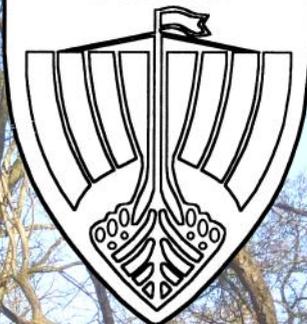


Hants & Berks NEWS

HANTS & BERKS
LAND ROVER
OWNERS



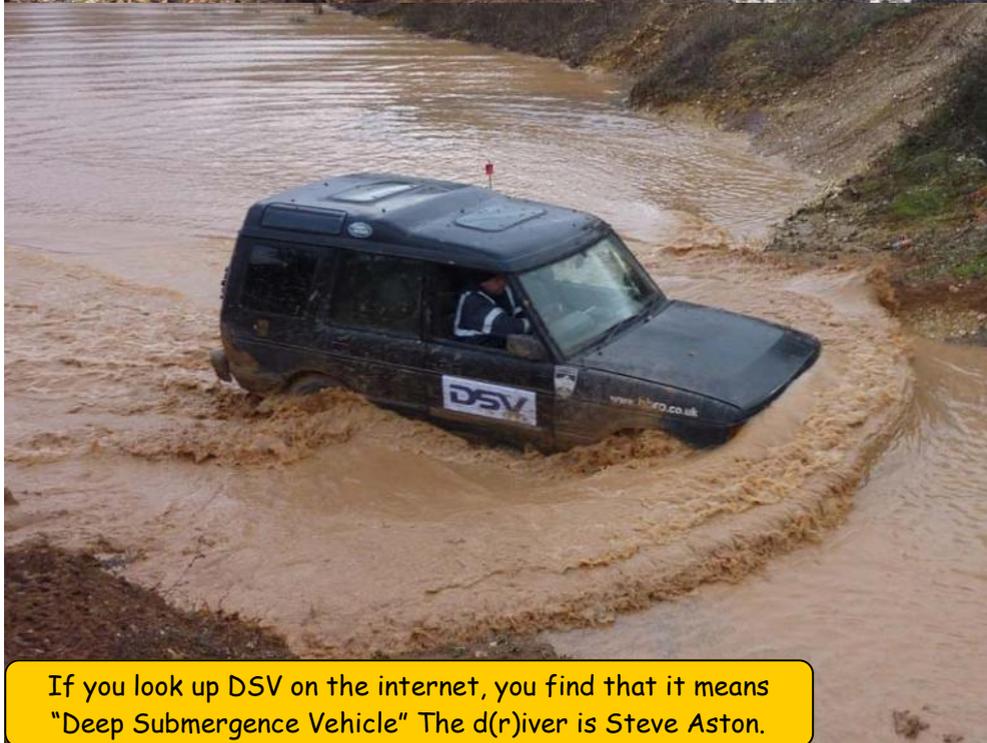
Mike Fitzgerald at Nelly's Dell RTV in December 2010



**March / April
2011**



Simon Brown at the Chichester RTV.



If you look up DSV on the internet, you find that it means "Deep Submergence Vehicle" The d(r)iver is Steve Aston.

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.

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

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Challenge Events & Driving Days Secretary.

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

Scrutineers:- Mark Ambler. Andy Bunyan.

Editor's bit....

The new 2011 ALRC Handbook is now available. Ask any of the committee for one.

Deadline for the next issue is April 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



"Chris Wood (the ugly bloke on the right) being awarded his 'Pot Noodle' for correctly guessing the number of 'mini' Nev's in the November/December club Mag. Chris also won the 'guess who' competition, correctly naming Tim Whishaw as the young lad sat on the motorbike. Unfortunately the club chairman had to use Chris' prize (a pack of BBQ flavoured Hoola Hoops) as emergency food rations last Saturday (19th Feb) whilst setting out the Interclub RTV" (sorry Chris).

Steve's Slippery Slope

Demolition.....

Bonkers, bonkers, bonkers.. With the inter-club RTV coming up this weekend (20th of February), the cut off for this edition of the club mag (20th February) and preparing for our presentation evening on the 5th of March is flippin all go in the house of Aston.

But first a little re-cap is required.

December the 12th 2010 arrived very quickly after the Mike Wolfe Challenge and brought our Nellys Dell RTV, I was super keen to get down there and give it a right good thump as it was 2 years to the day since my very first RTV at the same site. You may well recall my first appearance. Driving a Discovery that when I think back was in pretty good condition. Whilst arriving with bags of confidence and high expectations I got absolutely thrashed by all of the other drivers finishing the day with a fair bit of damage, 63 points and plumb last taking 10's on 3 sections. .

But, it did not bother me, as I knew that with a set of decent tires and a bit of practice I would get better. What no one did tell me was just how long it would take to make my way to where I am now, which in truth is still very much a novice driver. So with the December 2010 event arriving I could use the event to

measure myself (if you know what I mean).

Disappointingly the day started badly, getting lost on section two and taking 5 points. To add to the pain I then watched my brother clear the same section and put himself a handful of points in front of me. The rest of the day was going to be tough. Things ran pretty well over the next couple of sections with only a puncture on the front driver's side to sort out. We then came to the 'gully' section. This has got to be one of my favourite parts of Nelly's. I just love the tight turns, side slopes and short steep climbs. I whizzed round to clear the section then watched my brother turn so hard on a tree during his drive that the window on the 'off-side' rear passenger door exploded inward. Whilst disappointing we had not broken my first law of RTV which is to have forward motion so that we can get home!

After lunch the second half of the day started with a worry, as I forged through a large puddle at the entrance to the 'dell' which was covered with ice, I pushed a large piece of the 2-inch thick stuff through my front grill. Fortunately there was no damage to the radiator (remember ice and radiators Julian!). However our luck was about to run out as toward the end of section seven Rich failed a big climb out of the dell

resulting in a rather distinctive metallic 'crack' sound as the car came to a stop. The general murmur amongst the rest of the driver's watching was that finally after 2 years of avoiding any mechanical failures I had lost a diff. It can't be, I thought to myself, but after a quick test drive it was clear that I only had drive to the rear wheels. We still had forward motion (with the diff lock on) but with only two-wheel drive we were out of the event. To add insult to injury Rich had done enough to win class 5, so took home a gold shield. However I did feel a little better in the knowledge that he also picked up the spannerman award.

The overall event winner was Matt Hewitt, which was really neat as Matt is always around helping out but I never feel that I get to see him compete as much as I would like. Well done mate.. A great victory for a great bloke.

So Christmas came and went and none of you emailed me to say that you had received a V8 Range Rover on gas (refer to last slippery slope) and come the turn of the new year I needed to start the repairs ready for our next bash at Chichester Quarry late in January. Barrie Webb located me a new door (cheers Baz), you can't get better than a kwik fit fitter repaired the puncture in my Insa Turbo (which was great as it was a brand new tyre (thanks DSV) on its first outing). And Mark Ambler

managed to put his hands on a diff for me.

Know, what none of you did give me was a little bit of advice. So there's me stripping the hubs down, removing the stub axles, CV joints and half shafts so that the diff would come out, and generally taking ages to get the job done when in fact I have been advised, that you can just un-bolt the stub axles then give the hub an outward 'tug' and get enough of the half shaft out of the diff to allow the said part to be withdrawn. Thus halving the time to do the job!! Never mind it did give me a change to inspect the brake pads, clean and re-grease the wheel bearings and CV joints which were all in surprisingly good condition.

So a quick test drive completed and all sounding/feeling good off we charged to Chichester Quarry.

For those of you who have not had the pleasure this has got to be one of the most brilliant sites we use for RTV. It has the lot, technical parts, power parts, water area's, short sharp climbs, long steep climbs, what a site and what an event we had. With Ethan Gardner CoC'ing for the first time (well-done Eth) and a great bunch of people setting up the event kicked off. Section one everybody getting into real problems at gate eight with just about everybody scoring either eight or seven. Nev gave us all a chuckle with a completely alternative line but still coming un-glued at the

seven gate.

As the day progressed the temperature crept up a little causing the whole site to become a very, very large mud/clay bog with everyone struggling for traction and trying to drive with around 4kgs of a mud/clay mix hanging off each welly. By lunchtime we had seen some massive variations in score (which is always a sign of a tough event) and the site had already claimed two victims. Both Trevor Alexander and Garry White suffering with broken diffs. After a lunch of home made curry and naan bread (thanks Rich) it was back in to the breach for the afternoon session. As late afternoon approached we saw our top drivers really come into there own (apart from Hugh who drove past the 10 gate on section 7 (sorry mate)) with Joe Stacey and Neville Dewdney locked in a battle that looked like it was personal. This time the more mature driver (Neville in case you did not notice) came out on top with the overall victory with Joe only two points behind.

So with these events out of the way we turn our thoughts to the inter-club RTV with the Somerset & Wilts LRC at Aldermaston. As I write this the event is only 4 days away. I have had several discussions with Mark Ambler about the event, wondering just how many will turn up and just thinking about how the event will go and hoping that (a) we get a good Hants & Berks turn out (b) plenty of

drivers from the SWLRC come along and finally (c) with give them a right good thrashing as we do have the home advantage!

In order to commemorate the event I have made a trophy out of a piston and con rod from a V8 engine mounted on a CV joint with the CV's guts pulled out and welded to the front. I must say that it looks blimmin good and I really hope that come the end of the event one of us will be taking it home. So, here's to Sunday and I will give you a round up of the in's and out's in the next issue.

I am toward the end now, so not much more to go !

We have recently had some mentions in the LRO (Land Rover Owner International) magazine thanks to their club page editor Russ Brown for which I am very grateful however please be sure to rush out and get yourself a copy of the April edition (in the shops on 23rd February) as we are to be featured as club of the month, a real treat, so thanks again Russ!

Now looking forward a few weeks. On Saturday the 5th of March we are holding our presentation evening at the Crown in Alton. 6.30pm for a 7.00pm start. Be sure to come along, as we will be laying some food on and of course will be presenting the best of the best with our club silverware. Know you may recall that about this time last year I was talking here in this very boutique about how nervous

I was about making my presentation speech. Well here I am again going through all the same emotions, however I am another year on and have been making notes on some of the more light hearted situations we have had this year along with some of our fab achievements.

So if you want to hear about them all and see who really are the best drivers and members then get you glad rags on, have a shave (or an Immac (or is it Veet now) all you ladies (and Garry)) and get your self along to our do. It's a great opportunity to have a beer and a good natter with your mates in the pub. I was trying to think of a more posh

way to say that but it just rolled out, so I have left it, un-edited and un-re-written, just how I meant it and just as you have read it. (You can do that when you are the writer..!)

One last thing.. By now you have probably forgotten that I started the article with the word 'demolition' well I am not going to tell you why but check out my sign off for a clue...

So, see you at the RTV in Aldermaston and then at the Presentation evening in March...

Boomshanka

Steve Aston





ALRC NEWS

The Newsletter of the Association of Land Rover Clubs
Issue 77 **February 2011**

Steering Column

In the last week your new 2011 Edition of the Association of Land Rover Clubs Handbook (Green Book) has been delivered to Club Secretaries across the country and will be distributed through the clubs. A great deal of work goes into its production and I must thank Steve Kirby and Simone Birch for their efforts in collating and compiling the new edition and thanks also to Bruce Skivington for organising the printing for us.

If you are planning to attend the ALRC National this year then can I urge you to make your booking as soon as possible to support and help Breckland LRC, who have already put a lot of effort into the organisation of the event. Clubs who have hosted the National will know that this time of the year is always a nervous time for the organisers who have to make decisions about the scale of facilities to provide. The event SRs are expected to be published on the website very shortly.

In an effort to streamline ALRC meetings and to maximise travel costs and volunteer time we are trying an experiment in 2011 of holding General Meetings in the morning starting at 10am followed by Scrutineering and Off Road Committee Meetings starting at 1pm. The first meeting will be at NFU Tiddington on Saturday March 19th 2011. Hope to see you there!

Paul Barton ALRC Chairman

ALRC NATIONAL RALLY 26th-31st May 2011

The 2011 ALRC National Rally is being hosted by Breckland Land Rover Club over Spring Bank Holiday 2011 at the National Construction College, Bircham Newton, Norfolk PE31 6RH. Full details and the booking form can be found at

<http://www.alrc.co.uk/NationalRallies/2011/Index.htm>

The site has a number of features some of which will be a first for a National Rally! A large grass camping field that's cut every week. An even bigger off road site with all the equipment that the biggest construction college in Europe has to prepare the sections/course.

- Trade stands already signed up.
- Beer tent and other facilities booked
- Bed and Breakfast available within the college.
- On site restaurant plus swimming pool.
- On site shop for the basics.
- Arrangements for a follow on rally until June 4th.
- The site is approximately 5 miles from the North Norfolk Coast and its many attractions.

Peak and Dukeries LRC and Lincolnshire LRC have volunteered to host the 2012 ALRC National Rally at

Belvoir Castle as a joint effort and event planning is well underway.

Simone Birch ALRC Secretary

Countryside Issues

At the ALRC AGM on 10th July, all present asked if the minutes from LARA for the last 12 months could be provided for the Council to judge whether LARA subscriptions continued to provide "value for money" and this will be considered by the Council with a report back to Member clubs in due course. ALRC Council has subsequently reviewed the position and Derek Spooner and I will be attending the LARA AGM in early March with a clear steer as to how ALRC Council sees the Association's subscriptions in future. I will report back to the next EGM on outcomes from the LARA AGM.

Tony Kempster - ALRC Countryside Officer

Calling all ALRC Club archivist/historians!

May I request information from ALRC Clubs regarding previous National events in order to add as much detail to the following ALRC web page:- http://www.alrc.co.uk/NationalRallies/national_listing.htm

The idea is to provide a single reference point for the basic details of the event, the location, the host club, results and photos - if available.

This is not intended to become the only place to hold information, but just to provide a single reference point. Any information whether on paper, digital or indeed already on a web site that can be linked to will be gratefully

received.

Many thanks in advance
Murray Wiltshire ALRC Webmaster
<http://www.alrc.co.uk/>

ALRC MEETING DATES

ALRC meetings take place at NFU Mutual Tiddington Road, Tiddington, Stratford-upon-Avon - all ALRC members are welcome to attend EGM, the AGM and Scrutineering and Off Road Committee meetings which are open to any member of ALRC. (Only S&ORC members may vote at their meetings). EGM and AGM meetings start at 10.00am (from March 2011). Please note that ALRC Council meetings and are open only to elected representatives or their guests.

2011 Dates:-

EGM /S&ORC - March 19th, July 9th, November 12th. (same day meetings)

ALRC Council - June 11th, October 15th.

SCRUTINEERING MATTERS

Just a reminder please that club members seeking advice should initially direct queries to their club scrutineers or local log book scrutineers with further enquiries to Simone Birch.

The following rule change proposals were received for the July EGM and then discussed by the S&ORC meeting on the 11th September 2010 for any amendments to be discussed. They were then discussed by the ALRC Council on the 16th October 2010 where the following comments were made prior to the rule change proposals being sent

to the member clubs for voting on at the 2011 AGM.

Rule Change Proposal 1. General Vehicle Regulations.

B.17.2. Any gear ratio may be used.

No change made by S&ORC. Agreed to go forward by ALRC Council

Rule Change Proposal 2. General Vehicle Regulations.

B.17.3. Crown wheel slipper pads and or pegs may be used.

No change made by S&ORC. No change to the wording but regulation number changed to C.5.5. by the ALRC Council. Agreed to go forward.

Rule Change Proposal 3. General Vehicle Regulations.

B.6.5. High ratio steering boxes may be used.

No change made by S&ORC. No change to the wording but regulation number changed to C.2.2. by the ALRC Council. Agreed to go forward.

Rule Change Proposal 4. General Vehicle Regulations.

B.2.9. A non-standard air to air intercooler is permitted.

No change made by S&ORC. Agreed to go forward by ALRC Council

Rule Change Proposal 5. 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.

It was mentioned with some concern at the last S&ORC meeting that the rule change proposal that was sent to the clubs for voting on in 2009 regarding bumpers had been changed by the ALRC

Council so that it reverted back to the original proposal with the proposal "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" being removed. This is unfortunate because if the rule change "C.11.1. Must comply with the requirements of regulation B13 as set in B13.1, B13.2 and B13.3 as appropriate for the vehicle / bumper type." is applied then some vehicles already competing would be outlawed. The ALRC Council acted in this way as the amended proposal was seen to be a new proposal in its own right and had not been submitted within the correct timescale for consideration so another proposal needs to be submitted.

The S&ORC meeting agreed that the ALRC Council should declare that this should be linked to the change to C.11.1. and be implemented on 1st Jan 2011. If this is not done, then existing vehicles with non-Land Rover heavy duty or winch bumpers would not be legal to compete after 1st January 2011. Some of these vehicles have round bumpers on Defenders and square bumpers on Discoverys and Range Rovers but so long as they are no smaller, weaker or more flexible than the originals then they comply.

This came about when E.6 was taken out of the rules when they were reviewed in 2006 which resulted in the unintended consequence of some members not being able to compete in their otherwise compliant vehicles.

It was agreed unanimously by the ALRC Council that this rule change be

linked to the proposal C.11.1 and be implemented from 1st January 2011.

Rule Change Proposal 6. Roll Cage Regulations

3.9.2. The only permitted drilled hole is a hole of 3/16 diameter for inspection purposes on roll cages and fabricated bulkheads unless current regulations allow.

No change made by S&ORC. Agreed to go forward by the ALRC Council

Rule Change Proposal 7. General Vehicle Regulations.

B.10.4. Remote damper reservoirs must be isolated from the driver / passenger compartment and be shielded from spectators and marshals.

No change made by S&ORC. Agreed to go forward by the ALRC Council

Clarification to existing rules:-

(The ALRC Council may amend The ALRC Competition Regulations as any time as laid out in the

Process for Changing the Rules.)

B.2. ENGINE DESCRIPTION

B.2.1. Alternative engines or engine parts which may be interchanged are:- (See table below)

It was decided at the April S&ORC meeting that this chart needed to be brought up to date before the next edition of the ALRC Handbook was published ready for 2011 and is not regarded as a rule change but as a clarification. The only change made were the addition of the wording "for that vehicle" under V8 petrol.

It was proposed by Andrew Flanders, seconded by Dave Southcott and agreed unanimously by the S&ORC members present that this should go forward to the ALRC Council for immediate ratification so that it can be updated in the next edition of the ALRC Handbook due to be published at the end of this year.

It was agreed unanimously by the ALRC Council that this be done.

ROLL CAGE REGULATIONS 5.2

Windscreen angles. (S&ORC Sept 2010)

This angle should be no more than the original. See roll cage reg 5.2. This was discussed at the September S&ORC meeting and agreed that as a safety issue clarification the ALRC Roll Cage Regulation 5.2. be amended to read:-

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. <i>for that vehicle.</i>

5.2. The front hoop should run across the width of the vehicle and the top part must not lean back any further than the angle of the windscreen on a 90/110 for any Series or Defender vehicles or the actual angle on other types. 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. This needs to go to the ALRC Council for ratification so that it can be included in the next Handbook.

It was and agreed unanimously by the ALRC Council that the wording for 5.2. remain unchanged as in the current ALRC Handbook but that an explanation as to what this entails is added in italics.

5.2 The front hoop should run 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.

After the publication of the S&ORC meeting minutes a letter was received from Tony Dockerill, supposedly on behalf of members of Breckland LRC although not on official club headed paper. He complains that as the rule on front hoop seems rather vague and that as it was not picked up previously by an official at any event then it should be allowed. Our roll cage rules remain in

line with the ones printed in the MSA Blue Book.

The MSA have never mandated roll-over protection for CCVs, so when the ARC made them a requirement, the details were purely an ARC invention; and still are. About front hoops, the 1994 ARC Handbook said "The front hoop should run across the width of the vehicle and not lean back any further than the angle of the windscreen (or the angle were one fitted)". Note that last bit "(or the angle were one fitted)". For some reason, that last bit in brackets disappeared in the 1995 Handbook; if it had been left in, we wouldn't be having some of the problems we are experiencing at the moment.

More recently it has been minuted previously in the S&ORC minutes of September 2008.

Front hoop rake angle. Karl Reilly (10th May 2008)

Page 106 para 5.2 in ALRC 2007 handbook applies. The angle of the screen would be compatible with the bodywork of the vehicle, i.e. Land Rover, Discovery or Range Rover.

If the Entrant claims that he doesn't have a screen and is not going to fit one then refer back to the blue 2008 Bluebook, Page 152 Competitors Safety:-.

Definitions. Front roll bar: Similar to a main roll bar but its shape follows the windscreen pillars and top screen edge.

Note that the rake angle should match that of the standard windscreen even if the windscreen is not fitted.

This topic was discussed at the MSA Cross Country Committee on 22nd

April 2008 with the outcome that Ian Davis was to write to Karl Reilly to clarify the matter - the rake angle was to match the Defender profile as maximum angle.

Simone has sent Tony Dockerill a written reply reminding him that the onus is on the competitor to comply with the rules.

The ALRC Council is currently conducting a review of the system of log booking to try and put measures in place to stop any problems like this arising in the future.

It must be remembered that all ALRC Council and S&ORC members, log book scrutineers and officials at events are volunteers who give up a great deal of their time, for no reward to help run motorsport events safely in our member clubs.

This is also seen as another indication that log book scrutineers should attend S&ORC meetings so that they are aware when problems like this arise and can be part of any discussion about such matters.

Regarding Standard Class Vehicle Regulations - B.9. SUSPENSION. RATIFIED by ALRC Council 12th June 2010 for implementation on 1st January 2011

B.9.6. Any radius arms that have been welded to, drilled or cut into, deliberately notched or bent up/ down / sideways are prohibited. Any attachment or modification to the radius arms (unless manufacturers specification) are prohibited.

This rule was voted by the clubs - 18 For, 3 Against, 1 Abstention

A letter has been received from

Peak & Dukeries LRC stating the following:

We would like to raise our concern that we feel we were misled when we were asked to vote on the rule change proposal regarding radius arms, B.9.6.

We believed that the rule change involved solely structural additions and that the securing of brake pipes would still be permitted.

Many of our members have already had brake pipes fitted in this manner for many years. The new rule will be costly and alienate the already dwindling ALRC membership.

If this had been made clear in the first instance we would not have voted in favour of the rule change.

We suggest that the rule reads as follows:

Rule B.9.6. Any radius arms that have been welded to, drilled or cut into, deliberately notched or bent up/down/sideways are prohibited. Any attachment or modification to the radius arm (unless manufacturers specification) are prohibited. The only addition to this is that brake pipes can be secured by the same method as a breather pipe.

Peak and Dukeries LRC were prompted to write this letter after the minutes of the September 2010 S&ORC meeting were circulated and this letter has also been sent to other ALRC member clubs asking that they also log a complaint against this rule. No other letter has been received.

The minutes included a question specifically asked regarding brake pipes.

This was discussed by the meeting and various points were put forward.

The S&ORC came to the conclusion that running brake pipes along the radius arms allowed the axles to travel further thus giving a competitive advantage. Also by increasing the number of joints in the brake pipes the likelihood of a leak was increased.

Attachments of/for rubbing plates, dampers etc. not permitted. This includes anything else not used by Land Rover and that includes brake pipes. Breather pipes attached with cable ties are permitted because Land Rover do it. The use of jubilee clips is not allowed.

At no time during the discussion of the rule change proposal prior to the voting was the issue of attaching brake pipes to radius arms raised.

Non Competitive clubs & shows.

ALRC will once again be involved with the Gaydon Land Rover Show

Sue Foster Non Competitive Clubs, Shows and Displays

ALRC MEMBER CLUBS - Address changes for Clubs

Change of Club Secretaries/other Addresses:

Breckland Secretary -Breckland LRC Common Farm, Common Road, Hemsby, Great Yarmouth, NR29 4NB.
07590 428841

Scrutineer - Matt Basire (C&DLRC).
No landline. Mobile - 07704359181

Use the force Luke, or in our world, the Internet !

Hants & Berks LRO are considering using email to communicate directly with its members to promote special club events or to transmit specific information. So in order to update our database please can you all drop our Chairman an email so that we can capture your current email address. Please send a 'Hello' message (or any other message that you deem suitable) to: steve.aston@hbro.co.uk

Whilst you are doing this why not give him a little feed back with your comments about the club, its events or any other aspect of our activities.

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; 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).

Your Club Needs You

We really do need you to turn out and help to marshal at our events.

On the RTV front things are looking up and we seem to be running in the order of 20+ competitors at each trial.

If we have enough marshals to split the entry into two groups, we can probably get 8 sections in.



So what do you say? Please come out and marshal. You never know there might well be a prize for you at the end of the year.

HBLRO On-Line

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

www.hbro.co.uk

Also see the ALRC web site at **www.alrc.co.uk**

March / April Caption Competition.

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



Jan/Feb Caption Competition Winner.



It is with regret that there is no winner of last month's caption competition as we have received a communication from Mr Silvio Berlusconi (who lives in Italy) that the picture is actually of his son passing an Italian police officer a copy of the 'statute of limitations' document that is to be used to invalidate any convictions of any wrong doing (ever!). And if we make fun of him he is going to come over here and 'duff us up'. The meeting was witnessed by an undercover police woman hiding her identity under a 'frizzy' wig and with the aid of a clip board.

CONVOY FOR HEROES

This is an open invitation to all clubs, groups and organisations to attend a charity fund-raising event that is, to say the least, somewhat different.

Supporting the worthy Help For Heroes charity, "CONVOY for HEROES" is being held at the Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ - 23-24 April 2011 (Easter weekend).

In a nutshell, it's an attempt to break the Guinness World Records™ Longest Land Rover Parade, a national and world record previously set seven years ago in 2004 at Towcester Racecourse, Northants - while of course raising a substantial amount of funds for Help For Heroes.

The intention is to have a convoy of 500+ Land Rover models including Defender, Discovery, Range Rover and Freelander under the conditions set by Guinness World Records™. With the record established at just 260 vehicles, now seven years on and an awful lot more Land Rover vehicles on the road, we hope to double the record this time around.

As an extra special attraction, on Good Friday 22nd April 2011 a number of 'mini-convoys' will be setting out on the open road bound for the central location of Gaydon. Starting on the coast from most points of the compass, owners will be able to join each mini-convoy at they stop at pre-determined motorway services and truck pick-up points en route (precise timings to be published anon). By way of an example,

the northeast to Gaydon mini-convoy will be approximately 520 miles, so no lack of pick-up points on that particular route!

The weekend however won't just be confined just to the world record attempt, as there will be a host of family attractions announced pre-event including access (included in the admission fee) to the excellent Heritage Centre Museum which will be open throughout the proceedings. This makes it a fun day out for all family, so whether you have a Land Rover yourself or merely want to spectate on the day, then this event is for you. Please log on to the website or event forum for more details about camping, day visitor admission, attractions, itinerary, etc. - www.convoy4heroes.org.uk

Hope to see you there!!!

Thank you,

Tom McGuigan

(Event Director - CONVOY FOR HEROES)

P.S. There will be a large area for Club Display Stands and commercial Trade Stands (both free) over the weekend, so if you would like to see your club/group/company/organisation represented at this landmark event, then please do not hesitate to contact me for details via 4x4trading@talk21.com

Tom McGuigan, Off Road UK 9
Croft Road Bedworth Warwickshire
CV12 0AS

Xmas 2010 laning trip.

Great start to a laning trip - a bacon sarnie and a mug of tea - many thanks to Neil and Ali for filling our tums before we set out over the Plain, this was the start of the traditional Xmas outing with HBLRO.

We set off about 9:30 with 4 vehicles forming an orderly line and with Elton out front and me saying follow us as we slowly went past. The second group then set off behind Arne's 130 crew cab. Elton had done most of this route previously and had it programmed into his PDA SatNav. I was able to have a good look at the scenery - a treat for me as I normally don't have time for much sight-seeing when driving and following the PDA route.

With 12 vehicles at Neil's, we decided to go out in 2 groups but with me jumping in with Elton and Neil/Ali going in with Arne we went down to 5 in each group. So that we wouldn't end up meeting in the lanes we decided to head in different areas and meet up at the usual pub at lunchtime.

From Neil's up to Hurstbourne Tarrant, north to Combe Hill, unfortunately the lane that meets just southwest of Coombe Hill is a combination of a byway and an old RUPP so cannot be legally driven. So we started our first lane close to Walbury Hill and travelled westward past Combe Gibbet - great views from the top, where we stopped for photos and to make sure everybody was happy.

We carried on in a westward direction, along Inkpen Hill and Botley

Down enjoying the delightful views. After a short time back on the road we turned south at East Grafton and along more lanes down to Collingbourne Kingston. We had a short stop to help Jason out - he was high centred in some ruts - he was slightly lower than the rest of us due to the 235x70 on his Disco 1. As with many of the tracks there is a firm chalky bottom with some really gloopy clay/chalk mix on top when a little water is added. It is very hard to get off the vehicle as well if you leave it to set hard.

Travelling west and north took us up to Easton Royal and across to Milton Lilbourne - lots of "bournes" around here - did you know it is a word from the Anglo-Saxon language meaning a stream, flowing from a spring.

We proceeded further west via Upavon and onto Rushall Hill where we turned westward again. Some more great views eventually led us to Market Lavington travelling south-west where we continued to Gore Cross. Going south-east then took us down to Tilshead for lunch at the Rose & Crown. Great lunch and good beer.

It had taken us over 4 hrs and 50 miles to go around the loop and just arrived as the other group left. Just as we were turned the CB off it crackled into life and up came another HBLRO member (Mark B) on the CB - they had been laning close by.

We had a very interesting chat in the pub to Christine and Mike whilst we were eating. They were waiting to be

assessed for one of the 4x4 response groups which help out transporting people/equipment when eg weather conditions are bad. Perhaps I can bend their arms to write an article on their experience and perhaps a few more people may also join - seems a good way to me to promote 4x4. Have you done a similar thing? And are prepared to put pen to paper?

After lunch saw us going further west and onto Imber - to see the houses and church which is not open very often as they are under the MoD jurisdiction. Then headed for Heytesbury where we turned east again to start the journey back towards Neil's house. We had a few runs through a muddy hole to get the vehicles dirty and across to Orcheston, head north and then east and across to Netheravon.

Elton wanted to find one particular track that had been upgraded from a

RUPP to a Byway as shown on the 2010 maps. Once we had cleared a police car we set off along a likely track which had slight evidence of vehicle use. From the Sat Nav we were very close to the track and weaved across the Right of Way. It was now dropping dark as we crossed several transportation routes and lots of ditches at their sides. It was completely dark when we eventually emerged close to the race course and traversed the last few miles to the tank crossing close to North Tidworth, where we cleaned our lights and said our goodbyes to some weary travellers who thought that we had got lost. We knew where we were going but it must have been interesting following us. We had been out for about 3hrs after lunch and had covered 42 miles.

So another great Xmas laning and thanks to all who attended.

Julian Mallard. RoW



Would you like to sparkle this year
and play off-road?

Then I have the event for you.

Cornwall and Devon Land Rover Club Charity
event in aid of St Luke's Hospices.
Its our 5th Birthday so come and party with us!

2 Day Road Tax Vehicle Trial.

June the 25th and 26th June 2011

So bling your vehicle, add some sparkly to your
day and lets shine our way though the mud and
make some money for a good cause.

For more Information

Visit [www.cornwallanddevon-
Landroverclub.co.uk](http://www.cornwallanddevon-Landroverclub.co.uk)

For more details

Phone Lyndsay on 07772465608



Hants & Berks Land Rover Owners
Invites all members to its Presentation Evening

on

Saturday 5th March 2011

At

The Crown, High Street, Alton

6.30pm for a 7.00pm start

For our champions we will be handing out the club silverware along with Member of the year, Wally of the year and Boobs bust.

Enjoy a free buffet and quiz

So be there or be square!

Nominations for the prestigious awards are:

Neville Dewdney

Mark Ambler

Jack Dewdney

Hugh Duffett

Garry White

Tim Whishaw

Ethan Gardner

Sarah Duffett

Steve Aston

Elton Jonsson

Ralf Schumacher

Kevin Wood



No matter what you drive, as long as it's a 4x4, you are welcome to come and join the

Hants & Berks Land Rover Owners

At their April drive around day

Hogmoor enclosure, Near Bordon, Hampshire

On Sunday 17th April 2011 10am to 3pm

Hogmoor offers a wide variety of terrain to suit all levels of off road ability.

A perfect introduction to off roading for novice drivers through to some more tricky bits for the more experienced driver.

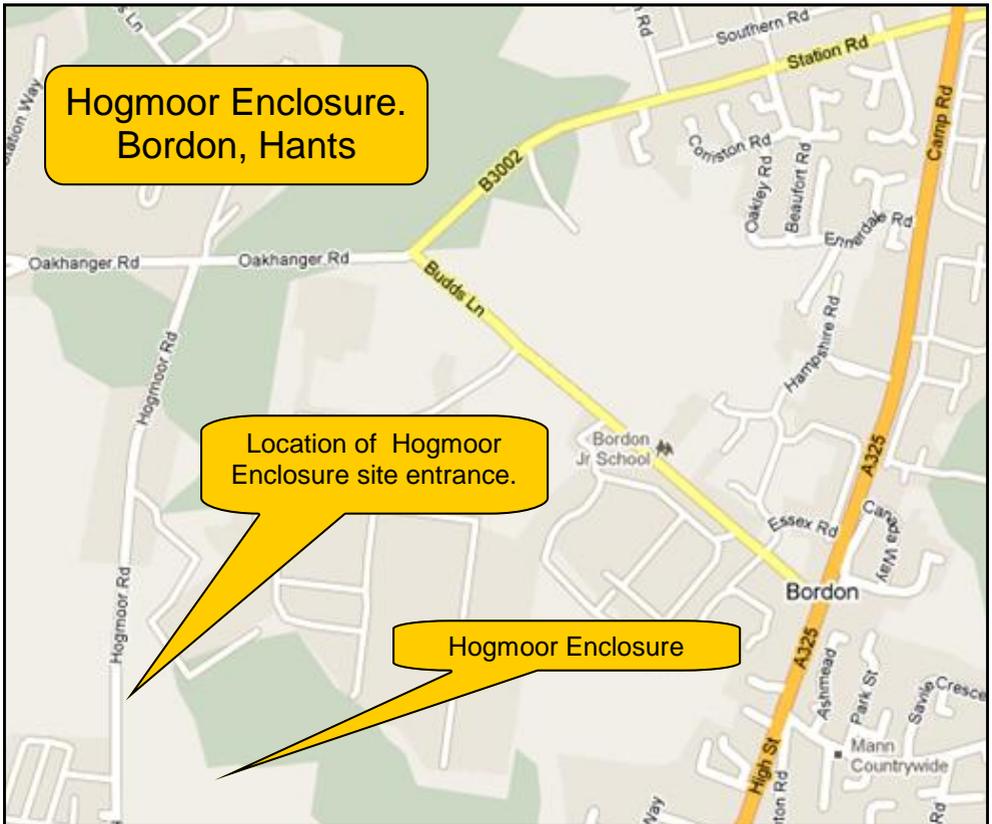
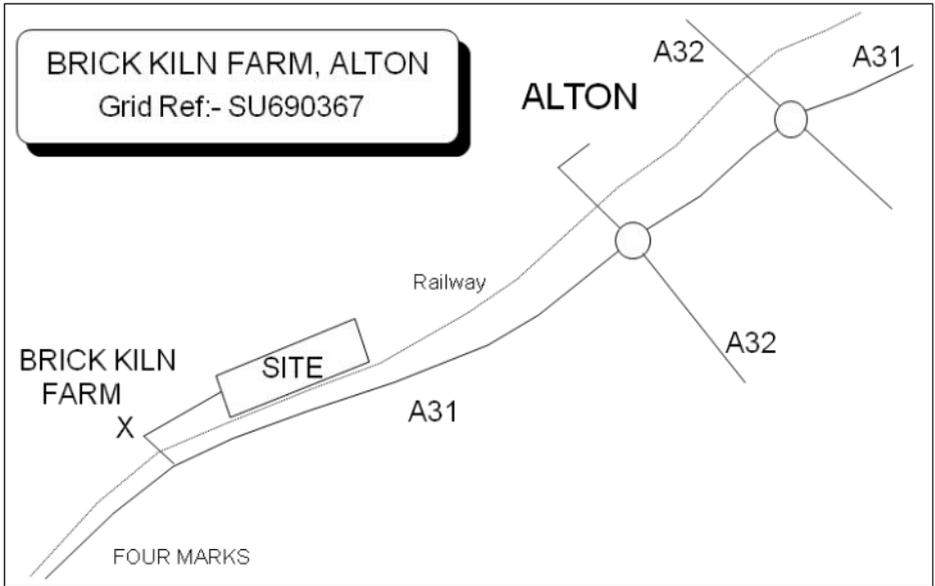
£25 gets you entry to the venue and all the off roading you can handle!

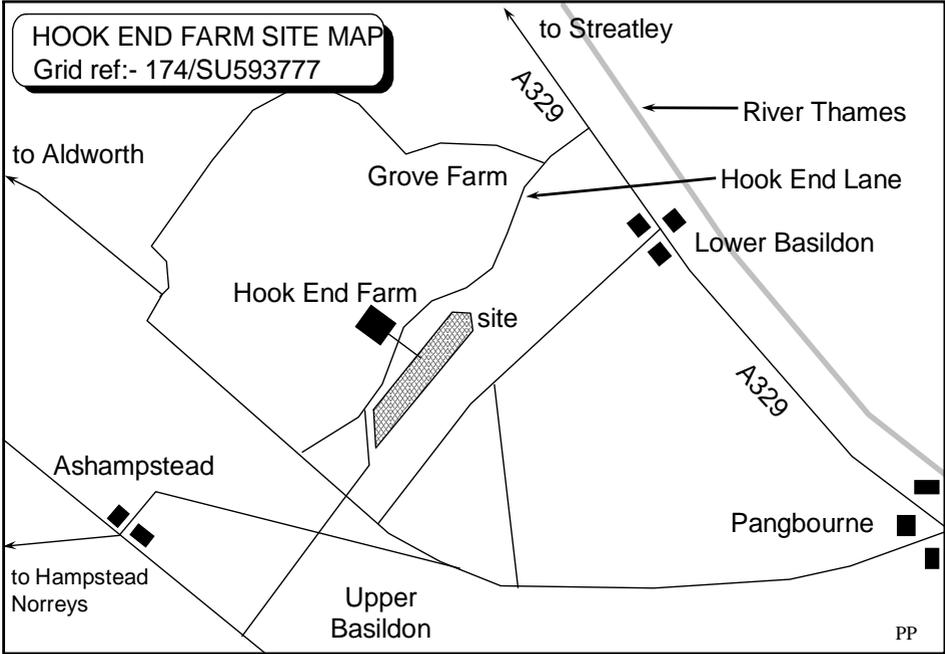
If you are not a member of an MSA affiliated 4x4 club you will need to join ours (for insurance purposes) this can be done on the day for an additional fee of £5

The event is open to all types/makes of road legal 4x4 vehicles up to a max gross weight of 3.5 tonnes (sorry no quads). A recovery point on the rear of your vehicle is a must (a tow bar is sufficient) and a front recovery point is helpful but not a requirement.

More details about driving days in general can be found on our web site at: <http://www.hbro.co.uk/Drvdays/Drvday.html>

Directions to the venue can be found at: <http://www.hbro.co.uk/calender.htm>





RESULTS

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

December 12th 2010 – Hants & Berks RTV – Nelly's Dell				
Overall event winner	Matt Hewitt			
Class 4 & 10 combined	1 st	Jez Kerswell	2 nd	Mike Fitzgerald
Class 5	1 st	Richard Aston	2 nd	Ethan Gardner
Spannerman	Richard Aston (smashed door window & broken diff)			
Setting out: Hugh Duffett, Tim Wishaw, Barrie Webb, Josh Folkes, Steve Aston				
COC: Hugh Duffett CM: Sarah Duffett SOC: Ian Parker Scrutineer: Matt Hewitt. Marshals: Joe Stacey, Ian Parker, Sarah Duffett				

January 23rd – Hants & Berks RTV – Chichester Quarry				
RTV Overall event winner	Jack Dewdney			
RTV Class 4, 7 & 10 combined	1 st	Jack Dewdney	2 nd	David Lindsey
RTV Class 5	1 st	Joe Stacey	2 nd	Steve Aston
Spannerman	David Lindsey			
Setting out: Hugh Duffett, Tim Wishaw, Joe Stacey, Barrie Webb, Ethan Gardner, Steve Aston				
COC: Ethan Gardner CM: Sarah Duffett SOC: Ian Parker Scrutineer: Garry White Marshals: Tim Wishaw, Ian Parker, Sarah Duffett				

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

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

November 5th to 7th – Driving Force Navigational exercise - Essex	
Second place overall	Elton Jonsson & Steve Tanner

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

November 28th – Mike Wolfe Challenge – Muddy Bottom	
1 st Place ALRC Class	Hugh Duffett & Tim Wishaw

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
March 5	Crown Hotel, Alton	Presentation evening at the (6.30 for a 7.00pm start)
Mar 20	RTV: Hook End Farm	RTV
Apr 17	Hogmoor enclosure	RTV & drive round day.
May 8	Kingsclere (Provisional booking date and site to be confirmed)	RTV.
May 26 - 31	National Construction College, Bircham Newton, Norfolk, PE31 6RH.	2011 ALRC NATIONAL RALLY
Jun 12	Brick Kiln (Confirmed)	RTV:
July 17	<i>Winchester (Provisional booking date and site to be confirmed)</i>	<i>RTV:</i>
Aug 27 to 29	<i>Venue to be confirmed</i>	<i>SUMMER RALLY & RTV & Night Trial</i>
Sep 25	<i>CHICHESTER QUARRY (provisional date and site to be confirmed)</i>	<i>RTV:</i>
Oct 16	<i>MOD Site (date and site to be confirmed)</i>	<i>RTV / DRIVE AROUND DAY:</i>

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).



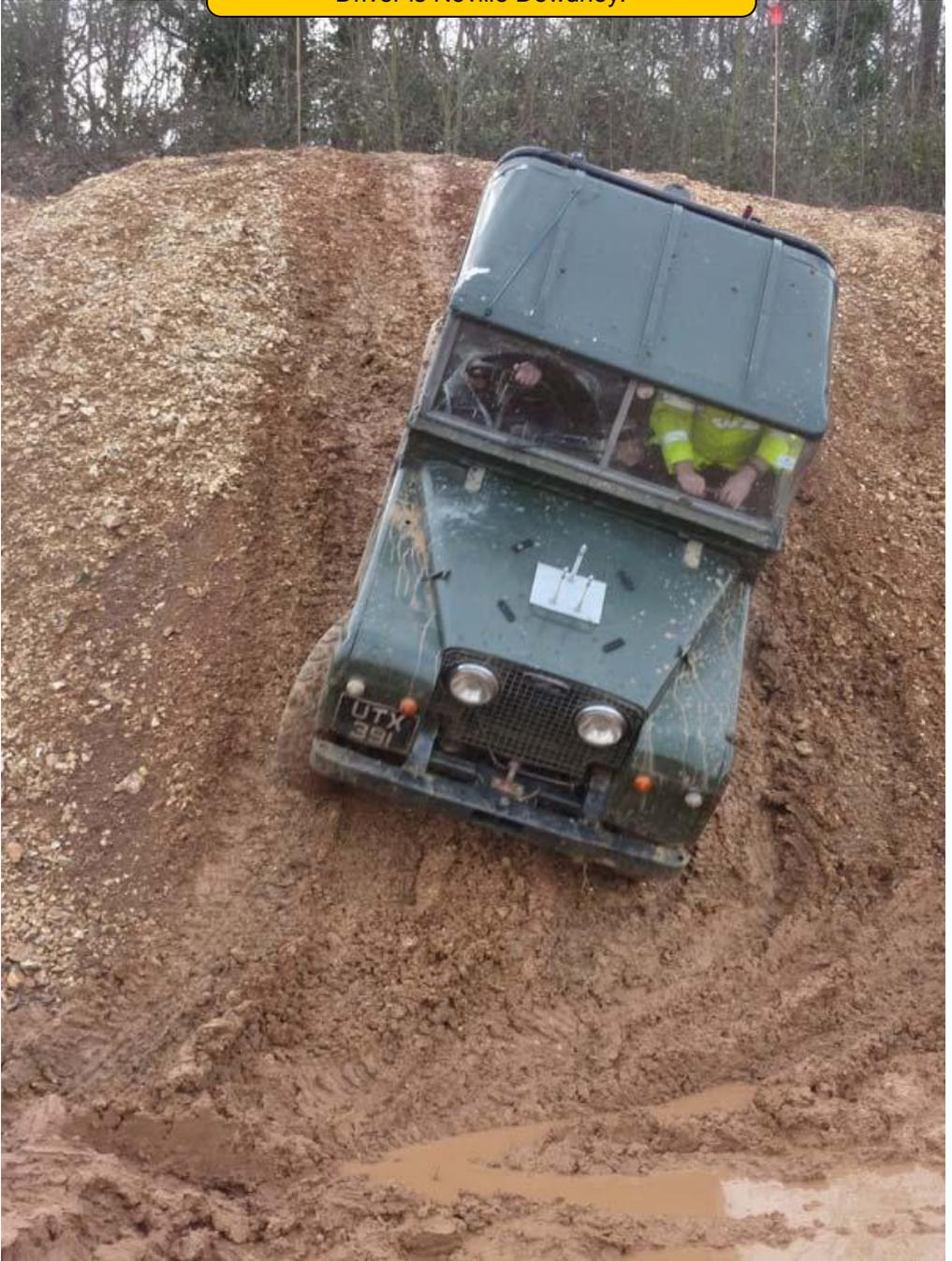
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Disclaimer

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.

RTVs are going downhill these days.
Driver is Neville Dewdney.



23 Jan 2011 Chichester RTV. Tim Whishaw helping David Lindsay to safety



Simon Brown being recovered by Tim Whishaw and Ethan Gardner. 23 Jan 2011 Chichester RTV.

