

# NEWS

HANTS & BERKS  
LAND ROVER  
OWNERS



Hugh Duffett & Tim Wishaw on their way to victory in the ALRC class at the 2010 Mike Wolfe Challenge



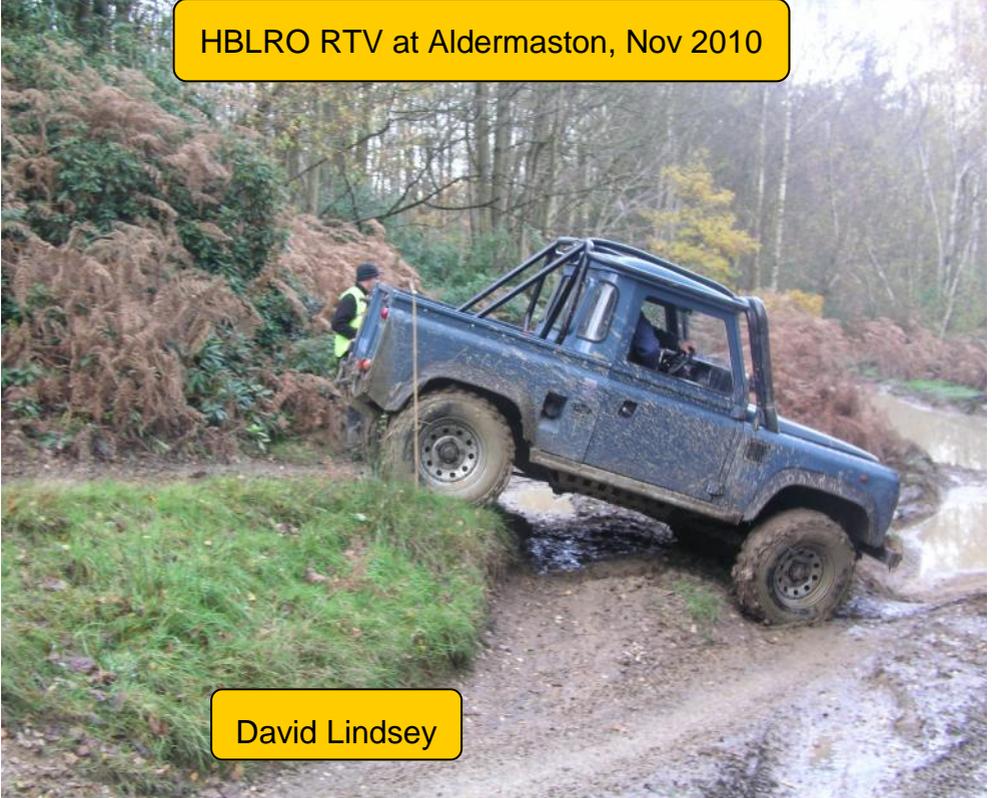
January /  
February 2011



Garry White



HBLRO RTV at Aldermaston, Nov 2010



David Lindsey

## Officers and Committee Members

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.

**Chairman.** Steve Aston,

Tel: 01256 841584 Mobile: 07785 350565 Steve.Aston@HBRO.Co.UK

**Secretary** Elton Jonsson, Elton.Jonsson@HBRO.Co.UK

**Treasurer.** Sarah Duffett, Tel: 02392 349797 Sarah.Duffett@HBRO.Co.UK

**Competition Secretary** Mark Ambler, Mark.Ambler@HBRO.Co.UK

**Membership Secretary.**

Kevin Wood, Tel: 01256 896958 Kevin.Wood@HBRO.Co.UK

**Newsletter Editor & ALRC Liaison**

Steve Kirby, Tel 020 8287 0377 Steve.Kirby@HBRO.Co.UK

**Rights of Way and Green Lanes.**

Julian Mallard, Julian.Mallard@HBRO.Co.UK

**Social & Camping Secretary**

Hugh Duffett, Tel: 02392 349797 Hugh.Duffett@HBRO.Co.UK

**Permits Officer.** Dennis Keen, Dennis.Keen@HBRO.Co.UK

**Safety Officer and Newsletter Distribution**

Roy Friend, Roy.Friend@HBRO.Co.UK

**Special Events Secretary (BAFMA).**

Neil Tomlinson, Tel: 07771 923893 Neil.Tomlinson@HBRO.Co.UK

**Web Editor** Ian Parker, HBLRO.online@Gmail.com

**Challenge Events & Driving Days Secretary.**

Richard Salter, Tel: 07711755865 Richard.Salter@HBRO.Co.UK

**Scrutineers:-** Mark Ambler. Andy Bunyan.

## Editor's bit....

As you can see, I've tried a new layout this month at the suggestion of our illustrious chairman. The two-column design is easy to do, it's just that no-one has suggested it before.

Deadline for the next issue is February 20th.

Don't wait until then, start sending in your contributions now. Articles can be in almost any word processor format but if you have taken photos but do not wish to write anything, just e-mail the

photos to me. Ideally, identify the driver in each case where you know their name. Technical tip here, add the driver's name and the event to the filename of the photo so they can't be mixed up or separated. My e-mail is Steve.Kirby@HBRO.Co.UK



Steve Kirby, Editor.

---

### Spill Kit Clarification

The MSA have confirmed that only competitors in Competitive Safaris, Point to Point and Hill Rallies are required to carry a small spill kit in their vehicles. Competitors taking part in cross country trials do not need to". The MSA go on to say that the organisers of the event must provide a medium spill kit at all events which of course we do (its in the club trailer). 10th November 2010

### Calling all RTV'ers

We are organising an interclub RTV with the Somerset & Wilts LRO club on Sunday 20th February at

Aldermaston so get you best trialing heads on and get yourselves over to the event so that we can dish out a sound thrashing to one of the largest ALRC clubs in the Southern area.

### Presentation evening

Following on from our presentation evening back in February 2010 we will be holding a similar event early in March at the Crown in Alton, please watch our calendar for confirmation of the date and start time.. be there or be square!

# Steve's Slippery Slope

So here we go again then...

I am very pleased to confirm that all the members of the committee re-stood at the recent AGM and will serve you all for another year. 2010 has been a great year and I whilst there are times when we all may wonder why we took the roles the good times far outweigh the not so good. The club looks to be in pretty good shape and we are all looking forward to what 2011 has in store.

So hot on the heels of the AGM came our Slab Common RTV and drive around day. This event had been on my mind since our Broxhead event four weeks earlier. We really needed to have a good turnout for the RTV and even more importantly we needed a load of people to come to the drive around event. So whilst our RTV turnout was a little disappointing the number of vehicles attending the driving day smashed all of our expectations. We had so many that we ran out of entry forms and were having to sign drivers in on any bit of paper we could find. So a big thanks to all who helped run the day and an even bigger thanks to all who came and took part.

In terms of the RTV whilst the number of entrants was a little low Slab lived up to its reputation as being a tough site. Tim Wishaw and his team set up a fabulous 8 section event and it was great to see Mike

Fitzgerald back behind the wheel (even though he wrecked his steering half way through the day) and a very warm welcome to new member Josh Folkes who made this his first ever RTV (tough event eh Josh!). Aside from a stonking drive by Joe Stacey (stopping Jack Dewdney making it three wins in a row) the big news was that I won the spanner man trophy for an appalling day finished off by me completely running over the 11 gate!

A couple of days later I was half way through installing my new leather (yes leather) interior into the Disco (doubling the its value to now almost 250 quid!) I took a phone call from a very excited Elton Jonsson. Elton had just arrived home following his participation in the Driving Force 2010 Navigational event held over in Essex. This type of event is right up Elton's street and with the assistance of his navigator (Steve Tanner) had brought home the bacon finishing in second place overall. Considering the calibre of the competition this is another great result for the club and of course for a good all round bloke, well done Elton.

November the 21st arrived really quick and it was over to Harbour Hill in Aldermaston for our RTV & CCV event. I had been looking forward to this for some time, I was COC'ing the event and had in my mind a vision of

how I wanted the day to be. We arrived pretty early on the Saturday to set up, and was met (as usual) by Lee from the '4x4-withoutaclub' club (if that makes sense). He was thrilled to explain how he had recently been working on the site with a very large digger, moving the terrain around and creating new play areas. This was music to my ears. Assisted by a great setting out team we put to work. We found new twists to some of the more familiar areas including a superb uphill 2nd gear, diff lock, full throttle muddy bog slope which we used for the 12, 11, 10 and 9 gates on one of the sections. Mark Ambler also set out a very awkward CCV only exhibition section to give the CCV guys something to get their teeth into. Sunday could not come quick enough...

With all the entrants signed on (including a very welcome Jez Kerswill from the Somerset & Wilts LRO) we entered the site with 8 RTV and 4 CCV vehicles. As the event unfolded it was obvious that this would be a tricky one. Section 2 saw a number of drivers getting caught out trying to cross a particularly slippery rut and failing the 7 gate (remember Hugh!) and as the day went on the going got even more tough. There were several very memorable moments on the day, one being Tim Whishaw getting very throttle happy toward the end of the day almost rolling his CCV vehicle on two occasions on one section, my

brother (Richard) putting in a great drive for a mid field finish and watching the CCV guys on their special section trying to blast through the largest mud puddle I have ever seen (video footage of this can be found on our Facebook site).

Sadly the day had to come to an end, we all met up after the event for the presentation. Joe Stacey put in a mighty fine drive to win his second event on the bounce, Hugh Duffett and Dave 'kiwi' Lindsey were hard on his tail in 2nd and 3rd with Mark Ambler returning the lowest CCV score. Well done to you all. Oh and I just have to mention that the spanner man trophy went to Richard Salter for making this his most difficult event in recent times finished off with a moderately hard car verses tree incident (the tree won!), Sorry mate...

Just one week later and the Mike Wolfe was on us. Go and make yourself a cup of tea, come back and I will tell you all about it...

Comfy? Muddy Bottom had been keen for us to use their site for some time for this event. Richard Salter had been over for a look around earlier in the year and finally gave them the nod a couple of months ago. On arriving at the site on the Saturday morning to set up I was gob smacked at the place. There where wooded bits, small river/stream sections and open sections with large holes and puddles the place looked

like it was going to bite, chew and spit out any vehicle who dared to drive on it. It was the perfect environment for these looney Challenge event people. Richard Salter had been working hard with Joe Rose (the site owner) to import various bits and pieces to make the site even more foreboding, such as a concrete block 'stair case' section, telegraph poles and the like. Joe had also been hard at work with the big digger. Around eight to ten chaps turned up to help set out all disappearing in different directions with tape, punches, stakes and numbers to get the event built. As we had made a bit of an error in not having enough staple guns (to attach the punch numbers to trees/stakes etc) and there were no adults around we had to have stapler monitors to avoid both injury to users and to avoid fights between needy setting up-ers. (big thanks to Neil Tomlinson for going over to Fordingbridge to get some more metal stakes).

After working hard all day the scene was set, we had put out around 80 punches and had set up the signing on area along with the scrutineering area. As we finished and darkness began the first entrants started to arrive, we welcomed them then I departed leaving our members to finish off the arrangements ready for the big day tomorrow.

Before I knew it I was blasting my Disco back down the M3 on Sunday morning at around 7am, well when I

say blasting I almost got her to 65 down long slop just past the Winchester services! The Site was a mass of activity when I arrived, competitor's vehicles were being warmed up, people were signing on, people were standing around in groups chatting etc. The show had begun. At half nine the event started. Lucky me got to be gate monitor taking £2 off each spectator coming in to watch the event (sometimes you have to lead from the front and take the jobs that no one else wants to do, it's all part of being the boss... or have I got that completely wrong.. I don't think that I would see Alan Sugar being the doorman to his own office... hmmm). Anyhow, I could hear it all going on but I just could not see much. As 11.30 approached and the stream of spectators coming in slowed to a minute dribble I called it quits, took the money and headed into the site to relieve Kevin Wood over in the far corner. Driving through the site it was clear that it had already claimed a number of victims however I was delighted to see that our very own Tim Whishaw and Hugh Duffett were still in the game and had already secured a number of punches. The site was a throng of vehicles being driven/winchd into (and out of) the most awkward places you would ever want to take a motorised vehicle. There were the winch challenge experts with their headsets and fast winches through to complete novices

with only very slightly modified Landy's and 'normal' winches.. However all were having great fun. As the day progressed it became obvious that there were some punches that were very difficult to secure and these particular sections started to attract the hardcore spectators. I must say that the team work shown by the top end teams in obtaining these difficult prizes was superb. By around half two the pace had slowed down a little and the real keen teams were blasting round trying to get the last few punches before the 3pm cut off. I recall marshalling a punch with only 10 minutes to go and seeing Paul Church and Cliff Garrod experience an electrical issue with their non ALRC buggy rendering it stuck in a big hole with nothing on the engine start button. Quick as a flash another 2 vehicles were on the scene, winch lines attached and both pulling the stuck vehicle free ready for the mad dash back to check in before the cut off time.

What an event, so OK the number of entrants was a little down on what we had hoped for, but we put on a great show and all who took part seemed to have a good time. So thanks to a massive effort by Richard Salter with the assistance of a considerable number of our members we pulled the whole thing off. The Mike Wolfe Trophy was won by Nick Anderson and Neville Hudd with the Hants & Berks ALCR Challenge Shield

(on its first outing) going to our own Hugh Duffett and Tim Whishaw, a big well done to you all. Results and video footage can be found on our web site and by the time you read this there should be some photos to... same again next year ?

Well that brings you all up with my happenings over the last couple of months, oh and in between all my Landy fun (I know it's hard to believe) I have been doing all the other stuff that you all do, like going to work, being a dad and a hubby, meeting with my mates (all one of them!) taking care of the chores around the house, and at the moment fitting in visits to town getting myself ready for Christmas.

All that remains to be said is that we have posted our 2011 plans on the web site calendar, and to ask that if you enjoy the events we put on and perhaps have either not helped us out with the setting up and running of them or have not helped for a while, perhaps 2011 could be the year that you decide to become a little more involved ? We always could do with more help all you need to do is turn up! Simple

Have a great Christmas, if any of your get any really cool stuff then please let me know (i.e. a Classic Rangie V8 with off road tyres just ready to RTV) and wishing you a happy and prosperous 2011

**Steve Aston and the HBLRO Committee**

# New and Shiny

20th November

So, fed up with the snow at the beginning of the year, I ventured forth and bought a second-hand "Landy". Not any old Landy you understand, but a Defender 90 Commercial hard top with windows! A "light commercial vehicle" to the philistines, this "Landy" (what DO you call a Land Rover - a car, a vehicle, a truck..?) seems the perfect answer to my needs for an all-purpose get-around that we could also take "off-road" when the roads are clogged with nincompoops who can't cope with wet, let alone snow-bound, roads.

Worryingly, this Landy originally belonged to a company "dealing" with portable toilets, so the first task was to give the darling a full personal valet. Some of the corroded items, nasty stains and "odd smells" I REALLY didn't want to dwell upon and using the hose-pipe was the safest option! Not

accustomed to a diesel, she acquired the name "Clanky Gladys".

Now I could legitimately look for off-roading opportunities and, taking my brother-in-law's advice, joined the quizzically named "Hants and Berks Rover Owners Club". I say quizzically because I once owned a Rover (SD1) and the only thing you wanted to do with it, was to heave it off-road...once and for all, and deny any Ownership of such a pile of rubbish, much less join a club! (No wonder the name changed to H&B Land Rover Club!)

With my membership card securely ensconced in the cab, I investigated the opportunities that, I thought, I could most easily cope with; given that I had not been properly trained for such a venture. Up popped, on the HBLRO web-site calendar: "Green laning day, meet at Hindhead, contact Julian Mallard - so I did, and yes I could.

Alone and apprehensive, I ensured that I turned-up in good time; another Landy parked up, so I sauntered over and introduced myself to Paul and his "shot-gun". A short time later several other, rather obvious "landy" owners appeared, including a somewhat dapper-



dressed chap called Julian. "Ooh! A shiny!" they all proclaimed. "A shiny?" I asked, "Yes, an 'un-laned' Landy", they replied.

A warm reception into the group dissipated any remaining apprehension on my part until, that is, the announcement from Julian that he would ride with me, the novice new boy, and that "we" would be the group leader.

So Julian set about installing quite the most sophisticated SatNav I had ever encountered into Gladys's cabin, and off we all trolled - 6 Defenders in convoy and fog!

What a baptism of fire this turned into: 800 yards along the A3 and: "take the next left" into what I can only describe as a deep farm track. "You have to be kidding?" I thought, but no; down this rutted track went this "drove" of Defenders.

Julian informs me that: "We grade these roads on a scale of 5".

"Roads?"

"Yes, these are roads subject to the usual road restrictions including a maximum speed of 60mph!"

"60!? In your wildest dreams!"

"This would be a 2 or 3"

"Crikey" was my more modest retort.

Where did we go? I have no idea! All that I can tell you is that we visited



Coffee break at Frensham Ponds

countryside you will never see unless you are a "rambling geek". Save, that is, for the bewildering number of homeowners who live down such lanes and use a Fiesta as their daily transport. "How, I wondered?"

I soon gained an understanding that, when the "road" broadened out into 3 route options, ours was the narrowest, least obvious, and inherently more dangerous exit!

We stopped for refreshments in the midst of Farnham Sands. Note to self: Next time out, bring a Thermos and Stugeron!

After countless "BOATS", we arrived at a green-lane that John had declared, "passable". Julian advised: "I am a bit unsure about this one. Engage Diff-Lock and keep your thumbs out."

As a novice/rookie/shiny, this looked utterly impassable. Mike's Defender was gyrating like a professional break-dancer in my rear-view mirror. Without Julian encouraging

me onward, I would have surely reversed out of this quagmire.

"Wow! That was entertaining" I exclaimed.

Julian: "Yes, that was definitely a 5+, well done." Right chuffed am I.

We then lurched to lunch at Lasham. (How's that for poetic licence?)

After a re-energising lunch, we again sallied forth into green-lanes that I never knew existed - despite living less than 2 miles from Lasham!

Another mixture of 3's, 4's and a 5, we finally ran out of light and, with me less than 1 mile from home, we agreed to disperse.

What a fantastic day! What super company and how wonderful my

acceptance into the club. Clanky Gladys is now, unquestionably, no longer a "shiny" and my son's consider that she now looks as she always should: filthy. I have determined that green laning, or off-roading, ensures a far broader appreciation of our wonderful countryside and that venturing out with a club, especially such as HBLRO, enhances that appreciation - and helps ensure you don't get stuck!

With appreciation for the warm welcome to HBLRO,

Nearly New and "de-shinied" (if there ever was such a term?):

Graham Naisbitt

---

So who is this current Hants & Berks member when he was even younger"? First correct email answer wins a bag of the Chairman's favourite savoury snack - Hula Hoops - BBQ Beef



# Club Shop

We are pleased to confirm that we have recently ordered some new Hants & Berks LRO clothing. We have again sourced the garments from 'Uneek' as we find that the quality of the items is very good with a price that we consider to be reasonable. Each garment has our logo embroidered onto the left chest area as you would expect.

We have available:-



FLEECE @ £22.00

SWEAT SHIRT @ £15.00

POLO SHIRT @ £12.00

All of which are available in either Blue, Green or Red.

In terms of sizes we have:-

Small (Chest 36 /38) Medium (Chest 38/40) Large (Chest 40/42) X Large  
(Chest 42/44) XX Large (Chest 44/46)

We also have available a selection of stickers.

## Our shield



These are external stickers in either white or yellow in small (11x15cm) £2.00, medium (15x21cm) £ 3.00, large (20x28cm) £4.00

## Our web address



We have a mix of external and internal stickers in either small (30x3cm) £1.50 or large (60x6.5cm) £3.00

I will be bringing samples of the garments and all of the available stickers with me to each RTV, however if you wish you can email me with your order so that I can bring your specific items along

to a specific event. Cash payments are preferred, we can accept cheque payments however will need to wait until the cheque clears before releasing the item.

Please note that our stock holding is limited to a selection of the above, if your requested item is not in stock we will be able to order the item, however it may take a little time for your order to arrive.

We also have available a few 'old stock' items at a discounted price. These are; a medium sized Green sweat shirt with a yellow Hants & Berks Rover Owners shield on the front at £3.00 A large Blue T- shirt with the Land Rover Range 'circle of vehicles' on the front at £2.00 and two medium Blue sweat shirts with the Land Rover Range 'circle of vehicles' on the front at £3.00 each (one has a couple of small marks on it).

We also have available at discounted prices:-

2 cans of WD40 at £ 1.50 each

1 un-rated shackle at £ 2.00

1 wooden hi-lift jack pad at £5.00

2 Red 90 or defender stop light lens at £1.00 each

1 Orange 90 or defender indicator lens's at £1.00

Please can someone buy the above so that I do not have to keep moving it around! - happy to take £10 for the lot

For orders or questions please contact Steve Aston

---



## **HBLRO On-Line**

Don't forget to visit our Web site at:-

**[www.hbro.co.uk](http://www.hbro.co.uk)**

Also see the ALRC web site at **[www.alrc.co.uk](http://www.alrc.co.uk)**

## January/February Caption Competition.

What is being said by whom and about whom? Send in your suggestions.



## November-December Caption Competition Winner.



Roger Brummell (the bloke on the left) is saying to the other guys "OK men, you heard the boss, he wants all this sand smoothed out nice and flat coz you know those army blokes don't like it to bumpy!"

I was surprised that this months best entry was received from Mr Ralf Schumacher (located in Hurth, Germany) who says that he has done a bit of driving in the past and fancies coming over to the UK to join our club and to try his hand at 4x4'ing". He also went on to say that he finds our Chairman particularly "Handsome" !!

# ALRC Scrutineering Update.

The following clarifications were ratified by the ALRC Council on the 16<sup>th</sup> October 2010 to the ALRC Supplementary Competition Regulations and Roll Cage Regulations, and announced at the ALRC EGM held on the 13<sup>th</sup> November 2010. They take immediate effect. Further information on the background behind the decisions can be found in the minutes of the ALRC EGM held on 13<sup>th</sup> November 2010 which will be available shortly.

Clarification 1. General Vehicle Regulations.

## E.6. BUMPERS

**E.6. In modified RTVT classes the use of non-Land Rover heavy duty or winch bumpers are permitted so long as they are no**

**smaller, weaker or more flexible than the original.**

Clarification 2. General Vehicle Regulations.

## B.2. ENGINE DESCRIPTION

B.2.1. Alternative engines or engine parts which may be interchanged are as shown in the table.

Clarification 3. General Vehicle Regulations.

## A.2.Source

Rover Company to 2001

Land Rover by whoever owned

**European Market production specification only.**

Clarification 4. ROLL CAGE REGULATIONS

5.2 The front hoop should run

Original Land Rover engine	Acceptable replacement
1.6 and 2 litre	Rover 60 2 litre car engine.
2.25 litre	Rover 80 2.25 litre car engine, or normally aspirated 2.5 litre diesel.
2.6 litre	Any Rover P4 range car engine.
Up to 2.5 litre 4 or 5 cylinder Turbo-diesel	Any other 4 or 5 cylinder 2.5 litre (nominal) turbo-diesel Land Rover engine.
2.5 litre 6 cylinder Turbo-diesel	Any other 6 cylinder 2.5 litre (nominal) turbo-diesel Land Rover engine.
V8 petrol (where factory fitted.)	Any V8 aluminium engine up to maximum size listed in the vehicle size chart from product listed in A.2. <b>for that vehicle.</b>

across the width of the vehicle and the top part must not lean back any further than the angle of the windscreen. Bends may be used on the connecting bars between the front and rear hoops but should not have more than 4" / 100mm between

'a' and 'b' as shown above.

*The angle of the windscreen should be that of a 90/110 for any Series or Defender vehicles or the actual angle on other types.*

---

## Our first Green Laning trip. Saturday 9<sup>th</sup> October

Saturday 9<sup>th</sup>, a warm October morning and we set off for our first Green laning day. Fortified with a fry up at Sainsbury we joined the rest of the group in the Homebase car park. It's a small, mixed and friendly bunch with Julian taking the lead and Nick bringing up the rear.

As we hit the first green lane we were desperately trying to get our brains in gear... what can we remember from our one day course ... what's the sequence to recover from a failed hill start? Ok, brain in gear now time to deal with the vehicle, into diff lock and we're



off. We felt we were doing ok, mud low hanging branches, camber on the track then we watched as the vehicle in front of us

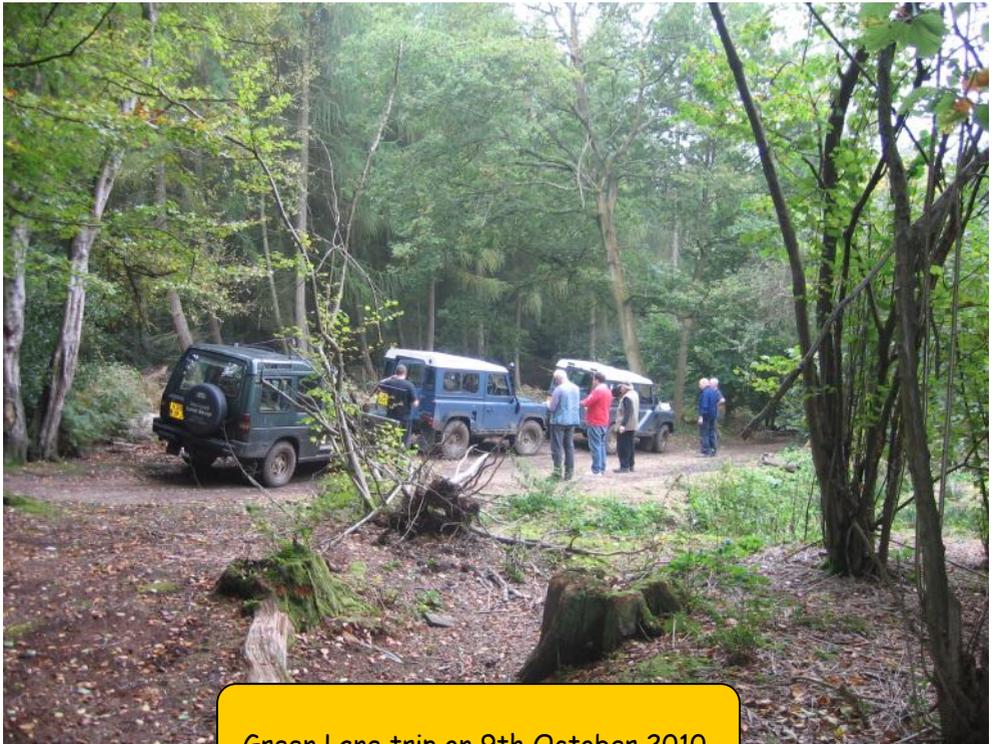
descended into what looked like quite a steep hill. A quick shiver in the cab and down we went. Ah... That was what you call an uncontrolled descent - with hindsight maybe low gear ratio would have been a good idea! However, no harm done and when Julian gaily told us that it was definitely not a 'shiny' track and probably one of the most difficult we would encounter during the day we felt had acquitted ourselves with a least a modicum of honour.

The day was punctuated with breaks for snacks and a chat during which we picked up lots of useful information. We were also leant a CB radio for the day so we could keep in touch with the group. We were a bit nervous at first and failed to check whether you only talk for 'serious staff' or whether a quick chatty remark is ok?

The day finished about 4.30 when we ran out of lanes in the neighbourhood. We came away with lots of information... a boy's toy's shopping list and a healthy appetite. What a great way to spend a Saturday, sure beats the hell out of domestic chores!

Christine and Mike Corner.

Christine Corner.



Green Lane trip on 9th October 2010.





Steve gives it both barrels...

Sharp shooting at the Summer Rally



Mark and country gent Henry.

# CONVOY FOR HEROES

## LAND ROVER ENTHUSIASTS IN SUPPORT OF HELP FOR HEROES

Dear Club Members,

When 10,000 bikers rode through Wootton Bassett last March to raise money for Afghan Heroes, there were a lot of Land Rover enthusiasts who thought that we, the Land Rover community should do something similar. Well, we can.

It's called Convoy for Heroes and it's happening next Easter at Long Marston Airfield in Warwickshire. Its only purpose is to raise money for Help for Heroes. That's not, "whatever money is left after the organisers have had their slice," either. Not only don't the organisers get paid, they will be paying to get in just like everybody else.

There isn't room to get 10,000 Land Rovers in a convoy. But we can squeeze 500 in, which will mean a two mile line of Land Rovers with HUE 166, the very first production Land Rover, kindly loaned to us by the Heritage Motor Centre at Gaydon, leading the convoy. Trailing up the rear will be something a great deal newer in the shape of ... well, you'll just have to wait and see.

The rest of us, and the target is 10,000 Land Rovers, can watch and wave and just be there.

Now, you have probably figured out that, at best, the convoy is going to take a couple of hours, maximum, and there is a whole weekend to fill. Exactly right, but this is NOT a Land Rover show. It's not a case of pay your money at the gate and get two days of entertainment. For this one, you have to pay the piper and play as well.

The 120 Land Rover clubs we are approaching are full of ingenious people who are adept at solving problems. It goes with the territory if you own a Land Rover. Now is a good time, in support of a good cause, to turn that ingenuity in a different direction. What can you think of or do to turn a good weekend into a great weekend?

Are you in a band, is your club experienced at marshalling, can you re-chassis a 109 in a weekend, can you demonstrate a type of Land Rover based motor-sport? Or, better yet, something totally different.

If this has you sufficiently intrigued and you'd like your club to be part of the best Land Rover event by far, please have a look at our website

**[www.convoy4heroes.org.uk](http://www.convoy4heroes.org.uk)** or join us on **<http://h4hconvoy.myfreeforum.org/index.php>**

Best regards

Tom Bonner  
Club Liaison C4H



## ***CLWB LAND ROVER GOGLEDD CYMRU***

**NORTH WALES LAND ROVER CLUB**

**The '12 COUNTIES' OPEN COMP SAFARI**

**3 APRIL 2011**

**Bryn Gwyn Farm, near Mold, Flintshire, North Wales**

For the first time in many years the North Wales Land Rover Club is running an Open Comp Safari at Bryn Gwyn Farm near Mold in Flintshire, North Wales on 3 April 2011.

### **Be the first driver to put your name on the new '12 Counties' Comp Safari Shield using your 4x4**

Why '12 Counties'? Because from the highest point at Bryn Gwyn Farm you can, on a clear day, see 12 counties across North Wales and England.

The 12 Counties Open Comp Safari is being organised by the North Wales Land Rover Club: a group of Land Rover & 4x4 enthusiasts who intend to put on one of the best (if not the best) comp safari events of 2011. Come and be a part of it!

The North Wales Land Rover Club - who ran the ARC International Rally of 1997 - has brought together an experienced team who have been organising 4x4 events for a great many years in and around Wales and the UK.

The club is fortunate to have the services of founder club member David Mitchell who was Clerk of Course (CoC) of the Comp Safari back in 1997 and will again be CoC for the 12 Counties Comp Safari. He promises to use his knowledge and experience gained whilst being the CoC & Rally Director of the Hill Rally, from 1992 to 2000, to good use. (David's first piece of advice all drivers is to make certain you know how to use your 4-wheel drive systems or you might just find you just have time to see all of the 12 counties!)

This site at Bryn Gwyn Farm is a short distance from the market town of Mold in Flintshire, North Wales. O/S Grid Ref: SJ 211611

So, can you manage the three forties at the 12 counties and survive?  
**40** entries only at **£40.00** per entrant - if paid by the first closing date (date tbc) - to do **40** miles over the day

Competitor numbers are strictly limited to 40 entrants and will be awarded on a 'first come: first served' basis.

**If you are interested in competing in the 12 Counties Comp Safari, or have any questions, please contact the Event Secretary, providing your name, address and contact details:**

Event Secretary: Stuart Guy, 20 Corwen Road, Penyffordd, Nr. Chester, Flintshire, North Wales CH4 0HL. Tel. 07933 795275, Email: [stuart.guy@btinternet.com](mailto:stuart.guy@btinternet.com)

Full event, closing date and entry details will be available shortly.

Member of the ASSOCIATION of LAND ROVER CLUBS

North Wales Land Rover Club Limited, Company Limited by Guarantee. No 2567629

Registered Office, Wenlli Lodge, Llangernyw, Conwy LL22 8PU

[www.nwlrco.co.uk](http://www.nwlrco.co.uk)



# TROOP AID

## Off-Road Ride & Drive Event 26<sup>th</sup> & 27<sup>th</sup> February 2011

To be held at the Land Rover Experience

Solihull facility, all profits to Charity

Please invite your family and friends to participate, bookings

can be made through the following areas:

Cash & Cheque Ticket Purchase from:

Sharon Gray - Block 1 53913

Debbie Snape - Block 44, Plant Quality 53920

Credit Card Ticket Purchases from

Land Rover Experience Centre

Cat Mills 54619 or 0121 700 4619



All participation must be pre booked. Tickets Available:

30 Minute Demonstration £7 per seat, between 4 – 6 guest per vehicle

1 Hour Ride & Drive £17.50 per seat, up to 4 guests per vehicle will share the driving experience.

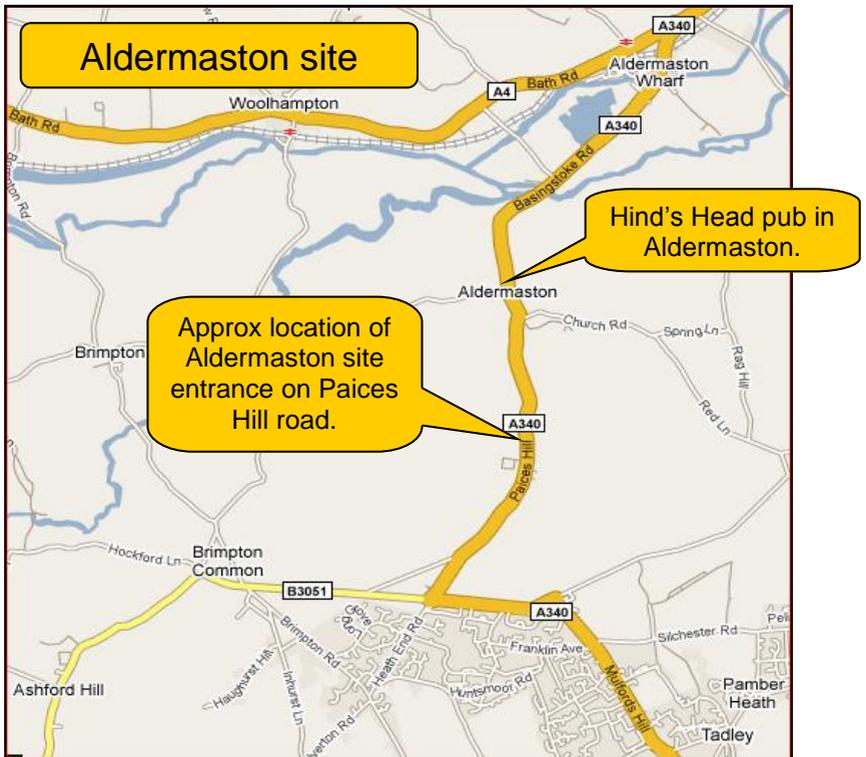
All prices shown are per person.

Terms and conditions apply and some restrictions apply to all events. No participants under the age of 5 years old.

Children who require boosters seats will have them supplied by Land Rover Experience.



**experience**



# CORE Chichester Off Roding Experience

Directions:

Best access is via the A259 Southbourne, turn into Broad Rd, follow road over the A27. Soon the road changes to Cheeseman's Lane. At the end turn left on to Common Rd, take the first left Marlpit Lane. The site is on your left hand side. Nearest postcode PO18 8UP



## Results from both our own RTV's and our members other activities.

<b>October 31<sup>st</sup> – Hants &amp; Berks RTV – Slab Common</b>				
Overall event winner	<b>Joe Stacey</b>			
Class 4	1 <sup>st</sup>	<b>Hugh Duffett</b>	2 <sup>nd</sup>	<b>Kevin Wood</b>
Class 5	1 <sup>st</sup>	<b>Joe Stacey</b>	2 <sup>nd</sup>	<b>Garry White</b>
Class 7 & 10 combined	1 <sup>st</sup>	<b>Dave 'Kiwi' Lindsey</b>	2 <sup>nd</sup>	<b>Jack Dewdney</b>
Spannerman	<b>Steve Aston</b>			
<b>Setting out:</b> Tim Wishaw, Hugh Duffett, Richard Salter, Josh Folkes, Steve Aston, Joe Stacey & Phil				
<b>COC:</b> Tim Wishaw <b>SOM:</b> Sarah Duffett <b>Scrutineer:</b> Garry White				

<b>November 5<sup>th</sup> to 7<sup>th</sup> – Driving Force Navigational exercise - Essex</b>	
Second place overall	<b>Elton Jonsson &amp; Steve Tanner</b>

<b>November 28<sup>th</sup> – Hants &amp; Berks RTV &amp; CCV – Aldermaston</b>				
RTV Overall event winner	<b>Joe Stacey</b>			
RTV Class 4 & 10 combined	1 <sup>st</sup>	<b>Hugh Duffett</b>	2 <sup>nd</sup>	<b>David Lindsey</b>
RTV Class 5	1 <sup>st</sup>	<b>Joe Stacey</b>	2 <sup>nd</sup>	<b>Garry White</b>
CCV Overall event winner	<b>Mark Ambler</b>			
Spannerman	<b>Richard Salter</b>			
<b>Setting out:</b> Steve Aston, Kevin Wood, Mark Ambler, Matt Hewitt, Mark Furnell				
<b>COC:</b> Steve Aston CM: Matt Hewitt <b>SOM:</b> Sarah Duffett <b>Scrutineer:</b> Mark Ambler				

<b>November 28<sup>th</sup> – Mike Wolfe Challenge – Muddy Bottom</b>	
1 <sup>st</sup> Place ALRC Class	<b>Hugh Duffett &amp; Tim Wishaw</b>

# CALENDAR OF EVENTS 2011

Events in *italics* are provisional so please check for updates  
and maps on our website:-

<http://www.hbro.co.uk/calender.htm>

Date	Site	Event
Jan 2nd	Salisbury Plain	XMAS GREEN LANING SPECIAL DAY Contact:- Julian Mallard
Jan 23	<i>CORE Chichester Off Roading Experience (See map)</i>	RTV
Feb 20	<i>ALDERMASTON (See map)</i>	<i>INTERCLUB RTV with the Somerset &amp; Wilts LRO</i>
<i>Mar 20</i>	<i>New site in Winchester.</i>	RTV
Apr 17	<i>Mod site to be confirmed.</i>	<i>RTV drive round day.</i>
May 26 - 31	National Construction College, Bircham Newton, Norfolk, PE31 6RH.	2011 ALRC NATIONAL RALLY
Jun 19	<i>KINGSCLERE (provisional date and site to be confirmed)</i>	RTV:
July 17	<i>BRICK KILN LANE (provisional date and site to be confirmed)</i>	RTV:
Aug 27 to 29	<i>Venue to be confirmed</i>	SUMMER RALLY & RTV
Sep 18	<i>CHICHESTER QUARRY (provisional date and site to be confirmed)</i>	RTV:
Oct 16	<i>MOD Site (date and site to be confirmed)</i>	RTV / DRIVE AROUND DAY:

## Event Timings

Competitor Sign-on - 08:30am - 09:30 am

Scrutineering - 08:30 - 09:30 am

Driver & Marshals briefing - 09:45 am

Event start - 10:00 am

Entry fee: £16.00 per driver

**Driving Days** Site opens to public - 10:00 am Site closes - 15:00 pm

# Regular Events

- \* Last Wednesday of each month, Noggin & Natter at The Hampshire Hog, London Road, Clanfield, Hampshire, PO8 0QD
- \* Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. Please bring your own maps of Hampshire and Berkshire, in case you get lost. If there is a lot of rain on the few preceding days, anticipate postponement.

I've printed the dates of everything I know about at the moment on the previous page, so get your diaries out! Note that *provisional* events are printed in *italics*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. Will be highlighted in **bold text**.

Green laners:-See article(s) elsewhere for details of the next trip(s).



## Copyright Notice:-

Unless otherwise indicated, articles and items in this newsletter (except those that refer to forthcoming events) may be reproduced without prior permission on condition that the author and the HBLRO are acknowledged. References to forthcoming events may be published only with prior written permission.

## Disclaimer

All business advertisements in this newsletter are placed on a commercial basis by the companies and individuals concerned. The inclusion of an advertisement is not an endorsement by Hants & Berks Land Rover Owners Ltd of the company concerned or its products and services.

Ethan Gardner at the Mendips Challenge



Paul Church and  
Cliff Garrod at  
the Mike Wolfe  
Challenge



Julian Diacombe and Rob More at the 2010 Mike Wolfe Challenge



Hugh Duffett wonders where his wheels have gone at the 2010 Mike Wolfe Challenge