

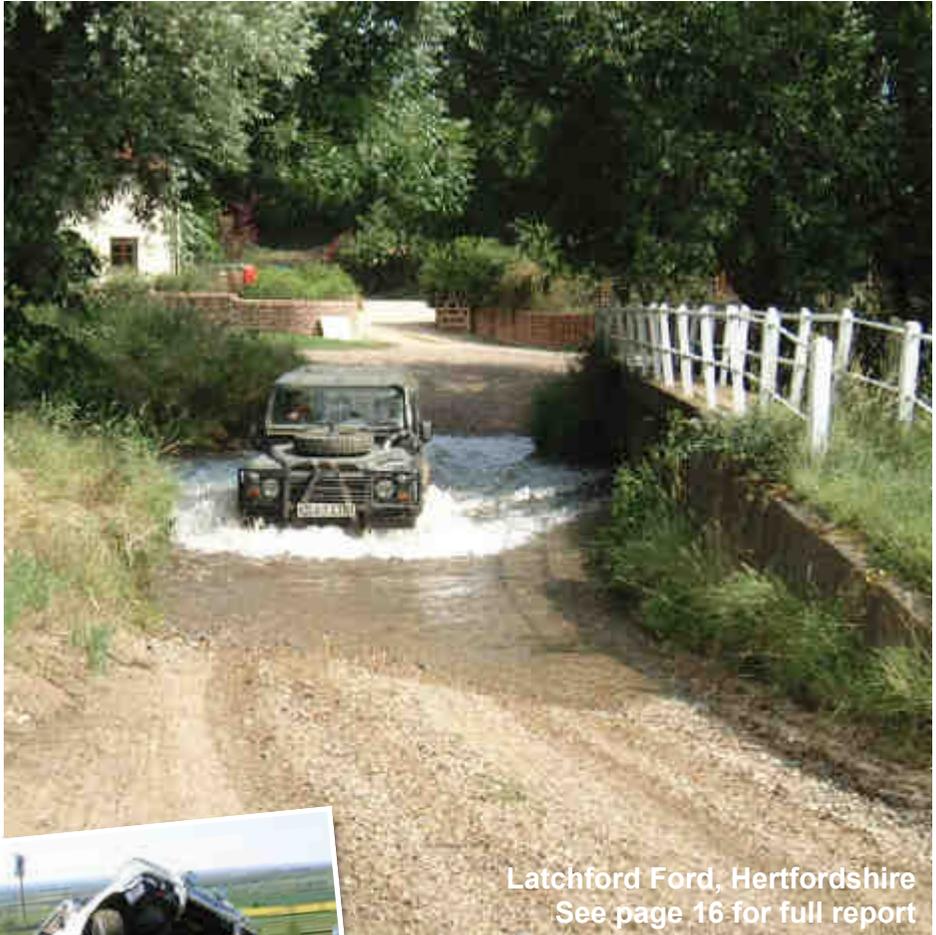


# FOUR PLAY

*Magazine of the Beds, Herts  
& Cambs Land Rover Club*

**Issue Number 21  
July-August 2005**

[www.bhclrc.org.uk](http://www.bhclrc.org.uk)



Latchford Ford, Hertfordshire  
See page 16 for full report



*What happened next?  
Turn to the centre pages to find out!*



Laura Daniel, Sub Editor of **Land Rover World Magazine**, is teaming up with our very own Russ Brown, Pete Restall and co-driver Steve Griffiths for the Rhino Charge UK, an off-roading event, at Pippingford Park, Sussex on the 8th October.

The money we raise will help build an electrified fence around both the Aberdares National Park and forest areas of the Aberdares Conservation Area in Kenya. The Rhino is an endangered species, but this project will also benefit other animals and the ecology of the area.

If you would like to sponsor us, please visit [www.justgiving.com/lrw](http://www.justgiving.com/lrw)



Photo courtesy of Laura Daniel

# *Editorial Ramblings*

First, I'm sure you'll all join me in thanking Hayley for the sterling work she has put into this magazine before handing over to me.

Regular readers will notice a few changes—these have been made possible largely by changing over to proper DTP software and using slightly different production methods.

It will soon be time for the Club's Annual general Meeting. This is an important event, especially as it's our first one as a limited company, so please make the effort to get along to it.

Like most magazines, this one relies heavily upon article and picture submissions, the vast majority of which are sent in by our members. If you would like to see your work in print, please turn to page 36 for some guidelines.

*Steve Ellison*

<b>Issue 21 Contents</b>			
Chairman's Chat	4	Derbyshire Trip	22
Events Calendar	5	Great Brickhill RTV Trial	26
Wiltshire Trip	6	Don't lose your Handle!	28
Land Rover News	8	Notes From a New Boy (2)	29
Green Laning	9	Quainton RTV Trial	31
Cambridgeshire Trip	10	New Members	34
Club Trailer	13	Club Shop	35
AGM Notice	13	Submitting Articles	36
ENLROC – BHCLRC Challenge	14	Discount Suppliers	37
Hertfordshire Trip	16	Committee Members	38

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# Chairman's Chat



It has been a while since my last 'Chat' during which time there has been some changes on the Committee. First of all, I would like to thank the retiring members, John Ralphs, Hayley Brown and Mark Avogadri for their hard work and dedication to the Club. I would, at the same time, like to welcome Gary Culpan back onto the committee and also to new committee members Mike Philpot (see below) as Competition Secretary, Steve Ellison as Magazine Editor and

Adrian Carter as Website Editor, please give them your support.

For those of you that have been on extended summer vacations, the summer months have been very busy with pub nights, two green lane outings a month plus the competitive events – over 22 vehicles at the last trial! Just a reminder that the pub nights are back at the Carriage House Hotel which situated at the junction of the A507 and A600 near Shefford – the meetings start at 8pm on the first Thursday of every month – everyone is welcome.

Everything has gone ominously quiet on the DEFRA land access issue. We have been busy collecting signatures for our petition at the Gaydon, Billing and Peterborough Shows in anticipation of a fight next year but at this point in time, we do not know if we will need them, I hope not but then, I am a natural cynic.....

Colin Argent



## Introducing Mike Philpot

Your new Competition Secretary

Hi, I'm aged 34, married to Libby for 13 years. We have two children: Michael (8) and William (6).

I have lived here in the UK for 7½ years, but was born and raised in Louisville, Kentucky.

I currently drive an '89 Range Rover in which I enjoy Green Laning as well as attending Trials.

You can't miss me—I'm 6'9" tall, weigh 19 stone and carry a large baseball bat.



# *Events Calendar*

**National 4x4 magazine editors please note:**

Please do not publicise our events in your magazine as they are usually oversubscribed by our own club members.

**We organise 2 Green Lane trips and an FVT Trial each month.**

Please see our online [Events Calendar](#) for the latest information.

**Events can change at short notice. For automatic updates on all events and possible last minute changes ring the Information Line on (01442) 843001 (24 hours)**

**RTVs & FVTs - Scrutineering 8.30am - 9.30am. Trial starts 10.00am**  
**IMPORTANT** - Due to the regular large number of entries please note that scrutineering starts at 8.30am and closes at 9.30am.  
**If you are not in the scrutineering queue by 9.30am there is the possibility you may not be able to compete.**

**Green Laning** - Please contact our [Green Lanes Officer](#) at least 24 hours in advance for the meeting time and point.

**RTVs & FVTs** - Please contact our [Competition Secretary](#) for details.

# Wiltshire Trip - Saturday 13<sup>th</sup> August

Words & Pictures by Rob & Benita Garry (and Jemma & James)

Things to remember for next time:

- When leading for the first time, getting the maps the day before is leaving it a bit late, looking at them for the first time at 9:15 in the Little Chef is leaving it really late
- Wiltshire is a long way from Suffolk
- Lots of people go on holiday in August and stop at Little Chefs on their way to Devon & Cornwall
- Take a stick to measure the depth of the water BEFORE driving into it
- GPS is very useful, even more so if it works from inside the car and you've read the instructions



**W**e were a little later than usual starting, due to traffic, but decided to head onto Salisbury plain around 10 am. There were four of us in all, the Garry family in our 110, James and his Dad in his 90, Alan and friends in their Range Rover and Dick in his 90. Alan deciding that greenlaning in leather arm chairs is slightly more comfortable than Defender seats - is it supposed to be comfortable?

Having been warned that what looks like 4 tracks on the map is 12 on the ground, set out with a little apprehension but soon found the tracks were relatively easy to follow for the most part. Unfortunately we spent too much time thinking about navigation and not enough about realising that tanks can go through deeper water than most Land Rovers! Having learnt that lesson the hard way, although somehow managing not to get struck, we were a lot more careful the rest of the day.



As expected we had our meeting with a ranger on the plain, but luckily were just getting

back onto the track we should have been on and had a good discussion as to where to go or not to go. After spending an hour or so on the plain, we headed South along some fairly well maintained tracks, with the intention of coming round behind Stonehenge for lunch. Unfortunately, the weather got a little wet, so we stopped earlier for lunch; having a Land Rover to shelter in certainly beats eating in the open.



After driving past Stonehenge we headed South-West through Salisbury to do two long lanes, each about 12-15 miles, one towards Shaftesbury and one back again. The first lane was very well maintained and surfaced in most parts, but we found the obligatory water to splash through (after checking the depth!). Has anyone else found a green lane with speed humps? After driving through a VJ Day celebration in Berwick St. John, visiting a farm (well, no one is perfect at navigation) and getting directions from a very helpful farmer's wife (well, you can go this way but it only goes into my field!), we headed for the other long lane back towards Salisbury.

After the previous lane, this one was a little different; the surface was a little rutted; but the vegetation looked like we were the first vehicle through this year (if not this century). We got the loppers out on one part and all managed to get through, apart from the odd scratch. When we got to the end it was approaching 6; so we decided to head home. Alan and Dick made their own way home, we



followed James with his Sat. Nav; for a very direct and picturesque way home; stopping at a local hostelry on the way - glad the wife was happy to drive. Left James and his Dad just before 11 at Woburn, getting home at 12 with the kids long ago asleep. A long day but thoroughly enjoyable.

Note the Range Rover in the background having one of those "sideways" moments!

# News from Land Rover Headquarters

## *New Freelander Models*

Two new 'Definitive Edition' Land Rover Freelander models, 'Adventurer' and 'Freestyle', are introduced to the 2006 model year range and are on sale now.

The new Freelander range offers a higher level of specification on both 3 and 5 door models, with the 'Adventurer' derivative boasting standard



features that include air-conditioning, front sports seats, 16" alloy wheels, alarm and front fog lights, and available from £17,300.

The Freelander 'Freestyle' model has in addition, 17" alloy wheels, park distance control, heated front seats, six CD auto changer, mud flaps, powerfold mirrors and glass roof panels (3 door only), and is available from £19,300.

To book a test drive or for more information contact your local Land Rover dealer or visit [www.landrover.co.uk](http://www.landrover.co.uk)

## ***Rare Series 1 Station Wagon for Gaydon Museum***

The Heritage Motor Centre in Warwickshire has taken possession of a rare Land Rover - it is thought that only 20 such vehicles survive today. The 1949 Land Rover Series 1 station wagon was offered to the museum by a private collector and will go on display within the Land Rover collection at Gaydon.

"We are absolutely delighted to have this particular vehicle in the museum, not only is it a rare specimen, but it has been well cared for and protected over the years and sensitively restored by the owner, it is in excellent condition. Visitors to the museum will be able to see the vehicle on show from today," said Stephen Laing, Curator of the museum.

The museum is open daily (except 24-26 Dec) from 10 a.m. to 5 p.m. Entrance fees: £8 Adults, £7 Concessions, £6 children (5-16) under Fives free.

For more information visit the website [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk) or telephone 01926 641188.

## Green Laning with Andy Young

**S**ummer is upon us and the lanes are changing almost daily, the ground is moving from mud to dust, the fords are drying out, the trees and bushes are growing fast and the council has given us all hosepipe bans.

Since the last edition of Foreplay we have had green lane runs to Bedfordshire (twice), Cambridgeshire and Northamptonshire. All of these trips were well attended and gave everyone a variety of lanes to choose from.

I am very pleased to see so many new and old members coming on the green lane trips. If you are a member who has never taken his or her Land Rover off road because you are nervous, scared, or just shy I can highly recommend a green laning trip as a start point. I promise that no-one will laugh at your "inexperience". We all get stuck at some point or other (I got stuck on a lane in Northamptonshire and it took us the best part of 2 hours to rescue me), and there are more than enough people to give advice and assistance – just ask. The only thing I request is that you have a decent tow rope some of which are available via the club shop.

Due to the fact that I am seeing more and more people attending these trips and I only have a limited number of leaders I am going to have to start putting a cap on the number of vehicles that can attend. As an example on the Cambridgeshire trip there were 17 vehicles – fortunately I had four leaders and the area was wide enough to spread everyone out but this was definitely too many Land Rovers. Therefore with immediate effect I will be capping the number of vehicles that can attend to about 12. This is the average number of vehicles that attend and the lanes can generally cope with this amount in the countryside.

I also ask that you pre book. I appreciate that I am not always available on the end of the 01353 659036 number but please leave a message including your surname and I'll get back to you. E-mail is generally the best method of contacting me.

I would like to thank the usual suspects, Ged, Carol and Russ for leading and also thank some newer faces to the leading teams – Mike and Libby Philpot, Steve Ellison, Giles Tinkler and those who I have forgotten to mention. I appreciate your help, without you folks stepping forward there would be no green laning.

As you can tell from all the Land Rover magazines the show season has started, we have stands at some of them so do pop in. Shows are great opportunities to buy all those add on extras that we all think we need and I have been asked by several people what should they get? In my opinion the key things that can make your Land Rover off roading experience better and safer is protection – steering guards, diff guards, axle breathers, fuel tank guards, sill guards, etc. I highlight these as they will give you more peace of mind every time you go over a bump or lump. The other thing I recommend is having appropriate tyres. There are many many tyres out there so for the style of green laning we do much of the time I think all terrain tyres are best. I will not recommend a type and brand as each has its own benefits, I recommend that you ask the retailer for advice. Hopefully that should answer the questions but remember that every land Rover is unique and there are plenty of other people out there who can provide you with good sound advice.

I look forward to seeing you all at the pub nights or at one of the events – you can't miss me I'm the really tall bloke with the beard!

---

## Rambling Across Cambs In Motor Vehicles

Words and pictures by Stuart Harrison

I read those words in a Land Rover magazine recently and was thinking to myself it would make a super title to a story, when funnily enough, Andy asked if I would write a story for our outing today!

We started off standing in a car park (as usual) off the A10 near Ely when I noticed that Andy, our green lanes officer, was looking more and

more worried. This was at 9:30 on a Saturday morning as one Land Rover after another pulled into the Little Chef parking area. He now had to find 'volunteers' to lead a few extra small groups on this adventure across the Cambs countryside.



'Navigator' I was to be as Yoda would say. I jumped in Andy's 90 and off we set leading our group on what

must have been the most adventurous trip of the day. We started just outside Ely on simple farm tracks, leading to tighter lanes that led to really rutted lanes that had various parts of Andy's 90 bottoming out against the hard ground- thank goodness for the diff and steering guards, they really took a pounding.



We met up with Mike Philpot's group at the crossing of a railway line later on in the morning. There were two routes we could take, one over them and one under them. We had to stop and use the phone on the crossing and say that we were planning to cross the track and everybody drove across. Everybody except Andy who was the only person to go under them, as it was really tight with only inches to spare on either side and above. I even had to abandon the camera and climb in to lower the 90 an inch to make it out without hitting the roof on the bridge.

Around mid day we came across a stretch of lane that really took us by surprise. It had recently been ploughed, presumably to level a rutted lane, but left large chunks of ground that we now had to travel over. If ever a car was going to fall apart it was on this lane and I was even shot

out my seat a few times only to be restrained by the seat belt. And this was at 5mph!

Well, after a stop for lunch and a good chat about tyres, sill protectors, comfier seats, sound proofing etc, we lead our group on a few more lanes that let us see more of the countryside and the fields with farmers busy in them with various bits of machinery attached to their huge tractors.



Then we headed south to Willingham to our next set of lanes. These led us across the Ouse (the smaller of the two I think) on a narrow bridge that had impressive approach and departure angles- low box then! We then followed our Landranger map to a set of really overgrown lanes that looked like time had forgotten. They had tracks beneath the grass so had been used in the past, but at times reminded me of the scenes from Camel Trophy blazing through the jungle. These had to be taken really slowly as we didn't want to damage the vehicles or countryside unnecessarily.

The day ended with everybody in really high spirits after a great days outing and only one dust flap that came adrift on Keith's nice looking 110 CSW and a slightly bashed steering guard on Andy's 90. Not too bad then after what they had been through. Can't wait 'til the next one.

See you then!



# The Club Trailer

**H**ere are a few photographs to show the progress we've made on the club's trailer.

It's now been painted green, and lined with marine grade plywood. We need to add some partitions to the interior, especially for the Fire Extinguishers.

The rear leg has yet to be fixed permanently, and a second lid stay needs to be added.



Components for the interchangeable NATO Towing Ring have been machined and are now awaiting assembly. It has been designed to swivel, so vehicles with a non-swiveling NATO hitch or towing jaw will be able to tow this trailer.



**Left:**

The top two pictures show the 50mm Ball Hitch and the method of securing it to the Drawbar.

Below are the components for the NATO Towing Ring.

**Right:**

Rear leg to prevent trailer accidentally tipping.



## NOTICE OF AGM

On October 27<sup>th</sup> we will be holding our first Annual General Meeting as a limited company. You will receive official notice of the meeting in early October along with the Club's accounts.

If you have any items you would like to be discussed at the AGM, or you have any proposals, please let me know. If you would like to offer your services as a Committee member, a nomination form will accompany the official notice.

John Ralphs

# **ENLROC – BHCLRC Annual RTV Challenge Event 24<sup>th</sup> July**

By John Ralphs

**T**he first Challenge event took place in 2003. The RTV was hosted by ENLROC at their Avon Dassett site. Only two drivers from BHCLRC made the journey, but they returned with the trophy having scored the lowest average score per driver. The following year, BHCLRC hosted the return match at Great Brickhill, but lost the trophy to the ENLROC team.

BHCLRC took up the gauntlet again, providing an incredible ten of the total twenty-two drivers at an old quarry in the village of Cranford, about 2 miles east of Kettering, somewhere north of Watford. Rain was forecast for the day – but more of that later.

For us, getting there was an epic in itself. Vanessa and I travelled in convoy with Geoff Hale on a Ila and with our Ila on a trailer. Unfortunately, Geoff's windscreen got shattered by a stone, so we left the motorway and put his Ila on the trailer. He then drove on in our Ila. Back on the motorway, a biker flagged us down to point out smoke from a wheel on the trailer. The mudguard had started to rub on the sidewall of the tyre, but we were fortunate in stopping before the tyre was badly damaged and were able to fix it.

Six BHCLRC drivers were in Series Ila and III vehicles, and four in Range Rovers. The ENLROC competition was mostly 90s, with an 80" special and a Discovery. Geoff was fortunate that the Clerk of the Course allowed him to compete with the broken screen removed. Mark Goold and double-driver Russ Black were allowed to compete in their Series III which was completely open, except for a roll bar.

For the first three sections, honours were just about even. The ground was dry and the problems that Paul Marshall and his team had created were excellent but not impossible, so there were lots of clears. As we headed for section 4, it began to drizzle and this rapidly turned into steady rain which lasted for most of the day.

Section 4 involved a long descent–possibly the longest I've ever seen on a trial–followed by the longest ascent I've ever attempted. Only 2 vehicles made it to the top, the 80" special and a V8 90.

After lunch, sections 5 to 8 became a blur of rain, slippery grass and mud, but undoubtedly provided the most entertaining and challenging sections of the day. Mark Goold with Russ Black as double-driver

provided a fine display of flying mud from Grizzly Claw tyres. Scores for most drivers began to resemble cricket scores as they struggled for grip, and some of the sections had to be modified to make them drivable Only the 80" V8 special seemed to be getting around.

For those of you who have seen me struggling over the last few trials with a steering problem, you'll be pleased to hear the JR is now back on form. Now I've realised how a steering relay should be installed correctly, the problem is fixed and I'm a happy bunny again.

Simon Wise of ENLROC driving the V8 80" special finished 1<sup>st</sup> on just 2 points. I came 2<sup>nd</sup> on 21 points in the Ila, just ahead of Nick Astbury of ENROC on 22 points in a 90. The bad news is that we lost the trophy. Our average was 32 points per driver against the ENROC average of 28 points, but we had a great time at a very enjoyable and extremely friendly and well-run event.

BHCLRC drivers:

Series Ila Geoff Hale, Russ Beck, Vanessa Ralphs, John Ralphs  
 Series III V8 Mark Goold, Russ Black  
 Range Rover Ed Lee, Peter Restall, Mike Dent, Steve Craner

ENLROC				BHCLRC			
Score	Posn	Pts	Name	Score	Posn	Pts	Name
8	1	2	Simon Wise	21	2	19	John Ralphs
22	3	18	Nick Astbury	29	10	11	Ed Lee
23	4=	17	Hayley Pask	33	12	9	Mike Dent
23	4=	17	Ted Marsey	34	13	8	Jeff Hayle
24	6	15	John Yates	35	14	7	Mark Goold
24	7	14	Dave Moore	36	15	6	Russ Beck
25	8	13	Pete Hares	36	15	6	Russ Beck
27	9	12	Pat McMahon	38	17	4	Pete Restall
32	11	10	Becky Robinson	38	18	3	Steve Craner
37	16	5	Dan Morrall	40	19	2	Vanessa Ralphs
40	20	1	Helen Morrall				
42	21	1	Mick Moore				
Average Scores							
27.2	<b>ENLROC</b>			34.6	<b>BHCLRC</b>		

# Water and Undergrowth in Hertfordshire

Words and pictures: Heather and Keith Parkinson

**O**n a rather overcast morning we arrived at Baldock services on the A1 to meet up for a days green lining in Hertfordshire. Six vehicles quickly gathered, and after a wait to see if any others would arrive we started marking up a second map. It was decided that the three 90's would go as one group (the "Shorties") and that the RR Classic,



Military 110 and our 110 CSW would form the "Longies" group. The shorties were going east to start and the longies west.

The Longies headed over to the far side of Letchworth, with Peter in his RR leading his first green laning day, with the goal of joining the Icknield Way. Heather was driving our 110 for the first stint. Just as we approached our turn off, the road was closed so we could not get to the Byway. We all pulled over and piled out to see if we could still get to the Icknield Way. A rather annoyed landlord of the adjacent pub was also out as there had been no advance notice and everyone was using his car park to turnaround. Mike, who was navigating for Peter, headed off on foot to find the track. Unfortunately he returned saying that the byway was now signed as a bridleway and that concrete blocks had been installed as a width restriction - no need then to drive over the verge to get round the road closed signs. A new plan of action was required, and we headed off towards Hitchin. The official diversion took us through the centre of Letchworth, past the beautifully restored Spirella factory, and along the lovely central boulevard.

Eventually we got to our alternative starting point, but Peter and Mike missed the byway as it appeared to be the entrance to Glebe Farm farmyard. Mike in his Military 110 had no such problem as this was his local patch. We headed off down the byway which initially was pretty smooth, but a little overgrown. This quickly changed, becoming very overgrown and in a couple of places so overgrown that we had to head

up the bank with the nearside wheels, putting us on a approximate 30 degree side slope. Heather was driving virtually blind on this her third day ever of off roading/green laning. At least we knew that the two others had already one through - not that you would know - so we knew that the byway was not going to disappear or have a tree blocking the way.



At the end of this byway, it was agreed that Mike would take over the leading as he knew many of the local byways, RUPPs and tracks with public access and could easily create a route from one to another. While we were parked up on the verge of a narrow lane reorganizing, a current model RR squeezed past, staying totally on the road - there was no way he was going on the verge!

On the next track (Chalk Hill, east from Great Offley) we met a group of four trail bikes. Unfortunately, the track at this point was too narrow for them to get past. Two of them turned around and shot off to a wide section of the track. The other two, however decided to drive into the thick scrub/hedge - it was a good job they had leathers and helmets. It was a tight squeeze getting past them as the backs of their bikes were sticking out. This great track became pretty overgrown towards the end, but was a good 2.5 km drive.

On the next road section, we almost collected a trophy on the front A-Bar in the form of a cyclist. She was coming round a blind bend, down hill in the middle of the road. Lucky for her, 300Tdi 110's don't accelerate rapidly up hill!

Mike continued to find good tracks, eventually bringing us through a series of fields to a good place for lunch. Over lunch we checked in with



the Shorties who had headed east. They gave us the great news that the planned fords for the afternoon did have water. Something to look forward to later.

After lunch Mike continued to direct us on his local patch, initially it looked like we were turning into the middle of a wheat field, but there was a clear RUPP through the middle. After the byway Nortonstreet Lane the leader role was handed back to Pete. Yet again we came to a Road Closed sign as we headed towards Benington. We went round this one to get to Cotton lane byway which is a great track climbing up over the rolling hills.

Eventually we made our way to “The Old Bourne” which was a RUPP that had been discussed at the Baldock meet up. The first section of this RUPP is in a V shaped gully that had clearly been formed over many centuries use as a track. We had the impression from the early discussions that this track would require driving with both sets of wheels part way up the sides of the gully, and that one false move could easily turn us over. When we arrived at the start of the RUPP, we all piled out of our vehicles to check out the route ahead. This investigation indicated that the track would not be as bad as suggested - only a couple of low tree trunks and a couple of very high root structures requiring us to go further up the banks. This was going to be a very photogenic track, so Mike who was riding with Pete was dispatched with our camera to get shots for this article. Further along, the track dived down into The Old Bourne valley but this was dry today. Further along we climbed back out (military Mike had warned us about the block of concrete on the exit) to follow the line of the stream on a very well made RUPP along the bank.



The final part of the day was to get wet, so we headed further east in order to pick up some fords. Initially we had two straight crossings of the River Rib just north of Barwick and then at Latchford. These were just the warm up for the next ford at Standon. Here you drive into the river as



if going straight across, but the riverside path forces you to do a 90 degree left to drive up the river for about 30 metres and then had to bear right at a bend in the river, back onto dry ground. Pete went first, showing the correct line to take. Mike again volunteered to take photographs. Heather got a good bow wave going as

we went through the ford - as Mike found out when the wave washed over his feet!

Finally a drive onto the last byway of the day, or should that really be stream of the day? Violets Lane at Furneux Pelham is reputedly the longest ford in Europe. The road runs up the River Ash for about 1.4 km. Pete indicated that he had been here several times in the past, but there had never been any water. Today, we were a bit luckier - there was water but it still didn't manage to form a river. The ford was a series of large puddles, but some of these were pretty deep. Thoughts turned to whether this ford would be possible if the river was in flow - what are now ridges between the pools would disguise the deep holes. At the end of the ford when we stopped for our goodbyes, military Mike indicated that he had seen someone drive the ford when there was a full river - they did go pretty deep at what are now the pools! This would be a great lane to monitor if you lived locally, allowing a long wet drive - but without risking drowning.

Overall, the longies had a great day out. Pete did a good job on his first day of leading - not least by knowing when to delegate to the man with local knowledge! Hertfordshire has some great BOATS, RUPPS, tracks with public access and fords. Well worth attending next time suburban Hertfordshire is on the agenda.





# Topsy-Turvey at Quainton 15/5/05

Pictures supplied by Hayley



# Derbyshire Trip July

By James Brackenbury

Photos: Peter Brackenbury, Steve and Gill Ellison



**T**he real planning for this trip started two weeks before we were going to leave when my one ten's turbo packed up on the morning of the LRE show at Billing, I knew that I would have to take the Series 3 on the trip so with money in my pocket I was ready to buy things for her to get ready for the expedition.

While looking round the show I managed to find most of the bits that I needed: steering guards and branch wire deflectors. After my shopping and walk round the show I came across a fairly tidy 200Tdi 90 on the Foley stand which was within the price range that I could afford. So I went over to Steve the man in charge and managed to get some money off. Quick phone call to my Dad and it was mine.

Two weeks later after spending more money so that the 90 would be



ready instead of the series (which by which time I had established had a blown piston ring) we packed the car and the dog and set off with Dad as Navigator and myself at the wheel. The trip up was not too bad: a few traffic jams but nothing too severe. Dad and I established after a few phone calls that we were ahead of Andy and

ended up sending all the traffic news back to him so that he and Mike Philpot could take another route.

After about 2 or so hours we found ourselves pulling into the campsite and were met by Richard and his wife and Steve and his son in a silver RR. So after a quick stretch of legs and let the dog to do her business we got the tent bag out and went about setting out camp. The campsite was very pleasant with good facilities at £4 per night.

To turn up next were Andy and Mike with Libby, William and Michael, and we set about helping each other putting tents up followed by the air bed. Well as more people turned up our area started to look more impressive with a lot of Land Rovers on the top

area of the field looking down on other campers. With almost everyone on site a little trip was arranged to do a couple of lanes before the sun went down, almost everyone went I stayed behind with Mike and few others and fitted my steering guard. Thanks Mike.

As the sun started to set and the clouds rolled in we all found ourselves in a large circle talking about this and that with Carol laughing in the background (I blame Ged myself), gradually the circle got smaller and smaller as everyone went to bed.

## **Day 1**

After been woken up by wildlife and aircraft, dawn came at about 7am which for me is a miracle that I even got up at all, the dog had the right idea and just didn't get up at all until about 9, with a good fry up in the morning I was set to go and we departed the campsite. We were all put into groups, Ged in a 90 the leader in our group with Glen and Steve both in 110's. We all headed off for different parts of the area.

The first lanes were easy to medium the hardest I did was a very steep hill with loose tarmac where at times I felt the tyres loose their grip. Then I realised that I had not left enough room for Steve ahead of me and try as I might I would have to stop and wait until there was plenty of room, with the hand brake not working as well as I had hoped, I would just have to stand on the brake pedal. The other thing that I remember



about this lane was that half way up it was a bench, I remember looking at it and seeing that one end was level with my bonnet and the other end was about where my roof finished.

At the end of the lane we all had a quick stop and Ged came to let us know that the next lane would be Stanage Edge, "fine" I thought "nothing to it". Then when we came to the lane and drove some of the way up I could see why he had warned us. I really was not sure if I could do it. I watched Ged go first but that really did not help me at all. Then Steve went and got a bit stuck, I think this was really because it's an art to make the back wheels follow the front and so he ended up having to take a different route. Then it was my turn.

With my heart beating like mad the dog asleep in the back, I was glad that I have wipe clean seats. I started off with Ged guiding me though it. All I managed to do was to get a cross axle, not as bad as I had thought.

After this we went on and did some lanes around by a quarry and then headed back for the campsite. On our way back we stopped for a quick cup of tea and then sorted out our arrangements for the rest of the evening. Steve and his wife said that they would leave us and head to the nearest restaurant, the rest of us decided that we would carry on and do a couple of short lanes before our way back.

When we got back to site it had just started to rain, lightly at first but that did not last long before heavier rain came. We got out of the car fed the dog and talked to Richard about his day of greenlaning. After talking with my dad neither of us could be bothered to cook in such conditions so we decided that we would also go to one of the pubs in the Castleton. We ordered our meal and when it arrived the order was in a massive Yorkshire pudding on a plate. It was nice to sit down and not think about if I need high or low box or if diff lock was needed, the only thing I did need was a good pint with my food and a bed after, though it didn't really happen as the bed didn't come till much later.

## **Day 2**

Day two started much the same as day one, the only difference was that we had to pack away everything. Most people did but some decided that they would come back later to put everything away so that they didn't have to carry it around with them, and as some came with more than others it was a good idea.

We all set off in the same groups as yesterday, and did areas which others did the day before. One of the first was a lane that hugged the side of a hill. It was a long lane and very challenging, at some point in its life

it must have been tarmaced but over the years it had been eaten away so that only the middle was still there. In some places it was as wide as your hand but the depth on either side got as deep as your knee or if you are Mike Philpot your ankle.

Most of the time you would have to position one side of the Land Rover on the middle and hope that it would stay like that, at times you had to swap from side to side. At one point my rear end slipped off the middle and when I tried to reverse it took my front diff guard off. Luckily the complete opposite had happened to the tarmac further up so that only the middle had been washed away so I got out and slid under the car and put it back on. After I had driven up it was time for Steve in his white 110 to have a go and then Glen. The trouble was that it was hard to make the rear end follow the front end so at times both the 110's would find themselves sitting on their rear diffs. (See inside Back Cover for pictures). Glen's 110 got stuck more firmly a couple of times due to his wrap-around diff guard, and Ged and Steve took it in turns to tow him free. In the end just getting to the top of the lane took over 2 hours and we still had to go back down the other side. The other side was very different the only surprise was that there were some big steps to go down. They were not as bad as expected just to be taken very blooming slowly.



After this we went off and did some more lanes of different varieties. Some of these we needed Bushwhacker for (all those who went to Croatia would know what I am talking about) and others were very nice to drive not asking to much in the way of concentration which I find is the real drain when it this type of thing.

It came to about 4 o'clock when my dad and I decided that we would like to meet up with some family that don't live far away. We left our group and made our way to where they live. Our good byes were said

and I think that everyone would agree that they had a good time and was well worth the trip.

After a discussion at the next club pub night which was only on the following Thursday I found out that my group had continued until about 6 or 7 o'clock that evening.

I would like to thank Ged and Carol for their skills in leading our group (and doing a good job of it too!) and Andy Young for making it possible.

Looking forward to Wales!

James & Peter (Dad) Brackenbury

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## **Great Brickhill RTV Trial 21<sup>st</sup> August**

Report by John Webb

It was a warm August morning at what is probably the club's best trial site. John Ralphs was scrutineer for the day with Ged Hallam filling out the paperwork.

Clerk of the course was Gary Culpan who had laid out a very tight and tricky course due to the ground conditions being so good and there being plenty of grip.

Recovery for the day came from Colin Argent in his 90 and Owen Burgess in his Trooper (Japanese rubbish).

Mark Avo turned up in a shiny red 90 which he had borrowed from his wife and he had promised not to damage it other wise he would have been in big trouble!

Once everyone had been checked over, booked in, and briefed we all made are way over to Section 1 at a late time of 10.40 due to the large number of vehicles taking part.

Section one was sited directly in the bomb hole with a very tight and bumpy section between two trees, but amazingly no one hit their roof on the left-hand tree. At gate ten there was an axle twister which caught me in my series 3 and another defender 90 out and we both had to be pulled out by Colin in his 90.

Section two was on a gentle side slope over to the left of the course. Whilst walking the section a fallen tree was spotted laying in the 4ft weeds, so the marshals decided to move it to avoid damage to any vehicles. A tow rope was wrapped around it and hooked up to Colin's 90. Gate ten had been strategically placed on a large tree route to through you over to the right when you tried to make the sharp turn to gate 9,

which caught quite a few people out including me, the course ended with a hub-finish between two trees.

Section three was over the back of the course with a hill start at gate twelve, leading to a tight left turn to gate eleven. Then along a side slope through gate ten (being careful not to touch your roof on the inside cane as you lean over). Then gate nine in the dip and up a steep hill to eight and seven, then through six at the top. Loop around five and down a steep hill with a few large pot holes in it back through gate nine (which was also gate four). Then through three, two and one up another steep hill with a loose surface.

Section four was directly in the bowl again. Gate twelve was in the bottom of the bowl then taking a wide route to the right up a gentle bank in order to make the sharp left turn through eleven. You had a choice at this one, take the wider but more bumpy route to the left of the tree or the narrower, steeper route to the right of the tree (with a tree stump at the top as well). James Brackenbury was up first and decided to take the left route, which was a mistake because his bumper ploughed into the bank bending it just a little. But it was soon straightened out when Colin hooked his winch to it.

Section five was straight ahead of the entrance to the site and on another side slope but a bit steeper this time. This section looked quite hard and it was as many people got high scores. As you headed off from gate twelve into the 5 foot weeds there was a large 45° hill decent into a sharp left turn through the gully at the bottom. Then a around a tree through gate ten to an axle twister and then up the hill to gate nine and if you managed to get around at the top, down through eight making a U-turn at the bottom through seven and six. Back up another hill to five and then down through four and three, around the low hanging tree, which caught many people's roof racks and spot lights. Up another hill yet again but with a added few pot holes to throw you about through two and a front right hub finish. If you made it that far without hitting any other canes!

Section six back was to the bowl and had been quickly set out while section five was in progress. I was up first and it started with a hill decent with a step down at the top which had been dug out by drivers trying to make it up in one of the previous sections. Along the bottom through eleven and ten then a right turn through nine up a steep hill with quite a loose surface and a small hole half way up on the right hand side. Unfortunately for me I was too far over to the left and hit a large tree route which stopped me dead. Everyone else made it up the hill but for some

it took two attempts. The small hole soon became a large hole due to all the wheel spinning. The rest of the course was quite easy, apart from one person who got lost in the middle somehow, and it ended with another hub finish.

Overall the day went really well and the sunshine held out for us. Even with such a large turn out of vehicles we managed to finish by 4.30. A big thank you to everyone who helped set the course out and to all the marshals with their beady eyes watching those canes.

Name	Score	Class	Name	Score	Class
Lee, Ed	3	3	Avogardi, Mark	36	2
Brown, Russ	16	2	Anthony, Scott	37	3
Alderman, Dave	20	2	Hallam, Ged	40	2
Sheppard, Martin	21	2	Davis, Terry	40	2
Dent, Mike	22	3	Wilkins, Simon	45	2
Ralphs, John	24	1	Broderick, Andy	47	3
Fletcher, Nigel	27	3	Bradby	49	2
Loade, Paul	28	3	Brackenbury, James	51	2
Day, Simon	35	3	Sheene, James	54	2
Hamms, Kevin	35	3	Black, Russ	56	3
Philpot, Mike	35	3			

## Don't lose your Handle!

**T**he Radiocommunications Agency has proposed to abolish the licence fee from July 2004, and to withdraw the UK CB band in 2010. It will still be legal to buy and use 80 channel sets up until the withdrawal date, and even afterwards 80 channel sets will still be permitted, it's just that it will be prohibited to use the set on the UK band.

Unlike mobile telephones, it is permissible to use a hand-held two-way radio whilst driving, so it's well worth making every effort to ensure the continued use of this communication method.

The bottom line is that unless we all ensure that we are licensed, the frequencies will be reallocated to community groups for community broadcasting.

## NOTES FROM A NEW BOY (PART 2)

Written by Anthony Holden

OK, so where were we, Oh yes. Rosie, a 1972 SWB SIII looks as if she might be in need of a bit of tender loving care (or the scrap man).

I thought a more thorough inspection might be in order so I'll take off the easy bits. First off was the petrol tank, mainly as a mate had loaned me a tool that looked like a tube filled with welding rods, that when attached to an air line, jiggled about knocking all the rust off (I'm told it's called a descaler). Bugger, I end up with a petrol tank with more holes in it than a piece of gruyere cheese. Removing the tank also exposed the front outrigger, which was an obvious sister to the petrol tank. And so it went on, two outriggers offside, rear cross member, one outrigger nearside. Maybe its time to reconsider the rebuild. Time: that is the keyword. Given the time anything can be done, spares are easy to obtain and quite cheap (foolish boy, one born every minute) and the obvious cost will be spread out. Against that, one has to be aware of the enormous commitment involved and the problem so often seen in adverts 'unfinished project'. Also I could go out and buy a reasonable 90 or 110 for less than this will cost. Right, knowing some of the problems, but sure that the whole saga will be more of a challenge than I can imagine, decide to press ahead. The first problem starts on day one, people asking when it will be finished.

During the next, I don't know how long it was, various bits come off and get placed in the back, all easy bits, nothing too taxing or demanding. Then a thunderbolt hits the project. We were forced to move (could have done with the Land Rover then), and the farmhouse we went to did not have a garage. I was offered space at one end of a cowshed (part occupied) but there was no power and it was a quarter of a mile from my home. So Rosie was wrapped, dry and safe but with no prospect of any work being done.

So what to do? This situation can't continue, and it's obvious that I need a lot of space as I must get to the chassis by raising the body.

So what to do? Unmarried sister. Now if we can find the right man.

How would you write the advertisement in the lonely hearts column?

'Wanted. Unmarried male, kind, with large unused garage who is keen to go out of his way to be accommodating to brother-in-law. Must be in full time employment as don't want a drain on Land Rover rebuild

money. Living within the home counties a prerequisite. (Oh nearly forgot) Getting on with my sister would be a minor, but necessary advantage'.

All this of course done without my sister being made aware of the hidden agenda. She knew about the bloke bit, but nothing else. Also one must not forget the considerable burden this will put my finances. There will be a new suit and maybe even a wedding present.

Well we did it! It took some time, and there were a few dead ends to go down, you know, not a garage in sight etc.

However I mustn't grumble. What the now brother-in-law offers is a place in a large barn that he rents. The advantage is that the barn is tall. It would take a double-decker bus, it has power, an engine hoist and other tools us rank amateurs don't tend to own, and I'll get a free supper when working there. And, listen to this, he is a mechanic too. Disadvantage, well there has to be one doesn't there. This barn is in Swanley, Kent and I live in St.Albans, Herts. But hey look. I think I've done quite well. So it's a 100 mile round trip, but it is M25 all the way, and I think that to try and get all I have, only closer would be pushing my luck don't you?

Arrangements are made for Rosies transfer to Swanley. I found that the best way is to get her taken on a car transporter. Also, if you go for the 'return load' option it's cheaper, the disadvantage is that you get very little notice of when she is going. You wait two months and then she's off the same afternoon. It was probably the best journey she will ever have. This enormous covered lorry arrives and the whole back of it slid off so that it was down to the floor. When they opened the rear doors it looked rather similar to the inside of a horsebox, with leather padding down the two sides. It turns out that this lorry is used to transport Rolls Royce or similar cars to and from the continent. I was quite proud when the driver said that he had never carried anything like this before. She arrives, is unpacked and stored.

Aware of the adverse effects on the human body of too much excitement, that is where our tale is going to end this time (two articles and we haven't even started yet. Is this magazine getting value for money or what).

Just a note for those of you with a nervous disposition. The next article starts to get rough, a bit like those surgical programmes on the TV. I think from here on in reading whist wearing an anorak will be a distinct advantage.

# RTV Trial Quainton 15<sup>th</sup> May

By Mark Avogadri

See Centre Spread for pictures of this event

**S**o, another morning dawn cold and crisp, with a winter frost on the windscreen; hang on, this is the middle of May, so much for global warming!

Anyway, Colin arrives at 6:30 prompt, the Suzuki is loaded to the eyeballs (well, 2 flasks and a coat is just about it's limit) and we hit the road. Just as I'm telling Colin about my wonderful new carb, it starts popping and banging indicating the standard Suzuki carb freeze problem, and proceeds to miss and pop for the next 30 miles.

As ever, a brief stop for a MacDonald's finest breakfast, and a tank full of fuel ( £18, just to make all you V8 boys sick) and we finally potter into the Quainton site.

Allun is already there, and we enjoy a quick coffee before he gets down to the business of scrutineering and I sort the paperwork for the day. His guess that their would be a big turnout seemed to be spot on, as motors started flooding in and by 9:00 there were a good 20+ all lined up.

Luckily, some were spectating, and we ended up with 17 competitors ready to play. The biggest class was, as ever, the SWB coilers, but for a change, the second biggest was Class 5, non Land Rover, made up of the complete set of SJ Suzukis: 410, 413 and Samurai.

Ok, this is were it gets difficult, I can never remember a section after I've driven it, which makes report writing a bit of a challenge, so you'll have to excuse any errors or omissions.

Section 1 looked interesting, tight turns, side slopes, hills both up and down. My thought was if this is the easy one to get us started, what the hell has he got planned for later. Most of us managed to make a complete hash of it, with only Andy Broderick and Paul Stephens managing to get a decent score.

Section 2, Oh dear, it gets worse—a suicide downhill start, an easy bit, a nasty tippy over bit, and a deceptively tricky 3 -2 gate. Walking the section, I was worried about the tippy over shelf bit, as were others. John Ralphs elected to pass on



Private lessons for John!

that particular bit to avoid a perceived problem. As ever, the section drove completely different. The bit that had looked nasty was very easy (even in my fally over Suzuki special). Sadly, the trick turn into the 2 gate caught Allun out, and left him with a little body damage. Although no one managed to clear the section, a newly invigorated Andy Collins proved the difficult bit was driveable and ended with the section best score of 1.

Section 3. And I thought the start to 2 was steep! Approach 12 gate. Attach parachute and sky hooks leap into space. Again, it looked a lot worse than it really was (tricky git, that Mr Day). The rest of the section was a comparative walk in the park, with 9 clears and no dramas.

Lunch time followed, with Alf and family firing up the cook wagon. I've never seen so much food in the back of 1 car, these guys know how to live. If Alfie's ever short on cash, he has the perfect kit for an instant roadside cafe!

Section 4. I'm sure something happened, but it's already vanished from my mind. Maybe this is post traumatic shock after what was about to come.

Section 5 followed (strange that!) , and again, this looked like a nice gentle one to get us going again. As ever, Simon had thrown in a few trick bits to keep us on our toes. Sadly, I wasn't, and got caught out on the 7/6/5 bit, but I was not alone, with much cane destruction by most of us. Only Simon Perry in his SJ410 managed to clear the section, although the God of trialing is obviously a Land Rover driver, and decided to bring forth vengeance on the Heathen Suzuki. Novice trailer, Pete Heath, with supposedly experienced advice from co-driver (me) managed a gentle flop over in his previously perfect Sammy. This was my 1st roll, and I was surprised how slowly it went over. Stupid me even tried to hold the car up with my hand as the ground approached the passenger window. Much clambering ensued, as Pete and I exited the vehicle. A swift limb count indicated that we were both unscathed. Recovery ensued, with a nasty moment due to some uncoordinated action. Luckily, the safety marshal took control, and the car was placed back on its wheels. Then the biggest shock of all: Virtually no damage whatsoever! The only casualty was the windscreen surround (a 10 minute job on a convertible Suzuki). Again, more luck as John Ralphs had a spare surround with screen fitted, although John needed the screen. More luck part 3 as I have a spare screen, so after much swapping, everyone has the bits they need at very little cost.

Section 6 passed with little drama, so little in fact that I've forgotten it totally, so I'll just say that the score sheet reflects that the 1 gate must have been a bit tight, with no one managing a clear, but 4 ending up on 1.

Section 7, and the last of the day. Again, the trailing God looked down upon the score sheets and realised that is was currently a Suzuki 1st and 2nd, so He decided to put the kybosh on us. He put my car in neutral just after the 12, leaving me to scoot down the hill at great speed and hence hit the 9. He was even meaner to Simon Perry, who was in the lead at the time, by making him stall TWICE just after the start line, giving him an 11.

Having ensured that a Land Rover would take the overall win, He then allowed almost everyone else to clear the section, relegating the Suzuki pairing to 4th and 5th.

Special congratulations to Andy Collins, who ended up in 2nd after a complicated countback, on only his 2nd BHCLRC RTV trial. Thanks to Simon Day and his team of Richard and Owen, who provided a very challenging days trialling. I finished the day with the best 'buzz' I've had since my 1st ever trial.

Unfortunately, the journey home proved somewhat interesting, with my Suzuki deciding to do kettle impressions. Thanks to Luke Ziemelis who stopped and provided the magic 12mm spanner that allowed me to remove the thermostat. After a quick top up from the Fire bucket, we were back on our way, but let me tell you, today was not the best day to drive 30 miles with the heater on full blast to keep the temperature down!

Now turn to the centre pages for some more pictures of this event.

<b>Name</b>	<b>Class</b>	<b>Total</b>	<b>Overall</b>	<b>In Class</b>
Russ Brown	2	18	1	1 (2)
Andy Collins	4	18	2	1 (4)
Hayley Brown	2	19	3	2 (2)
Marc Avogardi	5	24	4	
John Lawson	2	24	5	3 (2)
Simon Perry	5	25	6	
Dick Greaves	2	31	7	
Martin Sheppard	2	32	8	
Ged Hallam	2	35	9	
Ed Cole	4	41	10	2 (4)
Geoff Hale	1	45	11	1 (1)
Andy Broderick	3	46	12	1 (3)
John Ralphs	1	46	13	2 (1)
Pete Heath	5	54?	14	
Paul Stephens	3		Retired	
Colin Argent	2		Retired	
Allun Williams	2		Retired	

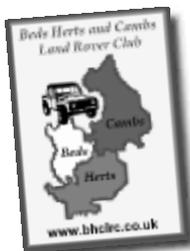
## Here's a list of the new members since the last issue of Four Play

**A** warm welcome, or boas-vind, as as they say in Portugal, to all the new members listed below that have joined since the last issue of Four Play. We hope to see you at one of the Club Nights (first Thursday in the month) or perhaps at one of the Club events. If any of you have any queries at all give one of the committee members a call and we will answer any questions you may have, or if any one has any technical Land Rover problems, let us know and someone will try to help you Happy Land Roving.....

Beale	Laurence	Toseland	
Hutcheson	Jim	Woolstone	RR Hybrid
Howman	Bevis	Sandy	Disco, 90
Dennis	Terry	Beeston	90
Crouch	Mark	Dunstable	Disco, RR
Loader	Paul	Marstone Mortaine	Disco
Alderman	Dave	Marston	90, 90, Disco
Heath	Peter	Linslade	Suzuki
Hale	Geoff	Northfield Road	Disco, Series IIA
Izzard	Stuart	Furneux Pelham	90
Snelling	Arthur	Hemel Hempstead	RR
Davies	Clive	RadwellLwt	
Neal	Robert	Portugal	Disco
Haywood	Simon	Moseley	110
Marchant	Andrew	Sawtry	RR
Wells	Paul	Carlton	Series IIA
Hall	Peter	Waterbeach	Disco
Craner	Steve	Long Eaton	
Javor	Tony	Stevenage	Defender
Trevor-Roberts	Simon	London	Defender
Woodward	Tim	Biggleswade	Defender
Horne	Stephen	Huntingdon	Series III
Cawood	Kevin	Biddenham	90, Camel Disco, RR
Sunderland	Peter	Hitchin	Disco, 90
Emery	Mark	Gamlingay	
Kilford	Paul	Leighton Buzzard	Series IIA

We now have 235 full members, plus family associates

# CLUB SHOP



## Stickers with Club logo

- A7 window sticker £1.00
- A7 sticker £1.00
- A4 sticker £5.00
- A2 sticker £15.00



## Recovery Ropes

All Working Load Limit (WLL) ratings are for hauling only.

All items are labeled and have a batch number.

- 4.5 metre nylon rope (24 mm, 3 strand, 2.0 tonne, 6:1 safety factor) £21.00.
- 8.0 metre nylon rope (24 mm, 3 strand, 2.0 tonne, 6:1 safety factor) £35.00.
- 2.0 metre nylon bridle (24 mm, 3 strand, 2.0 tonne, 6:1 safety factor) £15.00.
- 8.0 metre kinetic rope £45.00.

## Recovery Kit

All working load limit (WLL) ratings below are for lifting.

All strops are labeled and have a batch number.

For hauling (not snatch recovery) the SWL is 2.7 of the lifting SWL.

Superwinch EP9 12 volt electric winch c/w wire rope, snatch block and roller fairlead £425.00.

4ft Genuine Hi-Lift Jack (HL-485) all cast construction £49.95.

Bow shackle (4.75 tonne) £6.50.

Bow shackle (6.5 tonne) £8.00.

2.0 metre duplex tree strop (2.0 tonne) £10.50.

3.0 metre duplex tree strop (2.0 tonne) £14.00.

4.0 metre duplex tree strop (2.0 tonne) £17.00.

5.0 metre duplex tree strop (2.0 tonne) £18.00.

6.0 metre duplex tree strop (2.0 tonne) £20.00.

8.0 metre duplex tree strop (2.0 tonne) £24.00.

10.0 metre duplex tree strop (2.0 tonne) £28.00.

## Miscellaneous

2.0 litre AFFF fire extinguisher (complete with bracket) £20.00.

All other types and sizes extinguishers available, contact the Shop for details.

Engine oil, GM semi synthetic 10W40 (ACEA A3/B3 API SL/CF) 5 litres £7.50.

MTF 94 Gear oil (LT77 & R380 gearboxes) 1 litre £4.50, 2.5 litres £11.25.

GM Antifreeze/Long Life coolant 5 litres £7.50.

Tow Hitch spreader plates, 130X50X10mm, drilled @ 90mm centres, £2.00.

**All prices include VAT. Please contact [shop@bhclrc.co.uk](mailto:shop@bhclrc.co.uk)**

## Submitting Articles for Publication

**L**ike most magazines we rely on contributions, and encourage you, our members, to submit articles and photographs for publication. It doesn't matter if you've never written an article before—we all had to start somewhere!

If you are involved in Trials in any way, even as a spectator, don't be surprised if you are asked to write a report on any events you attend. The same applies to our Green Lane outings, whether they be day trips, weekends or longer. You might, of course, prefer to write a book or equipment review.

It's quite all right to volunteer, but please don't start writing about a specific event without first checking to see if someone else has already done so.

By reading through Four Play you will soon realise there are many different authors, each with their own style. Articles are best submitted as plain text but Word or similar document formats are perfectly acceptable. Please separate sentences with just a single character space, and a single Carriage Return between paragraphs.

If you have photographs to accompany your article, please send them separately rather than embed them into a document. TIFF format is preferred, but JPG/JPEG is usually acceptable. Select the highest quality setting and the highest resolution for best results.

The most important thing to be aware of if you are using JPG format is if you open the image on your computer, don't resave it as a JPG, as this results in a loss of quality. Just send the pictures as they come from your camera.

In an ideal world, each picture will have a descriptive name. At the very least, please include a list to describe each picture, and include your name, the event and the date. If the photos were taken by someone else include the photographer's name and their permission to use the photos.

Please send your articles by email to

[mag@bhclrc.co.uk](mailto:mag@bhclrc.co.uk)

# **BHCLRC Discount Suppliers**

**For the latest information on Companies offering discounts to Members, please see our**

**[Online Discount Suppliers page](#)**

# COMMITTEE MEMBERS

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Please see our online [Contacts Page](#) for current Committee Members

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# The Ascent of Stanage Edge

On the Club's Derbyshire weekend trip in July (see page 22)

Photos: Peter Brackenbury and Steve Ellison



*A bit of a struggle for the 110s*



*Especially for those with a wrap-around rear diff guard*



*But we all made it in the end!*



# THE PARTING SHOT

Behind the scenes at Quanton RTV Trial



For some, it was altogether a bum day!

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