



Hants & Berks NEWS



HBLRO Tyro team - Second place in the ALRC
class of the MSA Inter Regional Association
Junior Tyro.

From left to right:

Shaun Osborn, Julian Cheesman & Chris Davies.



Sept / Oct
2012



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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Scrutineers:- Mark Ambler. Andy Bunyan.

Editor's bit....

Recently, club member Stephanie ran the British Airways Fun Run in aid of **Cancer Research UK**. This was in memory of HBRO founder member Dave "Red Leader" Cuthbert who died of cancer earlier this year. If you'd like to donate too, just go to **CancerResearchUK.Org**

Our undercover photographer caught me (sorry, Steph!) just before the 5K race and (s)he collected £113.

There's an old adage in printing, "Don't proof-read your own words" Hence the clanger about the submission date being June 20th in the last issue. I think the deadline date is correct below.

Deadline for the next issue is October 25th. 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.

Steve's Slippery Slope

Another magazine already...

Again I find myself wondering where the time has gone. At the start of the year I was so looking forward to all the things that summer brings, Wimbledon, the Tour de France and my holidays. Today is Friday the 24th of August, I managed to view a lot of the Tennis, stacks of the Tour, just about all the Olympics and now only have a few days of my annual holiday left. Going back to work next week is going to be really tough.

Mind you mixed in with all the above again I have been able to take in a massive amount of Land Rover fun. Back toward the end of June we again entered three teams into the Devon & Cornwall Charity RTV. It was with a great deal of excitement that I meet up with a number of our members at Popham services on the morning of Friday 23rd June. We had been able to generate a good size posse for the 180+ mile run to Newnham Park (just outside of Plymouth). The group was made up of a good mix of single vehicles or vehicles towing car trailers or caravans. The most interesting being Martin Millerin towing with his 90 on a car trailer with his 110 which was crammed full of kids and kit. Martin estimated the all up weight at over 6000kgs... Great down the hills but not so good up them Martin eh! Oh..

and around 10 - 13 miles per gallon gets a little naughty also.

Smart & Handsome

Whilst the run down was long it was trouble free and between the bouts of incessant dribble being discussed on the CB I got time to think about our teams and the dream of going one step better than our performance last year. As you will know in 2011 we bagged victory in the long wheel base class. This year we again had the same super strong LWB team (Mark Ambler, Garry White and Joe Stacey) however were also presenting a pretty tasty short wheel base team (Hugh Duffett, Alan Braclik and Jack Dewdney) could we manage the double? Whilst the above two teams contained our strongest drivers Kevin Wood, Martin Millerin and myself made up our third team. Whilst perhaps not the strongest drivers important never the less in terms of keeping the club IQ and handsome factor well above the average!

We finally arrived at the site early afternoon and quickly set about parking the vehicles and busting the tents out. Well not for me this year matey boy! I had managed to secure the first two nights in Garry White's caravan with the last night booked in with Joe Stacey. This was going to be good, my first away Land Rover event

where I did not need the cursed tent! After helping Garry wind the caravan legs down and put the awning up I made my way over to the sign on and scrutineering area. I had spent a lot of time on the Disco recently and was rewarded by a problem free inspection and before I knew it I was back in the campsite applying my vehicle numbers. Over the next few hours the rest of our crew arrived climaxing with Mark Ambler's traditionally fabulous entry in his 13.6 meter articulated vehicle. Driving it across the field like he stole it..!

Keeping in line with the weather so far this year the evening was damp however we were all feeling pretty excited about the next two days trailing. Whilst it was our aim to only have a couple of beers and get an early night I think that it was gone midnight by the time Garry and I finally stumbled back to the caravan. Then we thought that it would be a really good idea to talk for another couple of hours!

Marmalade on toast

The morning arrived very quickly and soon after scoffing down marmalade on toast (thick cut of course) we were at the lining up area. After the drivers briefing we were off to various areas around the site. Our team heading over the road and up into the quarry area.

Kevin and Martins day started pretty well however I was first to

break ranks and get caught up on a ridge that looked so simple, picking up a hefty eleven points.

As the day progressed my score started to really rack up. Martin and Kevin's day ended very reasonably but I had badly let the team down. Needless to say that I was not feeling very good about myself upon my return to the campsite. However my mood picked up upon receiving very positive reports from our two dream teams. Whilst we still had another days trailing to go both were positioned well with a very real chance of two class wins.

The evening closed in quickly and our planned club BBQ was conducted in the pouring rain with some of our more 'manly' members cooking up a selection of delights on Marks wood burner either dressed in full water proofs or under the protection of umbrellas. As the rain's intensity increased and was now being driven by the wind into our marquee we were forced to take drastic action by moving the whole side of the tent around by 180 degrees. Finally proper shelter from the elements. With the patio heater cranked right up (on and inside the tent) and the area rammed full of members the drinks started to flow and a very pleasant few hours ensued. As midnight came and went the numbers started to dwindle until a hard core remained. Foolishly I broke out my Blue label vodka and in no time at all I believed that I was Mark

Knopfler with my air guitar and Martin Millerin had forgotten how to talk.

It was very late when Garry and I again retired to the comfort of his caravan, and like the night before we again chatted until gone three.

After what felt like about four minutes of sleep we were up and ready for day two. It was clear however that staying up so late was not conducive to feeling good the following day. This was reflected again by my difficulty to stay away from high scoring canes. We were in the wooded area on this second day and due to the heavy rain overnight every section was greasy and grip became something you had to search hard for. Again Martin and Kevin put in sterling performances however I just could not do anything right.

Returning to the campsite saw the weather pick up a little with the sun managing to force its way through the clouds. I just prayed that our other two dream teams had driven well and was now focused on seeing the final results. After what seemed an eternity we were hailed by the event organisers as the results had been posted. Our short wheel base team had smashed the opposition claiming first place in class and first place overall. What a brilliant result. Could we now push forward and take the long wheel base class too?

All credit

We were close in the long wheel

base class but had been piped at the post. Second place... what a shame but what a monumental effort. We waited for the award ceremony and all cheered as Hugh, Alan and Jack collected their trophies. Whilst the double would have been brilliant all credit to our short wheel base team for a fine victory and all credit to Mark, Garry and Joe for pushing the winning long wheel base team to the wire. Perhaps the double next year!

We returned to our pitches and a number of our members started to head for home. I was staying for another night as I really did not fancy a long trip back up the A303 on a Sunday evening. As Garry was making a move I had to transfer my kit into Joe's caravan.

As I dumped my stuff Joe gave me the heads up on the house rules. You ain't coming in here without first having a shower, oh and I if you snore I am going to tea bag you! Now this was good and bad for me. As I was longing for a shower and was soon stood in the little cubicle in the van with lush warm water flowing all over me. The concern was however that I whilst I had told Joe that I don't snore the truth is that I snore like a bastard. Hmmm, I was not looking forward to possibly a very unpleasant experience at some god-awful hour during the night.

Anyhow not to worry about that now as all clean and shiny I sat down to a superb curry and chips Joe had

cooked up. This was the life... oh for a caravan. The good weather experienced toward the end of the afternoon remained with us well into the evening. By now most of the tents and caravans present just hours earlier had gone and there was a strange quiet about the place. In truth I enjoyed the evening as the remaining Hants & Berks members and I kicked back took time to review the weekends activities and to plan for up and coming events.

I woke early the next morning and recall strange dreams about sleeping under a large conker tree. Baffling! After a breakfast pot noodle we slowly packed up the remaining caravans and tents before heading for home.

Stresses and strains

The weekend of the 21st and 22nd of July saw us back at Hampage Farm near Winchester. This was our second visit to the site in as many years and whilst not the most spacious of sites I like the place. Again we were under strict instructions from the land owner to keep off the 'rides' and to take care of the trees'. Richard Salter had originally put his hand up to COC the event but had unfortunately been over taken by the stresses and strains of running his own business, fortunately Niall Banyard was available and quick to step up. We rocked up at the site at around 09.30 broke out into two teams and started

setting up. This is always a tough site to lay out as we are the only club that the land owner permits to use the site so it has fifty one weeks to recover from our previous attempt to wreck the place. This means that there are no defined areas and we have a blank canvas each year.

Paul Thomas (with Claire), Andy Butcher and I headed into the bomb hole area which is sited just away from the main site and spent the next hour or so setting up a section that would be saved for last the next day. We then moved on into the site proper to set up our second section. It was half way up a sharp climb that I heard the dreaded click sound of what I thought was the failure of my front diff. Oh man, this was the last thing I needed to happen as we have only just started to get to grips with the place. Upon closer inspection the problem was identified as a CV joint that had failed in a catastrophic manor. Not only was the CV joint a total wipe out several bits had jammed between the swivel housing and the half shaft disfiguring most of the splines. This meant that I could not slide my spare CV joint onto the end of the shaft and carry on.

Half shaft out, prop-shaft off and a few phone calls later I found my self at Mark Ambler's with some used parts in hand ready for the re-build. With a help from Mark Furnell and Matt Hewitt and the use of Marks pit (heaven) I was back in the game.

Whilst the car was fixed it was a little late to get back to the site however the setting up crew had battled on and set up what sounded to be a good set of sections ready for the following day.

I arrived at the site early next day in time for a quick look around and all looked good. To my delight a good number of members arrived and the event started just about on time. As we all arrived at the first section it was clear that along with the difficult gates the other problem of the day was going to be the bugs. A good number of our members were in shorts and were starting to become a food fest for our airborne distant relations. Fortunately as I had remembered this from last year I had bought some insect repellent, unfortunately by the time it had been passed from one member to the next there was bugger all left when I tried to apply it to myself... So note to self (and you lot) either long trousers or remember your own insect spray next year.

Alternative route

It was not long until we started to see moments of brilliance from our members. One in particular being Dave Lindsey on section four. With Dave being the only driver to overcome a very greasy climb out of a large hole to take a superb clear. However for every Ying there is a Yang and Hugh Duffett soon felt the full wrath of

the site on section six with a massive impact on a tree whilst attempting an 'alternative' route. This has to be the most damage I have seen Hugh take with significant damage to the passenger door and surrounding area. We left him alone for a while after that one.

Martin Millerin also felt the pain after a moderate collision with a smaller tree pushing in the front near side light area of his beautiful ninety.

As what turned out to be a very long day drew to a close sixteen weary members finally arrived back at the car park ready for the results. Another fine drive by Garry White saw him take victory in class five and victory overall, well done mate. With Alan Braclik performing well again to take first place in class four and Russell Vare putting in another great drive in what appears to be his 'come back' season to claim the glory in class. My final comment on the day being that whilst in my own mind I had Hugh Duffett down for spanner man, victory was snatched out of his hands by Dave Scoffield for the smallest cut ever recorded to his lower left leg and who said life is unfair!

Almost before the mud on the Disco had time to dry I was on my way up to a site in Tring (near Aylesbury) to support three very promising up and coming Hants & Berks youngsters (Shaun Osborn, Julian Cheesman & Chris Davies) at the MSA Inter Regional Association - Junior team

TYRO. Andy Butcher has penned a very fine article about his event a little later in the mag so I am not going to steal his thunder and say much more than, watch these guys, they are all showing the early signs of talent and I cannot wait to see how they develop in the years to come.

For ages we have been looking to put together some sort of treasure hunt over the Salisbury plain. We have talked and dreamed about it for over a year now. Then finally following on from a discussion at the Hogmoor drive around earlier in the year the spark finally ignited the tinder with Mark Brazier grasping the event by the horns and bashing it into shape. Ideas for just how we were going to run the event started to take shape and with a significant investment in Mark's time the huge ball started to roll.

Set them loose

The concept to finally emerge was for a green lane/navigational extravaganza. The plan being to buddy vehicles up into teams of two, give them a route to plot and follow, give them a target mileage and set them loose, simple! So the wife and I bought the OS maps and a roamer and started to learn how convert grid co-ordinates into points on a map. Whilst at first this seemed to be a little confusing we soon got the hang of it and with a bit of practice started to get fairly good.

So come the day we navigated our way to the start point. Mark was already on the scene moving and shaking with the high rollers and as the start time approached a general buzz of excitement spread amongst us. We had already booked out four partners and soon met up with Hugh and Sarah Duffett and started to make our war plans. At the drivers briefing we were given the co-ordinates for the morning session and we quickly started to plan our route.

We thought that we had sorted the run out fairly quickly but when we looked up we were almost the last car in the car park! Hugh and Sarah volunteered to lead the morning session and to be honest we were pleased about that as it gave us a chance to follow the route on the map and to get a feel for navigating on the move. Within a few minutes it became clear to us why so many people spend time on the plain. It's vast and if you like rolling country side this really is the place to be. To enhance our experience the good lord had blessed us with clear blue skies and a reasonable temperature. I was in my element.

The navigation was actually fairly straightforward however we really did need to keep our eyes on the tracks to ensure that we passed all the way points given. What did throw us was that every now and then we would either over take, or be over taken by other club members. We would also

see club members take turns that we were not expecting. This initially caused us to stop and check our route as it may be that we had made a mistake. It was not until some time after that we realised there were a number of different courses being driven and not everyone was on the same loop as us. Mind you we were following Jonathan Pragnell at one point until he made what we considered to be a big wrong turn. With glee in our hearts we pressed on. It soon became clear that Jonathan had in fact made the correct turn and we had managed to not so much be 'lost' but were just not quite sure of our exact location.

BAMA team first to arrive

With a little luck and by the use of the latitude and longitude given by my sat nav we were able to eventually find our way to the lunch time meeting place.

We were almost the last team to arrive and whilst this was not a timed event I was a little concerned as many of the other teams were now plotting the afternoons route and starting to get the afternoon session under way.

I checked in with Mark Brazier and Elton Jonsson who confirmed that the BAMA team had been first to arrive closely followed by some of our green lane regulars. What was a little ironic was that Julian Mallard (our rights of way officer) seemed to still be at large!

The afternoon session saw us take a fab route around the Southern area of the plain and again we were treated to more stunning scenery and another good two and a half hours of driving. This time Catherine and I took the lead and suddenly found out that whilst following is easy leading is very different and it took some time for us to be confident of our decisions. Not because we were unsure of the general direction we needed to travel but due to the fact that many of the green lane junctions on the plain do not look like they do on the map. It was all very confusing!

The event finally ended at a location just to the West of Winterbourne Stoke where all the drivers were re-united and stories of the our adventures were exchanged. What a brilliant day so a massive thanks to Mark Brazier for designing the event and also big thanks to Simon Newington and Elton Jonsson for helping with both vehicle and route management.

Well that just about brings to an end another huge edition of my slippery slope. It's late now and I really need to get some kip before this weekends summer rally.

Don't forget that our next RTV is at Steep Marsh on the 23rd of September followed by our RTV and drive around day at Slab Common on 21st of October. Of course we also have some green laning events to come and continue to hold both the

Northern and Southern pub meets.

Also please note that our AGM will be held at the Crown Hotel in Alton on Saturday the 27th of October where we expect to see good support from our members.

I am also now going to take this moment to say that in the next issue of the mag my slippery slope will only be a modest entry with the rest of the content **NEEDING TO COME FROM YOU**. Every month a significant number of you take part in our events

and enjoy all that this brings. The magazine needs you to put pen to paper and write about what you have done and to share your experiences.

The next magazine (November/December issue) closes on the 25th of October and your articles/stories need to be submitted to Steve Kirby (steve.kirby@hbro.co.uk) by this date. Steve can accept articles created in just about any format . Good luck and I hope that between you, you create a great mag.

Hugh Duffett - Alan Braclik - Jack Dewdney with their awards at the Devon & Cornwall Charity Event.



Devon & Cornwall Charity RTV.

Results:

Team HBLRO 1 - total points 133 -

Overall event winners

Alan Braclik - 32 points

Jack Dewdney - 45 points

Hugh Duffett - 56 points

Team HBLRO 3 - total points 194 -

Second place in the Long Wheel

Base class

Mark Amber - 59 points

Joe Stacey - 67 points

Garry White - 68 points

Team HBLRO 2 - total points 242

Kevin Wood - 68 points

Martin Millerin - 72 points

Steve Aston - 103 points

Again this year offered two days of brilliant trialling and the chance for our members to camp and enjoy a really good social event. We do plan on returning the the event again next year to defend our trophy.

A big thanks to Kevin & Anne Wood for handling all the entries and getting us all organised. Thanks to Mark Ambler his catering team for putting on a great club BBQ. Thanks to Ian Joyce, Elton Jonsson and Niall Banyard for marshalling.



Alan Braclik - Hugh Duffett - Jack Dewdney

Martin Millerin



Pics from the
Cornwall & Devon
Charity RTV



Steve Aston.



Elton Jonsson relaxes at the Cornwall & Devon Charity RTV



James - Alan - Phil at the Cornwall & Devon Charity RTV

Green Lining Navigational Event (Salisbury Plain) - Sunday 5th August

Results

Massive thanks to Mark Brazier who put hours into setting up and running the event.

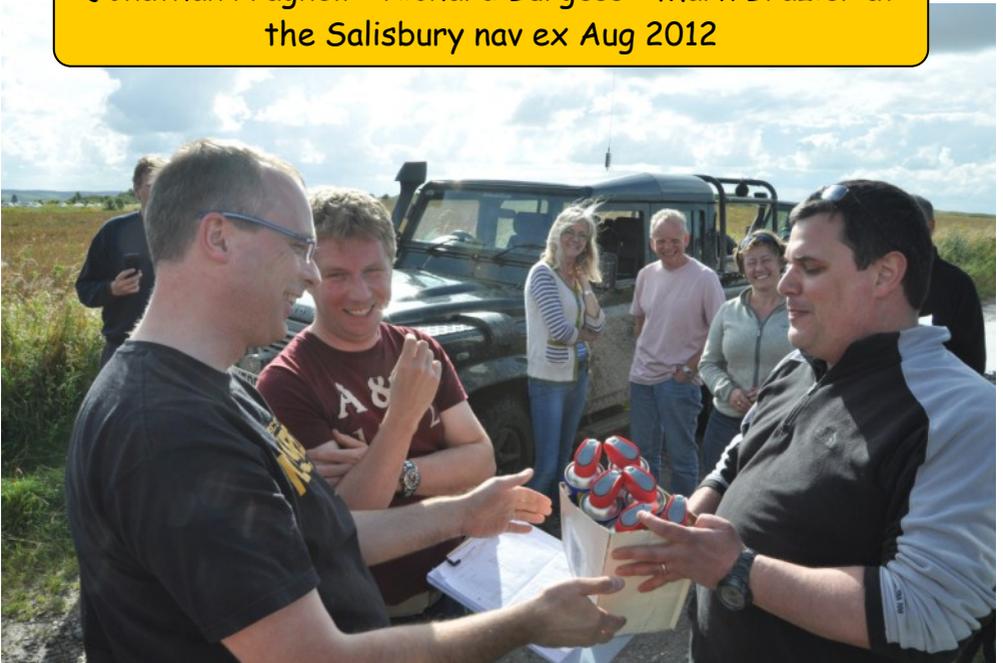
Thanks Simon Newington and Elton Jonsson for assisting And of course thanks to all who attended, nice to see representation from BAMA, Dorset Land Rover owners and others.

Full results as follows:

Blue Route: Target mileage = 75 miles
Winners: Vehicle 1: Jonathan Pragnell (David & James) Vehicle 2: Richard

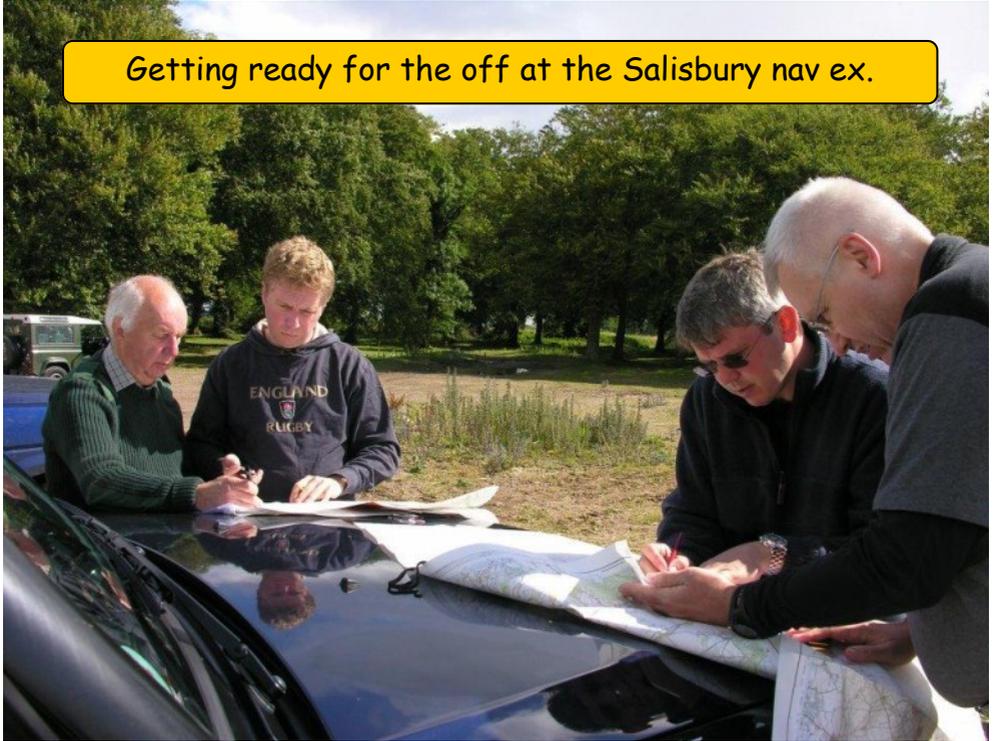
Burgess - finishing on 77 miles
2nd place: Vehicle 1: Hugh & Sarah Duffett. Vehicle 2: Steve & Catherine Aston - finishing on 80 miles
3rd place: Vehicle 1: Bob Neville & Alex. Vehicle 2: Simon & Helen - finishing on 66 miles
Red Route: Target mileage = 65
Winners: Vehicle 1: Ashley Bartlett & Colin. Vehicle 2: Hugh & Fionia Davies - finishing on 62 miles
2nd place: Vehicle 1: Roger & Lucy Neild. Vehicle 2: Richard Grindle & Steve - finishing on 71 miles
3rd place: Vehicle 1: Julian Mallard &

Jonathan Pragnell - Richard Burgess - Mark Brazier at
the Salisbury nav ex Aug 2012





Salisbury Plain Navigational Event.



Getting ready for the off at the Salisbury nav ex.

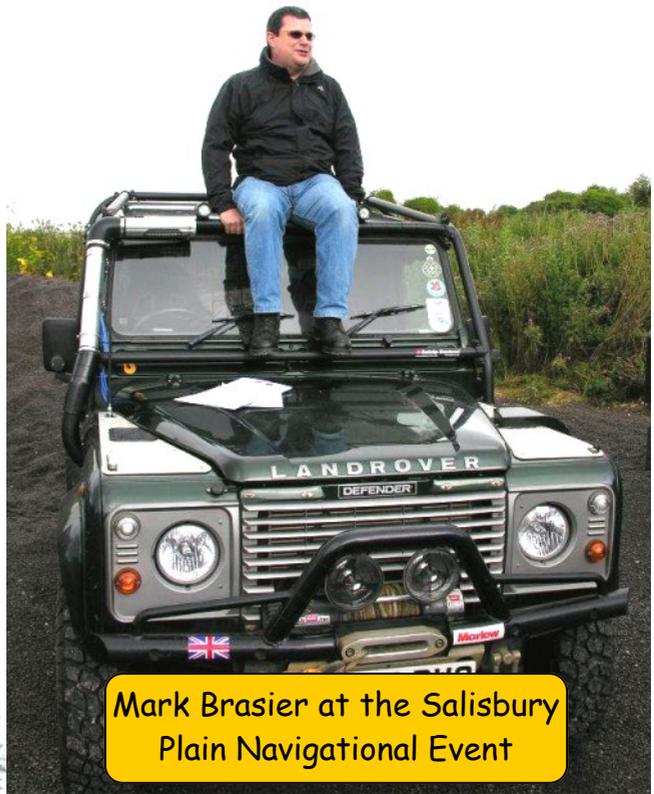
Roger. Vehicle 2: Gavin Barnes & Viv. Vehicle 3: Mike Keeling - finishing on 73 miles

Green Route: Target mileage = 61 miles

Winners: Vehicle 1: John Minty. Vehicle 2: Les Legg - finishing on 63 miles

2nd place: Vehicle 1: Neil Tomlinson & Arnie Jonsson. Vehicle 2: Bernie Stevens & Allan Strachen - finishing on 68 miles

Unfortunately vehicles driven by David Bellamy & Ray Lovett were not able to finish.



Mark Brasier at the Salisbury Plain Navigational Event



Check point Charlie at the Salisbury Plain Navigational Event



Your club needs you !

Hants & Berks LRO

**Annual General Meeting
(AGM)**

Saturday 27th October 2012

The Crown Hotel, Alton, 7.00 pm start

Followed by a buffet.

It's that time of year again when the club looks towards its members to fill both committee and officer posts.

It you have been involved in running the club previously and want to get involved again, OR you have not done your turn then get yourselves along to the AGM and step up !

Hants & Berks Land Rover Owners

ANNUAL GENERAL MEETING AGENDA

27 October 2012 - 7.00 pm

Crown Hotel, Alton

1. Welcome
2. Apologies
3. Chairman's Report – Steve Aston
4. Treasurer's Report – Sarah Duffett
5. Secretary's Report – Elton Jónsson
6. Membership Secretary's Report – Kevin Wood
7. Competition Secretary's Report – Mark Ambler
8. Rights of Way Officer's Report – Julian Mallard
9. Newsletter Editor's Report – Steve Kirby
10. Social and Camping Secretary's Report – Hugh Duffett
11. ALRC Liaison Representative's Report – Steve Kirby
12. Child Protection Officer's Report – Anne Wood
13. Resignation of Committee
14. Vote in New Committee
15. Limited Company Directors
16. Any Other Business

HBLRO Committee and Officers Roles

As you will be aware our Annual General Meeting will be held again in October this year. Detailed below is a description of duties for each position.

If you feel that you would like to fulfil one (or more) of these roles please put yourself forward at the AGM. The current team are willing to show you what is involved with their roles, or you could ask one of the team to be invited to one of the Committee meetings held monthly to find out more.

Committee Responsibilities:

Chairman (Director of Limited Company)

- Act as main contact point within the club.
- Chair monthly committee meetings.
- Chair any general/special meetings as necessary.
- Delegate duties amongst the committee and officers as required.
- Make annual trophy presentations.
- Produce a monthly article for the club newsletter.

Treasurer

- Maintain club accounts.
- Deal with all cash and cheque income.
- Pay invoices and maintain petty cash.
- Responsible for bank account and ensuring correct signatories for club are within committee.
- Send permits to MSA with correct fee after an event.
- Attend monthly committee meetings, reporting an up to date financial position.
- Maintain club's asset register.
- Maintain club's insurance policies and renewals.
- Organize year-end audit.
- Provide year-end financial statements for submission to Companies House.

Secretary

- Act as main contact point outside of club.
- Organize and attend monthly committee meetings.
- Produce minutes and circulate to committee for approval.
- Maintain records of all minutes for at least three years.
- Organize any general/special meetings as required, produce minutes and circulate as required.
- Deal with any correspondence received for the club and maintain records for at least two years.
- In conjunction with Competition Secretary maintain club's trophy register and update annually.
- In conjunction with Chairman maintain club's rules and regulations.

Membership Secretary

- Maintain a database of all club's members.
- Maintain files of completed applications/renewal letters for at least two years.

- Ensure renewal letters and reminders are sent out each month as required.
- Ensure renewals are processed in a timely manner.
- Send information packs to prospective new members on enquiry.
- Ensure the committee approves applications for membership and renewals.
- Ensure all new/renewing members are sent the latest information packs.
- Distribute the club magazine.
- Attend monthly committee meetings.

Competition Secretary

- Co-ordinate and maintain club calendar in agreement with committee.
- Organize competitive events as required by the club calendar.
- To approach landowners and obtain verbal consent to use their land.
- Obtain permits from ALRC and MSA as required for land use and camping permits.
- Obtain "section 33" permits from local councils if event crosses public footpath.
- Produce monthly article for club newsletter about past/future events.
- Ensure competition trailer and necessary documentation is available for each event.
- Ensure necessary officials are in place for each event and they know what is expected of them.
- Ensure other resources are booked for events as required, i.e. toilets, catering, first aid, etc.
- Maintain basic knowledge of ALRC/MSA rules and regulations and keep up to date with new regulations as and when issued.
- Maintain club's supplementary regulations.
- Retain copies of scorecards and official paperwork for at least two years.
- Produce scoring summary from competitive events for publications in club newsletter and website.
- Maintain record of scores for annual trophies
- Attend monthly committee meetings.

Rights of Way Officer

- Organize green laning trips for club members and ensure they are posted on the club calendar.
- Act as contact point for council liaison regarding rights of way issues, etc.
- Produce regular articles for the club newsletter about past/future events.
- Bring relevant issues about land/lane access to the committee's attention.
- Attend monthly committee meetings.

Newsletter Editor

- Produce bi-monthly newsletter from information/articles supplied by committee and other club members.
- Format newsletter for printing and send to printers.
- Attend monthly committee meetings.

Social & Camping Secretary

- Organize social events throughout the year as determined by the club calendar.
- Collect monies from social events and camping events and pass to Treasurer for banking.
- Produce articles for newsletter about past/future events.
- Maintain club's camping regulations.
- Attend monthly committee meetings.

ALRC Liaison Representative

- Liaise with the ALRC.
- Attend ALRC council meetings.
- Inform the Chairman and committee of any ALRC related issues.

Officer Responsibilities:

Child Protection Officer

- Apply for Child Protection Licence.
- Undergo a CRB check.
- Maintain child protection policy.
- Liaise with MSA regarding child protection issues.
- Report any issues to the Chairman and committee.

BAMA Liaison Secretary

- Liaise with BAMA Representatives.
- In conjunction with Permits Officer approach landowners and obtain verbal consent to use their land.
- Ensure competition trailer and necessary documentation is available for each event.
- Ensure necessary officials are in place for each event and they know what is expected of them.
- Ensure other resources are booked for events as required, i.e. toilets, catering, first aid, etc.

Health & Safety Officer

- Liaise with Chairman and committee regarding all health and safety issues.
- Maintain club's risk assessments.

Web Editor

- Maintain club's official website.

Club Shop

- Purchase items for the club shop from suppliers approved by the committee.
- Maintain receipts and invoices and pass to Treasurer for processing/payment.
- Promote and sell products via website and at events.

ACSMC Representative

- Liaise with ACSMC and attend meetings.
- Report any issues to the Chairman and committee.

Training Officer

- Organize training for club members in conjunction with the committee.

Auditors

- Audit club accounts after year-end.
- Liaise with Treasurer.



Neville Dewdney, Winchester RTV



Alan Braclik (passenger James),
Winchester RTV

TRING TYRO Sunday 29th July 2012

Anglian Land Rover Club - MSA
Inter Regional Association Junior
Team Tyro Trial Event

Location :- Roundhill Tring

The day before the Interclub Tyro run by the Anglian Land Rover Club, Julian and I had prepared our 90 called 'Jaffa Cat'. Julian and his brother Alex named it because of its number plate 'CAT', and its bright orange body between black roof and wheels. Apparently it reminds them of a Jaffa cake biscuit? We counted all the 8 wheels we were taking, swapping over the old Conway Mud Terrains that we are trying to preserve for a bit longer for the more road biased ATs. The Muds were loaded into the back along with various jacks and tools so we were sure that we could be change them on any terrain at the site. The tow hitch also had to come off, all the juices checked, and gave the underside a good look over just to be sure. Then to keep us going through the day we made up the old favourites, cheese and salad cream sandwiches and cold Pizza.

The day of the Tyro at the wooded Roundhill site near Tring in Hertfordshire arrived bright and sunny, and by 6.45 after making up a large flask of coffee we were on the road.

The only job that we had both wanted to complete was to fit the radio, but time ran out so in

desperation Julian brought along our small portable radio so he could listen to his "Bingin Tunes"? We soon found out that small radios don't work very well in Land Rovers, and even if the did you wouldn't be able to hear them anyway! So another trip with only 'I Spy' to keep us amused. Progress was easy with almost no traffic and soon we were on the M25. The only excitement while on the motorway was when we were 'buzzed' by an Audi TT that was the same bright orange colour as the Jaffa Cat. Julian soon had his 'cool face' on when he realised that the lady passenger was taking photos of us? Well, probably the 90.

We arrived at the site after following the well laid out signs and met Andy Flanders (Clerk of the Course and Secretary of the meeting) who made us feel very welcome. Then we started our equivalent of a McLaren wheel change pit stop, except on a bright orange 90 in a field. Steve Aston arrived shortly after, and I have to say a big thanks to Steve for all his help and support throughout the day. While we swapped over the wheels, the rest of the team arrived with their parents. Shun with Cary and Sharon in their 90, and Chris in the Auto Disco with Hue and Fiona.

At this stage the weather was glorious, still bright, sunny and warm. It didn't last!! Well this is the

summer? After our record breaking wheel change we had time to introduce ourselves and get to grips with the days schedule. Julian and I have not been with the club very long, and this was Julian's second Tyro so it was nice to get know the others in the team.

9:30am saw us signing in which went smoothly (a big thanks to Kevin and Anne Wood for sorting the entries and Julian's licence). The drivers briefing followed at 10:30, with warnings to watch out for wild, free range ramblers that may be found roaming the forest foot paths crossing the site. There were a few briefing points, but highlighted two main ones: we only need to get one hub through the final gate, continuing and touching a cane results in a "2",

and the other was that shunts had to be nominated before starting the stage, which I think helped Chris plan some of the stages in the Disco.

The Tyro was being contested by three teams, Anglian LRC, the All Wheel Drive Club and ourselves, with three drivers in each team. The first three sections were laid out on the relatively flat main field, with tall grass over waist high restricting visibility.

Section 1 started things off gently, with a meandering course through the grass with a hump at gate 7 and the last three gates narrowing. This was cleared by all drivers from the three teams and gave a good introduction to the Tyro and the surface conditions.

Onto Section 2, located in the





Julian Cheesman

same area and with a similar feel to Section 1. It weaved through the waist high grass but ended in a wide gate 1, but divided by a tractor tyre placed in it. This gave the option of either choosing to end through gate 1 either with a tight left turn through the wider part, or to take a straighter approach to the other side of the tyre but with a far narrower gap. Julian chose the straight approach and narrow gate, while Shun and Chris went for the tight left turn. All of them cleared the section, as did the rest of the drivers, so all level. After the first two sections the HBLRO team appeared calm and confident all driving very neatly and

settled into the event. Steve however seemed more tense than the boys, with his cigarette consumption rate increasing with each section. All the drivers cleared Section 3 which again took them through the long grass, but had a straight but quite tight approach to gate 1. So three sections gone and everyone still clear!

We then moved onto Section 4 that took the teams into a wooded area. This section passed between the trees and through a deeply rutted part filled by a large puddle that gave the vehicles the "I've had a good fun day out" look! Again all the teams cleared this section. So still neck and neck after four Sections and the

competitive tension could be definitely felt in the team. Certainly in Steve! Steve then walked onto the next section. Julian and I joined him to check the route. It was "far" more demanding with humps and bumps, tight turns through the trees, crossing ruts and looked like great fun. Steve and I were getting quite excited by it when we realised that it was part of the RTV? Oops. I think Julian was relieved that it wasn't one he had to do. At least not just yet!

This brought us to the lunch break, and the rain! Lots of it! The morning had been great, dry and warm, but now big black ominous clouds drifted across the sky heralding a change in the conditions bringing very heavy showers in-between light rain, and accompanied

by the odd clap of thunder. This rain lasted through to the end of the event when the sun came out again for the journey home?

Section 5 was a modified version of Section 4. The entry and exit gates through the rutted part had been moved, that now forced the vehicles out and across the ruts making it much harder. The entry to the ruts and puddle through gate 9 gave a choice of keeping of keeping the right hand wheels up out of the puddle on the bank, or dropping back into the puddle ready for gate 8. Dropping back into the puddle made achieving gate 8 easy but gate 7 then required the vehicles to climb out and across the ruts to reach gate 7. However keeping the wheels high up on the bank made gate 8 more tricky



but in theory made the approach over the ruts better. Decisions! Decisions! Shun in the 90 was first through and choose the high route, getting very close to the 8 cane, but made it. Chris also chose the high route and made it through gate 8 but only by holding his breath and making the longer Disco very small. Julian went for the low route splashing through puddle. This section was tricky and caught out all of the vehicles except one! The rain was now falling hard, and the ground became quite slippery. The vehicles instead of being able to climb out of the ruts became trapped in them. Many different techniques were tried, slow, fast, surges of power but all failed. Julian decided on a fast and furious approach and wiped out the 7 cane very convincingly. Chris and Shun used the more dignified slow crawl, but all were caught by the ruts. That is, apart from a SWB Series in the Anglian team on original size tyres, it climbed out of the ruts with ease! Luckily for us the driver only made it to gate 5 so we were now only 2 points behind Anglian after 5 Sections, or put another way, joint second.

Section 6 involved a short drive through the woods to another part of the site, set on a slope with plenty of water in a puddle at the bottom. Steve hopped in the back of the Jaffa Cat, unfortunately out in the open as the rain came down in sheets. I heard Julian checking if he was OK through the back window, concerned that he

might need water wings and flippers very soon! With the heavy rain still falling, it made the slippery surface, now very slippery! The HBRC team all cleared this section but Shun on the AT shod 90, and Chris in the Auto Disco both found the side slope between gates 10 and 9 a real challenge. Julian found it a little easier due to Muds on our 90. As luck would have it a driver from the Anglian team was caught out by gate 1 and failed to clear the section, so we pulled back one point! Now only a one point lead for Anglian!

As the results were so close and there was time to run another section the Anglian club reworked the end of Section 6 to create a far harder end to the section, relocating all the gates after gate 8. The end of the section finished with a devilish tight turn and entry into gate 1.

Section 7. The decider! Chris and Shun both set off taking it very carefully on a surface that had now received another 20minutes of heavy rain since completing Section 6. The rain took its toll, with both vehicles finding their limitations on the now treacherous surface, and despite some very cautious and skilful driving by both Shun and Chris they slid down the side slope onto gate 10. I should point that they both carried on and both managed to clear gate 2 successfully! Without the side slope HBLRO would have tied for first! The Muds on the Jafa Cat (and fitted

to all the other vehicles competing) made all the difference, enabling Julian to crawl round the side slope past gate 10 and attack the relocated gates at the end. Julian made a great drive and managed to spin, slip and fight to clear 2. No one else made gate 1 and we all thought it impossible, until the little Series came up on its skinny tyres and made gate 1 look easy! Unfortunately for them they had clipped gate 3 on the way up which was a shame for such a good drive.

So after 7 stages that increased in difficulty, with several gates that would challenge many experienced RTV drivers, our team put on a terrific display of brilliant driving only losing out because of the

treacherous conditions overcoming the vehicles, not the drivers. Considering that all the other vehicles were on Mud Terrain tyres and in manual Disco's, I firmly believe that our team with equal vehicles would have been in with a real chance of taking the trophy. Next Time!

The day ended with a presentation and group photos of all the competitors. The HBLRO team deserve great respect for making it round a deceptively challenging course, keeping their spirits up despite torrential rain, and all showing that we can expect great things to come from them if they continue driving like they did at Tring.



Julian and I had a great day. Chris, Shun and Julian all were a credit to themselves and the club, and despite the disappointment of missing out on the trophy all took it in their stride and I'm sure will be keen to have their revenge at the next inter club event.

Thanks to Anglian for a very well run event with a good set of sections that increased in difficulty challenging all the drivers, and finishing at a time that meant we all could get home without being too late.

Steve deserves a big thank you, for coming along and helping the boys

with his suggestions and tips for tackling the various sections, and generally providing very welcome encouragement, support and humour throughout the day.

The final results were:-

Anglian	24 Points
AWDC	25 Points
HBLRO	42 Points

For us the day ended with a now very slick wheel change, and the journey home avoiding the M25 car park. "I spy with my little eye.....?"

Roll on the Next Event!

Andy Butcher

Newsletter Archive.

We are currently constructing a Hants & Berks magazine archive page on our web site.

The page will hold past editions of the club magazine for your reading pleasure. The page is not quite ready yet, however we do hope to launch it in the next few weeks.

You will be able to access the page via a new Tab on our home page.

Next issue: As Steve has mentioned at the end of his Slippery Slope his contribution in the next issue is going to be modest and we are looking for most of the content of the next magazine to come from you (the reader). The close off

date for the next issue is the 25th of October so please can you send your articles to steve.kirby@hbro.co.uk by then. Articles can be accepted in just about any format. We hope that you produce a great mag.



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



Hants & Berks Land Rover Owners Club

**At our October drive around day
Slab Common, Near Bordon, Hampshire
On Sunday 21st October 2012
10am to 3pm**

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



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

£25 gets you entry to the venue and all the off roading you can handle!
If you are not a member of an MSA affiliated 4x4 club you will need to join ours this can be done on the day for an additional fee of £5

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

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



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

Toilets & Refreshments will be available



Blast from the past.

Mr Hants & Berks - Hugh Duffett correctly identified the following (left to right) Nick van den Break, Zoe Ravel, Kearon Ravel, Karen Duffett, Sam Parker, Ian Parker, Tricia Jacobs, Hugh Duffett, Janet Vare, Russell Vare, Pam Duffett and finally Matt Hewitt (nice hat!). The location was the Horseshoe pass, Llangollen (May 1997).

“Blast from the past”

This month’s blast from the past is an extract from a letter sent to the editor of this fine magazine by a concerned member in December 1986.

Sir,

After reading the Chairman’s comments in the September issue of the magazine: I would like to ask if any members have thought about what will happen to the Classic car scene when lead free petrol is introduced fully.

Will this kill Classic car motoring to the extent that cars such as ours will be trailered everywhere? Or will the petrol companies still be allowed to sell leaded petrol, perhaps limited to just selected garages? If this is the case then we may soon find ourselves having to abandon our cars by the roadside (if only temporarily) until we are able to buy more leaded petrol.

Maybe some technical boffin will invent an additive to mix with unleaded petrol to obviate this problem. Certainly if nothing is done about it in just a few years Classic cars on the road could be a thing of the past (pun intended)
Food for thought indeed

Yours faithfully - A J Smith

September / October Caption Competition.

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



July / August Caption Competition Winner.



This months winner is Hugh Duffett (again) with not so much of a caption more like a description of the situation: The gentleman receiving the wine is the all England offroad & temperance Chaplin being exposed (metaphorically speaking) by our Chairman going under cover, posing as a tea total reporter for the monthly magazine "Tea for Two".

Winchester RTV.
Chris Homewood



Winchester RTV.
Joe Stacey.



Results

Sunday May 6th 2012 – Nellies Dell (Spring Rally RTV)

Overall event winner	Martin Millerin (winning the Dave Cuthbert Memorial Trophy)			
Class 4	1 st	Alan Braclik	2 nd	Jack Dewdney
Class 5	1 st	Garry White	2 nd	Mark Ambler
Class 7	1 st	Neville Dewdney	2 nd	Alex Lyne
Class 9	1 st	Matt Hewitt	2 nd	Mark Furnell
Class 10	1 st	Martin Millerin	2 nd	Russell Vare
Niall's charitable spanner man: Richard Grey (the car park cruncher)				
Officials - Som - Ian Parker, CoC - Jor Stacey, Scrutineer - Mark Ambler and Matt Hewitt, Chief Marshal - Elton Jonsson and Ian Parker, Marshals - Ian Joyce, Sarah Duffett, Hugh Duffett				

Monday May 7th 2012 – Nellies Dell (Spring RallyTYRO)

Overall event winner	William Osmond			
Adult group	1 st	Paul Stratford	2 nd	Hugh Davies
Junior Group	1 st	Alex Butcher	2 nd	Becca White
Class 7 & 10	1 st	Matt Hewitt	2 nd	Martin Millerin
Setting Out - Kevin Wood, Ian Joyce, Steve Aston, Anne Wood				
Officials - Som - Anne Wood, CoC - Kevin Wood, Scrutineers - Joe Stacey and Garry White, Marshals - Richard Salter, Elton Jonsson, Ian Joyce, Jack Dewdney				

Sunday July 22nd 2012 – Wincester (Hampage Farm) RTV

Overall event winner	Gary White			
Class 4	1 st	Alan Braclik	2 nd	Dave Lindsey
Class 5	1 st	Garry White	2 nd	Joe Stacey
Class 7 & 10	1 st	Russell Vare	2 nd	Martin Millerin
Niall's charitable spanner man: Dave Scoffield (for the worlds smallest cut)				
Setting Out - Niall Banyard, Dave Scofield, Andy butcher, Steve Aston, Dave Lindsay, Martin millerin, Paul Thomas, Claire Smith				
Officials - Som - Ian Parker, CoC - Niall Banyard, Chief Marshal - Sarah Duffett, Scrutineer - Andy Bunyan, Marshals - Ian Parker, Andy Bunyan, Jack Dewdney, Dave Scoffield (plus 2, but can't read signatures)				

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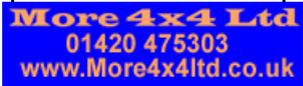
The Workshop, Dean Farm, Main Road,
Kingsley, Bordon, Hampshire, GU35 9NG

Defender Discovery Freelander Range Rover

CALENDAR OF EVENTS 2012

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
23rd Sept	Steep Marsh	RTV
29th Sept	Route not set yet.	Green Lane trip. Contact Julian Mallard.
27th October	The Crown Hotel, Alton	HBLRO AGM
21st Oct	Slab Common	RTV & Driving Day
28th Oct	National Green Lane Day	Green Lane trip. Contact Julian Mallard.
11th Nov	Salisbury Plain	Green Lane trip. Contact Julian Mallard.
18th Nov	Aldermaston	RTV
25th Nov	Boxgrove site (near Chichester, Hampshire)	<p>"Mike Wolfe Challenge"</p> 
	 	
16th Dec	Nelly's Dell	RTV & TYRO
TBC	Route not set yet.	Christmas Green Laning Special (route to be confirmed)

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 for RTV: £17.00 per driver. Entry fee for Tyro: £12.50 per driver

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

Regular Events

- * Southern Pub Meet - **Venue change**. From March 28th Last Wednesday of each month, Noggin & Natter at the Cormorant, 181 Castle Street, Porchester, Nr Fareham, PO16 9QX Tel: 02392 379374 (www.thecormorant.co.uk)
- * 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



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TRING TYRO Sunday 29th July 2012
All three teams