



# Hants & Berks NEWS

Mark Ambler receives the Michen Industries Trophy.



HBLRO successes at the ALRC 2011 National Rally.



Hugh Duffett wins Class 1 in the Comp Safari.



July / August  
2011





# Hants & Berks Land Rover Owners ~ Summer Rally



**Saturday 27th – Monday 29th August 2011**

**at Woodside Farm (Nellies Dell) near Alton  
(Grid ref: SU677295)**

**Saturday:**

**Afternoon:** "Navigation nightmare" treasure hunt

**Afternoon/evening:** Bicycle Trial for all ages.



**Sunday:**

RTV Trial (with the Boys Own & Girls Own  
Trophies up for grabs!)

**Evening:** BBQ & Quiz.



**Monday:**

**AM:** Steve's School Sports Day and fun driving  
events.



**A fantastic social weekend so come and join us**

*Camping available from Friday 4pm*

**for more info watch the web site or Contact Hugh Duffett  
[Hugh.Duffett@hbro.co.uk](mailto:Hugh.Duffett@hbro.co.uk)**

## 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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## Editor's bit....

We're trying a variation on the colour in this edition. Coloured covers and centre pages but black-and-white elsewhere. This is a money-saving compromise. What do you think?

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

Deadline for the next issue is August 20th. Don't wait until then, start sending in your contributions now. Articles can be in almost any

w o r d  
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.

Steve Kirby.



Dave Lindsey  
Kingsclere May 2011



## Steve's Slippery Slope

Slam dunk...

HBLRO hit the bull's eye at this year's ALRC Nationals and its all down to two of our members. As you will see from the front cover Mark Ambler took 1st Place in the RTV and the CCV with a second in class in the Comp Safari. Mark also bagged Michen Industries Trophy for the lowest scoring Range Rover in the CCV and also winning the Off Roader Sports Shield for the best result in the CCV, RTV and Comp Safari in a standard class. We also had our very own Hugh Duffett putting in a sterling drive to take 1st in class in the Comp Safari.

I think that I speak for all in the club when I say a very big well done to you both. For a more detailed overview see my ALRC Nationals article later in the mag.

So back to my report on all the rest of the goings ons.. I wanted to say a big thanks to Nev for welding up my front bumper and for doing such a fab job. I had tried to do it myself but to be honest my Clark Pro 90 just did not have the grunt to penetrate 5mm thick steel. Upon picking up the bumper Nev did say that most of the time taken on the job was grinding my 'slugs' off so that he could do the job properly!! Now this may sound a little strange but the welds were so pretty that I did not paint them for several

days and took great pleasure in having a good look at them every time I walked past the front of the Disco (bit sad I know but who wants to be normal eh..)

Sunday the 8th of May brought our RTV at the Kingsclere site. As last year I decided to CoC the event as it is really local to me and it's a site that I like to set up at. Talking about setting up the Saturday setting up session proved to be fraught with problems. I arrived to find Matt Hewitt already on site, quickly followed by Dave Lindsey. Not long into the day Matt's vehicle suddenly developed an electrical issue in the ignition system meaning it would not start so we were down to two cars. An hour later my radiator sprung a leak, squirting out a fine jet of coolant around a mill thick. Nice, the day was turning into a nightmare. Then our knight in shining armour arrived. Chris Homewood bumped his way into the site with a big grin on his face keen to show off his new 90... What a piece of luck. With Chris' aid any the intermittent use of my Disco we were able to finish setting the vent up (thanks Chris..)

The Sunday soon arrived and I took a call from Sarah Duffett to say that unfortunately the Duffett clan would not be able to make the event, however she had the "Ian's box" with all the score sheets, trophies and

what not which were needed to run the event. It was looking like I was going to have to drive down from Basingstoke to Portsmouth collect the box and then back to Kingsclere by around 09.00 hours. Then my second knight in shining armour of the weekend appeared, Elton. Elton advised that he would collect the box and bring it up to save me a load of time. I cannot thank you enough for doing this as you saved me around an hour and a half and a load of stress. So finally (and just about on time) the day started. Now I know that Kingsclere is not everyone's cup of tea but to be honest I love the place and as last year it did not disappoint. Heavy rain over night brought a damp start to the event with the terrain drying as the day went on. To my delight the scores coming in were all over the place with what appeared to be simple sections catching out many drivers. It was almost like what looked hard was easy and what looked easy was hard. There was a particularly tricky cross axle between the 12 and 11 gate just after lunch which really caught out a few of our regulars. As the day drew to a close it was clear that Jack Dewdney had really driven well and was our overall event winner, however it was good to see that Barrie Webb and Pete Brayford (Pete mate) had in my opinion their best every days and we welcomed new members Phil Taylor and Michael Baily into the fold.

Before I could blink our green laning event in the Basingstoke area arrived (15th May) I do not generally get to do many of our green laning events however as this was local to me I could just not resist. We all met up in the car park of a local hotel and I was pleased that my misses had been able to join me as it's been a while since we have 'laned' together. Julian already had the skin and bones of a route put together taking us in essence on a large loop anti clockwise down toward Alton then West toward Alresford then finally flicking North back up to Basingstoke. I felt like I had gone back to my roots. As it was green laning that I had originally bought my Disco for and had spent a summer a few years ago just laning on a Sunday afternoon (until joining HBLRO and discovering RTV!).

The sun was out, I was in the Disco and all was right in my little world. Then we arrived at Water Lane! For those of you who have not 'done' this fab green lane get in your car (yes right now) and get yourself down to it. You will find it just to the South East of Alton. This has to be one of Hampshire's most thrilling green lanes. The start is nice and gentle then you hit the 'step' and short aggressive upward 'bump' and then you are into the side slopes, hard over to the right, hard over to the left, hard over to the right again, on and on for what seemed like miles. Being on point (at the rear) I had a superb view of 5

Land Rovers in front of me all swinging over hard from one side to the left at different times. This was a view will stay with me for a very long time. We covered over 80 miles on the day and took in 27 lanes.. it was the best green laning day I have had for a long time, well done Julian a great route and some great scenery.

Now it would just not be right if I wrote a slippery slope article and made no mention of some work on the Disco. So, both barrels this month. Both my rear body mounts were shot and had been for some time. The troublesome brackets can be found toward the rear of the inner sill and form part of a number of mounts holding the body to the chassis. I knew that I was going to have to get in there and sort these little monkeys out. Knowing that this was going to take some time I took a little advice from Joe Stacey and got stuck in. For those Disco/Rangie owners who have not yet had the pleasure you will need to put some time aside for this one. To gain access to the top of the mounting bolts and to enable the bracket to be removed (once cut from the sill) requires holes to be cut through the floor of the body. As expected there was not much of the inner sill left once the brackets had been removed so out came the grinder again to take back what was left to find good metal to start the repairs. The sill repairs alone took a day on each side. I then spent another day

cutting up some 3" box section to make new brackets which were then clamped into position before being secured with weld. The only luck I had was that I was able to re-use the original mounting bolts, rubbers and washers which saved me a couple of quid. To be honest I can see why so many Disco's go to the great breaker in the sky when this sort of rot is found, as if you needed to put the car into a garage for this type of repair the labour charges alone would quickly match the value of the vehicle. However the job is done now and I am pretty pleased with the outcome. At least I will never have to do them again (on this car).

As I write this I am now relaxing after our Brick Kiln Lane RTV. It's been a while since we used this site (half RTV and half winch day was the last time I think), and I am feeling pretty pleased with the day's events. The weekend started yesterday morning (Saturday 18th June) which happens to be my mum's birthday and the date of the Battle of Waterloo (sorry all your French members). I arrived at the site to be advised by the land owner that we had not booked and he was not expecting us. My heart stopped as I knew that I have our regular member arriving the next morning and there was no way that I wanted to be sat at the entry gate telling everyone arriving that there had been a mix up and there would be no event. So after a bit of

hard negotiation I managed to book the site there and then for the following day. It is worth mentioning at this point that we had in fact booked the site however there had been some miss communication between the Brick Kiln management team. So with the first head ache of the day over the setting up team hit the site and started laying out sections. As we were at Brick Kiln and it ALWAYS rains when we are there we had a day of intermittent showers making the going very soggy. Whilst we were a little light on staff we were through by around 3pm with an 8 section RTV that was very worth of the best efforts of our regular RTV'ers.

Sunday morning arrived and I overslept!! giving me only 35 mins to get up and get my butt over to the site. With no breakfast and not even time to brush my teeth I arrived just before 8am. It was going to be a long day. Half way through putting the cane tops on and I was joined by Chris Wood, Josh Folkes and Tim Whishaw.. With these extra hands we could get on top of the final organising and be ready for the competitor's arrival. Upon arriving back in the paddock I was pleased to see around 14 drivers had arrived with some new faces and the arrival of a member who we have not seen for some time (Paul Homewood). Just before the start of the event Mark Ambler made it known to me that he had had a problem with

his vehicle and had only planned on officiating at the event. However as I was CoC he asked if he could drive mine. It was at this moment I sort of got torn. I know that Mark is one of our most talented drivers and is very capable of easily handling my vehicle, however he is a very determined driver and is able to push a vehicle to the very edge of its performance envelope. So it was with a very small hint of in trepidation that I agreed.

So the day started and we slowly worked through the first couple of sections. All was very nice until we came to section 3 where a considerable 'drop-off' had been included followed by a tight turn to the right between a tree on the one side and a stump on the other. Anxious faces appeared as the drivers 'walked' the section... with murmurs a little more blue than 'flipping heck' Steve that looks a bit dodgy. Fortunately I knew that it looked much worse than it actually was as I had dropped over it around 4 times the day before setting up. Whilst in the end the drivers all negotiated this particular part of the section safely the right turn between the tree and stump did start to claim victims. On a couple of occasions we all heard the sickening sound of crunching as lights and/or body work came into firm contact with wood. As the day moved on (and after a particularly long lunch stop as the last section needed a complete re-build) it became clear

that trying to manage around 14 cars around the site and having them all in the right place at the right time and in the right order was going to be a bit of a task. However we had a cracking team of marshals and somehow managed to knife and fork out way through the event.

Our regular stronger drivers (as usual) started to emerge as the day wore on and it was very nice to see Kevin Wood re-enthused with a new suspension set up on his truck cab, the return of Phil Taylor from his debut drive at Kingsclere, to also see Gareth Bell (and a gorgeous sounding modded 90) at his first RTV along with Simon Brown in his practically stock Discovery. However all eyes were on Paul Homewood who from section 1 demonstrated that he was pretty serious about the sport and was there to do well. Double driving his dads car it was obvious that he had a good eye for a line and never really looked like the sort of driver to get out of the throttle when the going to 'gutsy'...

Presenting the awards after the event did see the overall victory (and class 4 win) go to Paul Homewood with Jack Dewdney putting in another stonking performance to win class 10 and with Garry White taking the honours in class 5. It is worth putting into print that Garry also won the spanner man for charging down to Nelly's Dell for the event when in fact we were at the Kiln!! LOL nice one

mate... Oh and by the way Mark put in a decent performance in class 5 and my Disco told me on the way home that he had treated her well and she would be happy for him to drive her again (but not to often).

So as usual it's time to look forward.. By the time you read this we would have had 9 members (3 teams of 3) attend the Charity RTV event at Plympton and hope that they all had fun, but more importantly come home with some silverware!. We have an RTV at a new site in Winchester on the 17th of July. And we have our summer rally over the August Bank holiday weekend.

We are making a big effort this year with a treasure hunt on the Saturday followed by a push bike trial Saturday evening, an 8 section RTV on the Sunday followed by a club BBQ. On the Monday we are also organising 'Steve's school sports day' with various school sports day races and a few Landover driving based challenges (such as 'hole-in-one' and 'two-big-jugs) thrown in...

So all you quiche eaters be there or be square..

Steve Aston.

## Green Laning trip - South Basingstoke

Three 90's and two Disco's attended the greenlaning day on Sunday 15th May which took in a variety of lanes around Basingstoke; some tight and in places challenging that tested ones nerve, others that were easy going with pleasant views across the countryside. Couple this with good company, superb route selection and fine weather, it is sure to be remembered as one of this year's green lane highlights so far.

The day started bright but coolly as the first two to the RV at the Holiday Inn were Julian Mallard and Mick James in their fairly standard 90's. After a brief introduction, a Land Rover less Les Legg (say that after a few pints) arrived in rather a sombre mood as his green laning quest was quashed by a nesting bird that was using his vehicle as a surrogate tree! Nevertheless, Julian was able to offer him a seat as Chief Navigator and all was well. This marked the start of a steady trickle of vehicles as Kelvin Bowles arrived in his Disco, followed swiftly by Mike and Christine Keeling in their 90 Station Wagon. Making an entrance with a roar that would make Jeremy Clarkson wet himself, was Darren Holmes in his bright orange,

tricked up, 4.2 litre V8, 90 truck cab. Finally bringing up the rear was Steve and Cathy Aston in their well known, rugged Disco.

The route was confirmed and together with some banter was briefed. Then, with no time to waste, the convoy moved off excitedly towards their first lanes. These were gentle lanes that were relatively easy going due to the recent spell of dry weather, and afforded some superb views across the Hampshire countryside. They also provided a decent 'warm up' for the rest of the day, providing us opportunity to test our mechanicals and convoy drills before the more challenging lanes later.

After two hours we had a drivers stop. The weather had warmed up by now and enabled us an opportunity to get to know each other better and have a browse about one another's vehicles. Unsurprisingly Darren's thunderous 90 soon becoming the centre of attention. However, the thirst for adventure overtook and we were soon heading on our way down more green lanes, this time becoming more rutted and enclosed, requiring some additional concentration and occasionally the need for low range.

A short while later Julian stopped and advised us to fold in our wing mirrors as the next lane was going to be rather tight and had potential to cause some damage to our vehicles. This was not re-assuring especially as a bloke on a quad bike had erred on the side of caution and abstained from the lane; the lane was sunken and the trees overlapped to create a dark entrance not un-akin the Oblivion ride at Alton Towers. So with low range engaged and full of trepidation, we headed into the darkness...

This proved to be the most challenging and enjoyable lane of

the day. The ascent tilted the vehicles at steep angles, first to the right, then the left, demanding extra focus and nerve to keep the vehicles on a steady course. Soon the twists gave way to undulating, wet rocks that tested driver skill and the tyres grip before a short water run marked the difficult patch over. Remarkably, Kelvin's Disco was shod with road tyres and had made it through with relative ease!

Once we had re-grouped and discussed the lane with beaming grins on our faces, we moved off to picnic in a more sedate lane.

The majority of the afternoon



was spent exploring lanes that varied from gravel and flat to wooded and undulating, some open and others that clawed at the paintwork. Around mid afternoon, Julian stopped for afternoon tea. After a brief chat and leg stretch, Julian keenly led us on the last few lanes that were to include ruts and mud. What more could you ask for?

With the onset of early evening, the last lane claimed our first victim. Just 200m short of the road, one of Kelvin's tyres finally succumbed to the rigours of laning and blew, leaving a gash a couple of inches long. Frustratingly, but with good humour, the wheel was changed and with that marked

the end of the day. We each said our farewells and split off wearily in our individual directions.

Those on the trip all remarked how excellent the day had been. The route selection was on the mark, being gentle to break in, before becoming more demanding yet manageable later on. The fine weather warmed and coupled with amiable company made the experience all the more enjoyable. A big thanks and well done to Julian for the route and leading the day as well as to all those who took part.

Mick James



## 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.

## July / August Caption Competition.

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



## May/June Caption Competition Winner.



The caption competition winner is Catherine, Duchess of Cambridge (nee Kate Middleton) who also goes on to say that she hopes her new husband (William) looks as good as the club chairman when he is in his mid 40's.



Hugh Duffett RTV ALRC National May 2011



Tim Wishaw CCV ALRC National May 2011

Russel Vare RTV  
ALRC National May  
2011



Mark Ambler CCV ALRC  
Nationals May 2011

Mark Furnell ALRC Nationals May 2011



Richard Salter CCV ALRC Nationals May 2011

Matt Hewitt CCV ALRC Nationals May 2011



Richard Aston ALRC Nationals May 2011

## My 2011 ALRC Nationals - by Steve Aston

So our little convoy was down to the last 30 miles from the campsite at this years ALRC National Championships. Present was the complete Stacey clan (Joe in his Disco (with caravan), Kim in her Polo with the kids (and Joe's sister) spread between the two. Garry and Ann White with their caravan and myself in the Disco.. We had survived being over taken by Mark Ambler on the M25 in his articulated lorry, being caught in an almighty traffic jam in the M11 services, having to queue for miles through some of the smallest villages in Norfolk and Garry's Rangie threatening to boil its head off for the last 2 hours.

When my sat nav thought that it would be a great idea to guide us down some of the smallest country lanes I have ever seen. Joe and Garry were soon on the CB voicing there concerns when the stinging nettles started slapping down both sides of their caravans "yeah, sorry about that" was my reply... come on campsite please be round the next corner was my dream.

Finally we pulled into the site and what a view met us. Rows upon rows of Land Rovers, caravans and tents with lots of people scuttling about

the place all looking very busy. We had arrived after 188 miles and over 5 hours. Some lovely lady members of the Breckland Land Rover Club dashed out of the security hut to greet us, handing us bags full of promo stuff and our entry paperwork.

As we crept round the campsite the first vehicle I recognised was Tim Whishaw's new 110 with the roof tent erected. Then I spotted Richard Salter's pod on the back of his flat bed, then Trevor's blue 90. Kevin and Ann's tent came into view and then the rest of the members. Flippin' fantastic I thought, we are here and I can remember this buzz from last year.

We quickly found our pitches and dismounted from our trusty rides. Sally (as I have christened my Disco) had done well, all the way there on about two thirds of a tank, not bad for an old girl with 331,000 on the clock. We were quickly swamped by other members asking about how our run up had been and how long they had been there etc... Mind you I think that Russell Vare had the best run up, apparently doing it in just over 3 hours (I my memory is correct), having said that he did set out at around five in the morning (or

some other crazy time).

As the rain had stayed away I quickly pitched my tent as the sky was dark in the distance. The next plan was to get signed on and through scrutineering. After a quick drink Garry and I made our way to sign on, so far so good, then the dreaded scrutineering check, I was quietly confident that all would be OK, but you never know. Apart from a few blokes cracking jokes about my new look front end everything went to plan and before I knew it I was back next to my tent sticking on my competition numbers.

Finally a chance to relax. Popping the top of a beer I mingled in with the rest of the members, before joining the White's for a fab chilli meal washed down with a fine bottle of red I had specially selected earlier in the week.

The rest of the evening was spent chatting with members, a couple more beers and keeping away from the beer tent. By 10.30pm I was tucked up in my sleeping bag and dreaming of the events to come over the next few days.

I woke at around 07.00 Saturday morning by an array of different land rover sounds. Fortunately, I was camped just opposite the sweetest sounding V8 90 so lay there for a while listening and wishing that I was in fact a V8 engine. It was then that

I did notice the patter of moderately hard rain. Thank goodness it was the day of the CCV and not the RTV I thought, what a wet start to the day. I finally surfaced at about half nine, had a pot noodle for my breakfast (always a good start to the day), washed my chops and made my way over to watch the CCV.

The weather had eased and the sun was trying to get through. The site its self was very similar to the 'Kingsclere' site we RTV at, however about 50 times larger. Man made, a little sterile however looked perfect for good RTV/CCV sections. I quickly spotted various competing members of our club scattered around the site in their small (ish) groups. After watching for around half an hour it quickly became apparent that this was a pretty tough CCV with many sections having certain points that a lot of drivers could just not get past. There were sizeable climbs and gullies along with piles of rubble to negotiate. However the most spectacular scene was the drivers traversing diagonally across a very large concrete slab set into the side of a mound and an angle of around 40 degrees. It was truly terrifying. Snatching a few seconds chat with the drivers it became clear that again this year Mark Ambler was having a pretty decent day. Matt

Hewitt and Mark Furnell were certainly enjoying themselves and Tim Whishaw's face was just all grin (as usual). Richard Salter also sounded pretty pleased with the performance of his new buggy. As the event drew to a close all of our drivers returned back to the camp site, full of stories about if they had just been in a different gear here or on the gas a little earlier there then their score would have been such and such. However everyone was back safe with very little damage. Now we had the wait for the prize giving in the beer tent later.

Again this year Lewis Alexander was competing in the push bike trial, so at around five o'clock I made my way over to the signing on tent and was shocked to see how many youngsters had entered for the event, there must have been around 40 of the little monkeys. As we made our way over to the sections the heavens opened and through the whole event it poured with rain. The riders battled on regardless. Whilst some of the really young ones had a little 'pushing' help from mum or dad, most of the competitors made it through the event under their own steam. It was toward the end of the event that Kevin Wood suggested that this may be something we may want to consider doing at our Summer Rally, what a stroke of

genius I thought (watch this space). Whilst Lewis did not have the best start, his riding got better as time went on. Finally he had a great result finishing in 9th in his age group, well done Lewis, see you there again next year!

It was around this time that my brother (and his girl friend Sarah) arrived and shortly after set up his gourmet kitchen (in the back of his people carrier) and started cooking up a gorgeous looking fresh chicken and pepper fajitas for their dinner. So as not to feel left out, I popped the top off my favourite pot noodle 'Curry' flavour and we chowed down together. It was good to see him as he was just about as excited as I was.

Later we took a stroll over to the beer tent and what a fabulous way we walked, the route took us through a small wood where the track had been lit by different colour lights bulbs on a line.. it was magical (well pretty good anyway). As the presentation commenced Mark Ambler was bouncing around in anticipation of the result. Before we knew it the presenter called his name as the winner of class 5 in the CCV. As one all the members of the club present shouted and cheered. He must have felt like the dogs down below as he walked the whole length of the tent to take the glory... What

a moment.. well done Mark.

After the presentations our Hants & Berks RTV posy re-grouped outside the tent to form a strategy for the next days RTV event. After a good long chat over several beers I had agreed with Garry White that if he smashed his Range Rover up on route to beating Mark in the RTV then I would tow his caravan home. I then also entered into an agreement with Kiwi Dave that if he won his class I would give him a special gentleman's treat. With this in mind and all being pumped up with a little alcohol and a great deal of excitement we made our way back to the camp site to get our heads down for the night.

I rose well the next morning, so I lay there enjoying that feeling for a while before finally crawling out of my sleeping bag. Whilst not sunny, it was dry, "result" I said to myself. Rich and Sarah were already up, I knocked on Joe's caravan door and received an appropriate grunt... then started to prep for the day. I got my lunch ready (ham and mayo rolls, lush) and then brought Sally to life with a quick tickle on the key.

Before I knew it we were at the drivers assembly area. The drivers briefing was a little strange and the COC took large pauses between his sentences, as he was looking down whilst doing this it, seemed to most

that he kept on nodding off. Also at this point he dropped the bombshell, "Class 5 drivers are to nominate the location of their shunts prior to the start of the section" he mumbled. It took a while for the meaning of this to sink in. This would be the first time that I have had to do this and it made me a little nervous.

So finally we were off, our group started the drive to the first section. It was a little disappointing that Rich and I were the only class 5 vehicle, so we were not really going to have much to measure our selves against. On the line at the first section my heart was racing, suddenly I was on my way and took a score of 4, at the time I did not think this was to bad, how little I knew. The sections passed and it became clear that compared to the very difficult CCV the day before this RTV was going to be a very low scoring event with lots and lots of clears. Then as we approached section 11 it became obvious that the day was just about to fall away from us. A section up and over a large sand dune. A long climb up, over the top then a large loop back up to the top, then another loop and so on. Whilst my Disco is a great RTV vehicle, when it comes to pure grunt, she is a little lacking. This section was all about low down power, I said to Rich "this section is going to cost

us the day", running out of steam up to the 7 gate was the result (for both of us). I must admit to having a pretty big downer here as I had realised that scoring a 7 on any section at this event would push us miles down the final result board, and I was right. Whilst we put a big effort in on the last few sections the day was lost and the dream of a really decent final position had gone with it. Fortunately toward the end of the day Russell Vare was keeping it real with a fantastic failure at an 11 gate, with the vehicle slipping away from him down a side slope. However in typical Russell style he was all grins along with his brilliant approach to RTV, it's all about having fun he maintains. Good on you mate.

Arriving back at the camp site was a little sad as whilst my result was not going to be as I had hoped, having the chance to go up against the best in the UK was and will always be a huge amount of fun. Then, however we heard a whisper that Mark was right up there with another chance of a strong finish. And again back in the beer tent later that evening another of his dreams came true. First place in class 5 on the RTV, what a result, we all went bonkers when his name was called and again he strutted the victory strut to collect his second gong of the event. Another well done mate.

To be honest I thought that the Sunday night was going to be party night, but it was clear that 2 nights camping and then 2 days either watching or taking part was starting to take its toll on us all. I wandered about a bit as our members started to turn in and found Tim and Josh fiddling about with something or other, after a good natter we decided it was time to also turn in. I did not dream much that night.

Monday morning finally arrived. Cornflakes with water (as I had no milk) and 14 custard creams for my breakfast, then up and out for the Comp Safari. Walking over to the paddock area it was clear that Richard Salter was already in trouble. Some part of the vehicle had failed on his first run and he had had to be towed out of the race area. Mark, Mark and Hugh were still out so I made my way over to the viewing area. The comp track had been set up to criss cross the large central flat area, with a few climbs up and over some of the many sand piles. It was possible to see around 75% of the circuit. This was fab as I have never really watched a comp before. I quickly spotted Mark Ambler throwing his huge red Range Rover about the place, I then spotted Mark Furnell (with Ian Parker as shotgun) spanking his vehicle up and down the dunes, finally

spotting Hugh and Sarah, who looked to be really enjoying letting the fantastic V8 engine rev right through the full range.

Finding a solution to his problems Richard Salter then re-appeared at the start line looking for another lap attempt. Flooring the throttle off the start line his vehicle dug in found traction and propelled its self toward some insane speed, lifting for the first big left then back on the power again Richard was serious. As the drivers started to get a few laps under their belts the times started to drop. Mark Ambler had his hands full with another class 5 Range Rover locked in a battle royal, Mark Furnell started to dial in some quick laps, Hugh had the measure of his class and Richard was only about 30 seconds away from the event leader. Then it happened, there was a gasp from the spectators, as I looked over the site I saw Richard's vehicle nose dive off a big 'drop off' dig into the ground and flick the car over onto its roof. After what felt like an age Richard emerged and put his hand up to signal he was OK. We were all relieved when he and his car were recovered back to the paddock. No harm done to the driver but the car was a little worse for wear.

The event ended around half past two and I made my way back to my tent. A lot of our members had left the site earlier and were making

their way home, I had another night to go, not leaving until Tuesday. I sat in my tent and pondered the events of the last 3 days, my mind wondered, and I drifted in and out of a light sleep. I was finally woken by people walking back past my tent. In my daze I had missed the final presentations of the weekend and the closing ceremony in the beer tent. I missed the chance to see Hugh collect his trophy for 1st in class (well done mate) I missed the chance to bring the weekend to a conclusion with those left. I was pretty cross with myself to be honest.

After having to leave the site for some provisions (green rizla's) I returned to find most of the remaining members gathered near Matt and Tricia's caravan, I joined the crew for what became a nice little beer session with an impromptu BBQ. We sat and put the world to rights pretty much until around midnight. Then I turned in for my last night in the tent (thank goodness)

Tuesday morning came all to quick. Then the long process of packing up and loading the car. By around 10.30 most of us were ready to depart. With the usual hand shaking and cheek kissing done the Hants & Berks return posy pulled out. Following Mark in his lorry was Matt in his 101, Mark Furnell in his Rangie,

Ian Parker in his Rangee and me bringing up the rear. We found good pace and made good time. The time alone in the car gave me a chance to think about just how lucky I am to be able to be a part of this sport and just how lucky I am to be involved with this club. Its also becoming

clear that the members that I see on a regular basis are now starting to become good friends...

Steve Aston.





Lewis Alexander ALRC  
Nationals 2011 Bike Trial

## RESULTS

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

<b>June 2011 – Hants &amp; Berks RTV – Brick Kiln</b>				
Overall event winner	<b>Paul Homewood</b>			
Class 4	1 <sup>st</sup>	<b>Daul Homewood</b>	2 <sup>nd</sup>	<b>Trevor Alexander</b>
Class 5	1 <sup>st</sup>	<b>Garry White</b>	2 <sup>nd</sup>	<b>Joe Stacey</b>
Class 10	1 <sup>st</sup>	<b>Jack Dewdney</b>	2 <sup>nd</sup>	<b>Phil Jones</b>
Spanner man: <b>Garry White</b> (for going to the wrong site)				
<b>Setting Out</b> - Steve Aston, Pete Brayford, Tim Whishaw, Ethan Gardner, Josh Folkes				
<b>Officials</b> - Som - Ian Parker, CoC - Steve Aston, Chief Marshal - Neville Dewdney, Scrutineer - Mark Ambler, Marshals - Sarah Duffett, Ian Parker, Tim Whishaw, Chris Wood				



Pete Brayford - Kingsclere  
- May 2011



# RESULTS

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

<i>April 2011 - Hants &amp; Berks RTV - Hogmoor Enclosure</i>				
Overall event winner	<b>Hugh Duffett</b>			
Class 4	1 <sup>st</sup>	<b>Hugh Duffett</b>	2 <sup>nd</sup>	<b>Alan Braclik</b>
Class 5	1 <sup>st</sup>	<b>Dave Osmond</b>	2 <sup>nd</sup>	<b>Steve Aston</b>
Class 7 and 10 combined	1 <sup>st</sup>	<b>Jack Dewdney</b>	2 <sup>nd</sup>	<b>Matt Hewitt</b>
Spanner man: <b>Steve Aston</b> (for a little wheel trouble!)				
<b>Setting Out</b> - Simon Newington, Mark Brazier, Arne Jonsson, Steve Aston, Mike Fitzgerald, Garry White, Tim Dormer, Elton Jonsson, Chris Homewood, Hugh Duffett, Sarah Duffett, Mark Ambler				
<b>Officials</b> - CoC - Garry white, SOM - Sarah Duffett, Scrutineer - Matt Hewitt, Chief Marshal - Richard Aston, Marshals - Josh Folkes, Tim Whishaw, Neil Tomlinson, Arne Jonsson, Joe Stacey, Mark Ambler				

<i>May 2011 - Hants &amp; Berks RTV - Kingsclere</i>				
Overall event winner	<b>Jack Dewdney</b>			
Class 4	1 <sup>st</sup>	<b>David Lindsey</b>	2 <sup>nd</sup>	<b>Alan Braclik</b>
Class 5	1 <sup>st</sup>	<b>Dave Osmond</b>	2 <sup>nd</sup>	<b>Pete Brayford</b>
Class 7 and 10 combined	1 <sup>st</sup>	<b>Jack Dewdney</b>	2 <sup>nd</sup>	<b>Neville Dewdney</b>
Spanner man: <b>Neville Dewdney</b> (for a little bumper damage)				
<b>Setting Out</b> - Steve Aston, Matt Hewitt, David Lindsay, Chris Homewood				
<b>Officials</b> - CoC - Steve Aston, SOM - , Scrutineer - , Chief Marshal - Matt Hewitt, Marshals - Richard Aston, Tim Whishaw				

<i>May 2011 - Staff &amp; Shrops May day Interclub Comp Safari</i>
Mark Ambler: 2 <sup>nd</sup> in class 6
Richard Salter: Retired

## 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
July 17	Winchester (see map)	RTV. (Summer Series 4)
<i>July 24</i>	<i>Salisbury Plain.</i>	<i>BAMA Driving Force Event. For more info, contact Neil Tomlinson.</i>
July 31	Salisbury area.	Green Lane Trip. For more info, please contact Julian Mallard.
Aug 27 to 29	Nelly's Dell.	SUMMER RALLY & RTV (Summer Series 5) See page 2.
Sept 10	Bramley.	BAMA Event. Autumn Rally. For more info, contact Neil Tomlinson.
<i>Sep 25</i>	<i>Chichester Quarry.</i>	<i>RTV. (Summer Series 6)</i>
Oct 16	MOD Site Slab Common, Bordon, Hants.	RTV (Winter Series 1) <i>and</i> Drive Around day.
Nov 12	<i>Longmoor – 10 phases incl trials – plan to hold BAMA Dinner evening of this event.</i>	<i>BAMA Event: Roadmaster For more information please contact Neil Tomlinson</i>
Nov 19	<i>Site to be confirmed.</i>	Green Lane Trip. For more info, please contact Julian Mallard.
<i>Nov 20</i>	<i>Site to be confirmed</i>	<i>RTV</i>
Nov 27	<i>We are aiming at a site in the Chichester area (Hampshire).</i>	<i>The Mike Wolfe Challenge (incorporating the Hants &amp; Berks ALRC Challenge Trophy)</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

- \* Southern Pub Meet - Last Wednesday of each month, Noggin & Natter at The Hampshire Hog, London Road, Clanfield, Hampshire, PO8 0QD
- \* Northern Pub meet - First Wednesday of each month. The venue will be the Lord Derby Pub located between Hook and Odiham, just of Junction 5 of the M3, from 7.30 onwards . Full address is The Lord Derby Inn & Stocks Restaurant, Bartley Heath, North Warnborough, Hook, Hampshire. RG29 1HD Tel 01256 702283
- \* 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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Alan Braclik - Kingsclere - May 2011



Jack Dewdney  
Kingsclere May  
2011



Green Laning Basingstoke 15th May 2011