had managed to get away from the local we headed for our next lane (grid 357956) near Banc Farm. This lane crosses a green field so we proceeded carefully so as not to damage the farmers field and we stayed on the outskirts of the field. Fortunately the field wasn't too muddy and we approached the gate into the forest, which is about 26,000 acres.

The byway splits here; left being a UCR and the right being a BOAT, we drove the latter which was sign posted 'open for vehicle access,' we continued through this lane until we came across deep ruts which were washed out from the rain. We spent about 3 hours bridging using waffle boards (see photos) then we had lunch. After lunch we drove the last hundred yards to meet up with our next lane (grid 324555).



We drove down a steep decent and crossed the river, the bed of the river was rock so we didn't have a problem. We drove up the other side through

the forest winding slowly up through the forest, the floor is mainly bed rock so not too many problems, this was one of my favourite lanes. At the top of this lane we came out in a farmyard and then turned onto the road.

The next lane that we wanted to drive started with a side slope, but we decided that it was too wet to try the lane as it was narrow and a new fence had recently been erected, and we didn't want to slip and damage it.

This would be a good lane to come back to on another day when it was drier. The next lane (grid 289829) was a nice lane, mainly shingle/shale floor, Arne bottomed out but we soon pulled him through and continued along the lane, crossing a bridge over the river and coming to the road at grid 322356.

We then headed back to the B&B for a lovely beer and some excellent nosh in front of the open fire. A great first days laning completed and it didn't rain until we got back to the B & B - I'd call that a result.

Day 2

We started off Tuesday morning with a good breakfast and headed for Sarn Helen, which we drove last June.

This would work quite well as we wanted to drive the Gap road later in the day. We headed off down the A40 towards Trecastle and drove

a short UCR on the way (grid 303187 landranger 160), this lane has a rocky floor and with the amount of water about in places it was a stream.



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.

After leaving this lane we headed for Sarn Helen and as we drove this lane we did the usual photo shots and for those of you who went last June, that was where we stopped for dinner. Mind you, the water level was a lot higher this time with all the rain we'd had. We continued along this lane crossing the 'B' road to do the second part of the lane. Dropping down to the river crossing and going up the steps the other side (no ghosts this time in my passenger seat) and no problems for the Series 1 which drove nicely up the steps the other side. (We found out that this was no ordinary Series 1 but a wolf in sheep's clothing with all the modifications - but that is for another article).

After a while we came to a UCR on the left which followed the forest tracks, by following the GPS route we came off the forestry track and followed the lane which had been driven before but this is where our troubles began. The lane started getting rutted and finally the Series 1 got bogged down in front of me in some deep water on a 270 degree bend.



I pulled it out backwards and then we used my 90 as the winch vehicle and using snatch blocks we rigged up a pulley system to pull the Series vehicle

across the corner of the bog. It was obvious that many vehicles had used this same cut-off to save going through the deep water. After getting the Series across I drove my 90 through the boggy water but didn't get very far.

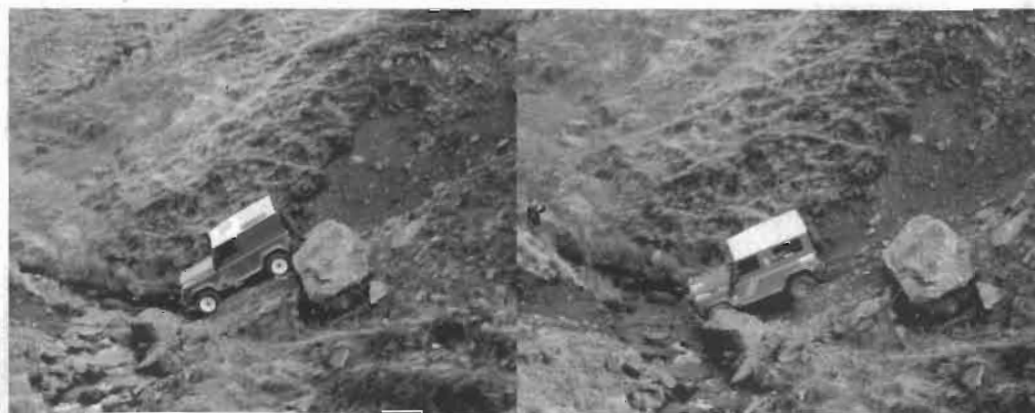
Using the pulley blocks again, I winched around the corner so we could winch the vehicles across, one by one diagonally across the corner

This took about two and a half hours, then we were free to continue up the lane. The next problem was Arne's 90 which was getting stuck on its front diff (lesser ground clearance than other vehicles) so Neil snatch him clear and towed him up the track with Martin and myself following. When we got to the end we then realized that if we had stayed on the forestry track we could have missed this out and finished two and a half hours earlier - that's computers for you!

As we had run out of time to drive the Gap, we headed back to the B&B for lovely roast pork chops, so we will drive the Gap tomorrow.

Day 3

We decided to do the Gap in the afternoon, so the morning was spent doing some lanes on the way with Neil and Lorraine. They had to go home mid morning and left us at the start of a lane (grid 432588 on landranger 160).



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

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X-CHARGE

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

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

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X-FAN

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

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X

ENG

01403 210 124

This is a steep downhill track to start with and then you drive a narrow level ledge at the top of a field which had a steep slope downhill if you got it wrong.

No problem in the dry but the grass was extremely wet and slippery. The first section was negotiated without incident but things came to a full stop when Martin started to slide down the hill.

I used my winch to pull him back onto the top track with the aid of some gorse bushes to give him some traction and stop him sliding further down the field. Next the track descended and went across a river and along through the forest ending at grid 412584.

The next track through the forest was a UCR which started at grid 390822, once out of the forest and at a high point we decided that it was coffee time. The track ended at grid 366822.

A drive south eastwards along the A40 and A470 took us down past Sarn Helen and on to Merthyr Tydfil where we turned north and had lunch along the western edge of the Pontsticill Reservoir. Once over the bridge across the reservoir it goes into a byway at grid 145058.

This was an interesting lane with lots of rock climbs and many wet sections. Once out of the forest section it opens out across a high plateau, ending in a winding downhill section with a huge drop down the hill to the left and back into a valley by the Tal Y Bont Reservoir at grid 176101.

We continued around the lake and through the forest and exiting at grid 081174, where we went on towards the Gap; so called due to a steep down and uphill at grid 034182. This is very steep section with a stream at the bottom where we were watched by a group of youngsters who were delighted at some entertainment. The Gap is only drivable by vehicle in March and early Sept to mid October - probably due to its popularity with walkers.

The last lane driven that day was at grid 058255 was a steep narrow downhill with many rocks, V gullies and banks that were tipping the vehicles over at large angles. This was quite a technical lane and a spotter was needed to stop the underside being damaged on the large rocks or side panels being badly damaged. Only Richard, Gordon and Julian drove the lane as the potential for damage to the vehicles was high and the other 2 vehicles were needed to be used the following week undamaged. We had had a good day laning and decided to stop on a high.



Day 4

'Strata Florida' today lads - 'great, yippee' was the response. A trip north from the B & B and we were at the first short UCR at grid 790422 with 3 gates in less than 0.5 mile. We carried on north to the forest at grid

771479 via some hairpin bends that needed 3 shunts from the Series 1 (no power steering) but only one shunt from the 90's.

Through the forest tracks and on to the Strata Florida starting at grid 805256. Once on to the Strata, Gordon let Richard and Martin have a go in his Series 1, swapping vehicles - it's an experience - no sun visor, no power steering and leaf spring suspension. Gordon was at home in the 90's with comments about how easy they are to drive but still commented on the rattles and a sun visor that wouldn't stay up over the bumps.

Richard and Martin both had their hands full with just the heavy steering and trying to find gears. A real experience and a feeling of back to nature was the comment. The Strata was more demanding than last years drive with many more boulders and rocks to negotiate. We were expecting there to be more water than last year due to the amount of rain that we'd had, but the water courses were not too deep.



A loop to the north of Pontrhydfendigaid took us along the edge of the Mynydd Bach forest, starting at grid 722705 which overlooks a very boggy area. The next lane at grid 670573 was abandoned before we started because a local advised us that it had been changed to a bridleway - we believed this untrue but respected his wishes for us not drive it.

At grid 708542 we started the next track which took us through the forest to our highest point of the day at 1622 feet asl and down to the end of the track at grid 784522. We had now completed a large loop of 33 miles so we retraced our steps back to the B & B, a total of 67.7 miles today.

Day 5

We started the day with a drive through the river at a ford at grid SN920470 and got chatting to a local woman who was walking over the footbridge. It didn't seem too deep going across but the trip home in the evening was another story.

Our second lane had to be abandoned - we had been warned that it had a deep V gully and that previous trips had resulted in damage being done to a vehicle when it had fallen in the gully. Once we had walked it we could see why this would happen, the gully sides were quite steep and about 4 feet deep and too wide to straddle safely. The lane needs a lot of maintenance to make it driveable. We could have winched our way up but with lots of good lanes to come we decided to give this one a miss.

Our third lane at Llanelwedd rocks - a short lane and time for coffee, the rocks are very grey and the lane is adjacent to a slate quarry. Then onto a nice sunken lane where Martins snorkel just fitted under a tree branch that had been previously cut out by other laners. Shortly after Richard decided to drive into a ditch - his excuse was that he was looking at a map - he wasn't leading the group at the time either !

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Most days we were led by Gordon in his Series 1, mainly because he had a large ruggedised portable computer on his dashboard with a screen which was bigger than an equivalent OS map and very easy to follow.

For the techies out there we were using OS2004 Memory Map to plan our routes the evening before as a route, with advice from the B & B proprietors who keep up-to-date information on the driveable lanes on big maps in a 'map room'. We logged our route daily using OS2004MM on Julian's PDA and were able to provide up-to-date information back for their maps to help other visitors.

The next lane was a challenge for Julian - an upwards wet grassy field - not good with AT's and he needed a pull to get going - once he had momentum he was OK for the 0.75 miles run only stopping (or not stopping) for the 4 gates - doing them in a leap frog fashion.



This brought us back in a loop back to Llanellwedd. We then turned east up the A481 and had lunch on the Giants Grave track - a bit windswept but nice scenery.

Another few lanes brought us to a high plain with a boggy area which we spent 10 minutes discussing which one of the 8 parallel tracks that we should take. It was obvious that many people had got stuck here, by careful consideration and what can only be described as skill (another word for luck isn't it?) we chose a good track and got through with only a little wheel spin.

Our next track caught Gordon out when he got stranded on his diffs and sat with 4 spinning wheels, a quick tug from Richard and he was free. The next lane turned out to be a dead end when we couldn't find where the track went - the map showed a right turn down hill but there was no hint of a track, so we had to turn around and retrace our route.

Whilst 3 of us were looking at the information on a TRO'ed track called 'The water breaks its neck' which is closed to allow munitions to be cleared, Gordon who was 100 mtrs down the road, was pounced upon by a local who owned a 1956 Series 1 that he wanted to show to Gordon (we thought he had been kidnapped when we saw his empty vehicle). The Series was in very good condition and sounded very sweet, the rear half of the chassis had been replaced but the panels were all very straight and still had their original faded paint.

Another TRO route stopped our direct return to Llandindrodd Wells so we had to go the long way through some pretty countryside.

We were not doing so well today with all of these TROs or tracks suddenly disappearing. As it was getting late we decided to retrace part of our route back via the river that we had crossed this morning and came back through the forest to the north of the farm.

The river was deeper than it had been that morning and it was certainly flowing faster. Those without a snorkel - Julian and Gordon had to be very

careful to create a proper bow wave so that their air intakes didn't take in any water. It was a close thing, although the water was about 12cm below the side intake the water mark along the side of the vehicle was actually 15cm above the bottom of the intake at the rear.



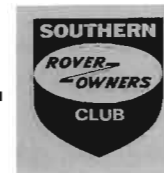
We also bumped into the same woman that we had met in the morning - her comment was that she thought that we were mad crossing when it was so deep - we all smiled and laughed - anybody got a snorkel going cheap for Julian ?

Day 6

Our first lane of the day was at grid 921709, a down hill byway - where we took a picture of Richard perched on top of an ancient stone - a bit of an ouch moment.

Interclub Invitation

THE SOUTHERN ROVER OWNERS CLUB LTD.



Mike Rowe, Competition Secretary
Tel: 01622 743476 / 07740430014
Email: mike@rowe.wanadoo.co.uk

Comp Safari - Monkings Farm Sunday 7th October

Northiam, East Sussex, TN31 6JF OS Sheet - 199, Ref - TQ 822 215

On behalf of the Southern Rover Owners Club, I would now like to formally invite your club to participate in our Comp Safari.

SRs and an entry form are posted on our web site www.sroc.co.uk,
Camping availability - pm Friday 5th October to Sunday evening,
(if your members require, we can extend camping over Sunday night providing you let us know in advance).
Camping fee - £3 per night

Please note that this event is open to both ALRC clubs and Non ALRC clubs. Vehicles do not have to comply with ALRC specifications but must comply with MSA requirements. (Please see article 5 of SRs for details). If you plan to use this event to count towards your league results or any championships etc, then please let me know urgently as we may need to amend the MSA Permit. Any offers of help to marshal will be welcome, and I would be obliged if you can let me know any numbers of competitors or marshals.

If you have any queries regarding this event then please contact me by e-mail or on the numbers above.

Best regards

Mike Rowe

We met 2 other vehicles coming in the opposite direction and gave them directions to the Strata Florida when they asked if we knew of any good lanes. This was an enjoyable lane to drive with a few water runs and good views, this lane took us back into Rhayader.

We turned east and started a lane at grid O10671. The start of this lane deviated slightly from the correct route which went through a bog.

The entrance had been moved up a few metres which then went through fields and ended in a nice lane with well coppiced hedges to start with.

Further down the lane I got out my vehicle to start hedge trimming (like we did last year with almost every lane because of the shiny motor last year) while Gordon removed a fallen tree that was in our path. Before we exited the lane we decided to have an early lunch, as we had a long way to go to find our next lane. When we got to the next lane at grid 144822, a UCR which started with a steep climb straight off the road.

Gordon's Series hand brake is not the best so I got out and opened the gate while he kept his foot on the brake, then once the gate was opened we set off up the lane. This was a steep lane that was 1:1 in a few places and about 175m long in total. Once at the top of the hill we carried on until we reached Hope's Castle farm with really good views across Bryn-Mawr.

Our next lane was just at the end of this road but we were disappointed as it had a TRO due to its poor condition. The lane would have gone over Brvngydfa (who knows what that means) but this lost us seven kilometres of lane so we then had to re-plan our route around this to find another lane.

The next lane Glyndwr's Way at grid SO185730 started off with a climb and then levelled out in to a wide gravel track with hundreds of sheep both sides of the lane.

The sheep seem to be attracted to our land rovers (probably because they thought that it was feeding time and that we had hay on board) and a call

came over the CB - 'get a move on as the sheep are running after us' and we needed to get through and shut the next gate quickly. When we stopped for coffee, the sheep ran over the other side of the fence ran up to us - all 200+ of them expecting some hay.

Apart from being very windy and cold up there the lanes are not that interesting so we moved on to the next lane called St Michael's Pool grid ref SO187697. This lane starts off as a well used track as it goes to a farm then after passing an abandoned series 3 with flat tyres and moss on the window ledges we carried on down the lane past another house which was being restored.

The lane should have gone straight across the next field but it had been moved 60mtrs to the left of where it should so that it runs parallel to the river and along the side of the field.

Once through the farm buildings at the end of the lane it drops down into a village and we picked up our next lane at grid ref SO206683 - this lane seems to be one of a thousand gates - it wasn't very long (about a mile) but it took us 13 minutes to drive as there were loads of gates. The lane came out in a woodyard and we then turned left along the A488 for 1km up the road to the next lane on the left grid ref SO183680. The lane runs along the side of Graig Hill and was not driven much, it was a nice lane with some interesting twists as it passes Old Hall - a very nice manor house.

After climbing up a hill we came out on a 'B' road which we crossed to drive a short stretch to grid SO148657. A left turn and then a right after 50yds took us to the entrance to a UCR at grid SO147656, down the hill to Pant Farm and through the farm down to the A488. After a chat with the others we decided we had had a good day and that we would head back to Llanerchindda Farm.

All in all it was a good week with a lot of banter and the usual jokes. The weather wasn't too bad after all the rain that we had on the previous Sunday. Most of the lanes we drove were new to us and we only drove 4

lanes that we had done last year because they were really good lanes with great views. We didn't meet any angry land-owners this year and we were grateful for that.



The hospitality and food was first class from Lynn & Martin Hadley and their two sons Mark and Andrew at Llanerchindda Farm B & B, it is a place that I would recommend to everybody without hesitation.

Thank-you to all the people who went and made it an enjoyable week and thank-you to Gordon for doing much of the navigating and to Julian for organising the collection of the photos and for giving me a hand with writing and editing this article.

Happy laning and see you at the next organised event - Richard RoW.

HOGMOOR

The Driving Day 24th June

Report & Pictures from Mark Jeffrey

Our HBRLO magazine editor in chief keeps moaning for articles - so here's my efforts - apologies in advance for the waffle to follow; however if you are reading this it hopefully passes for English !

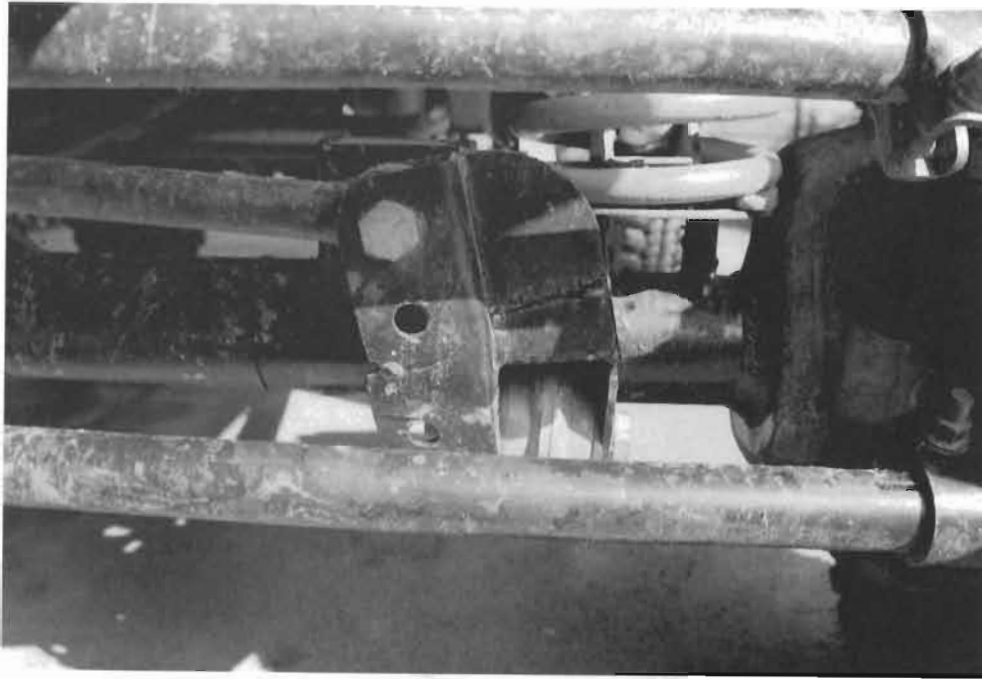
Sunday the 24th of June saw "Hants & Berks" at Hogmore Enclosure for a combined RTV and Club Driving Day. The site itself for those who are unfamiliar is very much like Slab Common in many respects, mainly very large sandy areas with some smaller, muddier tracks in wooded sections; no surprises there then, as they are only separated by a road.

One of the aspects that I find particularly challenging on this site is navigating around; so many tracks look the same, I still have no idea of how to get around the site without getting hopelessly lost !

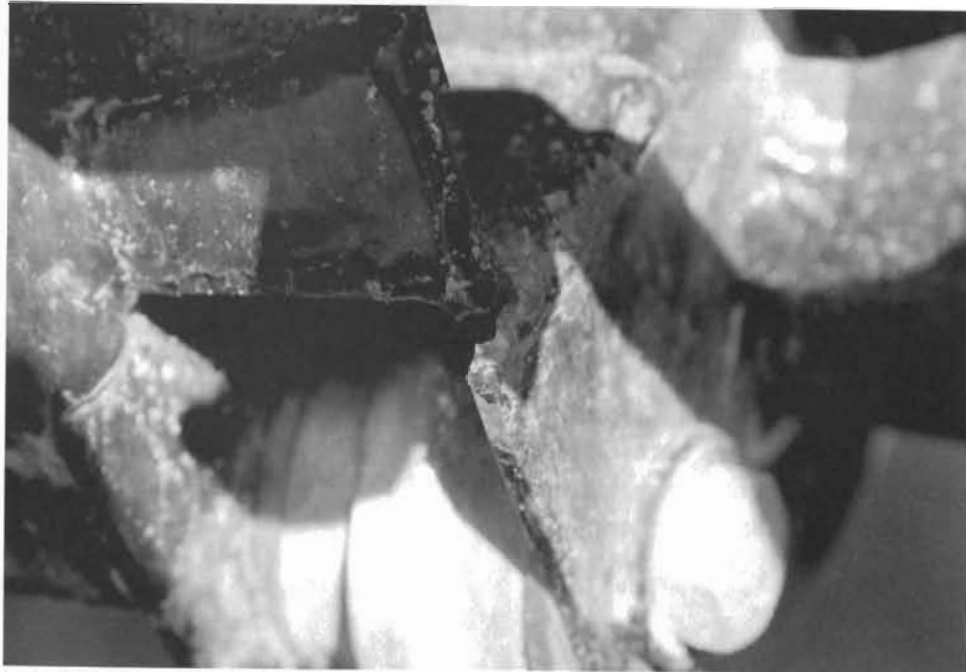
The Drive round was run as a "drive where you like" bar the undriven RTV sections, which on a large site as this and with the relatively small number of vehicles on site is a format I really enjoyed; as it left you free to go where you pleased.

I have only ever been round Hogmore once before in a Freelander so I was looking forward to having a more adventurous and aggressive run out in the Ibex.

Unfortunately it was not to be; as a jet wash and check over the truck on the Sunday the week before revealed that the 90 degree change in steering wheel position that I experienced at the Mike Wolfe Winch Challenge on the last outing was not a bent track rod.



The Panhard rod mount was more vertical previously!
Not welding failure - high stress → torn metal!



This find prompted a rethink and a set of "Dirt Devils" mysteriously found their way onto the 110 (Thank you Mr. Greaves)!

This meant that again I would spend another relatively gentle day at Hogmore; can't be scratching the shiny tow barge. I had paired up with friend who was in his Discovery; which is always a good idea as getting stuck by yourself without a winch is never a good idea!



It's not that helpful marshals are not in abundance at HBRO events; more the worry that how would they find me since I never knew where I was! We did find some challenging areas that could be negotiated with minimal/zero damage and I would definitely recommend the trip out for those who have not been before; as there is a wide variety of terrain that can keep you amused whether your in a standard Freelander or a tricked up competition vehicle. The perfect opportunity would be the HBRO Public Driving Day on Sunday the 9th September.

After both vehicles had had their play we decided to watch a couple of the RTV sections before we disappeared for the day.

The second of the 2 stages we watched provided a couple of challenges and interesting facts. The section required entrants to drive up and down a hill a few times (yes I'm descriptive I know!) followed by a water section, before a final climb. The funny things from my point of view was that I only saw 4 vehicles enter the water, yes all 4 were fitted with the venerable and water loving Rover V8s with nothing to prove (that's bound to be edited out) (Wrong - Editor :O) Nial in his Hybrid was also suffering from the same navigational problems as myself and missed a gate before heading to the water section.



He did do sterling work in scaring the pants off some of the young hooligans who had been illegally tearing around on various 2 wheel death contraptions and had been firing pine cones at us with a tennis racket; well a V8 heading towards you at full chat would have that effect on me also. Nial powered through the middle of the water in the same exuberant fashion with no ill effects. Russell parked his 90 up in the middle of the gates because he was confident of a podium position. A white Range Rover was halted by the water to a lesser extent but was not able to ascend the final hill on V6/7 power. However a green 90 led the way through the middle in a calm, gentle and controlled fashion.



All in all I know I had a great day and I think everyone there whether spectating or driving would have done also. On that note I would like to finish with a big thank you to all of the marshals and organisers who of course make these days possible and many of whom give up their Saturday as well as the Sunday to set up such events.

Thanks for reading.

Mark Jeffery



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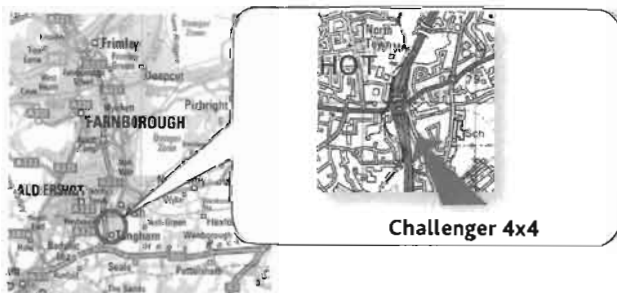
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R.O.W News *Richard Salter*

From: Patrick Manuel [<mailto:patrick@manuel.org.uk>]

Subject: HCAF: Autumn 2007 National Green Lane Day in Hampshire

Hi Folks,

The date of the next National Green Lane Day (NGLD) is Sunday the 28th of October. The target in Hampshire will be Colemore & Priors Dean 18 which is a few miles northwest of Petersfield (map reference SU 705306 to SU712305). This lane is a BOAT and has full vehicular rights (I learn from my mistakes!). The lane is about 2/5 mile long and is overgrown for its entire length. I surveyed the lane on Saturday, both walking and driving it; neither was a pleasant experience and the scratches from the latter will require a considerable quantity of T-Cut to remove.

The work will be undertaken as a Hampshire Paths Partnership (HPP) project and will be fully covered by the Council's insurance. Tools, protective clothing and instruction will be provided. A risk assessment will be undertaken and qualified first aiders will be in attendance.

There is a fair amount of work to do on this lane and I would be grateful for any support that you can provide. There is no need to turn up for the entire day and even if only an hour or two can be spared this will be appreciated. As always, families, children and dogs are especially welcome! I will be sending out further details nearer the time but in the meanwhile if you have any queries please contact me.

Thanks in advance, Patrick

Motorised Users Representative on the HCAF

Hampshire Area Rep for GLASS

Home: 02392 369660 Mobile: 07866 297543 Email: patrick@manuel.org.uk

HBRLO 'Summer Rally' 2007

Well - what a fantastic weekend we all had !

I left work on the Friday lunchtime to arrive early and set the caravan up, only to find on arrival nearly everyone already there. Having sorted the caravan and put up the awning with some help (thanks Tricia), I joined the 'working party' to set up the TYRO. This done by 4.30pm I proceeded to drink "a couple of beers" in time for Jan to arrive and cook my dinner. ! Then followed "more beer" and a very pleasant evening in the marquee which was very kindly provided by Mark Ambler, our host.

Saturday was scorching hot and a respectable 11 TYRO drivers enjoyed an excellent trial. Jan and I then raided Somerfield in Pangbourne for their entire stock of burgers and sausages and we all enjoyed a communal BBQ expertly cooked by Matt Hewitt have you done this sort of work before Matt ? Then followed a "few more beers" and an early night in preparation for the RTV on Sunday.



The morning saw a respectable line up for, what turned out to be, a 10 section trial, CoC'd by Mark Ambler and set out as only he can ! The ground was completely dry and full use was made of the many huge slopes that Hook End has to offer. An excellent, albeit exhausting, trial.

Early evening saw us all grazing and sipping keeping a watchful eye on Mark setting up the gymkhana using straw bales, pallets, railway sleepers, an old lorry body, a water tank, ropes, fencing stakes, 2 tractors and oh yes, a washing up bow !! This masterpiece turned out on Monday to be a course

consisting of a vehicle see-saw, 2 bridges and a bowl of water balanced on the bonnet of Mark's racer hilarious and rather damp !

Mark's CCV vehicle was used by all teams as a last minute hitch was discovered in that one of the bridges would not accept a vehicle longer than an 80 inch wheelbase - further proof of the amount of time, effort and thought that our host Mark put into this superb bank holiday, which I know all that attended enjoyed immensely. Thankyou Mark & family from us all. Chris Homewood



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Calendar of Events

September

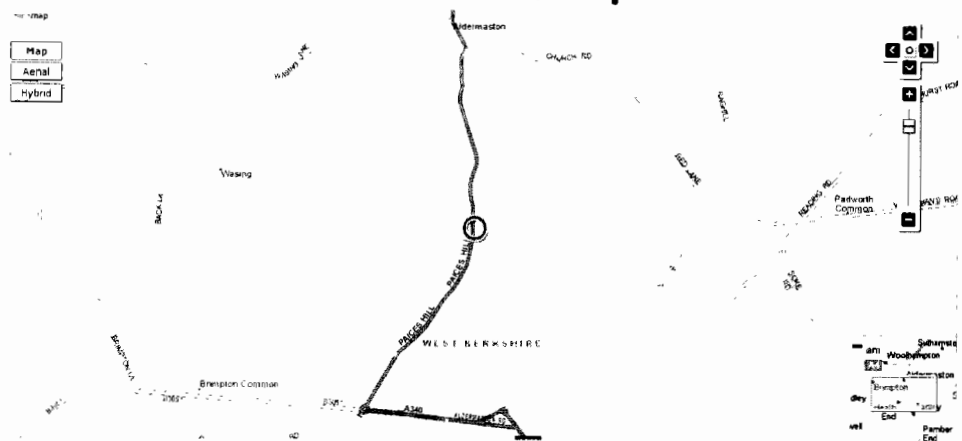
15th 16th September, Majors Memorial, Eastnor Castle.

23rd September Green Laning Area TBA

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

October

6th 7th October, RTV Harbour Hill, Aldermaston RG7 4PH. (Summer Series)



(Non HBRO Event)

Contact Richard Salter

(Non HBRLO Event)

Contact Ed Ellis

7th Comp Safari - Interclub Invite From SRLO (see elsewhere for full details)

13th 14th October, Mendip Challenge.

(Non HBRLO Event)

(Non HBRO Event)

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

Queens Hotel - Selbourne

Agenda :

Officers reports :

Chairman, Secretary, Treasurer, Comp Sec. ROW

Resignation of Outgoing Committee

Election of New Committee members

Resignation of Company Officers

Election of new Company Officers.

Any other Business



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27th 28th October, Laning

28th October, National Green Laning Day,

Contact: Richard Salter

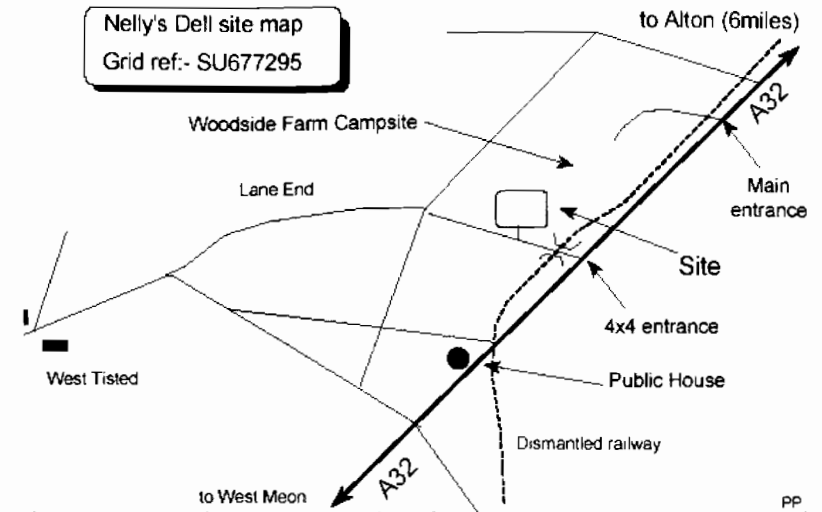
Contact : Richard Salter

November

3rd 4th November, RTV & 'Bonfire Night' Special, Camping Nellies Dell

COC Chris Homewood

(Erm... no bonfire that's why special) , ...BUT..... A FREE BBQ 'Under Cover' on the Saturday Night !!



NO FIRE WORKS!!

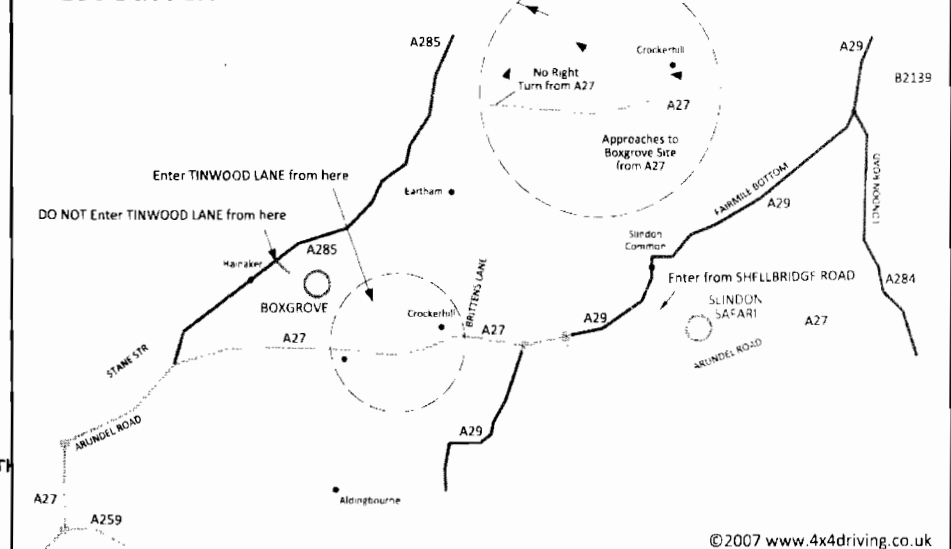
UNDER ANY CIRCUMSTANCES BY LAND OWNERS REQUEST- DUE TO HORSES ON SITE

BUTA FREE BBQ on the Saturday Night ...How good is that!!

24th 25th November - Club 'Winch Challenge Event' Tinwood Nr Chichester

COC Nigel Barker

West Sussex



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Club Members Only "Fun Winch Challenge" to suit both Novices and more skilled Drivers. This is a perfect "Entry Level" event, to give you a fantastic day out with your Land Rover. Ring Nigel for Details. Sign posted from Aldingbourne crossroads on A27 between Fontwell and Tangmere, Nr Chichester (PO18 ONE).

Entry is for a single Land Rover, you can work in pairs but you will be scored singly !...Setting out helpers needed on the Saturday - Contact Nigel. Keep on Eye on the club Website for additional Info nearer the time,

PLEASE NOTE SITE ACCESS RULES AT REQUEST OF SITE OWNER

Entry via Tinwood Lane, one mile north of crossroads.
Please do NOT enter Tinwood Lane past the houses from Halnaker village on the A285.

Huge overgrown shallow quarry. Explore this wild jungle in your 4x4. Something for everyone, Easy to extreme

17th 18th November, Road Master

Contact Neil Thomlinson

December

1st December HBRLO Christmas Party

The Queens Hotel Selbourne

See Back Page for Menu and Booking Details Book Now to avoid disappointment as they say,

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

COC TBA

On the A325 North Of Bordon Hampshire



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.
We will operate a safe winching & recovery policy.



The Queens Selborne



HBRLO Christmas Dinner Menu

*Velvet Cream of Roast Parsnip Soup,
Segments of Honeydew Melon with Glazed Figs and Oranges Served with a Malibu
and Lime Dressing,*

*Pan Seared Scallops with Crab and Avocado Garnish,
Smoked Duck and Apple with a Port and Balsamic Vinegar reduction,
Brussels Pate with Melba Toast and Red Onion Chutney,*

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*Lemon Sorbet with Fresh Mint,*

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*Roast Hampshire Turkey with Pigs in Blankets, Cranberry Relish and Jus,
Filo Basket of Roast Vegetables with Wild Mushrooms, Spinach and Shallots,
Seared Fillet of Black Bream with Fennel, Olive and Tomato Fricassee,
Confit of Duck with Parsnip Crisps and a Red Currant Jus,
Pan Roasted Salmon with Asparagus and Hollandaise Sauce,*

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*Christmas pudding with Brandy Sauce,  
Caramelised Lemon Tart with Crème Fraiche,  
Chocolate Truffle Torte with Baileys Cream,  
Crème Brule with Black Cherry Compote,  
Assiete of Cheeses with Crackers, Celery and Grape Chutney,*

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Mince Pies

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*4 Courses SPECIAL HBRLO -Just £19 per person (Incs 1x Free Raffle ticket too !)*

**PRE Payment & BOOKING ESSENTIAL !**  
Contact Lee Claydon (see Officers) For Tickets  
Cut off date Mid November - so act NOW  
Should be the Best One Yet !



# HBRLO Comp Sec & Membership Sec Join Forces !

Congratulations to Chris & Jan on their Marriage - from the committee and all within the HBRLO

