



Hants & Berks NEWS

Ashley Bartlett on his way to a fine victory in class 2 & 7 combined at the Mendips Challenge



Nov - Dec
2013



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Editor's bit....

Last year I introduced you to Stephanie. Well, I've found an archive photo of me, I mean her, during her St. Trinian's School days doing a charity run, raising £100 for Cancer Research in 2013.



Deadline
for the next
issue is
December
15th to give us



time to do the newsletter before Christmas. 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, include the event and the driver (where you know their name) in the filename, such as **Steve-Aston-Nelly's-RTV.JPG**. This way this information will stay with the photo.

Hants & Berks Magazine in email format.

If you no longer 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.

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

Steve's Slippery Slope

That long already.

It took me several weeks to come down after the highs of the Summer Rally. Fortunately work was busy so that helped the days rush buy until we could meet again at Steep Marsh. But before that we had a team entered for the MSA Inter-Regional TYRO event at a site near Sandy (Bedfordshire). The team comprised of Morgan Banyard, Julian Cheesman and Shaun Osborn. As we arrived at the site and drove the considerable distance from the site entrance to the TYRO area it was clear that this was an impressive location.



The site offered terrain capable of TYRO, RTV, CCV and Comp Safari. In short it was brilliant. Also the event organisers (All Wheel Drive Club & the Anglian LRC) this year had put a twist on the event. In order to

attract more teams they would provide the vehicles to be used for the event meaning that competitors



could make the journey in their 'normal' day cars and not have the bother or expense of taking their competition machines. In my opinion this was a stroke of genius. After signing on we were introduced to the vehicles. A white Suzuki Jimny, a Red 90 and a dark Blue 300TDI Disco.

The attending parents/family and drivers held a team meeting and decided that Morgan should drive the Suzuki, Shaun the 90 and Julian the Disco. That sorted we were on to the first section. Laid out on a flat piece of land and upon first inspection the section looked very straight forward, however the turn between gates seven and six was deceptively tight. This was proved as most of the drivers came un-glued

here. As a team we dropped a couple of points but the day was still very young. As we moved from section to section our youngsters really started to find their feet and their confidence in their un-familiar rides started to grow.

Whilst the whole team were impressive, young Morgan really caught my eye in the Suzuki. As you will know in most diesel Land Rovers you can chug along in low ratio on idle. The Suzuki would not do this however and required constant feathering of the throttle. To his credit Morgan mastered this very quickly and again I was witness to just how fast youngsters can adjust their behaviour to suit their surroundings. As the sections started to click by the terrain started to get more challenging however our boys were on a roll. They were either putting in clears or only taking a point here and there. As we progressed Andy Butcher kept a note of our scores and the scores of the other teams and slowly the realisation started to set in that we were in fact starting to pull away from the other teams and lead the event.

I wanted the win, the boys wanted the win and as the second half of the day unfolded it was on. By mid-afternoon on of the other teams (comprising of three older chaps) seemed to start to get their eye in and started to nick points from us here and there. As we arrived at the

second to last section Andy gave me a look which meant that whilst we were in a good position we were still vulnerable and needed to keep our heads down. Time for a team talk. "It's ours, all we need to do is keep our heads together and bring it home now" was my advice. The second to last section however had a sting in the tail. Early on there was a very long and awkward right turn with gates placed right on the line. Whilst we took a few points here we still had a cushion (albeit slim) as we entered the last section. A brilliant final drive by all three brought the competition to an end. According to Andy's scoring we had it in the bag... however until the officials announce the results I was not counting my chickens.



After what seemed like a lifetime the final scores came in and I felt a fantastic moment of pride when team Hants & Berks were presented with the silverware for a very well

deserved first place. Well done to you all, in terms of the way in which you approached the event, how you conducted yourselves and in the final result you did us all proud. (I have posted a short video and a picture montage on YouTube of the event. Just enter HBLRO MSA inter regional tyro in the YouTube search engine to locate)



All revved up after the TYRO I was now really looking forward to our Steep Marsh RTV. As we saw last year this site can be a very difficult if it's wet and I was praying for good weather. Four days out from the event and the rain started. We'll be OK I kept saying to myself but come the Friday before the event I know that with the amount of water that had fallen the site would be slippery.

Again we had a good turnout for setting up so after the obligatory half an hour natter three groups formed

and we headed off into different directions to start setting up. Ali and Henry Cox had offered to help and formed the back bone of my set up team. We made our way to one of the entry points to the site, parked our cars and took a walking recce of the area. It was wet but did not seem to be too bad. We formed an idea in our minds of a possible route and I fired

the Disco up to drive the planned route to see how it felt.

I should have known better, I started my descent, turned left between a couple of trees, the land dropped away quickly and before I knew it I was sliding down a very slippery bank with no grip, or control what so ever. Oh man... pick a tree I thought to myself. This was going to be a hard impact. I was not wrong.

I smashed into a sizeable tree with the front on-side corner of the car taking all the impact. I knew it was bad when the bonnet buckled up and I could see most of the wing peeled back. To add insult to injury the force of the impact swung the rear of the car to the right slamming the rear quarter into another sizeable tree forming a tree shaped dent up the whole side of the car.

Henry and Ali were quick to see if I was OK. Whilst I tried hard to not show it I was in bits inside as I jumped out and surveyed the damage.

This was a major impact and significant damage. Just then my mobile rang. It was Steve White from one of the other set up teams. "Can you come and give me a pull as I am stuck against a tree" was his message. I told him that I too had suffered an incident and he needed to make his way to me so we could form a rescue plan. As Steve arrived at my location we both then heard the roaring and a V8 in trouble. Making our way round to where Matt Hewitt and Mark Furnell were setting up it was clear that whilst Matt was not hung up on a tree he was stuck at the bottom of a slope

with just no way out. One smashed car, and two stuck cars within eight minutes of setting up. This was not good.

Thank goodness for Ian Joyce and his trusty winch. Ian drove his 110 round to where Matt was stuck and was able to park on a nearby road and reach Matt with his super long winch cable. After pulling Matt out we then went over to rescue Steve White. At this point it was clear that there was absolutely no way that we were going to have an event on at this site on this weekend so I (reluctantly) text our members and cancelled the event.



Steve's poor old Disco to a bit of a battering whilst attempting to set up the (subsequently cancelled) Steep Marsh RTV

With a bit of pulling and pushing Steve's car became free we then moved back to where my car was and with a winch line on the back managed to pull the car off the offending tree and drop the car down to the bottom of the slope and out into a nearby field. Ten minutes later we were back at the site entrance and I was on the phone to Ashley Bartlett arranging for a trailer ride home for my poor old Disco (see pic later in the mag).

As I felt bad about cancelling the event and even though I had put a message up on the club web site and on our Facebook page I did go over to the site on the Sunday morning just in case any members did not get to hear about the cancellation. By half nine no one had turned up so I started to make my way home. Just as I was about to turn onto the A3 Barry Webb passed me heading toward the site. I did call him but there was no reply. I have since found out that I have been using the wrong number for him for

the last 18 months. So again I want to take the opportunity to say to Barry, sorry you did not get my messages and sorry that you had a wasted trip up there mate.

The next three weekends saw me out working on the car to get the Disco ready for the Mendips. New bonnet, new wing, new radiator and a totally re-built front near side corner (including bumper) and it was ready. As usual our posse meet at Popham services at 06.00 on the Saturday for the two hour drive to Lambs Leer. Apart from having to listen to Kiwi Dave's incessant dribble over the CB the run down was no problem. Arriving at the site I immediately joined the queue for scrutineering. Pete Lugg was again the chief scrutineer so I knew the Disco was in for a thorough work over. All the boxes ticked I was in the sign on tent for my numbers and then over to our usual parking area to catch up with our other members. I had invited a mate of mine (called Dean) to

passenger me at the event. He lives locally and had not taken part in anything like what we were about to do so I knew this would be a treat for him. Also I don't get to see him that much and it was really good to catch up. Whilst he did not let me have a spin in his Overfinch Rangie he was happy to let me feel it up a bit - Thanks mate.

As usual we had a pretty good





turnout for the event and as usual I was really hoping that my day would be OK and that one of our squad would strike gold. You will recall from my previous ramblings that I never really have a great result at the Mendips however if I had as much fun as I had last year when Hugh Davies and I double drove my Disco then that would be enough for me. So, section one, no problem made it to the one gate, section two, a decent score then a couple of hiccups here and there, but no real disasters. Then we ran into a little problem. Part of one of the sections caused us to traverse a short area filled with large boulders. Hmm, not really liking the look of that. As our time came to cross this particular area I managed to straddle a

particularly large boulder and take a very hard impact on something on the underside of the car. Immediately I knew that something was wrong as I had massive vibration coming up through the pedals, the seat and the steering wheel. Upon finishing the section I dived under the car. Nothing looked out of place and I could not figure what the problem was. A quick check under the bonnet revealed that I had lost a small gap between the engine mount fixed to the chassis and the engine mount fixed to the motor. From this and evidence of an impact on the lower part of the hand brake mounting plate upon re-inspection I concluded that I had bashed the entire engine and transmission back around half to three quarters of an



inch and that now the motor/gearbox was wedged into the transmission tunnel and touching the body (causing the vibrations).

Whilst in one respect this was a relief that the damage was not more serious the vibrations were very off putting and I found it hard to fully concentrate as the second half of the day started. As we had started the day in what I call the 'softer' part of the site the afternoon session was in the valley area and my word the sections were challenging. The Somerset & Wilts guys really had excelled themselves and built a very

hard event. On one section there was a blast up a steep bank. Half way up was an almost two and a half foot vertical face of solid mud. The only way to get over this was full throttle, bounce the front up (getting massive



Ashley Bartlett at the Mendips Challenge event

air) and then hitting the same mud face hard with the rear wheels to snap the front wheels back down onto the ground. Very impressive to watch (if you got it right). Fortunately I

Ashley Bartlett at the Mendips Challenge event



failed at the eight gate and did not then need to put my old girl through the pain. Unfortunately for Ashley Bartlett he got much further than me and to be frank I feared for him as he attacked the section as only Ashley can catching massive air with the front end and slamming the nose down as the rear wheels hit the vertical. This however proved all too much for his steering as the resulting impact damaged his drag link causing the wheels to both point outwards at the same time. Little did Ash know that the impact had also caused a crack to appear in the chassis.

As the day started to come to an end I made a complete fool of myself and drove past a ten gate and not through it, followed up by some very silly mistakes again putting me miles away from the sharp end of the results for the fourth year in a row... I love the Mendips!

So whilst my day had not been that impressive Joe Stacey managed to hit the target with a brilliant second in class 5 and Ashley going one better with a win in class 2 and 7 combined. A huge well done to you both, great drives by great members.

Some time ago Ashley Bartlett had asked me if I wanted to double drive his Series 1 in the CCV at the Mendips. It was not until I was on the way back to the site in my BMW the next morning that the task I had accepted started to dawn on me.

Steve Aston at the Mendips Challenge event



On arriving (for the second time that weekend) at the site, I found Ashley and thought it would be a good idea to take the Series out for a bump around the camping field to get used to the gears, throttle, brakes and the like. This was the first time I had ever driven a Series and I was in a

floor like I do in the Disco). I had to lift my leg and foot up to press the brake thus hitting my knee on the underside of the steering wheel. There was no power steering and changing gear was like stirring spaghetti. It was the most nuts car I had ever driven. I soon learned that



Ashley Bartlett at the Mendips Challenge event

state of panic. The seat needed to slide back around 4 inches (but could not as the rear bulk head was already pressing onto the seat's back) as I could hardly fit my six foot plus body into the cabin. The steering wheel was almost touching my stomach, I had to hold my foot up to depress the throttle (and not rest my heel on the

the leaf springs were un-forgiving and the doors were really hard to shut right first time and the whole vehicle clunked and clonked as it moved along.

BUT..... the engine was oh-so sweet. A two litre petrol, beautifully set up and super responsive. It turned on a sixpence and the best bit.... It made me smile when I drove it. It put

a stupid big grin on my face. I don't know why... and what's even stranger, as I write this I have the same grin on my chops as I did at the event.

I must state here and now that I have never driven a CCV and I was about to drive the Mendips (renowned for being a hard CCV) in a car that I was totally un-used to. If you want to talk about being out of your comfort zone that was it.

Upon arriving at the first section, I looked out over a whole load of gates that seemed to be placed over the most impossible/impassable terrain. I looked at Ash and said "you've gotta be joking me, we're supposed to go over that"! To which he replied, "yeah... its good innit". I must be honest I nearly plopped my pants. To top this all off, I was the second car away. The bloke in front of me had this really cool V8 fire breaking bonkers car and only got to the six gate - I was doomed. As I bumped up to the twelve gate my pulse rate must have been around 160 - 180, my mouth was dry, my hands were just locked onto the steering wheel and I was completely overwhelmed by what I was about to try to do.....

The marshal looked at me and nodded. I was off.. Once on section this crazy little car then showed me what it can do. The lightness of the vehicle (compared to my Disco) caused her to just skip across the top of undulating ground, the front end was so positive it went where (and when) I

wanted it to, it was not scared to drop down big drop offs, when I asked for power (whist there was not buckets of it) what there was was three immediately. Short sharp climbs where conquered with ease.. This gutsy little car allowed me to drive her to the 2 gate on my first every CCV section.

After I had finished I took the car back to the start ready for Ashley's go.. I climbed out of the car and was totally pumped and proceeded to tell Ash about every bump turn and press of the throttle at 250 works per minute. Ashley let me get it all out then said to me "yeah, I know, I told you, you would love it".

From that moment on I just could not wait for my turn to drive the car again, and again, and again. Every drive gave me more confidence. OK so I made some mistakes, to be honest I made a lot of mistakes, my score was not brilliant and I did crunch it a couple of times on things but all I wanted to do was drive it again and again.

Mother Nature however was about to get very cruel. Where Saturday had been warm and sunny (yes, can you believe that at the Mendips) by lunch time on the Sunday the rain came. Once it started it just went on and on.. The site became more slippery and three quarters of the way through the day there was so little grip that the fun (for me) started to fade. Ashley was going great guns and seemed to



Steve Aston clearly enjoying himself at the Mendips Challenge event

love it whether it was dry or wet but, with the grip fading I started to struggle. I think also that the effort taken to drive the vehicle was starting to catch up with me. I made a few more mistakes, crunched the near side sill on a HUGE boulder and also got stuck in a gorge the size of Cheddar!

As we all headed back after the last section I felt totally knackered. Some food and drink brought me back up a little however I was totally done in.

We gathered at the prize giving and I was very proud to watch Ashley take second place in class 1 and 7 combined. He totally deserved the prize, well done mate.

Finally climbing back into my own

car for the drive home I can honestly say that sliding into a comfy car that is quiet, quick and smooth felt wonderful (sorry Land Rover). I worked the beemer hard on that trip home!

So, toward the end now, another marathon article.. Sorry. Before I go a few last things to say. A huge well done to Arnie Jonsson and Neil Tomlinson for a brilliant 4th place overall in the BAMA Autumn leaves navigation exercise over the Salisbury plain. Arnie and Neil were the best placed non-military team. A big thanks to Ian Joyce for rescuing us all from the mud at Steep Marsh. To Ashely Bartlett for coming and recovering me from Steep Marsh and for letting me

drive his Series 1 at the Mendips. A thanks to all those who helped me out with parts and advice for the huge front end re-build. Congratulations to newlyweds Neil and Vicky Tomlinson. Congratulations to Dave Scofield for finally finding his soul mate in Mel Betteridge, and for throwing a brilliant engagement party.

Thanks to the members of the committee over the last 4 years, you have put up with my impatience, my naivety, my excitement, my thickness, my controlling nature, my stupid ideas and sorry for all the crazy things that I have suggested and you have (rightly) said no to.

Thanks to Steve Kirby and Ian

Parker for being there when I need to talk about things, thanks to Niall for making me realise that my way is not the only way, thanks to Garry White, Mark Ambler and Joe Stacey for continuing to show me what can actually be done in a long wheelbase vehicle

It's our AGM on the 23rd of November, I will be standing down, we will need a new chairman and some other committee roles will become available. Come and have a go... you are amongst friends and it's massively rewarding...

See you all soon

Steve Aston at the Mendips Challenge event





Northern Pub meet...

Whilst the Water Witch in Odiham is now the home of the Northern pub meets for the Spring/Summer months it does not suit 100% for the darker evenings. We may chop and change for the next couple of months until we settle on something we can use on a regular basis. So if you usually come along to the meet OR you are thinking about coming along please check the location on our calendar page on our web site.

The November meet will be held at the Crown & Cushion (just outside Farnborough)... map available on our calendar page on the web site

BAMA/HBLRO Joint event at Longmoor

Sunday 22nd December

Once again we will be running a joint event with BAMA this year at the brilliant Longmoor site. We will be holding the final round of the HBLRO TYRO Cup with a 6 section event along with the usual 8 section RTV. We will also be assisting BAMA by running their trial section. This year we have fine tuned the timings so that the BAMA event will finish just after 10am so that we can then get straight down to business with our own events. We will be needing around 10 members to help run the BAMA event on the Sunday morning, if you are available please make yourself known to Dave Scoffield. As with last year there will be toilets and a burger van at the venue on the Sunday.

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.

Nov / Dec Caption Competition.

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



Sept / Oct Caption Competition Winner

Last months caption winner is again our very own Stevie Kirby with: "Alan knew that he was flying low and didn't really need everyone to tell him!"



Morgan Banyard



Shaun Osborn

Congrat
MSA Int



**Congratulations to our boys for winning the
Inter-Regional team TYRO competition**

**September 2013
Sandy, Bedfordshire**



**Left to right:
Julian Cheesman
Shaun Osborn
Morgan Banyard**



Julian Cheesman



Victors being silly.



Your club needs you!

Hants & Berks LRO

Annual General Meeting (AGM)

**Saturday 23rd November 2013
The Crown Hotel, Alton, 7.30pm start**

Followed by a buffet

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

The Chairman's position will become vacant this year
(and possibly some of our other posts) so please come along to show your
support and to get involved

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Love is in the air...

On behalf of all the club members I would like to say congratulations to newly weds Neil and Vicky Tomlinson and to the recently engaged Dave Scoffield and Mel Betteridge.

We all wish you love, peace and happiness.



Back in the thick of it at the Hogmoor drive around day.

After being the clerk of the course a few times now I thought it was time to say just how much I love being back in the thick of it. Setting up and running the Hogmoor drive around was made a real pleasure by the support and assistance of Simon Newington and Elton and Arnie Jonsson, my thanks to you all.

Dave Scoffield



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Check out Steve White and Pete Kendall looking cool.. then look again and check out Ian Joyce in the back ground also looking cool !



One of the sharper eyed amongst you recently snapped Martin Millerin out road testing his new vehicle... looking forward to seeing it in the flesh Mart !

E-mail received:-

Greetings from Darjeeling, I m a professional documentary filmmaker from India and I am planning to make a documentary on Series I and II landrovers found in Darjeeling, India, which are still used as taxis in certain parts. They were brought here after the WW II to be used in the tea gardens and are still kept alive through the ingenious workmanship of the local mechanics and the local people who love them. In this regard I m looking for funding of this documentary film and was wondering if you could provide some assistance in finding funds. My apologies for cross posting. Thanking you. Rupenn.

It's a scam of course but rather amusing. If it's about Series I and II landrovers brought to India after WW II, then that would be quite some time "after WWII", i.e. later than 1958. Ooops!

Steve Kirby.

AGM notices:

At this year's AGM it is proposed that the role of the secretary of the HBLRO Ltd Company (currently Steve Kirby) be incorporated into the HBLRO committee's secretary role.

Steve Aston also hereby gives his notice to stand down as the chairman of the current committee.

Green Laning Bank Holiday August 2013

This promised to be a good day out laning and it didn't disappoint, particularly the thought of sitting down at the end of the day to a hog roast at the Summer rally at Marks farm. A big thank-you to Mark and

had all 90's in the group, normally there is a mix of vehicles. Shaun jumped in with me as I had a spare front seat, I think he was glad to get out of the back of his dad's 90 commercial (with no windows in the

rear), so it was his chance to see the route unfold from the front. There are a few lanes close to the services and we immediately went into a really nice leafy lane straight out of there.

After enjoying the lanes around Curridge, we headed further east to do some

equally great lanes east of Cold Ash and stopped for the first 15 minute coffee break - just to make sure everybody was ok with the lanes so far. We then headed west to drive the lanes on the other side of the A34 around Woodspeen and Boxford, before heading north under the M4 to North Heath and Peasemore. More great lanes, this is certainly a great place for laning. As the weather was reasonable we had all brought a picnic so we stopped on Shrill Down at a vantage point



his helpers for putting on a great helping of food, they certainly did us proud and we were lucky with the weather with only a few spots of rain. Everybody there was in good spirits as they had just finished competing in Nicks Chippy Challenge when we arrived from our laning trip.

We had started from Chieveley services (A34 and M4) at 9:30am after giving a bloke in a Freelander 1 a jump start, well you have to help out our fellow Lode Lane owners. I think this was the first time we had

looking west over the hills and the A34 making its way through a cutting.

After lunch we turned westwards at East Ilsley and across to Brightwalton. It was then a trek to the next lanes, headed south west taking in the lanes around Great Shefford, East Garton and on to Eastbury, where we did the obligatory U turn to find the start of the next lane (keeps

people on their toes, I find). This lane took us through Lambourn Woodlands before heading north to Lambourn. Continuing north east we did a zig zag on a series of nice lanes until we got to Wantage where



Side salad sir? Yes, there was plenty to eat.

we turned east.

We then found out that you can't trust maps!! Just because there is a Byway to the west of a stream and then immediately to the east, it doesn't mean you can get a Landy along it!! The bridge connecting the Byways was a tad narrow for a landy but there are no sign at the end of the lane to tell unwary drivers that it is so narrow and only suitable for bikes. Shame really as the other bank looked quite a challenge to get up. The next lane past 'The Rutherford Centre' was also hard to get to as it looks



What a great porker - summer rally at Mark's.

like the west end is not actually a byway, so after failing to locate it we continued eastwards and did some lanes south of Didcot.

It was starting to get late in the day and I wanted to make sure that we were not late getting down to Hook End Farm. We drove southwards to the lanes by Langdon Hill and south via Aldworth and on to Marks farm for the summer rally celebrations. We arrived to watch the last rounds of the Chippy

Challenge, which certainly looked fun and listening to Nick trying to sort out who had won the Chippy Challenge was also very entertaining.

Well a great day out laning and in good company, time for some nosh - well done Mark - top bloke for putting on a great spread.

See you on the next one,

Julian Mallard. RoW

What a lovely bunch of 90's.



HBLRO On-Line

Don't forget to visit our Web site at www.hbro.co.uk

Your alternative committee

Steve Aston



Elton Jonsson



Mark Ambler

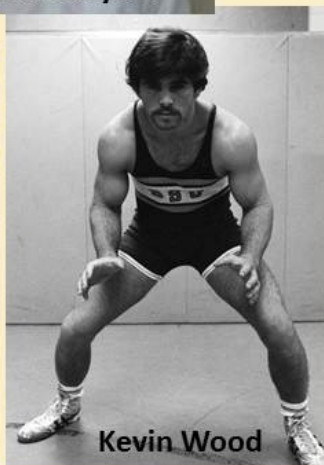


Niall Banyard

Julian Mallard



Sarah Duffett



Kevin Wood

We recently entered the names of your current committee into google images. Shown here are real people who share the same name as your current committee members

Usually we never apologise for anything in this mag however, feel a 'sorry' to Niall Banyard is owed as we do realise that the above alternative image of him is extremely offensive.

Green laning in Hampshire, Berkshire and Surrey October 2013

This is one of my favourite areas to go out in with many pretty lanes. Meeting as normal at the National Trust car park at the Devils Punchbowl were the 3 other Landies we were going out with today. We were late, having to do a mini service on my Landy before we could set off - are you supposed to have oil on this dipstick? asked Gavin - it was a bit low (well ok, non existent then) as I'd done some very heavy towing recently and the engine had worked extremely hard and must have blown

it all down the tailpipe.

There were only 4 of us starting out because to a couple of 'retirements' due to overheating engines. Andy's blue 110 vehicle was very nice - a TVR 5.0Ltr lump burbling away down the lanes was a great soundtrack and it was nicely prepared. It's a good job that they have taken down all the height barriers as he would have struggled with his large roof rack - I believe it normally has a big tent on it. He had a few near misses with some of the





fallen trees along the lanes, but he survived without injury until lunchtime when he had to leave us to pick some friends up from a station. (I think he was just going to the petrol station actually).

The route around the Devils Punchbowl is excellent and there is only a narrow road left where the busy A3 used to thunder through, it now has a nice grassy verge and it's hard to believe that it's the same place. Well worth the tunnel being built, I say.

The 'steps' are good now - over the river (see picture) and up the lane, it was very stark when they

refurbished it several years ago, but now it's a great lane and starting to get its character back. The start of the 'ridgeway' has also been sorted out, last year we met a recovery lorry with a smoking winch pulling a white van up the very steep and rutted section at the eastern end. It has now been graded and still very steep and narrow and gives you a good rush as you dive down, not quite knowing what is waiting for you around the corner. I'm glad they repaired it and didn't permanent close it.

So after driving the pretty lanes down in the devils punchbowl we

headed over to Frensham Pond for a quick coffee (see picture). The area has re-grown well since the fire a few years ago and there is little evidence now of the blackened trees, shrubs and grassland. Heading north from there we took in the lanes around Tilsford and Crooksbury Common. Heading

Lascombe which are now quite narrow with lots of vegetation - happily only ferns so they are easily brushed aside - not so easy on the walkers and the dogs who had to find a place to hid whilst we went past. After negotiating a very tight lane just north of Shackleford, we stopped at a very pleasant pub to

Coffee break near Frensham Pond



further north we skirted east of Aldershot and headed east to the lanes around Wanborough Station, where we said good bye to Andy as he had come to the end of his time slot.

We headed for the lanes at

have lunch - huge portions and with excellent beer, brewed just down the road.

Rested and still fat from our lunch, we once again headed east past the pretty St. Marys Church heading for Godalming and the lanes

further east around Shamley Green and up to Farley Green. This was the time that I had forgotten that some of these lanes have a winter TRO and are closed (by a huge gate) from end Sept to April, we were 12 days to late - note to self- must drive these earlier in the season next year. We took in a couple of lanes east of East Clandon and continued east until we could strike north past Pigden Cottage, there are a lot of isolated buildings being turned into desirable residences along here. It was starting to get late in the afternoon, but enough time to drive a nice long lane to the west of Westcott through Abinger Forest.

This completed our outing for today and we started the uneventful trip home, leaving plenty of time for a few pints in the pub whilst Gavin waited for his missus to pick him up. Time for us to reflect on what a great day out we had had, many thanks to Gavin for the photos somewhere in the mag and already planning on where to go out next time.

See you on the next one,

Julian Mallard RoW.



8 th September: MSA Inter-Regional team TYRO competition	
Overall event winning team	Julian Cheesman, Shaun Osborn & Morgan Banyard

12 th & 13 th of September: The Mendips Challenge	
RTV Class 2 & 7 combined	1 st : Ashley Bartlett
RTV Class 5	2 nd : Joe Stacey
CCV Class 1 & 7 combined	2 nd : Ashley Bartlett

14 th & 15 th of September: BAMA – Autumn leaves nav-ex	
4 th Place overall	Arnie Jonsson and Neil Tomlinson

Sunday 27 th of October: Hogmoor RTV				
Overall event winner	Hugh Duffett			
Class 4:	1 st	Hugh Duffett	2 nd	David Lindsey
Class 5:	1 st	Steve Aston	2 nd	Barry Webb
Class 9	1 st	Matt Hewitt		
Niall's charitable spanner man: Shared between Steve White and Pete Kendall for bashing the living daylights out of Steve's 300TDI Disco				



Which one is Steve's? (He wishes!)

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 - We will be at the Crown & Cushion for the November northern pub meet however may change the venue for December and January. Please check out the calendar on the web site for Northern pub meet locations as we are chopping and changing at the moment

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

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

Green laners:-See article(s) elsewhere for details of the next trip(s).

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



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
10 Nov	Location to be confirmed	Green Laning Please contact Julian Mallard to book your places and obtain meeting point / times.
17 Nov	Aldermaston	RTV (WS2)
23 Nov	Committee Meeting (Crown Hotel, Alton)	AGM - This is an important one as we will be in need of a new chairman and possibly other committee roles may need to be filled
22 Dec	Longmoor Camp:	RTV & TYRO (WS3) As usual we will need some helpers to set the event up. If you are available please arrive at the site at 09.30 on Saturday 21st
29 Dec	Christmas Green laning special - Salisbury Plain	Please contact Julian Mallard to book your place 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



Steve Aston at the Mendips Challenge event



Ashley Bartlett at the Mendips Challenge event