



Hants & Berks NEWS



Mark Ambler 1st in class 5 and first overall with Richard Aston 3rd in class 5 at the Mendips Challenge.



**November /
December 2011**



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....

The all-colour newsletters seem to have gone down well. From a layout point of view, it's easier to do because the photos can now go anywhere, not just on the covers and centrespread.

Deadline for the next issue is December 10th; a bit earlier than usual to fit around the Christmas period. Christmas? Are we there already. 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.



Steve Kirby.

AGM News.

The attendance for this was disappointing and there were no nominations for committee posts. So the existing committee was re-elected en masse to serve for another year.

The AGM proposal to slightly increase club membership fees and RTV entry fees was agreed unanimously at the AGM on 22 October 2011.

With effect from the 1st of November our membership fees and RTV entry fee will be as follows:

Ordinary membership £29 per year

Associate membership £10 per year

Junior membership £9 per year

Social membership £7 per year

RTV entry fee £17 per driver

Steve's Slippery Slope

Just when you thought that we had slam dunked enough, we have just one more....!

So on top of our successes at the ALRC Nationals and the Cornwall & Devon Charity RTV, HBLRO have smashed in another hefty result at this years Mendips Challenge RTV.

Our squad trooped down to the event (held at Lambs Leer, West Harptree) to do battle against the best RTV and CCV drivers from Southern/Central UK. Again we put in a splendid effort. Hugh Duffett coming in with a stonking joint fourth in class four. Richard Aston had the drive of his life to pick up third place in class five and our hero Mark Ambler destroyed the competition with thirteen all day taking both first in Class 5 and first place overall. A big well done to Mark, Rich and Hugh, also a big well done to the rest of the squad: Tim Whishaw, Steve Aston, Alan Braclik and Kevin Wood.

Full results of the event and pictures can be found on the web site, I have also written an article on my day which you will find a little later in this mag.

Toward the end of August we held our summer rally at Nelly's Dell. You will recall in my last slippery slope how I was looking forward to telling you about how much sun we had and what fun the event was. Well there was and we did! The event proved to be a

great success with a lot of activity undertaken over what seemed to be a very short period of time. Everything (well almost) went off without a hitch. As with the Mendips I have penned an article about the event and again you will find this a little later in the mag. Suffice to say that we had a stonking set of bicycle events, a great RTV and a lot of fun with some driving games on the bank holiday Monday.

A regular part of our calendar now is our assistance at the Hampshire Horse Watch charity horse ride held at the Farleigh Estate on the outskirts of Basingstoke every September. Again Elton Jonsson lead with way, recruiting members of the club to assist with the marshalling of the event. I was pretty pleased to find on my arrival that Elton, Andy Bunyan, Naill Banyard and Dave Scoffield were already present. My concern was that they were all stood at the burger bar ordering breakfast. Knowing how 'healthy' their diet is I was lucky that there was any nosh left as I finally approached the counter. We were soon designated our marshalling points and proceeded to make our way to our stations. I was well pleased to have finally splashed out a huge £9.50 for a new CB 'whip' antenna (thanks Nevada Radio, F a r l i n g t o n h t t p : / / www.nevadaradio.co.uk) and now had a communication range of around three

miles. You may recall that last year at this event I had made the mistake of welding my CB ariel directly to the roof of my car, great for receiving but pretty pants and broadcasting. Now I could hear everything that was going on for miles around.

The first four hours of the event was marred by very heavy rain, however this did not seem to effect the number of horses and riders taking part. Working closely with the event organisers, volunteers and members of the Raynet organisation (www.raynet-uk.net) we ensured that all riders passed the various way points safely and arrived home in good order (apart from being a little damp). We then had the pleasure of driving the route and collecting all of the course markers and signs. It's a real treat to be able to drive such a beautiful estate. Well done to our team for another good job and see you all there next year.

As you will know by now, we had planned to hold our September RTV at the fantastic Chichester quarry site (followed by the Mike Wolfe at the same site in November). However we were very shocked to be informed by the land agent that the site had been sold during August and that the new land owner would not honour all of the booked events. This resulted in us having to quickly book the Aldermaston site for our September RTV, however more disappointment was to follow as we quickly came to

the conclusion that no other suitable site for the Mike Wolfe was available leading us to cancel the event. This also came at a time when we heard the sad news that Kingsley Cross Country had slipped into administration. However every cloud and all that, we are already working on the 2012 Mike Wolfe Challenge and want to really push the boat out next year. Our plans have also received a boost as More 4x4 has emerged from the ashes of KCC and are keen to carry the Mike Wolfe event forward and to become even more involved in the event than previously.

The newly organised Aldermaston RTV came around very quickly. Personally I love this site as it offers such a wide variety of terrain. Also the site owners (www.4x4-withoutaclub.co.uk) get into the site on a regular basis with large diggers and move things around. This event saw the first appearance of Ashley Bartlett in his very distinctive 110. Unfortunately during setting up of one of the sections he experienced a significant mechanical failure separating his rear prop from the rear diff, breaking one of the rear anti-roll bar mounts, un-seating a rear coil spring and popping the 'A' frame ball joint from its home. All done at the same time over an awkward drop off. However toward the end of the day after the sections had been set, we got under the old girl and were able to strap her temporarily back

together enabling Ashley to get her home for some urgent repairs.

The Sunday morning was bright dry as our members arrived for the RTV. Sixteen turned up which was a pretty good considering this site is a long way from homes of many of our members (in the South of the County). Unfortunately Ashley was not able to complete all his repairs however did come to passenger with me in the Disco. Mark Furnell and Matt Hewitt ran what turned out to be a fab event. As the site was pretty dry there was lots a grip and we were able to make the most of the terrain. I had just about the perfect day. It did not start to well however with a ten on section one but after this little error I could do no wrong, finishing the day on seventeen taking first in class five and my second overall event victory. I was very pleased with this result as the Mendips was approaching fast and this gave me the boost to possibly start to think about a good result there (how wrong was I !! - see 'A lesson from the master' article later in the mag).

The day ended well apart from Dave Blackmoor doing a rear window and Barrie Webb smashing an indicator, however every one had fun and we were pleased to hear of Ashley's commitment to bring his 110 to Slab and enter the RTV... cool !

Whilst cleaning the Disco off after the Aldermaston event I discovered that I had a massive

amount of play at the fan end of the water pump. I was now in a quandary as the Mendips was only a week away. Do I have time to change the part a risk a problem whilst doing the work, or do I leave it? I called Mark to see if he had a pump on one of his donor Disco's, as luck would have it he was at the Newbury sort out when I called. So Mark picked me up a new part (thanks mate). I was then also lucky with Andy Bunyan being able to pick me up a gasket and hand it to me at the Northern pup meet.

So, with the quandary about whether to change the part or not sorted in my mind, out came the tool set and the work began. Well what a pig of a job, it looked simple enough and I had estimated a couple of hours. WRONG.. Whilst undoing the water pump I managed to round one bolt and shear off another, disaster. Luckily I was able to hammer a 3/8" socket onto the rounded bolt and out she came however the sheared bolt was going to prove a little more of a problem. I then ran into my second issue. I just could not undo the nut that holds the viscous fan on to the front of the pump. I knew that this was a left hand thread, however it just would not budge. Soon come Friday night (the day before the Mendips) I was at my wits end. I had broken various tools in my fan removal attempts (including my vice = gutted). Needing a bit of help I put a call into Kevin Wood. He answered his phone

quickly stating that he was all good. Just had a slap up steak meal and was relaxing in his caravan in the camp site at the Mendips. I stated that I was at the other end of the scale and in a bit of a dark place. Kev gave me a bit of moral support and advised that whilst he was not a home I could nip over to his place and use some of his kit if I needed. So I got myself over there and was able to hold the offending part in his HUGE vice, get the spanned on it and finally remove the fan... things were looking up.

Finally at around 10pm on the Friday evening everything was back together ready for 05.30am departure the next morning to Lambs Leer. Oh and the sheared bolt, sorted, come and see me if you want and I will shown you the fix. It's a stroke of genius.

Cutting a long storey really short, whilst the club had a great result at the Mendips for me personally it was a compete disaster. Coming home with seventy five points during the day and vowing never to return (which of course is just not true).

Moving on swiftly our RTV and driving day at Slab Common soon arrived. I love Slab, its such rocking venue for both the planned events. The committee put in a huge effort to market the event and I was pretty sure that we would have a decent turn out. Organising the food van was a bit of a ball ache, however Elton pulled it out of the hat at the last minute.

Before I go on, a massive thanks to Elton and his team for running the drive around and Garry White and Chris Homewood for running an damn decent RTV. I was very pleased with the turn out for setting up no Saturday. We had around ten members which has just never happened as far as I can remember. We split off into two squads and began putting the sections in. I was pleased to see Ashley Bartlett come good on his word and turn up in his 110 to both assist and take part in the RTV.

With such a large setting up turnout we were pretty much done by mid afternoon, which meant that I was home by around 4pm - just in time to do some chores around the house (nice). The alarm sounded at around 07.00am on Sunday, I was out of bed, in the Disco and on the site by 08.00 ready to start the day. Following a tour of the site and competing the task of helping Tim Whishaw put up barrier tape around the 'no-go' areas it was back to the paddock to sign on for the RTV.

By 09.30 we had a good turn out of members for the RTV and some of our drive around customers had started to arrive. Before I knew it we were into section one. This was a typical Garry White section, tight, awkward with a killer '1' gate. I was pleased to just get to the '2' gate to be honest. My day had started OK. At this point I do just want to say that

Ashley (in his 110) put in a fab drive for his first RTV, and whilst he found it difficult at times approached the event with a great attitude. As the sections passed Slab began to demonstrate the quality it has. Each section was tough either with tricky climbs, awkward drop off's or tight gates winding between the trees, I was loving it. Coming off the back of such a poor performance at the Mendips I really needed a confidence boost. As the day progressed it got really tight at the front end of the competition. Nev, Jack, Hugh, Naill and Joe were all having good days, however if my form continued I was in with a chance. Then the disaster came, section six flattening the eight gate. It was one of the easier gates, but my day had gone. I just about managed to hold on during the last two sections but got pushed down the field finally coming in on eighteen points. More annoying was a total misjudgement of a sizeable tree on the very last section. I pushed round it a bit harder than planned, stoving in

the drivers door, the rear door, smashing the rear window and damaging what I think is called the 'C' pillar (see pics on the web and facebook). Mind you at least I won the spanner man!

A quick word of advice for Barrie, keep you foot off the clutch mate and only change down from second to first when you are either going down hill or the car has sufficient momentum to avoid a 'stop'.

So looking forward. We have the AGM in a couple of days I do hope that you all make the effort to come along and show your support as we are always keen for fresh faces at the helm. We have the National Green Lane clearance day on 30th of October (register your interest with Julian Mallard), we have our Brick Kiln Lane RTV toward the end of November, then December is upon us.

Keep it safe out there and as my old dad used to say, "ton si emit tub elbisrever si cisum eht"

Steve Aston

Web Update

We have re-written the Green Laning page.

The Club shop page has been overhauled.

The 2012 calendar is also under construction (temporary access via the 2011 Calendar page)

A relaxing weekend at the Hants & Berks Summer Rally... I think not !

A relaxing weekend at the Hants & Berks Summer Rally... I think not !

Finally the summer rally weekend had arrived. We kicked it off with the difficult task of moving our portable toilet from one side of the site to the other as there had been a little confusion as to the correct drop off point. Good job it was empty was the general consensus.

I had a very casual start to the weekend, not arriving until around midday, however this proved to be the quiet before the storm. On my arrival many of the members who were camping for the weekend were already there and set up. I choose to camp close to the said porta-loo giving me a sort of 'en-suite' loo/tent feel.

My first task was to get straight into the woods to set up the bicycle trial, so with the assistance of Garry, Naill, Ian we set about the task. We used one of the actual RTV sections for or section one, then custom created the remaining sections finally ending up in the Dell for the two 'expert' sections.

Returning to the campsite I finished setting up my tent and before long hailed over all interested members to the bicycle trial sign on. By around a quarter past five we were all set to go. I was pleased to have a pretty good take up for the event. To be honest I was just not sure how hard/easy to make the sections as I wanted all to feel included. The event started well, unfortunately Anne Wood took a tumble

and twisted her ankle fairly early on (sorry Anne). As we pushed on it soon became clear that Garry White and Niall Banyard were the cream of the men's class, and whilst Mark Ambler and Mark Furnell are great car drivers they seemed to be all at sea on push bikes! Ian Parker was also in the mix but was a little unlucky to pick up a puncture. In the ladies group Ann White was the entertainment whilst Claire Furnell was putting in a solid ride. In the under 12's Liam Cooper seemed to have the measure of Morgan Banyard. By the end of the section 4 Garry and Naill had tied for first place, Claire had secured the win in the ladies group and Liam was the under 12 champion.

We then moved on to the expert section in the Dell. Following on from a quick re-think I moved the start gate from its original position (at the top of a huge drop off down into the dell) as it just looked too scary. Foot note here: Nick White chose to start at the original position and gave us all a first class demonstration of how to descend a huge slope on a push bike safely, gutsy move Nick, well done. Naill however was not quite so smart here, as he had tied with Garry in the 'normal' bike trial he agreed with Garry that who ever did best in the 'expert' trial would win the 'normal' trial. This cost him dear as in the first section of the 'expert' event his foot slipped off his pedal and he failed a short sharp climb up to the six gate, Garry (of course) sailed by this

Chris Homewood



August Summer Rally Trial



Alan Braclik

Matt Hewitt



August Summer Rally trial



Sarah Duffett

and made it to the two gate.

Whilst the girls sat the 'expert' sections out all the guys had a good go and to my surprise Liam Cooper got in to the action also. Finally Garry came good in the men's class and won both events. The happy (but tired) group made its way back to the campsite for the last of the push bike events - the mini comp safari. Earlier we had devised a cunning route. With an easy start leading into a slalom section through the beer tent (yep, actually through the tent) followed by a quick sprint to a jump (made with Marks trailer ramps) through a chicane then finally turning for a long 'out of the saddle' dash for home. Each rider competing two laps with the best lap time counting.

Nick White was first away and made us all chuckle by almost immediately going the wrong way then the rest of the riders made their gamble one at a time. I must say that by now all were getting a little tired with the dash for home (after the chicane) really giving the riders something to think about. This was when I noticed the hunger in Ian Parker's eyes. He was pumped up and looked like he really wanted this one. Come the second lap, it was only Ian and Mark A who improved their lap times. After every one's times were recorded Ian's determination had carried him through to a very fine class win (17-40 age group) and the overall victory, well done mate. Mark Ambler came in with the win in the men's over 40's and again young Liam Cooper scooped the under 12's victory. A great event and well done to you all for taking it in the spirit that it was meant (seriously!).

As the day's activities were now over we all regrouped around Marks wood burner to review the day and to chat. As evening turned to night members started to say there good nights and drifted off to their tents/ caravans. Finally as midnight approached the only poor souls left were Claire Smith, Paul Thomas and myself. Paul had produced a fine bottle of single malt an hour and a half earlier (and some ice!) and we had managed to demolish most of it. I seem to remember talking to Paul and Claire about loads of geeky stuff ending up pondering the space elevator (look it up on Wikipedia, it's a fascinating concept) finally I called it a night and headed for bed.

Upon entering my tent, I realised that I had not inflated my airbed. Bit of a mistake this as I knew that the sound of me pumping away late at night would have disturbed those camping close. So I was in for a long and uncomfortable night sleeping flat on gods green earth. Finally however I managed to get off to sleep.

After what felt like around twenty minutes it was Sunday morning and time to drag myself out of my pit and into the disco for our Summer Rally RTV.

I know that we have used Nelly's a fair bit in the past however the setting out team had produced a terrific looking event. The site felt fresh the weather was good and the disco was set up nice. My only concern was that I have really done some damage at this site in the past and I needed my car to be in good shape for (1) to get home on Monday and (2) to set up the driving fun day Monday morning.

Fortunately today it was someone else's turn for damage with Niall trying to drive his hybrid up a tree on section one (wrecking his diff) then Kevin Wood taking a really big hit whilst attacking a climb a little later in the day. Toward the end of the event it became clear that Naill (who was now double driving Mark Amblers Rangie) seemed to have more ability in class five than his usual class ten. Garry and Mark Ambler were having a right old ding-dong for the class five victory, Neville was in a class of his own and Hugh's day was looking pretty good also. A driver that did catch my eye was Sam Sharp. Participating in her first every RTV Sam made an immediate impression with her determination and apparently fearlessness (is that a real word?) unfortunately her final score does not really representing her brilliant drive, well done Sam, look forward to watching your progress.

In the end, Nev won the event overall (taking the boys own trophy) Garry got a great birthday treat winning class five with a fantastic final ascent up one of the big climbs out of the dell, Hugh romped in for a great class four win and Sarah Duffett putting in a very tidy drive to take the girls own trophy for the second year on the bounce.

Back at the camp it did not take long for the beer to come out as it was club barbecue time. Mark A and Matt soon got to work cooking up the grub with the rest of us relaxing and exchanging stories about how the days events had been. We also started to attack the 'good old boy', a crisp full bodied ale from the West Berkshire

Brewery (www.wbbrew.com/intro.html). I had not had it before and got stuck right in. As the evening moved on Hugh and Sarah hosted a great quiz and did very well in keeping a whole bunch of boisterous members with a few beers in them under control (Sarah can be very firm at times!). Later the group moved in on Mark's home made log burner to keep warm and as the evening slid past and the booze got a hold the conversation became even more bazaar than usual. I seem to recall playing a strange game of 'divulge your phobias' and whilst there were the usual being scared of spiders and the like, there were also some wired ones. With one member explaining that he did not like spoons that had been used to stir either tea or coffee being put in the sugar bowl, another saying that he was scared of the sound of flip flops and one even more strange was someone with a fear of buttons.. All very odd. I also seem to recall we found a load of cake somewhere and a few of us scoffed the whole thing (I think this may have been Matt's but I am not sure. If so, sorry mate). It was also about this time that the Naill started to experience a bout of chronic flatulence, which I now hate to admit to finding extremely amusing. Claire and Paul then produced the hottest chilli paste I have ever seen. This was duly passed around for us all to have a taste on, I seem to remember that this caused Ian Parker some tongue difficulties. Soon after this Jan Homewood managed to fall out of her caravan, fortunately she did not break anything she landed on!

Well beyond midnight and after just about everyone had hit the sack, Ian

Parker, Chris Homewood and I finally managed to figure out the meaning of life which was neat as now I could sleep easy. I fell into my pit and considering how much I hate camping had a flippin' fab sleep.

My morning did not get off to the best start. It is now apparent that whilst I like 'good old boy' my innards don't. Without wishing to upset any of you readers I was rather pleased to be in close proximity to the lav as I had to compete in the bowl buster sprint several times before I could risk getting up 'proper'. Mark did make me feel a little better later with the remark "it takes a bit of getting used to does that good old boy".

By around ten just about all the remaining campers had surfaced and were gathered under Matt's gazebo. Whilst we had all managed to survive the weekend so far it was clear that some were not in as good shape as others. I had organised some school sports day events for the Monday morning but it was clear that this was just not going to happen. However I was determined to hold the fun driving events, as I had worked hard on thinking up the games and was sure that it would be fun.

What wasn't fun was the way I felt whilst Elton and I set the games area up over in the bottom field. I don't know about Elton but my head was thumping and my guts were rife... Elton and I returned to the campsite by around half ten. After a great deal of effort I finally managed to rally the troops and a line of vehicles made its way to the games area.

I was a little nervous as whilst the events I had planned looked good on paper, would they translate into real life?

Our first game was 'park-the-car', I had constructed five 'garages' with canes and barrier tape. The game is simple, reverse the car in to each garage and dash back to the finish all against the clock. It was clear that whilst there were some thick heads about the competitive side of the drivers soon emerged with spinning wheels, crunching gear changes we were into the spirit of it.

The second game I had called 'hole-in-one'. Out came five buckets and five soft balls. Simple game this. Stop at each garage and toss the ball into the bucket that had been placed in the garage. The only rules being the vehicle must be stopped when the ball is tossed and only the passenger can toss the ball. Quick thinking Paul and Claire soon figured that if the passenger sits in the back seat then either window offers quick access to the 'tossing' area meaning less manoeuvring of the vehicle and a faster time. Garry and Ann then took this concept to the next level with Ann driving and Garry standing up through the sunroof tossing as quickly as he could. Danni and Becci Whites attempt would be remembered for the most amount of giggling from the driver and tongue sticking out by the thrower! All very good fun.

Then to 'blind-fold-driving' the event that I was really looking forward to. I had found my old flying goggles in the garage and used insulation tape to cover the lenses. Perfect. The best

The Homewoods get wet laps carrying water.
(That's their excuse, anyway.)



People do the silliest things at the August Summer Rally



Garry White scores a hole-in-one. (We must improve the club's toilet facilities.)



Blindfold driving. (Soon to be part of the National Driving test.)



People do even sillier things at the August Summer Rally

Mark Ambler has a go at parking.
(See him perform next month at Tesco's car park.)

laugh was Ian Parker flattening part of the route followed by my misses (co-driven by Elton (snappy dresser)) missing part of the route completely.

Finally came the last game, 'two-big-jugs'. A dash around a bumpy loop by the dell trying not to wobble two big jugs of water held by the passenger, as time penalties applied subject to how much water is left in the jugs upon the teams return. Claire and Paul were the first team to go and it was clear from Paul's careful driving that he did not want Claire's jugs to wobble. The next team drove just as carefully, however the remaining teams quickly figured out that it really did not matter how much jug wobbling occurred as the penalty for loosing all the water was less than the time gained by driving carefully. The way to win this event was to drive as fast as you could and just let the jugs wobble. Mark Ambler seemed to figure this first and put in a wild dash totally soaking his passenger (Trinity). Naill then hit the loop hard drenching Morgan. Mark and Claire (Furnell) put in a quick time also. Ann just seemed happy with getting Garry as wet as possible

with no concern for the time.

As we headed back to the campsite I set to work figuring out who had won. As the overall winner would be decided by the lowest time over all four events no one was really sure how this would shake out. Finally after my computer brain had finished the huge calculation the results were in. Third place went to Ann and Garry White. Second place was claimed by Chris and Jan Homewood and the overall victory going to Naill and Morgan Banyard.

With the time approaching mid afternoon most of the camp had been packed away and not long later we all started to say our good byes and head home.

What a fab weekend, what a brilliant set of events, what a great crowd. I would not swap the memories of the time spent there for anything and I really hope that you feel the same.. if you didn't go you missed something brill.

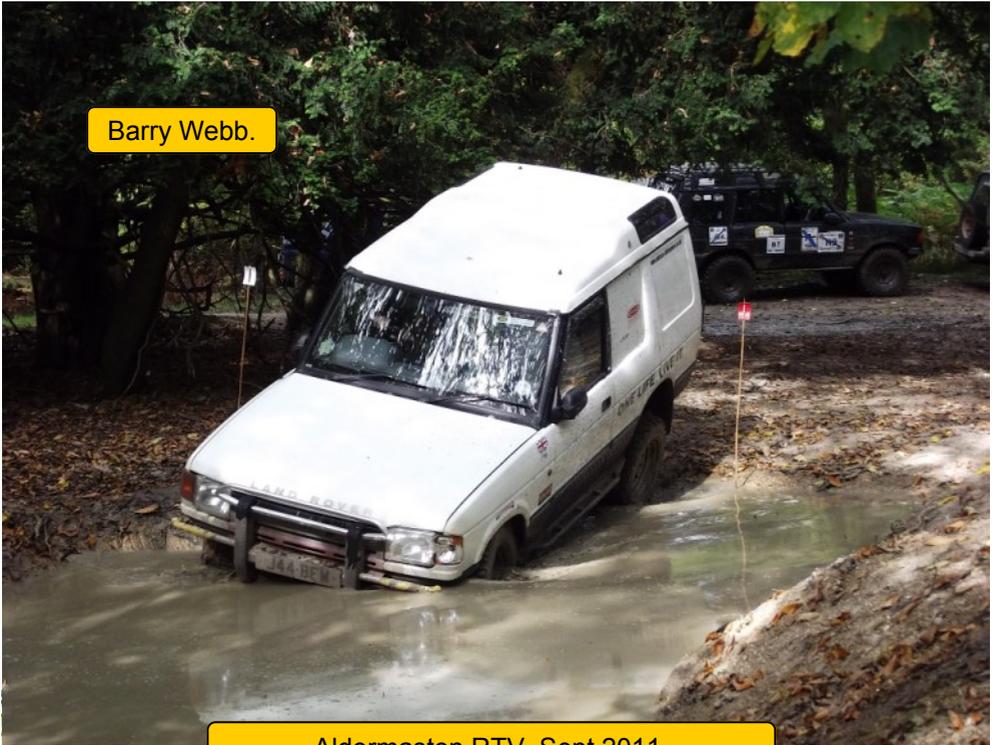
Looking forward to seeing you all again at our 2012 Summer Rally

Steve Aston

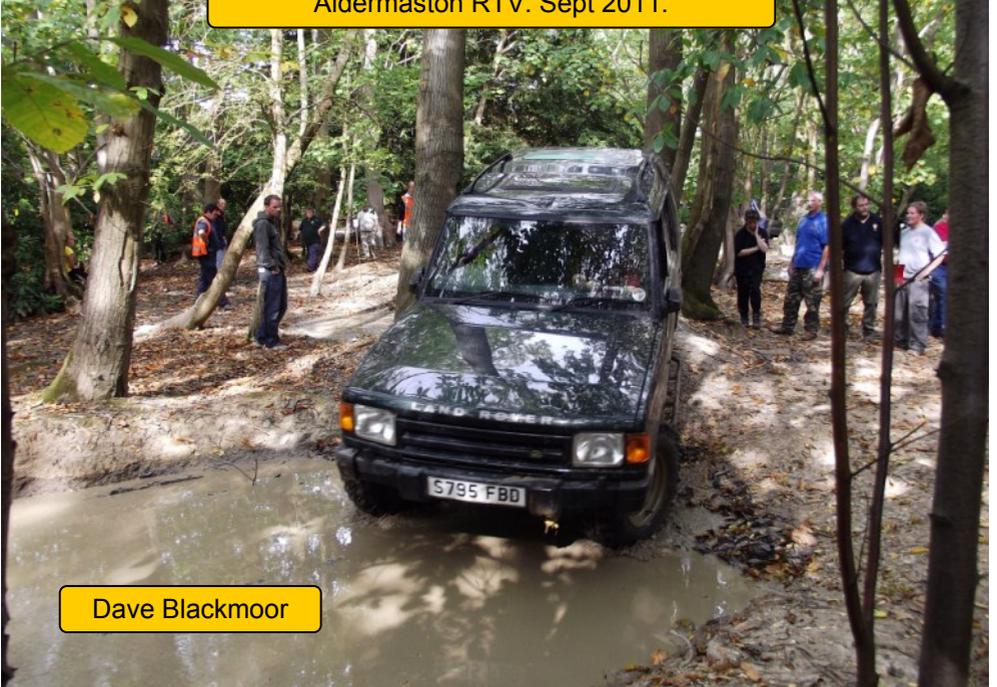
Slab Common - Spot the Celeb Competition"

We are pleased to confirm that Claire Smith and Paul Thomas (Blue 110) won the spot the celeb competition at the recent drive around event and your pot noodle will be presented when we see you next (they spotted all 12 celebs, naming 9 of them correctly)

Barry Webb.



Aldermaston RTV. Sept 2011.



Dave Blackmoor

MAJORS TRIAL 2011

The Majors Trial is held every year at Eastnor Castle near Ledbury, it is a two day CCV Trial hosted by Midland ROC. This year we entered two teams one of specials consisting of Mark F, Matt H and Timmy W and one of standard vehicles consisting of Mark A, Alan B and John C (from Somerset & Wilts LRC).

We camped in the deer park overlooked by the castle, and yes, the deer do roam amongst the campers along with quacking ducks from the nearby lake. As a bonus to this lovely setting if there is a wedding at the castle we are treated to a fabulous firework display in the evening.

All six Land Rovers passed scrutineering on Friday giving us a relaxed evening in preparation for the trial. New ground was found for us this year on the other side of a public road so our special team had to ferry their vehicles across on a trailer leaving us standard boys in bed for half an hour longer with a short drive over to the trial site.

Our first section hadn't seen a Land Rover for many years so was very tight. Alan and I had standard 90's so we were both caught out by the close trees and fresh ground. John having an old 86" Land Rover was happy to use the trees so passed the 9 gate that had caught us out. Our second section was much the

same again catching us out early with another high score. Things began to get better for us all at section 3 partly due to being driven by a previous group pushing back some of the bushes and a driven line had appeared on the ground. Alan drove very well here being one of the few to make a steep climb only to slip into a cane over some logs. Our next sections were further up a steep valley and I was the first off the line. You know when you are sat on the line thinking "I need to be further to the left" well; I wish I had moved over!! I set off over the crest turning left on a side slope only for the front wheels to push the leaves and mulch straight ahead and me into a tree (11 points for me then!!). Everyone comes to look at my mistake and is able to get their vehicles past the offending tree. Alan did okay missing the tree but getting caught out at the turn at the bottom. John on the other hand sadly his little old 2 litre engine just didn't have the power to climb back to the top of the hill. Next was the section you have all seen Timmy and Mark clearing from the link on the club website again it was a lack of power in all three of our motors which stopped us climbing the hill and getting to the 5 gate. At last a section starting on the flat, 10 gate was each side of a huge stump and

being near the back of the field I was able to watch everyone struggle and most get snagged on it. I could see that you had to drive up the steep part of the stump to avoid catching it and bringing the vehicle to a stop. I was pleased with my 1 on that section! As a team we were not at all consistent usually one of us would do better than the other two but it did seem to be a different member of the team each time.

Back at camp we caught up with the other group who were also finding the sections challenging. Timmy W was the best driver in H & B for the day nobody had broken anything with just a few adjustments needed and a quick vehicle check at 4 o'clock our thoughts turned to food. Ian lit the fire, Claire organised the food, Stuart cooked it and Nick W did the washing up, that's why we bring passengers!

Day 2 saw us lined up at 8 o'clock and set off for the sections in the wood; the sections were clearly visible as 60 vehicles had used them the day before. The same 60 vehicles had also made the ruts deeper, climbs steeper and mud more slippery. John's Land Rover had broken a front half shaft whilst trying to get to the start line so he was now double driving my 90 trying to be careful with it but there were trees everywhere! A couple of sections completed and we were now on the low part of the site best described as a swamp. It was a case of pointing the vehicle in the right

direction and putting your foot down. Alan was having a great time ploughing his 90 through the mud. Mine was getting a little hot having to do it all twice, we did think of Mark, Matt and Timmy and how much they must have enjoyed these sections with their V8's. Alan was enjoying the day more and more although he hadn't got a clear yet, he did wait until the last section of the weekend to go for that impossible 1 gate, ending on his side in the bushes. I was listening from the start line and could hear a lot of shouting and was a little concerned as I knew it was Alan in trouble. I need not have worried all I could hear was "somebody get a camera"!!

All in all it was a great weekend so many thanks to the Midland club for that, we did let them down by not providing any marshals as we were supposed to so will need to take more club members next year. The standard team finished 2nd thanks to Alan's low scores on day 2 and the specials finished 37th as Matt retired having hurt himself falling over. The Diff Buster trophy was won by Timmy for the lowest score over the 2 days.

Next year the event is in September so if anyone wants to come along to compete, marshal or simply spectator just let me know.

Mark Ambler



A BRAND NEW VENUE
SET IN SPECTACULAR SCENERY
THE ALRC NATIONAL RALLY 2012



Peak and Dukeries Land Rover Club and Lincolnshire Land Rover Club are jointly holding the 2012 ALRC National Rally in the renowned Belvoir Castle grounds near to Grantham.

The National Rally will be held on the Whitsun Bank Holiday weekend 1st to 4th June 2012. You can find out more information by going to our website: www.alrc2012.co.uk The website will be regularly updated with new information including an on line booking form. If you haven't got the internet and friends and family are unable to access this web site for you, the local library or internet cafes can assist you to find out more.

We look forward to hosting you in 2012!
Paul Smith. Press and Publicity Officer
ALRC National Rally 2012

First to email to the chairman identifying all seven people and detailing the event and year wins a pack of 'Fun Fruits' from Steve Aston..



So who is the chap in the yellow waterproof ?
Garry White at Surrey Sawmills RTV in February 2001, that's who.

HBRO Online 2001

November / December Caption Competition.

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



September / October Caption Competition Winner.



I am delighted to announce that this month's winning caption comes from Steve Kirby.

In 2nd place was "Do you think Mark Ambler will notice I have lost his neck brace already!" Entry from Mark Ambler.

A lesson from the master... oh and Rich as well at the 2011 Mendip Challenge

Finally Rich (Aston) and I arrived at the Lambs Leer for this year's Mendips Challenge RTV. The journey had been good, departing Basingstoke at 05.30 arriving 84 miles later at 07.30. We had caught up with Tim Whishaw within the last mile easily identifying him by his lush black 110 towing his very distinctive blue and yellow CCV vehicle. We entered the site in convoy.

Straight to scrutineering was the plan and after the all clear (except for a few comments about my headlights) over to the signing on tent. With our event numbers in our hands we ventured into the site to find the rest of the Hants & Berks Mendips posse.

Hugh and Sarah Duffett were up and milling around, Kevin and Anne Wood were just tucking into a full monty fry up in their new caravan. Mark Ambler was sorting out his Rangie, Alan Braclik was busy looking handsome and Tim was still unloading his vehicle.

At 08.45 we made our way to the competitors assembly area where we were treated to the dry humour of George Swalwall's drivers briefing. We then set off. I was well chuffed that Rich and I were in the same group as Mark as I rarely get a

chance to walk sections with 'the master' and then watch him perform at a National event. I was going to relish the day.

Our first section went OK, I collect 2 points, the same for Rich, with Mark making it to the 1 gate. That's OK I thought to my self, we have eleven sections to go and anything can happen. Then the second section threw me a curved ball. I got beached on a large mound. It was the same mound that caught me out last year... 8 points, pretty annoyed with myself. Rich then sailed past this gate and of course Mark managed to get further than the both of us (and the rest of our group). OK, so I dropped a load of points but there was still a lot of sections to go and it was early days.

I was first away at our third section, the surface of a moderate climb was slippery and shinny and I failed it. Fortunately for everyone else I took the top off thus offering up more grip. By this time however my head started to drop, the next few sections saw me make some very silly schoolboy errors and my total started to rack up. Rich was doing better, but Mark could do no wrong.

I could not understand why, when I turned in at what I thought

were the same places as Mark, used the same gear and a similar approach why I was failing and he was succeeding, it was just beyond me.. Then it all started to make sense. He is just a brilliant driver, has a huge amount of natural ability and can read the land like no one else. But perhaps more importantly is his mental approach. He has a determination that you just do not see in many other drivers.

After lunch my mood lightened and whilst the day was lost I started to enjoy the remaining sections. I also found a little form here and there. Rich's day just started getting better and better with some really great driving giving us both the lift we needed. The last section came all to fast. It was clear that I was way off anything like the front end of class 5 but it was very clear that Mark was definitely going to be right up there.

Finally, we made our way back to the campsite and met up with our short wheel base teams. We then engaged into the obligatory post mortem of the event then finally making our way over to the sign on tent for the trophy presentations.

Amongst the HBLRO team there was a bubble of excitement for Mark, however the first name called was Richard Aston for 3rd in

class 5, what an un-expected burst of emotion. Rich duly stepped forward and collected his silverware. Then after the presentation for 2nd place came the moment we had been waiting for. Mark stepped forward to claim the full glory of his class 5 victory. Before the excitement had passed he was called again to collect another trophy for the best score of the day - 2 awards for the price of one! Well done Mark we are all very proud of you.

In the class 4 battle Hugh put in a stonking drive to pick up 5th with Kevin Wood piping Alan Braclik by 1 point a little further down the field. Well done to you all.

By around 5pm Rich and I were ready to depart. We said our good byes and wished Tim (with Alan as his passenger) the very best of luck for the CCV on Sunday and made our exit.

On the way home we had a chance to review the day. Our conclusion being that whilst the Mendips is a tough event, the site is second to none, the event is very well run by the Somerset & Wilts LRC, all the proceeds go to charity and we will defo be there again next year - so watch out Mark as the humble student may soon become the master...!

Steve Aston.

More 4x4

More 4x4 Ltd began life as a "hobby" business, set-up in February 2011 to restore 4x4s and give them a new lease of life.

In a few short months, the opportunity arose to carry out our own technical repairs and expand our operation to offer repairs, servicing and general maintenance to customers, as well as working on our own vehicles.

Shaun began working with Michael Wolfe 17 years ago and soon became inspired with Michael's enthusiasm for 4x4s and now, based at Michael's original workshop in the Hampshire village of Kingsley, we are ideally placed to create a team of 4x4 enthusiasts who will go that extra mile to achieve customer satisfaction.

More 4x4 will be offering all HBRO club members a discount on both our labour rate and parts purchased from us.

Shaun and the team are available Monday to Friday between 08.30 and 17.30 and 08.30 to 12.30 on Saturday.

Hants & Berks shield stickers at ANY size and ANY colour.

You lucky lucky people... Along with the stock size shield stickers available from the club shop, we are now also able to offer our Hants & Berks shield stickers at ANY size and ANY colour.

Working with a local company (iSigns) owned by new HBLRO member Nick Cowdry, we are able to obtain our infamous Hants & Berks Land Rover Owners 'shield' sticker at ANY size and ANY colour.

All you need to do to get yours is email Steve Aston with the size and colour of the sticker you desire. Remember that the height of the shield is around 1.3 times the width.

As a price guide a shield 77cm high and 59 cm wide (like the one on Steve Aston's bonnet, see picture)

comes in at just £12.50.

iSigns offers limitless options for vinyl stickers and vehicle wraps, if you require something a little more adventurous or need a vinyl solution for almost any application check out their web sites at: www.isignsgraphics.co.uk and www.motovinyl.co.uk.



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Bank Holiday Laning Trip in August 2011

So we'll meet at Nellies for a 10am start, this gave Mike/Christine and Phil/Martin a chance to talk to the crowd who were going to RTV at the summer rally on the Sunday morning, before our 3 vehicles went out to drive the local lanes. The intention was to have a fun day out and end up back at Nellies for the BBQ and beer in the evening.

The first near to Bramdean Common needs to be cleared as it is well overgrown - a suitable candidate for National Green Laning Day (NGLD) in the near future. The rest of the morning went well and we found many nice lanes that were easy to drive and reasonably scenic. These took in lanes near to Charlwood and Kitwood and then travelling northwest via four Marks to Upper Farrington.

We then headed via Alton to one of the best lanes in Hampshire but it has a reputation for damage to vehicles so it has to be driven with respect. The lane is called Water Lane and offers a watery stone base at the north and many changes in roll where the vehicles feels like it is going to tip over - however you never get more than about 20 degrees. It is very narrow and I don't know what would happen if you met a group coming the other way as it would be an impasse. The lane is a sunken lane with high hedges and trees well above the vehicle roof. Not a lane for the faint

at heart, but we were out to have some fun and I had successfully negotiated the lane on two previous trips out this year. You should have seen the faces of the other two vehicles when we got to the end of the lane - an exciting lane indeed.

As it was getting close to lunchtime we headed for Whitehill via Wick Hill Farm to find a local pub with food. The pub we chose didn't serve food so we had to go to the '2 for 1 hostelry just up the road - the food was reasonable and we found a sheltered area outside. After lunch we headed south towards Sheet and onto Nursted. We stopped at the bottom of a lane which goes steeply up a hill which is very chalky and is quite rutted but only about 400mtrs long. Surveying it we could see a few deep ruts where we would get high centred so these were filled in with logs. I was volunteered to go around the road section to the top of the hill and to attempt to drive down. It was an interesting descent and was more rutted than I remember from 2 years ago when I had last gone down. After safely getting to the bottom we dispatched Phil and Mike in their 90 to the top to attempt it. After a few minutes he heard a horn going peep peep and climbed up to find Phils vehicle at an angle on a corner close to the top, balanced on 2 opposite wheels with loads of air under it -

great for doing a quick bit of servicing but not today thanks. With 2 bodies weighing down the wayward rear wheel flapping in the air, we got Phil back into the ruts and he was able to complete the hill. Now that Mike knew the correct line, he was able to follow without getting stuck. Another challenging lane done.

We headed via Charlton to Horndean doing another 4 lanes on the way, until we arrived at a lane west of Lovedean. A lane that I had not driven for many years and one I don't think I will be going back too until it has had some work done on it - obviously a lot of farm machinery uses the track and the ruts were very deep in the middle part of the lane plus, the clay was very sticky and resisted all attempts to power wash it off later on in the

day, even after 12 minutes at the local garage.

I got through and Mick/Christine followed but unfortunately Phil got high centred and had 4 spinning wheels. Mike reversed back to provide a tug but slipped back into the ruts and also got stuck. OK, 2 stuck vehicles, better keep mine 'free'. We used the middle vehicle as a anchor and hand winched the last 90 forwards until he could get some traction and we then double pulled him through he next set of ruts which there was a good chance he would get stuck in. Good, that should be the end of it - but no, the next ruts through me sideways and I was stuck in a deep pool of water - out with the wellies and tirror again. With me through, I decided that it was time for the



waffle boards to make an appearance so we could get the other 2 90's through without having to winch again. Everybody thought it great that we had used most of my recovery equipment - a good training session in recovery techniques plus don't go out laning alone, unless you know the status of the lanes you will be driving and know you will definitely not get stuck.

Tired and fed up at getting stuck, we decided to call it a day. It had taken almost an hour to extricate ourselves from the lane - too late to go all the way up to Nellies for the BBQ, so I decided to go home - only about 5 miles away via the pressure washer at a local garage. We said our goodbyes and went our various ways. It had been a good day out but very

tiring.

Enjoy your laning,
Julian, RoW.

Christine and Mike taking a small dip.



Important coffee and social break whilst laning.



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

August 2011 – Hants & Berks RTV – Nellys Dell (Summer Rally)				
Overall event winner	Neville Dewdney (winner of the Boys Own Trophy)			
1 st Placed lady:	Sarah Duffett (winner of the Girls Own Trophy)			
Class 4	1 st	Hugh Duffett	2 nd	Alan Braclik
Class 5	1 st	Garry White	2 nd	Mark Ambler
Class 7, 9 & 10	1 st	Neville Dewdney	2 nd	Matt Hewitt
Spanner man: Nail Banyard (for trying to climb a tree in his hybrid and breaking a diff)				
Setting Out - Chris Homewood, Jan Homewood, Danni White, Garry White, Becca White, Matt Hewitt, Mark Furnell, Mark Ambler, Elton Jonsson				
Officials - Som - Ian Parker, CoC - Mark Furnell, Chief Marshal - Elton Jonsson, Scrutineer - Mark Ambler / Matt Hewitt , Marshals - Paul Thomas, David Scoffield, Ian Parker, Claire Smith				
<i>September 2011 - Staff & Shrops LRC - Enduro Comp Safari</i>				
Mark Ambler: 2 nd in class 5				
September 2011 – Hants & Berks RTV – Aldermaston				
Overall event winner	Steve Aston			
Class 4	1 st	Alan Braclik	2 nd	Trevor Alexander
Class 5	1 st	Steve Aston	2 nd	Joe Stacey
Class 10	1 st	Phil Jones	2 nd	Gareth Bell
Setting Out - Sam Sharp, David Blackmore, Niall Banyard, Matt Hewitt, Mark furnell, Steve Aston				
Officials - Matt Hewitt, Richard Salter, Mark Furnell, Hugh Duffett, Neville Dewdney				
<i>October 2011 - Mendip Challenge RTV</i>				
Mark Ambler: 1 st Overall and 1 st in Class 5 (13 Points)				
Hugh Duffett: Joint 4 th in Class 4 (27 Points) Kevin Wood: (41 Points) Alan Braclik (44 Points)				
Richard Aston: 3 rd in Class 5 (47 Points) Steve Aston: Last! (75 Points)				
October 2011 – Hants & Berks RTV – Slab Common				
Overall event winner	Hugh Duffett			
Class 4	1 st	Hugh Duffett	2 nd	Trevor Alexander
Class 5	1 st	Joe Stacey	2 nd	Steve Aston
Class 7, 9 & 10	1 st	Jack Dewdney	2 nd	Neville Dewdney
Spanner man: Steve Aston (Rear window and plenty of bodywork damage)				
Setting Out - (inc drive round) - Elton Jonsson, Richard Salter, Steve Aston, Arne Jonsson, Paul Thomas, Claire Smith, Mike Fitzgerald, Ashley Bartlett, Henry Cox, Josh Folkes, Joe Stacey, Chris Homewood, Garry White, Danni White				
Officials (RTV) - Som - Ian Parker, CoC - Garry White, Chief Marshal - Chris Homewood, Scrutineer - Hugh Duffett / Matt Hewitt , Marshals - Mark Ambler, Sarah Duffett, Richard Salter				
<i>October 2011 - Mendip Challenge RTV</i>				
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Steve Aston: Last! (75 Points)				



ARMY
MOTORSPORT

British Army Motorsports Association

Roadmaster 2011

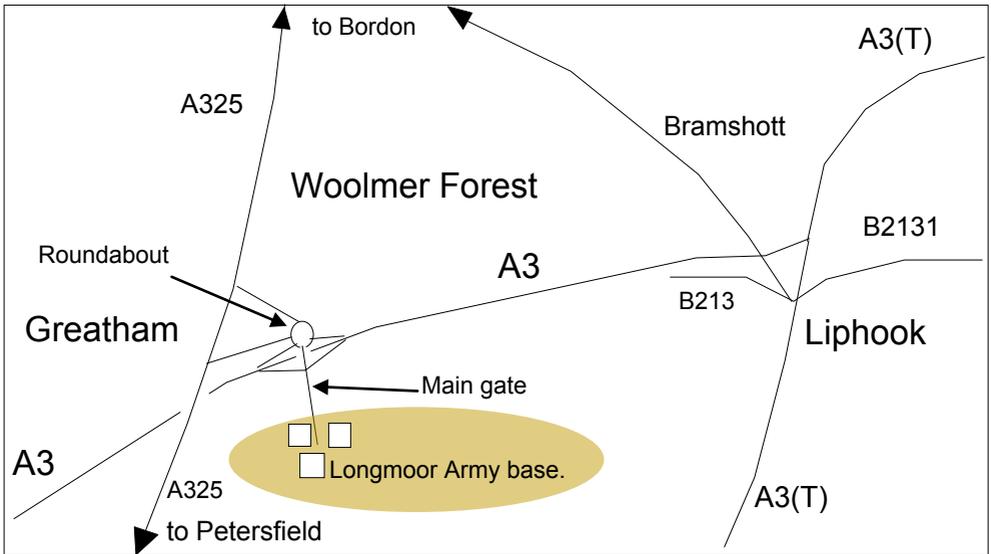
Sunday 18th December 2011



Longmoor training area near Liphook in Hampshire

The British Army Motorsports Association (BAMA) is to promote a single venue, multi phase cross country navigation event to be known as Roadmaster 2011. The event will be run on a part of the Home Counties Training Area and be based at Longmoor Camp (entrance SU NW7929 3105) The event is clubman status for four wheel drive vehicles which are insured and taxed for on road use. The event will take place on 18 Dec 11.

For more information please contact Neil Tomlinson



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
Nov 19	<i>Location to be confirmed.</i>	<i>Green Lane Trip. For more info, please contact Julian Mallard.</i>
Nov 20	Brick Kiln Farm. Map page 34	RTV (Winter series 2)
Nov 27	*** CANCELLED**	The Mike Wolfe Challenge previously advertised here has been cancelled due to the non-availability of the land.
Dec 11	<i>Bunny Lane (Romsey)</i> <i>More info at www.sadlrc.co.uk</i>	<i>Solent & District Land Rover Club Drive around / Play day.</i>
Dec 18	Longmoor – 10 phases including trials. Map opposite.	BAMA Event: Roadmaster – Longmoor – 10 phases incl trials – For more information please contact Neil Tomlinson
Dec 18	<i>Location to be confirmed.</i>	<i>RTV (Winter series 3)</i>
2012		
Jan 2	<i>Salisbury Plain</i>	<i>Christmas Green Lane special (You need to register your place at this event with Neil Tomlinson)</i>
22nd Jan	<i>Site to be confirmed</i>	RTV
Feb TBC	<i>Site to be confirmed</i>	<i>National Green Lane Clearance Day</i>
19th Feb	<i>Site to be confirmed</i>	RTV
18th March	<i>Site to be confirmed</i>	RTV
8th April	<i>Site to be confirmed</i>	<i>RTV/CCV Interclub Challenge & 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

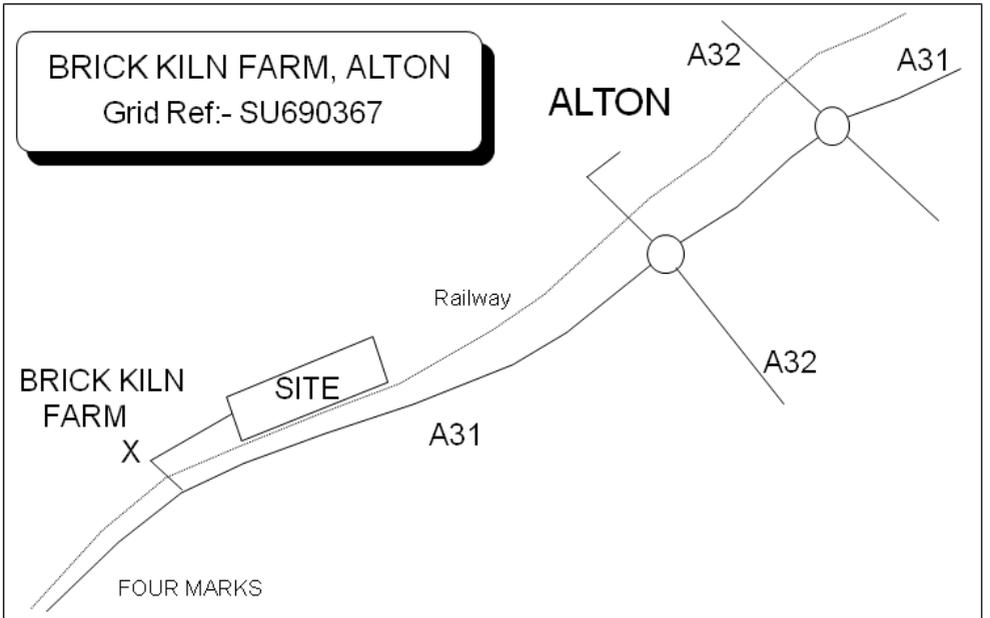
Entry fee: £17.00 per driver

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

Mark Ambler, RTV



Mendip Challenge Oct 2011



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 off 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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Tim Whishaw, CCVT



Mendip Challenge Oct 2011



Kevin Wood, RTV