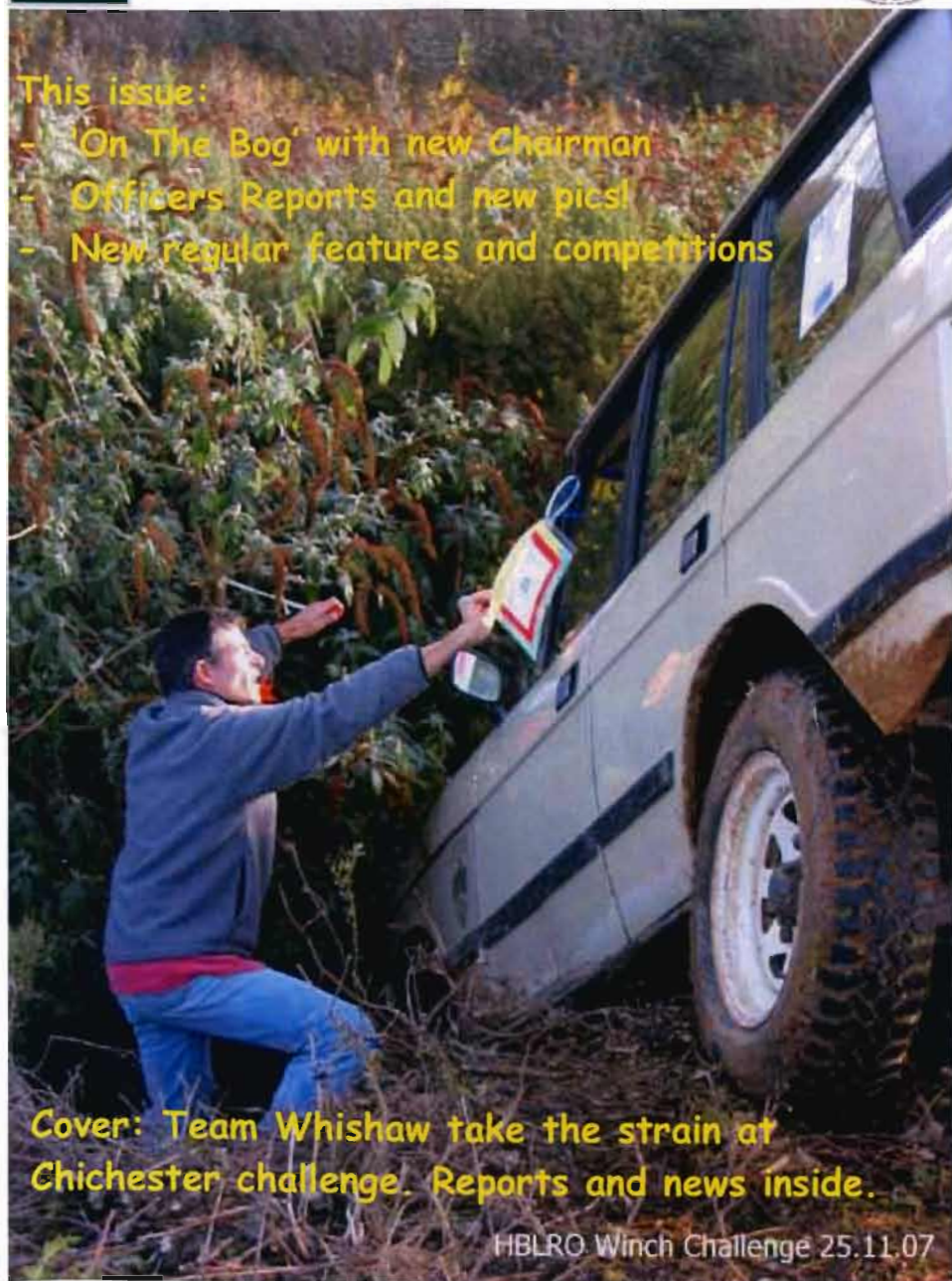


Hants and Berks Land Rover Owners' NEWSLETTER December 2007



This issue:

- 'On The Bog' with new Chairman
- Officers Reports and new pics!
- New regular features and competitions



Cover: Team Whishaw take the strain at
Chichester challenge. Reports and news inside.

HBLRO Winch Challenge 25.11.07

Broxhead RTV 2007



Your Officers and Committee Members - 2007

Some new, some old (I mean in the Committee sense!). Give them all your support; let them know what's done well, what you enjoyed, any new ideas. Write to the Newsletter Editor and get any Land Rover thoughts printed and off your chest. Most importantly, get along to the events, get involved and get more out of HBLRO by putting a little in.



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Articles in this magazine are published in good faith; opinions may be of the writer or Editor, and not necessarily representative of the club or Committee.

'On The Bog'

From Richard Salter, Chairman, HBLRO

"What?!?!?" Where has the time gone? I don't believe it! (quote, unquote!). Summer (or what we had of it) has come and gone, Autumn has seen leaves turning beautiful colours and coating the ground with its colourful display and gradually we see the signs of Winter, Thick coats, scarves, hats and gloves. Trees, tinsel and lights abounding in shops, playing the sounds of "Merry Christmas, Everyone".

It also sees the start of the new committee (and a change of positions for some of us). This is my first letter in the magazine as the new Chairman and I would like to take this opportunity to thank the previous Committee for all their hard work during the past year and equally, I would like to welcome in the new members of the Committee, Who have volunteered to give up some of their time in supporting the Club.

I feel it prudent here to mention that at the last AGM, we only had approximately 38 members out of 190 turn up, which is disappointing, and going forward it would be good to see more members turning up. It is at these meetings that your views can be put forward and any issues raised.

It's a new beginning for the Club; having seen membership at its lowest for a long time, the committee want to attract more members and therefore more variety is being planned in the way of events. By the time you read this, we would have had an RTV at Nelly's (with a turn out of approximately 14 Landrovers), a Winch Challenge at Tinwood, a Pay and Play Day, and RTV at Broxhead, nr Bordon. Oh and not forgetting the Green Lane clearance at Colmore, nr Petersfield (well done to those who turned up in the pouring rain!). In 2008 we already have in progress the MWC (Mike Wolf Challenge) in March at Slindon. We are also going to have more Winch Challenges and Play Days, RTV's, and Green Laning Days.

So, as a member of the HBLRO, what do you enjoy? RTV's, Green Laning, CCV's, TYRO's? We would like to hear from you, so why don't you drop me a line (email is richard.salter@hbro.co.uk). Also, our Mr Social - Lee Claydon, has some events in mind like Clay Pigeon Shooting or Go Karting, so keep an eye out for the 2008 Calendar. This Club needs you! Get out there! Get involved and enter or come and help out by way of marshalling or organising. "Every Little Helps" (as they say!).

In the meantime, have a great Christmas and New Year.

Best Wishes
Richard Salter

By-the-way, Go Green Laning

By Julian Mallard, Rights of Way Officer, HBLRO

As the new Rights of Way Officer for the club I thought I would start by asking members some questions:

You hopefully have all read our adventure in Wales earlier this year in last months magazine and a year ago and probably wondered when we are going again.

Well if there is interest we will arrange a trip back to Wales.

I have some dates in mind but I need some input from you - the club members before I can arrange anything.

We have stayed at Llanderchindda Farm, near Llandovery for the past 2 years and have done many lanes around mid Wales. I was thinking that we could have a few days staying in North Wales doing the lanes up there and possibly going up the Snowdon railway and then moving down for the rest of the week at Llandachindda Farm.

Time of the year is the next thing to think about. We went in the summer last year and had lots of nice picnics. We also managed many nice but 'fresh' lunches in March this year (The Spring was chosen because we drove 'The Gap' which is only open in March and October).

Possible dates are the last week in May over the bank holiday (24th May to 1st June), or June 7th to 15th, or if we go in the Spring then we may go over Easter - either going on the Easter weekend or coming back over Easter. I think the summer months may be expensive.

So I need your input. I am not looking for a definite yes straight away but I do need to know numbers in the new year especially if we go early in the year in the Spring. I know not everybody will be free all at the same time but I will go with the majority if I can.

So what do you want to do? Please contact me with your comments at:

julian.mallard@hbro.co.uk

STOP PRESS: The next lane maintenance event will be the Spring 2008 National Green Lane Day. This is the last Sunday in February, ie the 24th.

Target lane to be confirmed; but I will let you know as soon as we have identified one. Watch the website and next edition of the newsletter for location and other details.

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Roadmaster 2007

By Neil Tomlinson

Well what can I say about this years Roadmaster event?

Once again, club members excelled themselves in the professional way they carried out their part of the event running the two trials phases.

On the Saturday they put 82 vehicles through a 2.8 km trials section in 82 minutes

Saturday night found us providing recovery support of the night navigation. For those of you who have driven Hogmoor area will know its not the easiest to find your way round in daylight but at night with aerial photo and pieces of tracing paper with route on is not easy at all.

Sunday morning It was back to the trials site to run RTV sections which were a bit more testing but well set out by the club members.

Lt Col Bob Birrel and Major Ian License expressed their thanks for all the hard work by the members of the club. I would also like to say a very big personal thank you to you all for all the support.

Rickshaw 2008

Your club needs YOU!

The Rickshaw event is the first of the BAFMA Championship season. This year it will be again based out of the Longmoor camp. We have been asked if the club can run the trials sections again for this event. We will be Setting out the trials on the morning of the 19th January for them to start at 13.00. The area we will be using will be Slab Common.

If you would like to help please get in touch via e-mail is the best

neil.tomlinson6@btinternet.com

Or 07771923893

Hello all,

I promised in the last newsletter that I would let you know how things have gone engine wise.

Anyway, here is the update, but before that, just a few words.

Good luck to Matthew in his new role as HBLRO Newsletter Ed, it is a tough job, it takes up more time than many of you will ever know, and its one of those things that has deadlines that creep up on you, and even then, even when you have done your best things can go wrong - postal strikes, printer delays, etc, so think before you moan.

Right, me engine report.

It works!

Thanks for reading.

No, seriously it really works! At Hogmoor the pond in the middle of the site saw me entering it at "warp" drive - this is the absolute worst thing you can do with a V8 and loads of cold water.

Crossing deep water properly - ie slowly pushing a bow wave in front may not have shown probs, blasting in with 4th low and 3000+ rpm means a forced ram of ice cold water drenching the engine, and the result was, it ran without a misfire or a beat missed all day.

The Megasquirt EFI system is frankly incredible, fully programmable, makes this old V8 race engine run super smoothly - which it never did before, and the huge pay off of no dizzy and being waterproof means water now holds no fear as it used to (more pics of me being stupid in deepwater where I should know better is just a matter of time!).

So what's next then?

Well, the engine is still only tuned to Narrow Band quality, this means each MAP to VE Bucket = AFR Table (ie the entire 144 x 2 tuneable areas of the engine) are only accurate to around $\pm 5\%$, to get spot on means I need to now go for a more accurate Wide Band Unit, which I have, but am waiting.

This is because I have found (FINALLY) a pair of second-hand BL Eales Race "Dakar" V8 Exhaust manifolds, these offer HUGE exhaust porting that match the special engine heads on the engine (heavily ported) and will further transform the engine BHP by allowing it to breathe to its full potential, the current tubular manifolds are 32mm OD the new ones are 50mm OD!

This means a full new exhaust needs to be made, this affects the tuning, so when this has been done I will WB Tune the engine, there's another future article coming!

Lastly having finally sorted the misfire via Megasquirt I decided to do something purely pleasurable and almost pointless. I had a pair of "rarer than hens teeth" JE Motors Rocker covers, from this engine - never fitted as they needed stripping modifying and repainting properly, so I did this: Yes, it's a bit Bling but finishes the engine off, I am also absolutely sick of saying they are not for sale when people have spotted them in my workshop - and then found the £££s being offered actually tempting me! - so now they are on and job done.

So, that's all from me for the mo, see you all out and about.

'Megasquirt Nige'

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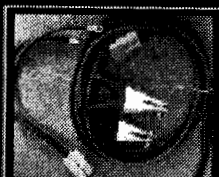
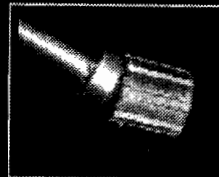
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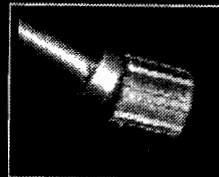
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Winch Bitch (The unsung hero)

By Ed Ellis

All these Land Rover magazines and all these Land Rover owners all seem to have one topic in mind, their trucks. How capable they are, how well tricked up they are, how good the latest 'Haul-me-Out' winch is. How stuck they got last weekend.

One thing they never do is discuss their other bit of highly essential kit, 'The Winch Bitch.'

It's the poor old bitch that gets blamed for them not winning a competition; it's the poor old bitch who gets soaked through to the skin within 5 minutes of the competition starting. Yet how well equipped is he and how much time and money does his driver (read owner) spend on getting him ready. If he is really lucky he gets a pre-comp cup of tea and a plate of fries at the end of the day.

Does he get lavished with special kit. Well we all know the answer to that - NOPE!

Does he get free membership to the gym, so he can build up some stamina and muscle - NOPE!

Does he get fed the diet of a supreme athlete, T bone steaks and high protein - NOPE!

Yet he (or she) is expected to perform for 8 hours in the most arduous of conditions; rain or shine

Now I bitched at this weekend's club (soft) challenge, yep, a 50 year old man in the peak of condition. I know that because I put myself on a strict diet 8 weeks ago and have dropped from 15 stone to 14 stone and 13 pounds. My training regime, is my computer screen - virtual training. My specialist kit, a pair of old boots, some ill fitting gaiters, over trousers and a couple of old 'T' shirts and a jacket.

So let me bring to your attention some of the things we 'bitches' have to endure at an event.

Abuse. (Bitch slapping from the driver).

OK and some more then.

We are expected to have the eyes of a hawk. If punches are not located then it's our fault. We are expected to run all day and by that I mean we have to be ahead of the driver and truck, looking for more punches. (4 wheel drive vs 2 legs) bit of a no-brainer for which one tires first. After 15 minutes all we see is red mist as our hearts pump much needed oxygen to bits of our body that, lets face it, haven't moved that fast since we were 16.

We need to be able to operate mechanical and electrical equipment whilst being up to our sensitive bits in freezing cold muddy water. Oh, and on top of that we need to be able to be well versed in the art of Braille. You try reading the 'Low' on a milemarker winch that's submerged in the muddy stuff, you will know exactly what I mean.

Having done all that, we need to be able to climb trees and steep embankments.

One of the other skills we have to master is the 'mumbling driver'. Now anybody who has 'bitched' will understand what I mean. Yep the driver in his truck, engine running, and heater on, windows closed, talking to you from 50 yards away. You know he's talking because he is often waving his hands in some kind of frenzied semaphore that he expects you to interpret. So what do you do, slide down that muddy bank, wade through the icy water and ask him what he wants.

The dialogue is a bit like this.

Bitch 'Ws Sup?

Driver: 'Oh can you hurry it up a bit, we are running out of time.'

Bitch: 'F-cough.'



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On top of all that, we need to be impervious to bramble scratches and prickly gorse. We have to be immune to insect bites, leaches, ticks and other rabid animals. It took my daughter an hour to get two ticks out of my back on Sunday night.

Equally we need to be comfortable when being sandwiched between the side panel and a tree. Our feet have to learn to be squashy, as he rolls over our boot for the third time that day.

So to all drivers out there - look after your bitch.

Buy him some decent boots and water proof socks, a pair of water proof gore-tex, bramble resistant overalls. Have him checked out by a doctor; BUPA does a great annual medical scheme these days. Feed him well and listen to what he is saying.

Did I have a great day - you bet. Will I do it again? Of course.

Will the drivers heed what I am saying - FAT CHANCE!

Thanks to all who organized and ran the challenge, it seemed to be thoroughly enjoyed by all.

Mr Ed

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The 9th Major's Memorial Trial 2007

And we were off again, yes same time, same place, and the past year went just as quick. For those of you who are new to the scene, the Major's is an annual pilgrimage for some members of HBLRO to the grounds of Eastnor Castle and home of the Land Rover Experience. It is an event that sees in the region of 140 vehicles in teams of three pit their wits against the terrain in this classless trial. There is, however, a prize for the best performing all leafer team and ladies team. The event is a two-day trial, with 10 sections each day. Vehicles do break, and members are allowed to drive other motors in their team if this happens. Often people are down to just one motor by the end of the event.

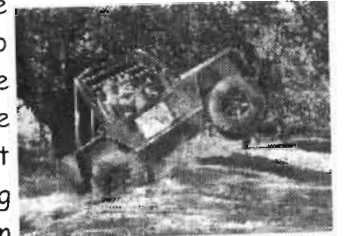


It was a bit of a 3 hour epic journey this year for me and Ian, as we decided to tow the van up, but we still arrived by 2pm to a site that seems to be filling up quicker and earlier every year we go. Mark and Claire were already in position in our usual high spot ready to take the lorry. It was a glorious afternoon and we set up quickly and made the most of the peaceful time before the hectic weekend got into full swing. Claire and myself did make good use of the time though, and started to fatten up the visiting ducks ready for Sunday lunch. Roy and Sally arrived, soon to be joined by Tricia and Matthew, and bringing up the rear was Matt and Mark, complete with the lorry full of motors and towing the caravan behind. We also had infiltrators in our camp this year in the form of Malcolm Whitbread and Chris Bowler, plus Hannah and another chap who I have forgotten his name (sorry!). Most of the early evening was spent trying to get the vans etc at least halfway level with bits of wood chocking up the legs and jockey wheels on full extension.

Up and about early to see Mark cooking breakfast on the BBQ so that we could all be ready to line up at 8.30am. Motors still needed fuel and wheel nuts tightening, then it was time to go. Lining up with the others, Roy (who always volunteers to marshal as the HBLRO representative) came along to give out the score cards. Much to the boys delight, we were heading out to Bronsil for the day. Bronsil is the very picturesque



side of the site, with stunning views over the surrounding countryside. It does, however, get very cut up after the first days trialing, so is a better place to be on the first day. The



first section looked fairly straightforward, but it soon became clear that the 7 gate was going to catch quite a few out due to a tight turn around a tree. And so went the theme for the day. There was not much



mud on the first day, only a couple of bits in the shade of the trees, but generally the terrain was tight, with cross axels to catch the drivers out, lots of hill climbs on loose dirt and stones, along with exposed tree roots and the compulsory side slopes. Many suffered breakages on the first day and were down to driving just two or even one vehicle in the team. Despite the

breakages, the day was uneventful. Oh, apart from the funny noises coming from Matt's motor, that had to be investigated upon our return back at camp. At the end of day one, Matt was on 54, Mark F on 24 and Mark A on 29.



Unfortunately, our team was to be one of those down to two vehicles for the second day, due to Matt's motor having a lack of oil pressure. The decision was made that night not to try and fix it, and instead Matt was to drive Mark A's motor the next day. One tub of Vaseline obviously was not enough to solve the problem.



We only had a short time to chill that evening, due to the late finish for the first day. Tied in with that was the daily motor checks and a couple of beers in the sun before the evening meal. We were also entertained by an air balloon, which managed to crash land into



the only bush for quite some distance, in the adjoining field. A BBQ was in order that night, followed by a gathering around the fire, (and the option of some venison to go with the duck) and evening celebrations of a spectacular fireworks display courtesy of the Castle.

The next day we had to line up at 8am, but were left hanging on for a while due to lack of marshals (probably due to some excesses the night before). Sunday saw us all heading off to the Ridgeway, an area normally used by the Land Rover Experience folks, which is mainly a tracked, wooded area. We started off quite well on section 5, but were soon hearing whispers of problems on section 8, with talks of an end over end roll. The worst thing when you are trialing is to hear talk of problems on a section you have yet to get to. Last year, the same thing happened and despite the rest of group doing OK on a section, Mark A managed to put us on our side. I was hoping that history would not repeat itself this time!

We saw Malcolm Whitbread en route to the section, who said it was drivable without rolling so long as you took the right route. Is that not true of all sections? There is a good way to do it, and a rollover route! Mark A and



myself set off and drove the section to get a clear. And on section felt fine with no particular hairy bits that made you feel a bit twitchy. A few other motors drove through with no difficulty on the slope, and then Sue Flanders managed to go end over coming down

the hill. Mark F was in the process of lining up at this stage (keeps happening to you Mark!), but he went onto to also clear the section. However, soon after Mark's go, Martin Skidmore managed to go over sideways coming

down the hill. And it took quite some work to recover him due to the vehicle being in a gully and having to right the motor against the slope. Following these two incidents, and along with the fact there had been a couple of others go over, the section was cancelled. Always happens on the ones you manage to clear, although I think Matt was secretly relieved!

The rest of the day passed without any dramas until the last section of the day. Last year, Ian instigated the 'Diff Buster Trophy' for the lowest scoring HBLRO member at the Major's. Made from genuine Hewitt diff, driven and broken at the Major's in 2006. When we came to the last section, myself and Claire realised that the two Marks were very close in scores. Mark F was on 36 and Mark A was on 37. Following Mark F getting a 1 on the section, the only way Mark A could equal him was to clear it. However, here comes the 'drama' of the last section. No-one was making it to the one gate.

They were all coming round wide on the two and not making the turn to line up to get a clear. No one was even close. It was all or nothing for me and Mark and how chuffed were we to make the turn. It was all riding getting the nose through the one.....and we made it! I think people thought we had won the lottery with the excitement of it all! So day two ended with Matt on 40, Mark F on 13 and Mark A on 8. That gave us an overall total for the two days of 168 points.

All that was left was to head back to the start and for the boys to collect their competitors 'taking part' reward, which this year was a Major's Memorial Trial special celebration ale. Back to the camp and the annual fight with Mark A to get a team photo done, which took an extraordinary amount of time this year. A quick presentation of the Diff Busters Trophy, and time to start taking down the marquee, loading the lorry and so on. All the really naff stuff that has to happen at the end of weekend such as this (like going home!).

Off to prize giving and check the scores out. Both me and Claire started looking at the bottom sheet of scores and worked our way up the list until we found the HBLRO team. Last year the boys came 32nd out of 44

teams, so we were really pleased to see that this year, we had come 11th out of 47 teams. What a result!!

Eastnor is a really great place to camp, with stunning views and peaceful surroundings (except when everyone revs up in the morning!). Even if you are not taking part in the event, it is worth going along for the camping. There is always the option to marshal and get a free lunch, or else you can be put to work fixing and servicing motors! So next year, if you are at a loss for something to do on a September weekend, come along and join us. We will be there same time, same place.

And so to the thanks bit again. To MROC who once again organised and hosted this event, and Steve from the club who was our lead marshal for the two days. To Roy, who as ever, marshalled as our club representative. And finally to Matt and Mark A for giving me and Ian a seat for the two days. For more pictures of the event, and links to the video clips, go to www.hbro.co.uk.

"Team Weasel"



From left to right: Roy Friend (marshal extraordinaire), Mark Funnell, Claire Wakefield, Mark Ambler, Sam Parker, Matt Hewitt and Ian Parker

So, well done to Matt Hewitt, Mark Funnell and Mark Ambler for representing HBLRO and achieving such a great result!

Sam Parker

KEITH GOTT

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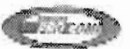
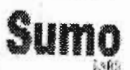
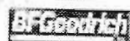
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TDi and Biodiesel By Matthew Brooker

A few months back, having seen the ever rising cost of Diesel, Tricia and I began to wonder if there really was anything to biodiesel. Of course, it would 'green up' the un-PC image of our 1994 Discovery, but would it really make sense in other practical ways?

To start with, our research on the Internet yielded poor results. There were plenty of discussion boards with individual anecdotal stories on the versatility of the direct injection diesel engine and the fact that Rudolph Diesel, a clever German chap, originally designed his engine to work on peanut oil. There were also plenty of stories advising of the pitfalls of biodiesel, particularly using straight vegetable oil from the supermarket. For all you conspiracy theorists, the suggestion that multinational oil companies would always try to cover up anything as disruptive to their balance sheets as vegetable based fuels seemed to have more than a little credence after a few days on the Net!

However, the jolly green giant of providence came our way in late August at the Summer Rally at Hook End. John Jennings mentioned that a small startup company in Thatcham (a few miles from us, but often passed on the A4), Enfuels, had started making properly refined biodiesel and that he was using a 50/50 combination with regular mineral diesel in his TDi with no problem, other than a bit of smoking from the exhaust when starting from cold.

As with so many other things, the only thing to do was ditch the discussion boards, get down there, get some advice from real people and give it a go. We have never looked back. The owners of Enfuels were very helpful and the line of TDi 90's and Discoverys pulling up outside spoke volumes. He even suggested that new owners of Discovery 3's and Range Rover Sports were pointed in his direction from the Lancaster Land Rover service centre round the corner!



Challenger 4x4



As diesel costs have risen to 108.9 per litre at our local, regular fossil fuel stop, we are still paying 92p - and on a full tank of about 80 litres in the Discovery that makes a difference!

To others who are considering taking the plunge in using properly refined biodiesel, I would share the following points from our observations only:

- A pre 1994 TDi needs fuel hoses upgrading as the solvent qualities of biodiesel will degrade pre-1994 more readily, particularly when used 'neat.'
- Change the fuel filter at your next service if using biodiesel in combination with mineral diesel, or within 2 or 3 tankfuls if running biodiesel straight. Again, the higher solvent properties of biodiesel tend to dislodge buildup left by mineral diesel.
- When starting from cold in winter, the TDi engine requires a couple of minutes to warm up after ignition. The power output is also less from biodiesel for the first 5 minutes or so of driving.
- Cold weather—biodiesel straight in the Tdi with no preheating (Other than glow plugs) is difficult to start when the freezing temperatures of winter start. We've found a good work around is to use a mix of approx 1/3 mineral diesel with 2/3 biodiesel. Alternatively, inline biodiesel preheaters are available.

On balance, I would say switching over to biodiesel has been well worth it, with adjustments mechanically and logistically kept to a minimum. Even the widely reported smell of cooking chips we found to be minimal and was something gotten quickly used to; though obviously the smell of a V8 first thing in the morning is hard to beat! Financially and environmentally, it certainly keeps the enemies of Land Rover off roading (I'm told they exist, but can't believe it myself) at bay - and leaves more funds to upgrade the old girl - the Discovery, that is!

Matthew Brooker

CALENDER OF EVENTS 2008

January 19th 2008 BAFMA

Longmoor Camp. Setting out in the morning. Start at 1300hrs. More details contact Neil Tomlinson

January 26th and 27th 2008 RTV.

Trottsford Farm. Setting Out 26th. 27th Event

February 9th and 10th 2008 TYRO

Trottsford Farm. Setting Out 9th. 10th Event

Feb 23rd and 24th RTV

Brick Kiln Farm. 23rd Setting Out. 24th Event

NOTE FROM THE EDITOR

This is the first publication under my editorship, - I hope you have found this edition enjoyable and worthwhile. A big thank you to the Committee, especially Roy Friend, in getting the new format to the printers!

It is my aim to represent ALL views and content across our membership. Please DO let me have articles and thoughts etc; I will always try to include content from HBLRO members.

For those of you who don't know me, I am an active HBLRO member on the social and camping front. my Land Rover knowledge is pretty general, but not overly technical— I will always need input from those of you who are more specialist in knowledge, history and wider trends in off roading Land Rovers.

Do drop me a line at matthew.brooker@hbro.co.uk with your thoughts on HBLRO in general and, in particular what you would like to see in forthcoming editions.

Merry Christmas and a peaceful New Year to you all,

COMPETITION SECTION

- WORD SEARCH -

Welcome to the all new competition section, Drivers, this is the indispensable, unputdownable way to while away a few minutes between sections, or, passengers, while waiting for your driver to scour the county for a new half shaft or diff!

C	A	R	A	W	N	I	N	G	S	C	N	J	B	E	D	S	A	V	O
A	U	W	W	P	O	U	D	F	A	S	E	P	O	R	Y	U	G	C	K
R	R	E	B	L	O	U	I	R	A	T	N	H	X	T	S	E	K	F	L
V	X	L	C	I	J	J	A	Y	S	X	E	W	A	R	C	N	L	L	A
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C	I	O	G	A	T	E	S	V	G	S	Q	L	I	N	T	S	S	C	R
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R	H	S	Z	R	E	Y	E	D	D	R	T	A	I	R	R	A	E	N	Y
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U	A	I	G	S	A	S	T	L	I	Y	H	P	O	R	T	S	O	C	A
S	L	Y	W	R	X	D	O	S	V	O	W	C	V	S	I	U	S	S	N
U	K	P	A	S	S	E	N	G	E	R	Q	D	E	A	O	O	A	I	A
I	Q	W	E	T	B	D	D	W	R	O	A	B	R	W	N	L	W	D	K
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AWNING
BOOTS
CAMPBED
CAMPING
CANES
CARAVAN
DISCOVERY
DRIVER

FLOURESCENT
GATES
GUY ROPES
GYMKHANA
LAND ROVER
MARSHALLS
PASSENGER
PEGS

SECTIONS
SCORE
SCRUTINEERING
TENT
TRIALS
TROPHY
TYRO
WELLINGTONS

Who's Who?

For a chance to win, fit the body parts with HBLRO members. Email your answers to the Secretary along with a tie-breaker of not more than 25 words as to why you have chosen Land Rover over other 4 x 4's. Please specify between wine (red or white) or chocolates.

