HANTS & BERKS
LAND ROVER OWNERS

Hants & Berks NEWS

Team Hants & Berks line up for scrutineering at the ALRC National Rally

LAND-ROVER
ASSOCIATION OF LAND ROVER CLUBS

July - Aug 2013

RECOGNISED CLUB
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Editor's bit....

Deadline for the next issue is August 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.

Hants & Berks Magazine in email format.

If you no long wish to receive a printed mag and are happy to receive it by email, please can you contact Kevin Wood with your current email address.

Steve Kirby.

Well done to Mark Furnell for being the overall event winner at the Spring Rally RTV and taking the Dave Cuthbert Memorial Trophy

Steve's Slippery Slope

Flippin' heck that was hard…

I must admit that the size of this 'Slope' article is a little daunting. There is so much to cover its going to be a long one, so, get comfy as this will take you a while to get through!!

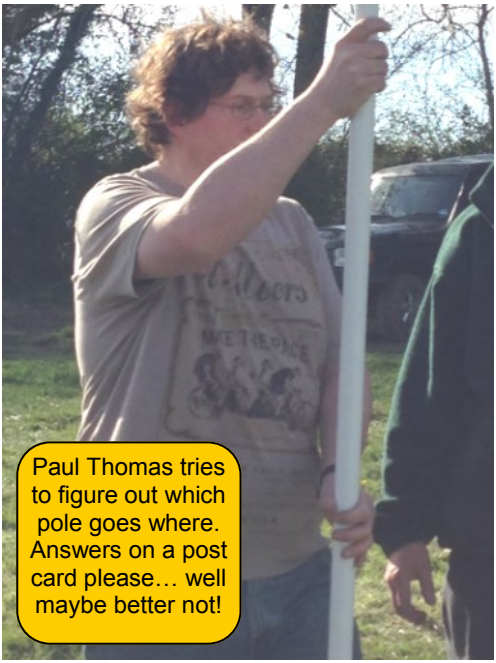
Firstly, thanks to Julian for penning two great articles covering the last couple of green laning events. I do hope that he does not mind me inserting the brilliant picture of him 'wading in' to save his beloved 90 in his undies. Surely this reinforces the old saying 'always make sure you have clean underwear on!'

Oh, before I forget, we recently held an audit of the clubs assets. This meant pulling out everything from both the container and the trailer and making a list of all we own (thanks to Elton and Niall for your assistance). I just cannot believe how much stuff the club as accumulated over the years. Amongst all the important stuff we are in possession of two items that are now surplus to requirements. Before we attempt to sell them we wanted to make them available to any member that has a legitimate use for them. The first item being a 'Clark' mast. This is an extendable (pneumatic) mast capable of elevating a variety of electronic equipment into the air. I have no idea of the unit's maximum elevation or how 'serviceable' the item is. The second being a sizeable green canvas marquee. It's been in the container for some time now, we are not 100% sure what sort of condition it's in or even if all the bits are present. If any of you are interested in either item please just drop me a line and we can sort out a time/date for you to view the items.

Spring Rally

So the Spring Rally weekend arrived early in May and as usual it was raining when I turned up at Nelly's to put my tent up. I had to get a bit of a lick on as I needed to catch up with the other members and get

Steve Whites tent at the Spring Rally (on the right) apparently its much bigger once you are inside!



the RTV & TYRO sections set up. As we started to set up the rain stopped and we soon realised that the site was in fact going to give up a huge amount of grip and that for a change we were going to be able to use every part of the site (even the really big climbs in the dell area). Come about half three the RTV was set up and all of the TYRO sections too. So we headed back to the camp site for a bit to eat and a mass game of volley ball. I also wanted to put up a new tent donated to the club by club member Nick Cowdry (thanks Nick). Thankfully during the tents erection we had plenty of smart people present who all stuck their two pennyworth in so the task only took us twice as long as it should have. What was clear was that Alex Butcher enjoyed himself as he volunteered to climb up on to the roof of Ian Joyce's 110 in order to secure the roof to the higher parts of the tents tubular frame. So tent up it was time for volley ball, as at hook end the scoring was very dubious and after what felt like an eternity the chairman's team finally won the event, just as beer-o'clock arrived.

As usual the aim of the evening was to eat drink and be merry, the only serious task left was to outlast our late night master Ian Joyce. As the night wore on only the hard core were left, and way after midnight Ian finally threw in the towel and staged off to bed as the remaining members let out a triumphant roar.

Sunday morning was bright and warm, we were going to be in for a cracking day's trialling. Again my trusty passenger Hilary would be helping me spot the gates and it was not long until

the event started and the fun began. It was good to see Steve White in his newly acquired 300TDI taking part in his first RTV. It was also good to see Mark Furnell's first appearance in his newly built 80" project (and what a beauty it is). Simon Phillips in his cool 90 was back for another go and Olly Stock had made an appearance in a very capable looking diesel Rangie.

My mate Andy after we had just finished our MacDonald's breakfast .

Jack Dewdney was also present in his new V8 Discovery for some gas guzzling fun before the machine's heart is due to be transplanted into an us-suspecting green 90.

As the event un-folded I got really lucky on a few sections and managed to keep my score sheet looking pretty good. The very difficult hair-pin turn on section one (in the small bomb hole) had gone well, the awkward turn for the nine gate in the gully section had also worked for me, the brilliant sections set up near the bridge by Hugh Duffett had passed with only one or two points picked up, so all was looking good for a decent finish. But alas disaster was only a turn away. Clipping the ten gate on the second to last section meant that I (yet again) had pulled defeat out of the jaws of victory. Mark Furnell went on to win the event with a very solid drive, however for me the driver of the day had to be Andy Butcher. His final position really did not justify his great drive. In a re-vitalised vehicle that now finally has a decent turning circle Andy put in a great drive to finish 8th overall.

After a great days driving it was back to the camp for the club B-B-Q and a few drinkies. Unfortunately Mark Amber and Matt Hewitt were not about this weekend so the B-B-Q cooking had fallen at my feet. As most of you found out cooking is not really my thing and I was quickly 'directed' away from the cooking area with members who knew what they were doing taking over and making good the mess that I was in the middle of. A big thanks for this as you really did save the day. As has become the custom a good number of the members then gathered in our new marquee to pass the evening with stories and

much larking about. Whilst it was another late night it was not quite as late as the night before.

By 10am the next day we were back out on the site for the running of the TYRO event. It was at this point that I recalled during a conversation the night before (after a few beers) that I have offered my Disco to Julian Cheesman to drive. It seemed like a good idea at the time but in the cold light of day I was a little concerned. These worries soon faded when Julian confidently put my ride through its paces winding the old girl beautifully through the sections to pick up a great second place to Mad Childs in the licensed class. Well done mate a really good drive. Shaun Osborn and Morgan Banyard's drives also caught my eye also. It's clear that we have some really talented youngsters coming up through the ranks and I cannot wait to watch them develop and in a few years make the jump to RTV. The event will be remembered by Max Childs for a couple of reasons, one being yet another great drive, the other being the first time we have ever presented the spanner man award at a TYRO. Max had had a great day with no score until making a school boy error at the very last gate on the very last section spoiling his clean score sheet by taking a 'one'… what a spanner!

ALRC National Rally

The few weeks between the spring rally and the ALRC nationals swept past, in the blink of any eye I was sat at the meet point for our posse at Chieveley services (just off the M4 at Newbury). Steve White and Pete Kendall soon turned up with Hilary being the only member still to arrive. At just after ten it was clear that Hilary may be a little late as she had missed the turn and was now hammering up the M4 towards London! Several text messages later we agreed to start the trip to South Wales leaving her to catch up!

The drive up the M4 and over the Severn Bridge went without a hitch. I did the make a bit of a prat of myself as we got close to the site however. I got so excited at nearly being there that I did not spot the ALRC signage and lead our posse the wrong way through the village of Usk. This was bad as the event documentation received from the organisers stressed the importance of not doing this as the village is only small and the ALRC had promised the local residents that no 4x4's would us the High Street as a way into the site. Whoops!

As we found our pitches it was good to see that a number of other club members had already arrived and were all in the swing of things. It did not take us long to catch up. Finally the time for the dreaded scrutineering arrived and everyone seemed to be a little edgy about this. It's nothing to do with the vehicles safety that causes the concern, it's

that perhaps there just maybe something that needs a little tweak and with almost no time this would really put the pressure on. With this in mind team HBLRO were first in the line of over 160 other vehicles to go through the test (see cover picture).

We need not have been worried as it was not long until we were all signed on and sticking our group numbers onto our cars. To get into the swing of things I took a walk in to the wooded area to watch a few of the CCV sections. What a treat I managed to find a few of the other members and enjoyed watching long section laid out down the side of a very steep bank with a couple of short sharp climbs toward the finish. By now the nerves were starting to kick in and I was finding it hard to concentrate for long on anything. Tea time came and went and with the big day just hours away I managed to keep off the beer and had a reasonably early night (well early for me!).

I was up early the following day. I have a good mate who lives near the site and I had invited him over to passenger with me for the day. He arrived at half seven with a MacDonald's breakfast – what a bloke. We demolished this, rounded the other members and made our way to the lining up area. After the drivers briefing we were off to find the first section. The journey to the start wound us through some truly beautiful Welsh countryside. The sun was out, the temperature was good the ground was firm, it was going to be a great day's eventing. The sections came thick and fast. They were very varied with long winding starts that became more challenging toward the end with others being challenging from the get go. My day was going OK, so I picked up a few points here and there but, no real disasters.

From time to time throughout the day our group crossed the paths with other groups containing HBLRO club members and I was pleased to hear through these brief encounters that some of our other members where doing well, particularly Mark Ambler (again). As the last sections came to pass we followed our guide back to the campsite. Now it's down time as the results usually take a little time to filter back to event control and finally to a print out in the beer tent.

Ashley Bartlett under his 90 (again)

I guess if we were all honest we knew that we had not achieved the dizzy heights of last year's event however Mark kept us up amongst the leaders with a cracking 1st place in class 5 in the CCV on the Saturday and a very strong 2nd place in class 5 in the RTV. Mark Furnell also kept the very best class 9 drivers honest with a solid 4th position in the RTV. Other drives well worth a mention was Tim Whishaw's in perhaps one of the most competitive classes in the CCV he drove well coming home with only 20 points, and a score that did not really reflect his performance was Alan Braclik with a very creditable 4 points finishing 6th in class 4

That evening Mark Ambler asked me if I wanted to passenger him in the Comp-Safari on the Monday. To be honest I had wanted a passenger ride in this event for some time so I eagerly accepted his offer. Before we headed over to the beer tent there were a few modifications needed to Mark's Range Rover to make her ready for the event the next day. On went an extra pair of gas shocks onto the front end, on went a set of rear mudguards and a number of other small tweaks were made to the vehicle. All set we headed off for a well-earned pint.

As the evening unfolded our group broke up into a number of smaller groups with some heading back to the camping area. I foolishly chose to try to re-live my youth by hanging out with some of our younger members consuming plenty of beer and a few cheeky Jager-bombs. The beer tent was packed with people enjoying (?) a Johnny Cash tribute act, just outside the tent a number of tug of war teams where taking part in a series of competitions all dressed in fancy dress. It was a little surreal to watch seven blokes dressed as pirates taking on another seven blokes dress as cartoon characters such as Fred and Barney from the Flintstones. I am sure that I saw another chap wondering around in a Spiderman outfit however he did not appear to be in a team and had possibly just donned the outfit for his own personal pleasure (or was this vision a result of several double Sambuca's!) As time pushed one we staggered back to our camping area and I drifted off to sleep thinking about the day that was coming next.

It's funny but whatever time I get up in the morning when we are away camping Matt Hewitt is always up, kettle on, sitting in his chair with a liquorice lolly hanging out his mouth. I gave him a wave and tucked into a custard cream sandwich for my breakfast (a little dry but very tasty). Slowly the whole campsite started to wake up and soon came the sound of lots of vehicles being fired up and having some heat put into the engines. Pulling food, cloths, spares and a load of other stuff together we made our way down to the paddock to prepare

for the comp. Mark Ambler in his Range Rover, Hugh Duffett in his 90 (passengered by Sarah) and Mark Furnell (passengered by Ian Parker) in his 80 inch special. It was then all hands to the pumps to prep the vehicles and await the start of the event.

I must admit to having a whole series of different feelings for the next hour whilst we waited to get under way. Anxious, as I knew that we were going to be travelling pretty quickly, excitement, as to be honest I do like a bit of speed and a good dollop of nerves as I was not really sure of quite what Mark was expecting me to do. As the start time approached I climbed into the passenger seat and locked myself into the car by way of a five point harness, finally putting on my MSA approved crash helmet. As we approached the line finally my instructions were shouted at me by Mark. "You look into the distance and tell me what is coming, I'll worry about what going on just in front of the vehicle and don't stop talking as I need as much information as possible". As his sentence finished he buried the throttle and dropped the clutch, with a lot of wheel spin and a big lurch forward we were off. I held my breath for the first 30 or 40 seconds as I was completely astounded by the speed that we were hammering down a very narrow track turning hard to the left and the right. Finally I found my voice and started to shout what I saw in the distance. The first part of the 3.2 mile loop was in thick woods with the occasional burst through an opening into 200 – 300 meters of open track then back into the woods, hard rights where followed by hard lefts. It did not take long for us to catch the other Ranger Rover in the event that had started a minute before us. We tail gated him hard for what seemed like forever before we both burst out of the wooded area and into an open grassy area. Unfortunately both us and the Rangie in front had too much speed on to make the next hard right and we both slid wide of the turn. Mark brought the slide under control, found some grip and returned us to the course in front of the other vehicle. The middle section of the loop was a fast blast around the edges of a number of fields. Mark put the vehicle into a very very large four wheel power slide and managed the cars angle balancing throttle and steering. Toward the end of the loop we were back into the woods for a technical twisty run to the finish. Crossing the finish line was both a relief that we were safe and disappointing that the ride was over.

Congratulating each other on a pretty decent first lap we returned to the paddock to check the vehicle over and to prepare for the second of our eight lap allocation. Climbing out of the car my body told me that it had just received a significant pounding with bruises and aches appearing

almost immediately. It was not long until we were back in the saddle the second lap and then our third which was the quickest yet. On our fourth lap we lost a tyre, fortunately Mark Furnell was the next car behind us and was able to tow us back to the paddock. Then came the fifth lap….

The start was good and we soon settled into the lap, as this was our fifth circulation the course was now starting to become much more familiar and Mark and I started to work well as a team, we attacked a long right hand bend however the grip felt a little different, Mark kept the power on, however it was clear that something was not right, in a flash we had a wheel on the loose surface to the left of the track, the car got sucked in, and run wide, then it was a case of pick a tree, I watched it come, held my breath and braced ready for the impact. There was a big bang then a quick, hard and absolute stop. After a few seconds we checked that each other were OK and exited the vehicle to find a marshal. It was not until the comp was temporarily stopped and Marks car recovered to the camp site that we realised that we had in fact been very lucky. This had been a hard impact but we both appeared to be un-harmed. Mark put on a very brave face, but he must have been absolutely gutted, I would have been. Once we parked the car up at the camp site we made our way back to the paddock to let everyone know that we were OK.

Ian Joyce kicking back hard.

As the run home from Usk to Basingstoke was a fair way I got my kit packed away and headed for home. I did hear later in the day that Hugh Duffett had to really fight for his brilliant first place in class 3 on the comp and that Mark Furnell secured a very respectable 10th place in class 5. Well done to you both.

Cornwall & Devon Charity RTV

The weekend between the Nationals and the Cornwall & Devon

Charity RTV was a mad flap for me to get the Disco through the MOT. Again a little rust proved to take up much more time that I have planned so I had to take a day off work to ensure that the job was done in advance of the test. Fortunately the old girl went through and I was now ready for the assault on Charity event down in Plymouth.

This year we were only fielding two teams at the event, HBLRO 1 (our class 4 team of Kevin Wood, Hugh Duffett and Pete Kendall) and HBLRO 2 (our mixed class team of Steve White, Ashley Bartlett and myself). I met up with Ian Joyce at Popham services on Friday 21st of June ready to make the long trip to Plympton (just outside of Plymouth). Due to Steve White having a last minute issue with his Discovery to take care of we re-organised to meet him and Pete Kendall on the A303 in the Andover area.

Whilst the drive down to Plymouth is a fair few miles it is very pleasurable. The only stress for me was trying to manage the engine temperature in my Discovery by turning the interior heating up and down as we banged our way up and over some of the larger climbs on the A38. Four and half hours later and with half a tank of diesel gone we arrived at the site. As usual the Cornwall & Devon LRC warm welcome was festooned upon us as we arrived. We soon had our instructions and found the other HBLRO members in the camp site. The weather was changeable so we quickly put our tents up and made ready for scrutineering. Feeling confident about the condition of my Disco I was pretty gutted to be pulled up on a small amount of 'play' in one of my track rod ball joints, so back to the camp, old one out and new one in, saw my re-scrutineered with no problems. Soon after this the rain set it so after a little tea I and some of the members made out way to the beer tent for some shelter and some liquid refreshment. Some hours later it was clear that we may have refreshed ourselves a little too much as finding our way back to our area was a little challenging and staying upright to get changed for bed proved very difficult.

During the night we had heavy rain with no let up through to the morning. HBLRO teams 1 & 2 pulled out of the campsite in good time and made our way to the staging area. Now you may recall from previous slopes that I have never really had a good drive at this event, and I was hoping that this weekend would be different. Ashley, Steve White and I were in the same group. We were just three of an 18 strong group and I was pleased to see a good number of other class 5 vehicles. We soon learnt that we would be over in the quarry at Hemerdon for day one. In convoy we made the short journey and were soon walking section one. As I have now been there a few

times the site looked much more familiar and to be honest not quite so intimidating. I cleared section one which gave me a huge boost, I then only picked up a one in the next section, by section eight I was still only on eight points and was having the drive of my life. Then I flicked an eight gate and doubled my score finally finishing the day on 17. My other team mates (Steve White & Ashley Bartlett) had done OK but had got a little un-lucky here and there so as a team we were a little adrift of the leaders.

On reaching the camp it was clear that HBLRO 1 had had a better day than our team, they were in touch with the leaders but would have to have a killer second day to get near the sharp end. After a top evening meal and a few drinks in the campsite a number of us made our way to the beer tent for a bit of a bop as hour hosts had laid on some music. Soon we were bouncing around and grooving down to a mix of contemporary and old school tracks. I must admit I was surprised that the music was allowed to boom across the campsite till one in the morning, but happy days as we were in the thick of it.

The morning of day two followed another night of rain, this time my head hurt a little as we rose. However I did find plenty of comfort in seeing that Steve White was in a much worse state than me. Congregating near the cars both teams talked of the day ahead and what needed to be done. As we had been in the quarry the day before we would today be in the woods near the camp site. The sections proved to be tough with scores mounting faster than the previous day. Elton Jonsson had been looking for a ride on this day and I had a spare seat so he jumped in with me. Good job to be honest as some of the sections twisted and turned a lot and a second set of eyes guiding me through he sections proved to be invaluable. It was to be a day of ups and downs (excuse the pun) we got very lucky on a few sections and our luck ran out on a few more. On the whole (and considering my usual poor performance at this site) I was pretty pleased with my final score. As a team HBLRO 2 was some way behind the event winners but we had had a kicking weekend. HBLRO 1 had again done better that us coming home in a well-deserved 5th in class and 13th overall.

Whilst a number of our members headed home not long after returning to the camp I had chosen to spend a third night at the site and planned a leisurely drive home on the Monday morning. Fortunately Hugh and Sarah Duffett were also staying so we set up a nice evening in their caravan awning with some snacks a tin or two of beer with the added company of Ian Joyce and Elton Jonsson. At around midnight we all hit the sack and I slept solid until around half eight the following morning. As the morning was dry all

the tents quickly went away and Ian, Elton and myself departed for the long drive home.

As always the drive home gave me plenty of time to reflect on the events of the last few weeks. Memories of the spring rally went through my mind, a re-run of all my mistakes at the ALRC nationals rattled around in my head for a bit along with the ups and downs of the charity event we had just completed. I also had plenty of time to think about what is coming up. About our return to Peveril Bruce's place over at Hampage Farm (Winchester) for our July RTV and then on to thinking about all the brilliant things we have lined up for the Summer Rally in August. An RTV, the return of the Chippy Challenge, our birthday party and a TYRO on the Monday. Looking further forward I realised that our AGM in October was now very much on the radar and wondered who may be thinking of stepping up and taking on my role taking the club forward in to 2014 and what other changes may happen to the committee.

I also realised that my next Slippery Slope (this one!) would be a monster article, and it has been. So, sorry for the length of the article, I will understand if you don't make it through in one go (or at all) and if you are wondering it took me five hours to write and its 4790 words long…!

See you all at Winchester!
Steve Aston.

High Quality ALRC pictures area again available for purchase from Bosuncam at: www.bosuncam.org.uk/

MSA Inter-Regional TYRO date set

For all you TYRO nutters this years MSA Inter-Regional TYRO event is being held on the 8th of September in 'Sandy' (5 miles East of Bedford) however this year there is a bit of a twist. Teams of 3 are required - see our club web site for more info.

Summer Rally "Cake-off" competition.

We will be holding a cake competition at the summer rally, the only rule is that the cake has to be home made by a member of the club. There will be one prize for the best looking/ tasting cake. Your judges are: Steve Aston, Niall Banyard and Steve White.

Spring Rally RTV: Simon Phillips concentrating hard on section 4.

Spring Rally RTV: Jack Dewdney shows that he can also master a class 5 vehicle.

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Defender Discovery Freelander Range Rover

Green Laning Trip April 2013 to Salisbury and beyond.

We arrived at Pepperbox Hill to find one vehicle had arrived before us, soon we were fighting for parking space with cars of walkers who were also meeting there – the senior variety and a young workman looking after the machinery in the car park – I believe that they are laying pipes or cables in the vicinity, he took great interest in the different landy's arriving.

We were 6 strong with 2 new vehicles/drivers, one of whom had just joined and the other who wanted to come along to meet us before joining - Ian in his LR3. So not the normal disco/90's but a rather shiny LR3 and a Freelander 1 on A/Ts with driver Barry who said he didn't mind it picking up a few scratches. However, Ian in his LR3 (08 plate) was hoping that his would be pristine still at the end of the day, some we found needed a good clearance.

We set off soon after Rick/ Daughter Alex arrived after a call from them, "where are we meeting?" they had sailed straight past the turning to the cark park and had gone about 2 miles too far south.

The lanes were in good condition as we headed east and north. I had expected the lanes to be very wet

but was surprised when they were found to be very dry – baring the odd puddle that was trapped and couldn't drain away. We were heading in a loop that took us back through Salisbury, over the race course and then due west across Compton Down. We were treated to some great views from the ridge and the weather was good with a fair amount of sun.

A text from Cary (CB playing up with carrier but no audio) had us stopping at a large garage in Salisbury for a 'break' - too much coffee I think. I took the opportunity to top up my power steering reservoir as the steering was becoming heavy – must grease up the U/J again just in case it's that going stiff. (the extra fluid didn't make any difference).

We found a few scratchy lanes that Ian had to take great care with and my navigator Gavin had to do some pruning to make a wide enough drive through just east of the Racecourse so that we didn't scratch the paintwork too much. It is very hard to find open lanes these days – other than Salisbury Plain.

One lane got very tight, so whilst 4 of use pushed on through Ian and tail-end Charlie (Cary/Sharon) reversed out of the lane – so which way were they supposed to turn out of the lane? I had a telephone call from Cary about 5 minutes after we had exited the lane – turn right was my reply – ah, you meant the other right – we are at the A30 junction, oops wrong way. (Go to page 22)

1
2
4
Y886 XOC

Spring Rally TYRO drivers

1 - Alex Butcher

2 - Julian Cheesman

3 - Morgan Banyard

4 - Shaun Osborn

5 - Max Childs

We thought that Barry in the Freelander may get high centred in some of the lanes but by carefully picking a line and straddling the deeper ruts, Barry was able to follow everywhere the 90's and LR3 went. Certainly impressive piloting.

We travelled westwards and stopped at a new pub for us in Berwick St John where we were treated to great beer, fine food and a good chinwag. Next time we might even book a large table as it was such a nice pub – just make sure you close the door unless you get a telling off from the landlady.

We turned south after lunch around Win Green – more great views and we watched many hang gliders taking advantage of the thermals, before starting a loop to the east and north via SixPenny Handley and eventually worked our way across to the Ox Drove.

We headed east and got off the Oxdrove before the deep 'puddles' we had found last November when we had nearly drowned the group. We then headed for the small ford at Stratford Tony and then went towards Downton where the group started to separate. A few of us headed down to the edge of the New Forest and drove through the Cloven Hill Plantation where we went our separate ways – the end of a great day out laning.

Many thanks to Gavin for riding shotgun and taking some great photos and to all those who participated, a fantastic day out but I'm not sure Ian will be coming out with us again – he was a good sport and I hope that the mud and scratches came off his LR3 paintwork – there may be a picture somewhere.

Looking forward to the next one and the Spring Rally BBQ at Nellies.

Julian, RoW

HBLRO On-Line

Don't forget to visit our Web site at **www.hbro.co.uk**
Also see the Association of Land Rover Clubs Ltd at **www.alrc.co.uk**

2013 TYRO DATES

Please find below our 2013 dates/results for all of you TYRO nutters out there

Round 1: Saturday 16th March – Hook End Farm

Cary Osborn – 1st place – adult class
Nick Vaughan – 1st place – junior class

Round 2: Monday 6th May – Nellys Dell

Max Childs – 1st place – adult class
Shaun Osborn – 1st place – junior class

Round 3: Monday 26th August – Hook End Farm

Round 4: Sunday 15th December – Longmoor Camp

Compete for the 2013 TYRO trophy
(Which will be presented at the 2014 Presentation evening)

Green Laning around Petersfield on 5th May

The Petersfield area is my local area so it's great to get out there as I don't have far to go when we are on a club outing. We met at Nellies with the RTV'ers with the intention of returning for the Spring BBQ that evening; well that was the plan until the landy turned into a boat – of the sinking variety.

In total there were 5 vehicles going out, Cary/Sharon/Shaun in their 90, Rik in his 90, Richard in a Disco 1 and Jason in his Classic plus Gavin and myself in my 90.

Our first lane headed out through Colemore Common and lead us down towards the West Meon hut crossroads to do the lanes around there. Going further westwards we headed for Green Lane and Bosenhill Lane which are actually ORPA (other roads with public access) instead of byways. Heading south we stopped along Green Lane which runs parallel to the A32 for a mile, there are some great views from here and it was time for the first coffee break of the day.

We then headed east and took in some lanes around Lovedean, where we encountered a pony trekking group (about a dozen kids on ponies)

so we had to divert slightly and aimed for a narrow twisty lane that goes downhill. Quite challenging because if you are not careful you either end up through a fence in somebodies back garden, or get a dented wing from one of the substantial trees at one of the corners. We headed for Charlton and on to the lanes around Buriton where we settled for dinner in the pub there (Mater Robert Inn), we had been there last year when we were out laning. It was a Sunday and they had a good carvery available at a reasonable price, and of course well kept beer.

After dinner headed for Green Lane at Clanfield (the 3rd of this name for the day) and then headed for the South Downs Way and then onto a lane we had cleared a year ago – towards the North end it was very scratchy and it still needs a lot of work doing on it – preferably with a tractor and flail.

Heading for Ramsdean to take in the lanes there meant that we were on the last leg of our outing, just ones around Selbourne to do and then onto the ones close to Nellies and then feet up for the BBQ and a few beers.

However, the best laid plans went a bit haywire when I inadvertently took the landy swimming in 3 foot of water along Selbourne 66. We had done the lane many times before and Ashley even managed to get a trailer load of rubble down the lane when we were doing maintenance on the lane a year or two ago.

We learned later that a utilities company had dug a 5 foot hole in the track which was now full of water. So on approaching the water I assumed that it was as the last time I had driven it i.e. a foot or so of water. Well imagine the look on my navigators face when within a few feet the bonnet disappeared briefly and then the back of the landy lost drive and started to float. Fine you might think, pop it into reverse and drive out – ok if you have put it in diff lock before entering the 'puddle' but as we had no drive to the rear wheels that was a no no. So a quick decision was needed – turn off the engine quick – good job too, as unknown to me the water was about 1inch above the air intake on the side of my 90's wing.

So a quick escape route was needed, Gavin was out of the passenger window and across the bonnet to the bank with his camera gear to escape the landy which was now slowly filling with water – can't believe how good the door seals were including the rear door which only let in about ½ inch of water despite being about 6 inch above the bottom of the door. The front filled up due to 2 big holes in the battery compartment under the passenger seat – about 35mm diameter where the bungs were completely missing. Anybody got any bungs?

So what now? Firstly join in with

the laughter from my fellow travellers, second organise Rik to get his vehicle behind mine so we could put his winch hook on my rear drop plate, third get the piss taken out of me for showing my cacks as I didn't want to wear wet trousers for the rest of the outing. Fourthly, don some loaned willies and try to look serene whilst balancing with one foot on the bank and the other a boot height under the water on the top of the invisible drop plate, whilst finding somewhere to attach the hook lower down in the water.

Once we had recovered the landy and started to unclip the the hoses it looked like I had saved getting water inside the cylinders but it was too risky to try to start it. So Rik was good enough to tow me the 25 miles home (in completely the opposite direction from his home), so many thanks Rik for that, and of course we missed yet another BBQ at Nellies, so that's one out of the last three that we have managed to get to.

So to finish the story, I spent 2 days drying the inside seat bases out (the foam is so dense it retains water and will not simply drain out) and dismantling the inlet manifold, pipework, intercooler and turbo and managed to get all the water out – fortunately very clean water without

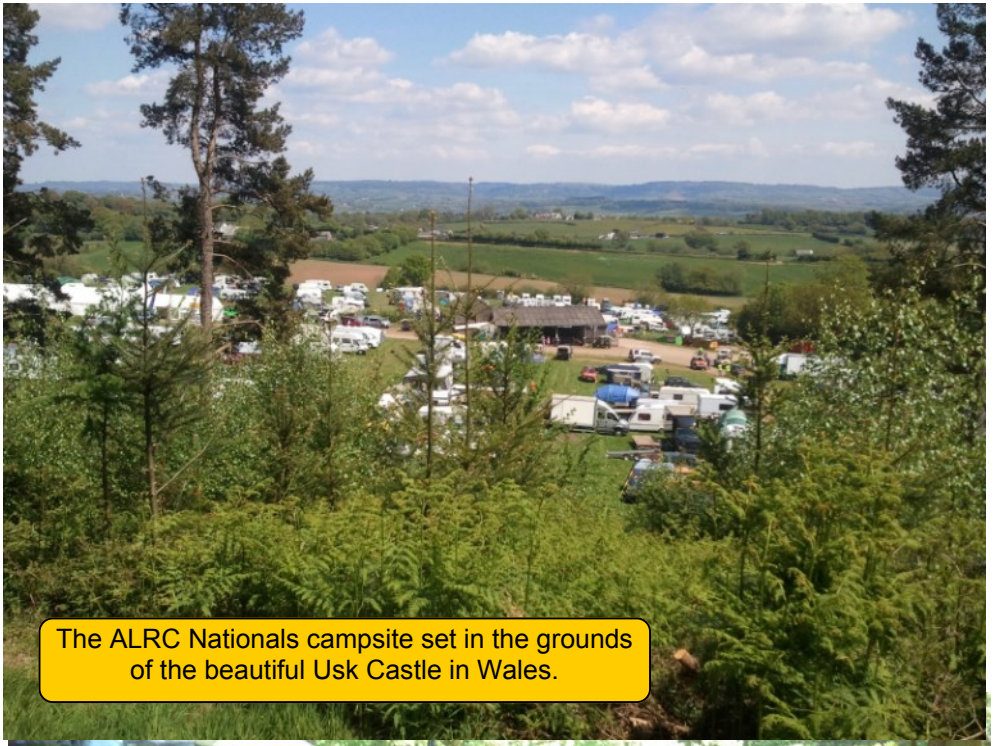
any real silt content. I turned the engine over by hand and it was free, with no sign of any water being inside, so I reassembled everything and it started on the button – much to my relief. Even the battery survived being totally immersed in water and didn't fill up.

So what did we learn:

- Take a big stick with you – (to ensure nobody takes your photo) and to test the depth of any water.
- Engage diff lock before entering the water so it is still possible to reverse out even if the rear end floats.
- Make sure that you have somebody else in front of you – then he gets drowned instead of you.
- Never assume that a lane is the same as you last drove it.
- Put bungs in all the holes under the seats so the water enters more slowly.

See you on the next one,

Julian Mallard



The ALRC Nationals campsite set in the grounds of the beautiful Usk Castle in Wales.

Some of the Team Hants & Berks RTV drivers at the nationals - left to right: Garry White, Chris Homewood, Pete Kendall, Steve White & Dave Lindsey.

Club Shop

The club stock levels are very healthy at the moment so why not contact Heather Joyce and treat yourself to some new kit. As you know the quality is great and for a reasonable price. Each garment comes with our logo on the front breast. Garments with our 'Team Hants & Berks' logo on the rear attract a £3 surcharges (to cover the extra embroidery costs)

We have available:-

FLEECE @ £22.00 **SWEAT SHIRT @ £15.00** **POLO SHIRT @ £12.00**

All of which are available in either Blue, Green or

Red.

In terms of sizes we have:-

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

We also have available a selection of stickers.

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

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

Ian & Heather Joyce do plan on bringing the club shop to most of the club events, however its always worth contacting them in advance to check that the garment/ sticker you require is in stock. Heathers contact number can be found on our web site on the club shop page. Cash payments are always preferred, we can accept payment by cheque however may want to hold on to the stock until the cheque clears in our bank.

Cornwall and Devon Charity RTV June 2013.
Steve White achieves his first ever 'clear'

Cornwall and Devon Charity RTV June 2013.

Cornwall and Devon Charity RTV June 2013.
Steve Aston at the start of section 4 (the bog run!)

Cornwall and Devon Charity RTV June 2013.
Ashley Bartlett also gets his nose in for a clear

Sunday 21st April – Slab Common RTV				
Overall event winner	**Hugh Duffett**			
Class 4:	1st	**Hugh Duffett**	2nd	**Kevin Wood**
Class 5:	1st	**Garry White**	2nd	**Steve Aston**
Class 7:	1st	**Alex Lyne**		
Niall's charitable spanner man: Joe Stacey (yet another diff)				
Setting Out - Garry White, Hugh Duffett, Hugh Davies, Steve White, Andy Butcher, Julian Cheesman, Danni White, Alex Butcher, Ashley Bartlett, Pete Kendall, David Scoffield, Alan Braclik, Steve Aston, Jeff Porter, Simon Newington				
Officials - SoM - Sarah Duffett, CoC - Alan Braclik, Scrutineer - Mark Ambler, Marshals - Sarah Duffett, Pete Brayford, Niall Banyard, Morgan Banyard				

Sunday 5th May – Nelly's Dell – Spring Rally RTV				
Overall event winner	**Mark Furnell (taking the Dave Cuthbert Trophy)**			
Class 4:	1st	**Alan Braclik**	2nd	**Dave Lindsey**
Class 5:	1st	**Steve Aston**	2nd	**Jack Dewdney**
Class 7 & 10	1st	**Andy Bunyan**	2nd	**Neville Dewdney**
Niall's charitable spanner man: Neville Dewdney (for not being able to stay up on his feet)				
Setting Out - Steve White, Roger Hardwick, Ian Joyce, Cary Osborn, Shaun Osborn, Hugh Duffett, Steve Aston, Paul Thomas				
Officials - Som - Sarah Duffett, CoC - Hugh Duffett, Scrutineer - Andy Bunyan, Chief Marshal - Garry White, Marshals - Elton Jonsson, David Scoffield, Paul Thomas, Martin Millerin, Ian Joyce, Sarah Duffett				

Newham annual Charity RTV Event – the final standings

Hosted by the Cornwall & Devon Land Rover Club
HBLRO team 1 (class 4): Hugh Duffett, Kevin Wood, Pete Kendall – 5th in class 13th overall
HBLRO team 2 (mixed class): Steve Aston, Steve White, Ashley Bartlett – 20th overall.
Individual scores:

Hugh Duffett - 49	Steve Aston - 51	Kevin Wood - 62
Pete Kendall - 76	Steve White - 92	Ashley Bartlett - 100

ALRC National Rally – Usk Castle – the final standings

Hosted by the Wye & Welsh LRC

TYRO event
Shaun Osborn - 17 points - 5th in the non-licensed class
Cary Osborn - 8 points - 3rd in the licensed class

RTV event
Alan Braclik - 4 points - 6th in class 4
Dave Lindsey - 6 points - 9th in class 4
Mark Ambler - 10 points - 2nd in class 5
Mark Furnell - 12 points - 4th in class 9
Gary White - 15 points - 6th in class 5
Hugh Duffett - 16 points
Steve Aston - 17 points
Kevin Wood - 23 points
Matt Hewitt - 23 points
Pete Kendall - 25 points
Chris Homewood - 30 points
Steve White - 42 points

CCV event
Tim Whishaw - 20 points
Mark Ambler - 55 points - 1st in class 5
Ashley Bartlett - 71 points

Comp Safari
Hugh Duffett - 1st in class 3
Mark Furnell - 10th in class 8
Mark Ambler - Retired

Michen Industris cup - Mark Ambler - the lowest scoring Standard Range Rover or Discovery in the CCVs

Monday 6th May – Nelly's Dell – Spring Rally TYRO

Overall event winner	**Max Childs**			
Licensed class:	1st	**Max Childs**	2nd	**Julian Cheesman**
Un-licensed class:	1st	**Shaun Osborn**	2nd	**Morgan Banyard**
Niall's charitable spanner man: Max Childs for scoring his only 1 point on the last section				

July / August Caption Competition.

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

May / June Caption Competition Winner

Last month's winning caption.
Dave Scoffield was spotted recently in one of the Southern US States looking for his banjo after it fell out of his boat whilst on a 'Noodling' trip.
Supplied by new member: Lucy Millsap (winner of the 14th annual Okie Noodling Tournament in Pauls Valley, South Carolina)

Regular Events

* Southern Pub Meet - **Venue change**. 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 Thursday of each month. The venue will be the Lord Derby Pub located between Hook and Odiham, just of Junction 5 of the M3, from 7.30 onwards . Full address is The Lord Derby Inn & Stocks Restaurant, Bartley Heath, North Warnborough, Hook, Hampshire. RG29 1HD Tel 01256 702283

* Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. Please bring your own maps of Hampshire and Berkshire, in case you get lost. If there is a lot of rain on the few preceding days, anticipate postponement.

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

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Lower Hartslock Wood
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A329
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Kessells Copse
Basildon
Hartslock Wood
Lower Basildon
Harley Hill Wood
Hook End
Nearest postcode: RG8 8SD
Lat: 51.4955 Long: -1.1460
Beale Park
Horshamlane Wood
Mapleton Hill Wood
Meandown Copse
Copse
Paddlehill Wood
Long Dean Copse
Pennycroft Copse
Shooter's Hill
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Hampage Wood
Alresford Rd
A31
Rodfield Ln
Winchester:
Nearest postcode: SO24 0HY
Lat: 51.9721 Long: -1.2237
1000 ft
200 m

CALENDAR OF EVENTS 2013

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
21 July	Salisbury Plain	Green Laning - Please contact Julian Mallard to book your places and obtain meeting point/times
21st July	Hampage Farm, Winchester (see map)	RTV
23 - 26 August	Hook End Farm (See map)	HBLRO: 30th BIRTHDAY PARTY AT THE SUMMER RALLY
25 August	In and around the Newbury / Reading area	Green Laning - Finishing at the Hants & Berks Summer Rally at Hook End Farm Please contact Julian Mallard to book your places and obtain meeting point/times
22 Sept	*Provisional: date and site to be confirmed.*	*RTV*
28 September	in and around the Hindhead area	Green Laning - Please contact Julian Mallard to book your places and obtain meeting point/times
27 October	Hogmoor (nr Bordon, Hampshire)	Pay & Play day - come and drive your own vehicle at this brilliant site HBLRO RTV event
3 Nov	Location to be confirmed	Green Laning Please contact Julian Mallard to book your places and obtain meeting point / times.

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

Alan Braclik on his way to 6th in class 4 at the ALRC National Rally.

Kevin & Anne Wood in the woods at the ALRC National Rally.