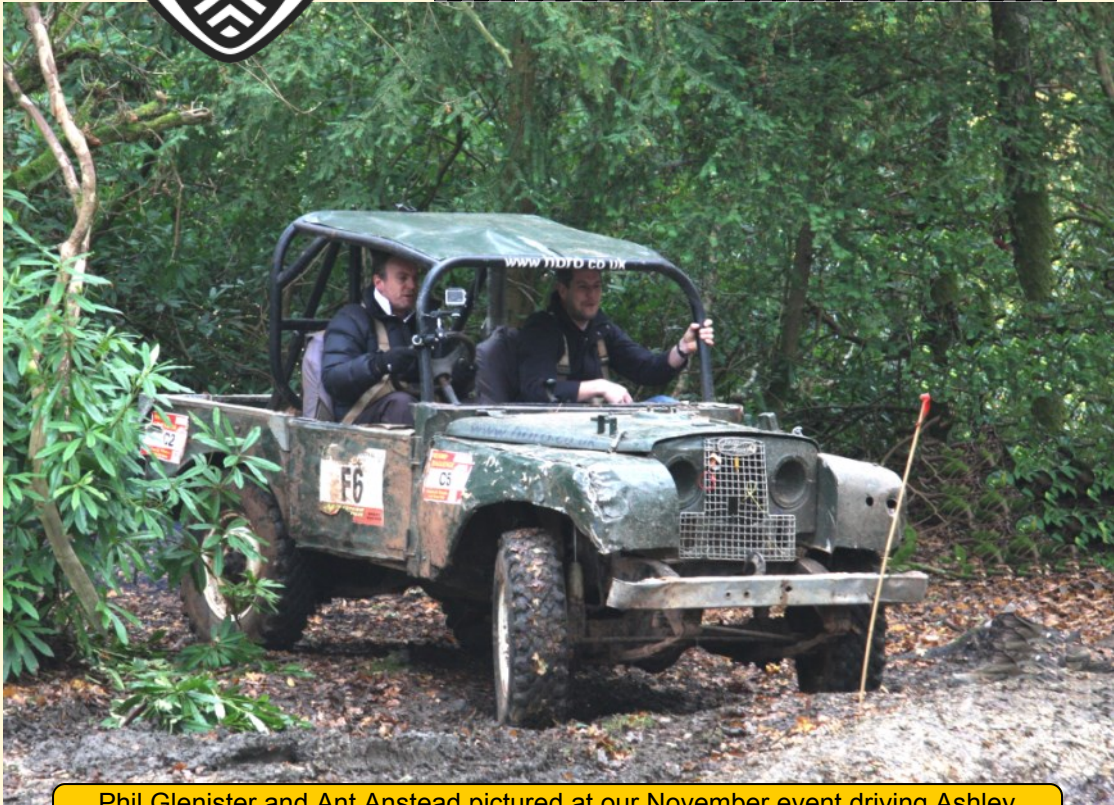




Hants & Berks NEWS



Phil Glenister and Ant Anstead pictured at our November event driving Ashley Bartlett's Series 1 during filming for an episode of Channel 4's "For the love of cars"



May - June
2014



HBLRO committee.

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....

Deadline for the next issue is June 20th but 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.

Land required

If you are aware of any land in your area that we may be able to use for our events please can you bring it to the attention of either Steve Aston or any member of the committee.

Christmas party - I know that its a little way away yet but this year we will be putting on a Christmas do... watch for more details as the time approaches

Elton's end

May I start by thanking those of you who attended the HBLRO presentation evening at the beginning of March at Alton. As promised I didn't make any long speeches and the evening went well despite me attempting to award trophies in one category to the winners in another, all I'll say is that I was sabotaged by disinformation! Be that as it may it was a pleasure to be able to recognise the achievements and the abilities of our members, from the hoary old campaigners to the fresh blood of our junior drivers. The evening was topped off by a good spread and an excellent quiz, set out by Mel with a little assistance from her partner (David Scoffield) and with few of the usual challenges to the questions set.

We have seen the beginnings of a new driving discipline within the club, kart racing, with the first of these social events being organised by Niall Banyard at Basingstoke at the beginning of March. I wasn't able to attend but by all accounts it was a great success and there is now talk of a regular series of such events including a day out at Thruxton, keep an eye on the calendar if you are interested in taking part. My March continued

with a trip up to Stratford upon Avon to attend the AGM of the ALRC; it was good to be able to represent the club and to speak to our national committee and the representatives of other clubs. The AGM minutes will be published in due course but it is worth noting here the concern of the ALRC over the Deregulation Bill and the fears that groups opposed to vehicular access to the countryside will attempt to table amendments to the Bill to have all such access stopped. There is more information on the club website but, if you want to retain legal access to Byways, it's not too late to lobby your MP. The Bill is now out of Committee stage and has gone back to the House but you can still write to your MP as suggested to tell him or her how much you value the right to have access to unsealed roads (green lanes). One of the other nuggets from the AGM was that the use of disc handbrakes has been approved and will be incorporated into the regulations with effect from 1st January 2015, if you are competing in events don't change your handbrake before then!

I attended the Aldermaston RTV on the day after the ALRC AGM, an excellent event which will

be covered by the Competition Secretary elsewhere in this edition. What struck me was the "four seasons in one day" weather that we experienced, what is it about the Paices Hill site that attracts such a variety of weather, surely it's nothing to do with the neighbours.

The end of March for me saw a trip up to Swynnerton in Staffordshire to marshal at the BAMA "Spring Foil" navigation exercise event. HBLRO was represented by Neil Tomlinson (navigator) and Arne Jónsson (driver) in Arne's G4 Challenge Discovery; their day got off to a difficult start when, whilst queuing to get into the site, a simple error by Neil saw the vehicle locked with the keys in the ignition and the engine running. I was impressed with the efficiency demonstrated by Arne as he put his knowledge of the marque to good effect to remedy that situation with the minimum of drama. Unfortunately the two of them were to suffer later in the day when they picked up a puncture on one of the stages but they still managed to post a result that saw them in the top half of the results, well done.

At the beginning of April I attended the BAMA annual awards presentation evening in Basingstoke and was treated to an after dinner

speech from the veteran commentator Murray Walker who also presented the "Graham Walker Trophy", a cup that was first presented by Murray's father to the Army Motorsports Association in 1938; it was quite an emotional moment for all present. Hants & Berks links with BAMA continue to grow stronger with Neil Tomlinson setting the route for the "Autumn Leaves" NavEx event, to be held on Salisbury Plain in September. Entry to all the BAMA events is open to HBLROC members and I urge you to consider having a go, it is a non damaging discipline and requires nothing other than a standard 4x4 and a sense of fun. Your committee is looking at staging this type of event within the club to give some insight into what it is all about, more about that as it develops.

April has seen the Hogmoor RTV and "Drive Round" day and the weather could not have been better, even if the site was still a bit damp in places. The two drive round days that we hold each year are important in that these are where we generate most of our revenue and allows us to keep membership fees, event entry fees and other costs (such as the Bar-B-Qs and the Presentation Evening) down to a reasonable level. This year we had support from All Makes /

Terrafirma who donated prizes for a free to enter raffle for those who attended. Those prizes were very generous (I wouldn't have minded winning one of their goody bags just for the brand new tree stroop included) and my thanks go out to the Company.

So what's coming up? Depending on when this goes to press the club will be / has been featured on Channel 4's classic car programme looking at the venerable Series 1, we have a full calendar of RTV's, the

Spring Rally, BAMA event at Millbrook Proving Ground, green laning events, the ALRC Nationals, Cornwall & Devon Charity event, etc. This really is a great club, my thanks to you for making it so but, remember, it is your club. What do you want to see from your membership? Have a think about it because the Committee really wants to hear your suggestions and we would love to have your feedback.

Elton Jonsson.



CONTENT REQUIRED

All, we need your help to make this mag bulge with cool stuff. Loads of you take part in lots of the events we put on so please can you put pen to paper and share the love. Submissions in just about any format can be used. Please send your scribblings direct to the editor on:
steve.kirby@hbro.co.uk



2014 TYRO DATES

**Please find below our 2014 dates for all
you TYRO nutters out there**

Round 1: Sunday 23rd March – Aldermaston

Overall event winner: Shaun Osborn

Round 2: Monday 5th May – Hook End

Round 3: Monday 25th August – Mannington

Round 4: date and venue to be confirmed

Competing for the 2014 TYRO trophy

Competitor Sign-on: 09:30 - 10:30

Scrutineering: 09:30 – 10:30

Driver & Marshals briefing: 10:45

Event start: 11:00

Entry fee: £12.50 per driver

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Ed Priscott and James Richards from Terra Firma and the voucher winners Adam Gillam and Ross Gill.



Chris (& Jan) Homewood put in a great drive to win class 4 at the April Hogmoor RTV.

Green Laning Xmas 2013

It was a cold crispy start for this year's Xmas outing, perfect weather with clear blue skies and much better than the clouds and rain we had been having the previous few days. The frost still laid on the ground as the large group assembled, as you can see from the photographs. We had 19 in the group, so we had decided to break down into 4 smaller groups and arranged to meet for lunch at the pub in Tilshead - best laid plans. The groups were organised from 'shiny vehicles' to 'don't mind getting

it scratched a little'. As you know I seem to find some of the scratchy routes on our outings.

My navigator for the day was my niece's boyfriend, who was home with his ship (Navy) for xmas (I think my niece was glad to get rid of him out from the house for a day actually), he really enjoyed the day out. We arrived at Neil & Vicki's in good time to sort out the final route, just in case there were any changes that Neil had found out recently that the 3 other leaders needed to know. One route had been



closed recently by the land wardens so that was marked up on our maps.

We were to stay away from the mud runs - the land wardens were asking people to stay on the more solid tracks so there was less damage to the more muddy areas. Apparently a lot of 4x4 had been out playing in the mud runs and were doing a lot of damage.

We had a long morning Green Laning and went on a variety of open and close lanes, mostly dry but a few had small water runs. We left tank crossing DD and headed north to our first lane through Collingbourne Wood and continued northwards to do a loop around Oxenwood and along Rivar Down. The lane back down to Tidcombe is very scratchy, a good job we didn't take any shinies along on this route. We headed west to Marr Green and south to Aughton and then back north to Easton Royal. We were doing well until we found one single track with a group coming the other way. They were only in the lane about 200mtrs when the freelander in their party had got high centred - a standard vehicle on road tyres, so we were not really sure why they were out on this lane as it was quite rutted. They eventually saw sense, that it was best to tow the freelander backwards instead of forwards, to be honest there was

nowhere for us to reverse to, as the lane was several miles long. Barry's freelander did well as usual and traversed the ruts ok, much to the distain of the other Freelander driver. We stopped for a well earned coffee break to have a discussion (laugh) on the encounter.

We then zig-zagged westwards and went along Bruce down to Manningford Bohune. I then got mixed up with the lanes around Cleeve hill and ended up on the lane at the bottom of Broadburr Banke (the steps) and there was no way could get up them. We did get Barry stuck at the beginning of that lane though, in some deep ruts that he was unable to straddle, so we reversed out the lane with him in tow, unceremoniously backwards. Your going to have to pay a bit more to keep that picture out of the magazine Barry.

It was getting late so we headed for the pub for lunch. We 'lost' John group at lunchtime - he had found an old pub and decided to have lunch there with his group. I still don't know quite who went out with who, if you would like to write a short article for inclusion or you have pictures that you can send in, we will get them into the magazine.

After lunch we skirted the German Village and zig-zagged our way eastwards towards our starting



point. We stayed away from Imber as we had heard that it was heaving with visitors. It was a short afternoon as we had had such a late lunch. We eventually gave up at 16:45 as it was getting quite dark. We had a good day out and in great company.

That's it for a few months. With all this rain there is no way we can get out onto the lanes without causing considerable damage to

them, so we will have to wait until April time when they have hopefully dried up. As I write this it seems to be getting worse instead of better - anybody got any spare oars?

My thanks to Elton, Neil and John Minty who led the other groups. I hope you all had a great day out.

Happy laning
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

For the love of cars ~ our part in the making of ~

It was late in October 2013 when Daniel Nightingale first made contact with me. From our initial email exchanges it was clear that he was a 'make-it-happen' kind of chap and that he could overcome just about any obstacle to achieve his goals.

Now I know that these sorts are not every ones cup of tea but for me I love them. Easy to deal with, positive in their actions, always have a plan and totally focused on the way forward.

Dan was representing Love

Productions, a small but dedicated production company right in the middle of making a television series for a main stream TV channel. Straight off the bat Dan outlined the situation. He explained that the series would be hosted by a mainstream celeb and would focus on six iconic British cars. The thread of each episode would be the purchase and wheels up restoration of one of each of the particular vehicles. Woven into the show would be a selection of stories looking at the passion that members of the



great British public still have for these cars and a look at how the surviving vehicles are still used to this day.

Series 1

The episode that he need our help on was about the Land Rover Series 1; he wanted to meet talk to people who owned these vehicles and shoot footage of them being driven off road.

To me it was immediately clear that I had to reach out and net this chap as I knew that we were the organisation that he needed to be talking to. We have the members, we have the vehicles, we have the right vibe and we have the perfect venue/event (our RTV at Aldermaston) coming up in just a

couple of weeks... in short we had the lot. I also saw that this was going to be great exposure for both Land Rover, our sport and our club. My response to Dan was short and to the point "Dan, we have everything you need and we are the people you need to be talking to".

Forty eight hours later Dan pulled up outside my house in an almost brand new Discovery. Good start I thought. He jumped out and walked up the drive. He was much (much) younger than I had expected. Whilst I did not ask his age I placed him in his early 20's he was bright eyed and bushy tailed. I sat him down in my front room and simply said "tell me what you need me to do" and that was it, the



journey started. His key aim was to try find out just what it was about these vehicles that cranked so many people's handles and through meeting Series 1 owners and talking to them he hoped to expose some of the reasons why the Series 1 still has such a huge following.

Phil Glenister

What he needed me to do was to facilitate this... He had done his homework as he knew that we had an event in a couple of weeks' time and was keen for his production team to come along meet the members and shoot the footage. It was at this point that he advised that the host of the series was Phil Glenister and that they had been commissioned to make the programs by Channel 4. After dropping this bombshell he then swore me to secrecy (thanks Dan!)

It did not take me long to figure out that this was going to be huge, I also realised that I was just about to kiss goodbye to anything other than this project for the next two weeks and that working with Dan on pulling the whole thing together was going to be a monster task. Plus I had one of my biggest fears to deal with. I tend to get a little star struck and knew that meeting Phil would probably send my brain to my feet and I would not be able to speak or move. As the meeting drew

to a close all I had to do was: sell the idea to the committee, ensure that we had some Series 1's come along to the RTV at Aldermaston on the 17th of November, co-ordinate the arrival of the film crew, plan with them how the day would unfold, ensure that they got the footage they wanted, make our members aware that on the day there was a good chance that they would get a camera shoved in their face and asked why they like Land Rovers so much, to meet Phil talk him through who we are and what we are doing and finally make sure that Steph and Leigh (the Aldermaston land agents) were happy with what I had just committed them to, simples....!!

Simon & Ashley

As expected the volume of email messages and phone calls between Dan and I over the next few days shot through the roof. A key part of my role was to contact a number of Series 1 owners in the club and encourage them to come along to the RTV. I also had to warn them that it would be very likely that a production company would want to film them and they were going to meet a celebrity. It was at this point that two members stepped forward and agreed to help this all along. The first being Simon Philips

("Nev would have cleared it") who confirmed that he would be coming to the event and would be happy to be filmed and to get as involved as he could.

After securing Simons help, Dan then threw me a curve ball by saying that the director thought that it

direct and told me to speak to Ashley Bartlett. Ashley immediately became my second saviour by offering to lend his green Series 1 to the production team for the day. The feeling of relief I experienced must be how it would feel if you had spotted a ship on the horizon, after



would be really good if Phil could drive one of the vehicles around one of the sections. This is the point at which I went into total melt down. Who would possibly want to lend out their pride and joy to some bloke off the telly who had probably never even driven a Series on the road before, let alone round an RTV section? Then God spoke to me

being ship wrecked and had been floating on an upturned life boat for three weeks having only managed to survive by drinking your own wee. Finally everything was in place.

**November 17th 2013 - 07:45
- Harbour Hill, Aldermaston**

I met Dan and the film crew at the entrance to the site. I was a

bundle of nerves and made a real hash of trying to unlock the gate. That was cool, not I thought to myself. Once we were in we parked up. The film crew started putting their kit together with the production team discussing the opening scenes. All the planning, all the talking, all the co-ordination had lead us to this point. Now it was real, now I felt alive. As members started to arrive and the filming began I could feel the buzz of excitement grow. Around an hour later Phil arrived with his PA. I could not take my eyes off him. He was there, in the flesh, a real person, so cool. Shortly after Ant Anstead then arrived. Ant is a master mechanic and race car designer/builder and has the tough job of doing the ground up restorations of vehicles for the show.

Bacon sarnie

Before long Phil, Ant and the film crew started mingling with the members, looking at the array of vehicles arriving and chatting about this and that. As they made their way around the paddock they finally ended up with Simon Philips and his wife Zoe (and his lush Series 1). Simon had some bacon sarnies and coffee on the go which he shared with Phil and Ant as they settled

into a good natter.

Soon after this the sound man pinned a microphone on me and my heart stopped as I was introduced to Phil. I calmed my nerves and focused on using simple words so as not to foul them up. Phil was pleasant and easy to talk to, together (well with a film crew around us and a camera in my face) we walked to the first section chatting on the way about the club and what we were doing. I outlined the basic thrust of the event and suggested we walked the section as he would be driving Ashley's vehicle round it soon. He was interested to listen however elected to view the section from a single vantage point (this did make my smile to myself a little as I could see where this decision was going to end up).

We then made our way back to the paddock area and by this time the RTV event had started and just about all the members had disappeared into the woods. It was time to introduce Phil and Ant to Ashley's Series.....

Pure function

For some time previously the camera man had been mounting a number of little 'go-pro' camera's all over the vehicle so when Phil, Ant and I approached it was ready to go.



I showed the pair around the vehicle. As you will know this vehicle is all about performance. There is nothing on the car that does not need to be there and what is on the car is pure function, the whole package could be considered a little basic. In truth I think that the pair were expecting some kind of restored mint condition vehicle, not a full on CCV trailer. As I helped them strap in (and whilst Phil will never admit it) I am pretty sure that it was about now that Phil realised what was about to happen. He was minutes away from driving a car he was not used to around a trial section that he had not really looked at in much detail in front of a bunch

of Land Rover freaks that would have no problem heckling him if he made a mistake. To work through this the pair drove the vehicle around the paddock area for a while getting familiar with the controls and to learn about how it handled. As they screeched to a halt back at where they started from both had huge grins on their faces. They were ready.

I guided them to the twelve gate and set them off. Phil was driving with Ant in the passenger seat. It was clear that Phil may now have realised that a quick walk around the section thirty minutes earlier would have paid dividends as

not knowing where he was going did have a negative impact on his chances of getting anywhere near the one gate. Also his speed was a little too excessive. However it was clear on arriving back to the paddock area that whilst not a brilliant result the car and the terrain had provided them both with a massive thrill and Ant was now keen to have a drive. Before they set off I passed on my two best tips of the day, second gear and slow down. Ant followed my advice and managed to get much further around the section than Phil did. As they arrived back at the paddock for the second time they had both fallen in love with the car and could not stop talking about how much of a grin it put on their faces.

Feel good

Finally Dan and his production crew were starting to see the magic that these Series 1's bring. So the brakes are marginal, no power steering makes turning the vehicle quickly difficult, there is just no room in the cabin if you are any taller than four foot, the ride is rock hard and very bouncy due to the leaf springs and the pedals come up out of the floor! But, they have just the sweetest engine, the grip/power balance is spot on and there is just something about them that

makes you feel good when you drive one...

Over the next couple of hours the Phil and Ant's contribution to the day came to an end and by lunch time their part was completed. We said our goodbyes and I kind of wished that they would have hung around for a while longer as they were a couple of decent blokes. The rest of the film crew then turned their attention to filming our members as they drove some of the RTV sections, they were really pleased that so many Series 1's had turned up and made a special mention of Mark Ambler's little beauty.

By mid-afternoon they had all the footage they needed and the crew starting the process of packing up. Dan and I were still in the woods with the Series and I could see that now after everyone else had gone and were on our own he was really keen to have a little drive himself. I showed him a little loop around a quiet corner and put him behind the wheel. He was like a kid on Christmas morning... It's odd but this little car just seems to put a spell on who ever drives it..

Back to normal

Finally Dan's time at the site was over and we chatted for a while

before he departed. He asked me to pass on my thanks to the club for making such a brilliant effort and for coming good on my commitment to give him everything he needed.

As Dan and his crew pulled out the RTV was finishing and the members started to arrive back in the paddock. Our day then got back to normal with the results and prize winners honoured our own day then drew to a close also.

So now the thank you's... I had made some pretty big commitments to Love Productions about what we could offer and with the support, assistance and co-operation of our committee, our brilliant members and Leigh and Steph Awbery we met

and surpassed our obligation. Special thanks to Simon and Zoe Philips and of course a huge thanks to Ashley Bartlett. I am also grateful to all the other members who brought their Series along.

By now the episode will have been on the telly (Sunday 27th April, Channel 4, 8pm) and I hope we all will be able to continue to live our lives like we are used to and not be chased by the paparazzi or autograph hunters and that Land Rover, our club and our sport will have been done proud.

All the best - Steve Aston





Can anyone shed any light on this set of pictures recently found in our archives - names, dates, venue, occasion ?



Salisbury Plain 12th April 2014

This was to be my fourth green laning trip, with the club, since buying my first defender in the middle of last year and the first for 2014. For this trip I was accompanied by my son Andrew.

We all met at a tank crossing near Tidworth, five defenders and two Freelanders. There had been concern as to whether everyone was going to make the start as one of the vehicles had been spotted earlier on the hard shoulder of the M3 having a 'conversation' with the boys in blue. Fortunately they were allowed to continue, but had suffered a dent to the wallet and an

understanding that Land Rovers aren't exempt from the need to have a valid MOT certificate!

We set off promptly and almost as quickly came to a stop with one of the freelanders high centred on the first track. Julian quickly fitted his towbar on the back of his defender and pulled the frelander clear and we were soon all on our way again. As ever the plain provides a good variety of open tracks with plenty of water to drive through to keep us on our toes. We did have to detour a little as a number of the ranges were in use with red flags flying. Not wishing





to risk being seen as a target of opportunity, we skirted around the edges.

Back to the water. Julian as lead vehicle had the dubious privilege of testing the depth of each water section, whilst the rest of us could then confidently follow or not. It was going well until shortly before lunch Julian found one that was a little deeper and came to a halt with wheels spinning. Fortunately because of the earlier recovery, his towbar was in place and it didn't take long to get a tow line connected and escape from the water. But not quickly enough to prevent a good amount of muddy brown water finding its way

in through the front doors.

Lunch was in the very pleasant pub at Tileshead which was remarkably empty for such a lovely dry and sunny day.

The afternoon continued with a good variety of lanes. One of the freelancers departed early with some mechanical concerns which turned out later to have been an issue with a brake calliper. No more recoveries were needed and we finished up back at the Tidworth tank crossing around 5 pm and were able to watch the local hunt ride past in all their glory.

From a technical perspective I had fitted wading plugs the night before (300Tdi). Not sure if they



were strictly necessary, but I was keen to keep the muddy water out if we did get stuck in the water. We remained in high range throughout and only selected diff lock once, for one of the water sections where the lead vehicle appeared to struggle for grip. Since buying the defender last year, I have changed the road going tyres for all terrain tyres, and

fitted a steering guard and diff guard to the front diff. Certainly I felt a lot more relaxed being driven by son (more power) along some of the deeply rutted tracks with the guards fitted.

All in all an excellent days laning.

Richard B



Total off Road

HBLRO want to thank Mike Trott from Total Off Road for taking the time to come to our RTV at Hogmoor recently.

Mike will be penning an article on the event soon so be sure to grab your copy of this great publication.

A Tyro Challenge – Our first at Aldermaston

Deciding to hold a tyro trial at the Aldermaston site was possibly a bit of a brave decision. It is one of the regular sites we use for RTV trials and can be eventful as there are lots of trees, steep slopes and deep mud. But after we reintroduced regular tyros to the event calendar a couple of years ago, it was not a site we have previously used. Steve Aston bit the bullet and on a cold and sometimes wet Saturday in March, set up six sections to test the abilities of our tyro trialers.

The following day, Anne and I took on the responsibility of running the event as Steve had missed out taking part in the last two RTVs and

was keen to polish his skills in his battered Disco. We arrived at the site shortly before 9am to find a large number of entrants for the RTV but only a couple ready to take part in the tyro which was due to start at 11am. Steve quickly showed us around the six sections he had set up, admitting that he'd had a bit of a sleepless night worrying that perhaps they were a bit too tough. The ALRC handbook does lay down some rules as to the limit of the steepness of slopes and also the depth of water we should allow and on the whole the sections complied with just a few tougher parts to challenge the drivers and their vehicles. I did decide that if

Paul and Nick Vaughan.



someone arrived with a Freelander that section four would have to be altered as the water in one part reached the sills of my lifted Defender.

On retuning to the signing on area we found a few more drivers

and Paul Vaughan signed up to double drive his very nice Disco 3 with his son Nick.

A quick scrutineering check of the vehicles revealed the almost obligatory slightly tired steering ball joints, with Max seeming to



had arrived and we ended up with five entrants. Max Childs, along with his family and some friends, was wanting to find how his recently acquired 110 compared with the 90 he had previously owned. Richard Bickerton returned with his neat red 300tdi 90 having had his first tyro at Hook End last year. Cary and Sharon Osborn came along to see if their son Shaun could continue with his winning ways driving their 90

have transferred the worn drop arm from his old 90 onto the 110 - perhaps it's just the way he drives them! We also checked for suitable recovery points, but with this being a tyro, they would not be expected to be necessary.

The first section started from the car park with a large mound to climb before a sharp left turn around a tree before a few tight turns leading to an area where the

owner of the site had been working with his 360 excavator digging out some bumps and hollows finishing off with a hub gate. All managed to make it to the end of the section although Nick had to use his shunt in his dad's Disco to get around the tree at the start after a slight excursion into the undergrowth. Max also found that his 110 didn't turn as well as a 90, also needing a shunt mid-section.

I had planned for the second section to be the one set up at the far end of the site but found all the RTV guys blocking the way and so decided to use two sections close to each other that fully used the ups and downs of the site testing both the cross-axle capabilities of the

vehicles and the accuracy of steering of the drivers. It was on these sections that I was really impressed with the fantastic turning circle of the Disco 3, with Paul seeming to sometimes leave it too late to make the turn, but managing to get the large vehicle around all the twists and turns of the course. It was around this time that the weather turned a bit colder and we had a couple of hail showers, but thankfully they didn't come to much and quickly cleared away. After these first three sections we took a break for lunch, with three of the drivers (Paul, Max and young Shaun) all managing to get clears on each of the morning's sections.



Following a bite to eat and a comparison of notes it was time to tackle the last three sections. The first was the one christened 'the one with the water' by Steve Aston. It involved three decent sized muddy puddles followed by a 20 metre long wade which thoroughly cleaned all the mud off the underside of the vehicles as well as anything stuck to the bottom of the doors. The last couple of gates required climbing out of the water over a ridge and into a large depression for the last pair of canes. It was here that Paul's Disco picked up his first points with its reduced ground clearance compared with the older vehicles and ended up beached on the ridge with one wheel in the air and insufficient traction on the others for the onboard electronic trickery to do its job. A quick pull backwards with a rope on my Defender soon had the Disco on all four wheels and ready for the next section.

Section five was another with lots of humps, bumps, twists and turns amongst the trees with a deep muddy section leading to a large ridge followed by a climb to the last pair of canes with only room to fit a wheel hub to collect a clear. Paul's Disco came unstuck again with lack of clearance, ending up beached on the ridge towards the end of the

section collecting another point and doubling his score. Max managed get over the ridge but blotted his otherwise clear copybook by scoring a single point on the last gate. It was Shaun Osborn who showed the adults how to do it, perfectly positioning his dad's Defender between the last pair of gates for yet another clear.

The last section was to be the same as the previous one, but run in the opposite direction. This required me to make some slight alterations to the start and finish and deciding that I needed to try and see what could be done to see if we could get Shaun to score some points. I set the section up using my Defender, firstly driving around the ridge that beached Paul's Disco, but then heading for a muddy slippery slope, and with a tight 270° turn amongst the trees between the last two pairs of canes for a final hub-gate, knowing that the longer vehicles could use their shunts to reach the end. Richard got caught out with the turn around the ridge, sliding away sideways in the mud and scoring nine points. Max couldn't quite make the final turn, although Paul's Disco again used its brilliant turning capabilities to get his first clear of the afternoon. Shaun managed to get all the way around the section and made the tight



right hand turn into the final gate but just managed to touch the cane scoring his only point on the final section of the day! This single point should not have spoiled his day as he came in as the overall winner of the event, showing a skill in controlling his dad's vehicle that was better than the adults around him.

I hope that all those that took part enjoyed their day and found the trial challenging. Taking part in trials makes you appreciate the off-roading capabilities of the Land Rovers and also develops the skills of the drivers. So if any of you reading this article would like to have a go, take a look at the club

website for details of our trialling days. The next tyro is planned for the Monday of the May Day bank holiday at Hook End Farm. We always take care to ensure that the sections can be driven without the need to cause any damage to the vehicles, but as with all forms of motorsport, nothing can be always certain.

Kevin Wood
pictures by Anne Wood

May / June Caption Competition.

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



March—April Caption Competition Winner



Last months winning submission was received from long standing member Alex 'Hurricane' Higgins who says that although he was twice the world professional snooker champion there is just no way that he can play pocket billiards as well as Henry....'

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Hants & Berks LRO 2014 Spring Rally

***3rd to 5th May
Hook End***



Sunday:

*8 Section RTV, competing for the Dave
Cuthbert Memorial Trophy*

Club BBQ



Monday:

6 Section TYRO



Camping available from Friday 2nd

For more information please see our web site



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Hugh Duffett at the Hogmoor RTV - unfortunately clipping the white 5



Dave Lindsay gets himself into deep water whilst setting up the Hogmoor RTV on the Saturday

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 May will be at the Crown and Cushion (just outside Camberley) June through to October will be at the Water Witch in Odiham. Maps to both locations can be found on the club web site
- * 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 next 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

Results Page.

Mannington RTV - Sunday 26th January 2014				
Overall event winner	Kevin Wood			
Class 4:	1 st	Kevin Wood	2 nd	Andy Butcher
Class 5:	1 st	Joe Stacey	2 nd	Hugh Davies
Class 7:	1 st	Ashley Bartlett	2 nd	Alex Moore (SWLRC)
Niall's charitable spanner man:	Hugh Davies			
Clerk of the course:	Dave Lindsay			
Sign on marshal:	Ian Parker, Hilary James			
Scrutineer:	Garry White			
Marshals:	Ian Parker, Hilary James, Cary Osborn, Elton Jonsson			
Setting out:	Dave Lindsay, Ian Joyce, Andy Butcher, Pete Brayford			

Aldermaston RTV - Sunday 16th February 2014				
Overall event winner	Dave Lindsay			
Class 4:	1 st	Dave Lindsay	2 nd	Kevin Wood
Class 5:	1 st	Joe Stacey	2 nd	Garry White
Class 7:	1 st	Ashley Bartlett	2 nd	Rob Jenkins
Niall's charitable spanner man:	Pete Kendall (loves the sound of breaking glass)			
Clerk of the course:	Steve Aston			
Sign on marshal:	Ian Parker			
Scrutineer:	Steve Aston			
Marshals:	Ian Parker, Hilary James, Sarah Duffett, Mark Furnell, Matt Hewitt			
Setting out:	Steve White, Andy Badger, Ian Joyce, James Gaymer, Adam Geisler, Roger Hardwick, Kevin Wood, Steve Aston, Phil Norman, Hugh Davies, Ashley Bartlett, Mat Hewitt			

Another Results Page.

Aldermaston RTV - Sunday 23rd March 2014				
Overall event winner	Andy Bunyan			
Class 4:	1 st	David Lindsay	2 nd	Paul Homewood
Class 5:	1 st	Garry White	2 nd	Steve Aston
Class 7:	1 st	Ashley Bartlett	2 nd	Simon Philips
Class 10:	1 st	Andy Bunyan	2 nd	Niall Banyard
Trophy winning RTV team:		Andy Bunyan & Garry White		
Niall's charitable spanner man:		Russell Smith		
Clerk of the course:		Joe Stacey		
Sign on marshal:		Ian Parker & Hilary James		
Scrutineer:		Dave Lindsay		
Marshals:		Ian Parker, Hilary James, Sarah Duffett, Matt Hewitt, Dave Scoffield		
Setting out:		Steve Aston, Steve White, Matt Hewitt, Phil Wallbank, Jack Wallbank, Allan Strachan, Joe Stacey & Mark Furnell		

Aldermaston TYRO - Sunday 23rd March 2014	
1 st position	Shaun Osborn
2 nd	Max Childs
2 nd	Paul Vaughan
4 th	Richard Bickerton
Retired	Nick Vaughan
Clerk of the course:	Kevin Wood
Sign on marshal:	Anne Wood
Scrutineer:	Kevin Wood
Marshals:	Kevin & Anne Wood
Setting out:	Steve Aston & Allan Strachan

Results Page, last bit!

Hogmoor RTV 13 th April 2014				
Overall event winner	Chris Homewood & Andy Bunyan – joint 1 st overall			
Class 4:	1 st	Chris Homewood	2 nd	Hugh Duffett
Class 5:	1 st	Garry White	2 nd	Steve Aston
Class 7 & 10 combined:	1 st	Andy Bunyan	2 nd	Ashley Bartlett
Niall's charitable spanner man:	Dave Lindsay (wing crunching fun)			
Clerk of the course:	Ian Joyce			
Sign on marshal:	Ian Parker, Hilary James			
Scrutineer:	Steve Aston & Ashley Bartlett			
Marshals:	Ian Parker, Hilary James, Steve Aston, Alan Bralick, Mel Betteridge			
Setting out:	Steve Aston, Dave Scoffield, Ashley Bartlett, Ian Joyce, Hugh Davies, Elton Jonsson, Dave Lindsay, Hugh Duffett, James Richards			



CALENDAR OF EVENTS 2014

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
May 2 - 5	Hook End Farm	Spring Rally - Summer Series 2 Sunday RTV (for the Dave Cuthbert Memorial Trophy) Monday TYRO Helpers required to set up - if you are available please make yourself known to Steve Aston/Mark Ambler
May 4	Starting at Chieveley Services - ending at the Hook End Spring Rally BBQ	Green Laning - Contact Julian Mallard for more information and to book your place
May 22—27	Stainby Quarry, Grantham	ALRC National Rally
June 1	Millbrook vehicle testing area	BAMA event: Magnum Spirit
June 7	Location to be confirmed	Green Laning Contact Julian Mallard for more information and to book your place
June 28-29th	Newham	Cornwall & Devon Charity RTV
July 13	Bramley Training area (Hampshire)	BAMA event: Bramley Express
July	Site & date to be confirmed	RTV
July 19	Location to be confirmed	Green Laning Contact Julian Mallard for more information and to book your place
Aug 22 - 25th	Mannington	Summer Rally

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



From our drive around day at Hogmoor - this intrepid driver drove his Disco into the largest puddle he could find - filled it up and then promptly drove it back out. Disco's rock!