

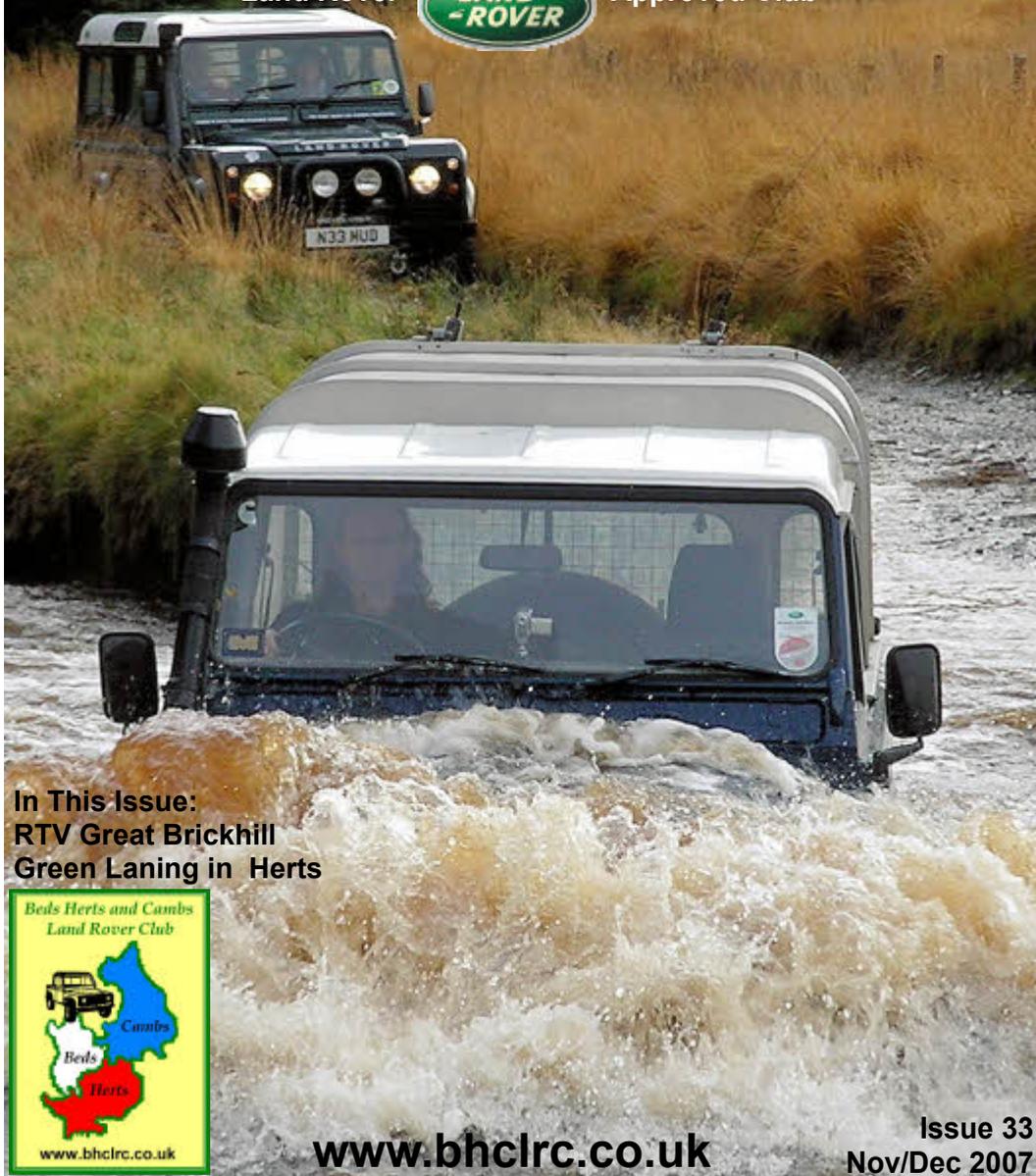
*Magazine of the Beds Herts & Cambs Land Rover Club.*

# Four Play

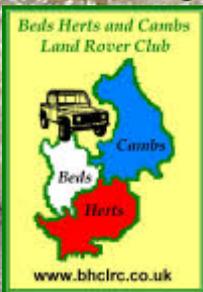
Land Rover



Approved Club



**In This Issue:**  
**RTV Great Brickhill**  
**Green Laning in Herts**



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

Issue 33  
Nov/Dec 2007

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Front Cover - Wales 2008  
Inside front Cover - Green Laning Cambs

# Hayleys Secsy Bit

Hi everyone

All apologies I'm afraid.



Firstly, to all who attended the Christmas dinner, let's face it the food was c\*\*p. The pheasant I had died in the oven a month or so previously and although the chowder tasted nicely of haddock the vegetables outweighed the quantity of soup. And to cap it all my pear was hardly born before it was picked. There have been a number of comments and it is disappointing as the previous year was a lot better and it is obvious the change of management has been detrimental. So, next year we will not be returning to The Crown.

Whilst I was ill in hospital, the 2006 dinner was held at the Anchor in Tempsford I have heard the food was good although the location right next to the band was not good, we could make sure we are nowhere near the band though. It has also been suggested that we book the back room at the Carriagehouse, but previously they have been expensive so we would need to investigate the possibilities. Whatever we decide on in the coming months we will be booking Spring/Summer 2008. Both locations are hotels so handy for stopping over, although I would recommend booking the room as soon as you've booked the dinner if you do want to stay wherever we decide it will be. Irrelevant of the location it will again be on the first Saturday in December. I am aiming for 60 at this dinner so would appreciate you all adding to your diaries immediately, like now, go do it before you forget.....

Next, a BIG sorry to all those that couldn't go to the dinner through receiving FP only that week. It was down to timing and production and it shouldn't happen again.

Lastly, apologies to all those who had late renewals, hold ups in getting cards and to the new members who waited a long time before getting their memberships. I have taken a little while getting to grips with the Secretary's responsibilities and Glenn, our membership sec has been working very very long shifts with little time to get the memberships done. Hopefully the situation is now past and we will be more "on top" of memberships from now on.

Well with that all over, it's a New Year for the club and let's all make it a good one. Happy New Year everyone.

**Hayley**

# Greenlanes Update



Hi Everyone

Since the last issue the Foot & Mouth Disease restrictions have been lifted and the normal greenlaning programme has resumed. We've had trips to Kent, Cambridgeshire, Hertfordshire and Essex. All were well attended. Unfortunately we had 25 takers for Hertfordshire but had to restrict it to 15 vehicles. Apologies to those we had to turn away. So if you want to come on a trip please book your place and very importantly if you aren't going to be able to make it for some reason please let

us know so that someone else can take your place. To book your place email [greenlanes@bhclrc.co.uk](mailto:greenlanes@bhclrc.co.uk). If you don't have access to email please telephone 01234 826677.

We have had a brilliant response to the greenlaning survey – 63 responses!! Thanks to all of you who took the time to complete it. We have had an initial review of your replies but it's going to take Keith and me some time to analyse it properly and it's certainly going to help us plan activities going forward.

If we are to accommodate as many people as possible on the greenlane days we need leaders – to quote my predecessor 'no leaders means no trips'! So please volunteer when you can. I appreciate that some of you aren't confident to lead at the moment but we will be offering training in the spring so watch this space.

Can I just remind you about recovery equipment? Using ropes, strops and shackles that aren't up to the job is really dangerous. Just imagine what happens if a shackle fails when we are trying to recover a vehicle that is really stuck in the mud. You wouldn't want to be in the way. Equipment should be rated (marked with CE or a kitemark) to a minimum of 3.5 tonnes for shackles (WWL) and 2 tonnes (SWL) for strops and ropes. Look for labels on strops and ropes and embossed or stamped markings on shackles. Remember that the club shop sells rated equipment at a good price.

Please note that 2008 greenlane days will be the **FIRST SUNDAY** and **THIRD SATURDAY** of each month. This change is based on the initial review of the survey.

## Forthcoming greenlane trips are:

Sun 6 January            Cambridgeshire  
Sat 19 January         Hertfordshire

Sun 3 February        Essex  
Sat 16 February       Oxfordshire/Berkshire

We send out regular update emails – if you don't receive them then contact us at [greenlanes@bhclrc.co.uk](mailto:greenlanes@bhclrc.co.uk) and we will add you to the mailing list.

See you all soon

**Heather**

# Greenlaning Issues

## Tyres for the non-technical person

This is the first of a series of short articles on practical greenlaning issues.

There are two reasons we get stuck when greenlaning – insufficient grip between the tyre and the ground and lack of ground clearance. Heather and I have learnt that both of these can be improved by changing your tyres.

It's obvious that changing from road tyres to all terrains or to mud terrains will improve grip. When we fitted our mud terrains instead of the original tyres, similar to all terrains, that we acquired with the vehicle we were amazed at the improvement in traction. So much so that we now lock the diff much less when greenlaning.



Tyre sizes can initially seem a complete mystery! We now have 16 inch 235/85 mud terrains. This means that the wheel rim itself has a diameter of 16 inches (406 mm). The width of the tyre tread that contacts the ground is 235 mm. The 85 means that the tyre sidewall height is 85% of the width, i.e. 85% x 235 = 200mm. So the centre line of our axles are 403 mm off the ground. That is half the wheel diameter ( $406 \times \frac{1}{2} = 203$  mm) plus the tyre wall (200 mm).

It follows that if without changing your wheel size you change your tyres from say 205/80 (which is a common size on 90's) to 235/85 you raise the axles from the ground by 36 mm. And you get stuck less! You have in effect 'lifted' your vehicle by 1.4 inches. That doesn't sound much but it means that you've lifted the whole of your chassis including the axles, diffs and steering. 265/75 tyres also have a very similar height, but the extra width can increase the turning circle although there is a greater area of tyre in contact with the ground.

If you opt for a '2 inch lift' by replacing shocks and springs you lift the body and chassis up but not the axles so you don't improve your ground



clearance at the differentials. A lift does move the chassis (and everything bolted to it) up thus reducing the potential to ground the chassis. On a longer wheelbase vehicle having a suspension lift does improve approach and departure angles as the

chassis/body are higher thus helping prevent getting stuck. A suspension lift can help give more bodywork clearance to allow larger tyres but there is obviously a practical limit to the wheel size you can fit without having to cut the bodywork. Remember, the only way to raise the differentials is to increase tyre size.

So from our experience we would suggest that for greenlaning you consider replacing tyres to achieve better grip and ground clearance before spending your money on a 'lift' or a winch. This is particularly the case with vehicles which originally came with smaller tyres than 235/85, such as 205/80 which is a common fitment. There is a really useful tyre size calculator in the Info section of the website.

So in summary, changing the tyres to give better traction and better ground clearance at the differential can make a tremendous difference to your ability to progress along rutted lanes.

**Keith Parkinson**

# The Four Play Guide To Interesting Facts

If you yelled for 8 years, 7 months and 6 days you would have produced enough sound energy to heat one cup of coffee.

*(Hardly seems worth it.)*

If you farted consistently for 6 years and 9 months, enough gas is produced to create the energy of an atomic bomb.

*(Now that's more like it!)*

A pig's orgasm lasts 30 minutes.

*(In my next life, I want to be a pig.)*

The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off.

*(Honey, I'm home. What the...?!)*

The flea can jump 350 times its body length. It's like a human jumping the length of a football field.

*(30 minutes..lucky pig! Can you imagine?)*

The catfish has over 27,000 taste buds.

*(What could be so tasty on the bottom of a pond?)*

Some lions mate over 50 times a day.

*(I still want to be a pig in my next life...quality over quantity)*

Right-handed people live nine years longer than left-handed people.

*(If you're ambidextrous, do you split the difference?)*

Elephants are the only animals that cannot jump.

*(Okay, so that would be a good thing)*

An ostrich's eye is bigger than its brain.

*(I know some people like that.)*

Starfish have no brains

*(I know some people like that too.)*

Polar bears are left-handed.

*(If they switch, they'll live a lot longer)*

Humans and dolphins are the only species that have sex for pleasure.

*(What about that pig??)*

All I can say is some researchers have way too much time

# SUPER MUD-OKU No 9!

Grease up your grey matter!

								88
			80			86	109	
	86			88	110	107		90
109	101	90	100	110	80			
100	110	88	107	86	109			
	107			80	86	100		109
			109			101	86	
								80

Instead of using the numbers 1-9, we're using most of the different wheelbases used by Land Rover over the years (80, 86, 88, 90, 100, 101, 107, 109 and 110)

Before you cry "foul", We know the 90 was in fact 92.9 inches, but work with me on this !!

Fill in all the squares in the grid so that each row, column and each of the 3x3 squares contains all the wheelbases from 80 -110.

Solution in the next issue of Four-Play.

## Solution to Super Mud-oku 8

86	80	88	90	101	107	100	109	110
101	109	110	88	100	86	90	107	80
107	90	100	110	109	80	86	88	101
110	107	90	101	88	100	109	80	86
100	86	101	109	80	90	88	110	107
80	88	109	107	86	110	101	90	100
88	100	107	86	110	109	80	101	90
90	101	80	100	107	88	110	86	109
109	110	86	80	90	101	107	100	88

# Christmas Trial 2007

## Great Brickhill

It had been a long time since I had made it to a trial but knew we could not miss the Christmas trial because it's always a bit of a laugh. Once again set out by Hayley Brown and Simon Day at Brickhill it was a day with a difference. With the Suzuki fairy (or was it an angel?) parked beside the snowman and next to the gift wrapped 90 and all amongst a mixed bunch of lights, trees and tinsel adorning many of the other vehicles this was

looking more like the line up for the Christmas panto than

### Great Brickhill Results

Name	Class	Points	Position
Vanessa Ralphs	5	0	1
Steve Thacker	4	6	2
Ged Hallam	2	12	3
Russ Brown	2	14	4
Andy Deeks	3	16	5
Andy Collins	4	16	6
James Deeks	2	16	7
Russ Beck	1	16	8
Mark Avogadri	3	16	9
Mark Goold	1	17	10
John Ralphs	1	18	11
Jo Dyke	3	18	12
Mike Philpot	2	19	13
Richard Hoole	3	19	14
Kevin Cook	2	22	15
Nick Boxall	5	25	16
Chris Rodwell	2	27	17
Scott Anthony	3	27	18
Paul Maskall	1	28	19
Mike Deeks	2	30	20
Bryan Moss	2	33	21
Andy Young	2	33	22
Russ Black	3	37	23
Chris Egbert	3	61	24
Graham Morrison	2	39	Novice
Stephen Lawton	2	42	Novice



the start of a trial.

With the formalities and some special bonding moments for Jaffa and the scrutineer out



the way we got on with the day ahead. Section one was a fairly typical trial section or it would have been. The problem was not can we clear



the canes, it was more a matter of will my skirt get caught, does my top hat clear the branches, is my tree hanging out and does my bum look big in this?

If you were not at the Christmas trial the next section is kind of hard to explain, clearly the creation of Hayley's mind (or a demonstration of it) we were faced with something we could not even walk properly so driving it was bound to be a disaster. It kind of went back and forth, back and forth with a slosh at the end!

Moving on to the third and a real tinsel trasher! This was a long wooded



section with low branches and tight turns; most people made it to the other end all be it minus the odd bauble. Only one turkey got stuffed on this one as they stalled on a climb. Yes, it was me!

Lunch and section 4 were next; this time the competitors were not driving,

instead we took it in turns to direct a blind folded Simon Day around a course. It was flat, wide gates and the truck was capable so what could go wrong? Not knowing left from right was clearly a problem for most of us! Regardless of this we still blamed Simon when it went wrong.



With time running out we quickly got through the next 2 sections. 5 was fun, very long and muddy and 6 was dry, loose and twisty. Section 6 saw Andy Young have a smashing time; his door and window! Not deterred he had several goes at the 10 gate as his passenger felt the need for a



change of pants!!

With the scores calculated Hayley seized the opportunity to snog the trophy winners (now hitting those gates looked more attractive, knew I was doing the right thing) as well as those victims that Colin Argent thought deserved it. During a fumble Steve Thacker and Hayley demonstrated that the new style trophies can break! Oooppss!

The Christmas trial is about having fun and once again this was achieved with style; well done to Hayley, Simon, Colin, Nita and all the other marshals for making it a great day. It was brilliant to see even more dressed up and decorated trucks taking part and well done to everyone for making the effort; let's see even more of them next year.

**Kevin Cook**

# Hertfordshire Dec 07

It was a wet and windy day in Hertfordshire. We all met up at the



Baldock service station.

A lot of people turned up so we split into groups, in our particular group there were 5 vehicles.

First of all we headed to Ashwell where we did a short, bumpy, wet lane.

Our third lane, in Reed was trouble, at least

everybody got stuck! The problem was the very deep ruts. We had

to recover Ian Mann from a bush! After all the palaver we stopped for a break at 12:00pm. During the break we discovered that one of the vehicles had lost a bumper and a pair of furry dice!

After our break we headed to Little Chishill where the lane we found was very narrow and very slippery. After a few lanes we stopped for lunch. Heading into the afternoon it



brightened up a bit but it was still a bit nippy. We did a few nice lanes and headed to violets lane. We were told the water was very high, and it was. Some of the vehicles didn't



have the right equipment for the deep waters so they drove round, but the 2 discos Leigh Wilderspin and Pete Ward decided to have a go. I was in one of the discos and boy was it high it came right up to the wing mirrors! After we had flowed through it we



met the other vehicles at the other end. We found that the lane was dangerous so we contacted the other groups to warn them that it was very high and that it was best if they

didn't do it. After that exciting lane we did a couple simple lanes before heading home after a wet and muddy day, everybody enjoyed the day very much!

**By Evie Wilderspin Age 12**

# **The Blacksheep go to the Aid of our International Black Sheep Member.**

## **Our one and only South African, Bruce.**

Last instructions from Alfie, to Bruce and Luke Ziemelis, do not come into the valley from the North side, come in from the West side.

Screaming at the top of his Military voice 'No No Not that Furkin Way', the whole site freezes, some 50 odd motors stop across the 20 acre site, but not Bruce or Luke! they are on a mission lets prove Alfie wrong (their last thought), guess what happens next?

Not knowing it is a very deep South African Elephant watering hole there heading towards, too late -bang!! up comes the rear axle, three feet in the air, and a nose dive ending in an abrupt stop!! All you could see from the opposite hill was a muddy Windscreen and truck cab roof.

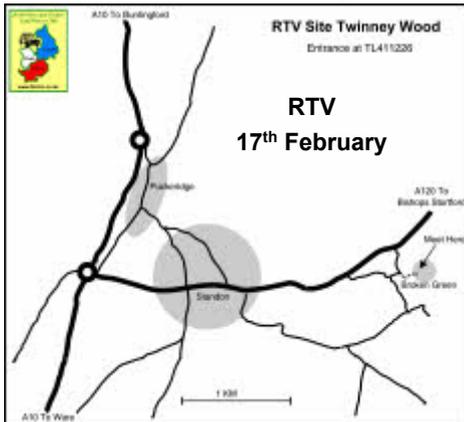
After much laughter, Luke Eckels in his blue buggy, trying to travel around to their last entry point, gets big time stuck as well, Griff goes to his aid while Terry and Alfie tried the first recovery, with two big snatches with both vehicles it proved fruitless. Plan two, Griff having completed his recovery task with Luke comes to our aid, we set Griff with his new bob tail 100" winching from his front with big Terry behind coupled together as a very large QE2 type anchor, this succeeds.

Bruce once recovered only kept saying Wow Wow that was good.

Alfie



# Maps for Trial Sites



## Received from a Concerned Club Member

Dear Sir

I am writing to you on the subject of vehicle emissions. I own a Defender 110 with a 300tdi engine and, living in the fair borough of Hackney and thus within the orbit of Ken Livingstongrad, was recently sent notice that from October 2010 my pride and joy will be "non-compliant" in terms of its emissions as it does not meet Euro III Standard. As a result Transport for London intend to charge me £100 per day to keep it in the zone, which is roughly within the M25. The regulations are being phased in from next year when they apply to larger lorries ,but Land Rovers will be effected in due course because they exceed 1.6 tonnes and have a European classification as a van ,"designed or constructed for the carriage of goods". Do any other club members have a similar problem on their hands and is there any advice that anyone can give? Catalytic converters apparently absorb up to 25% of power so that is not an option. Having a deep distrust of anything reliant on a computer ,as does the British Army I am reluctant to consider fitting a TD5, and as for a gas conversion ,how available is it on the continent? Perhaps I should fit a V8 which apparently the worthies who have dreamed up this nonsense would be quite happy with, as it runs on good old petrol and not nasty old diesel. Of course there is always the possibility that the legislation will change again or that Defenders could be re-classified, but no one I have spoken to seems to know the best way forward.

I would be very grateful for any advice you can give for I feel my sort of vehicle is ultimately very eco-friendly; it is fixable and I fully intend to keep it for many years, well past the sell by date of all modern hi-tech non fixer-friendly cars.

Yours faithfully,

Simon Trevor-Roberts

# BHCLRC Club Shop

<b>Strops &amp; Shackles.</b>	
4m 2t Duplex strop (a few left)	£17.00
8m 2t Duplex strop *	Was £24.00, Now £23.00
2m Duplex 75 mm Tree Strop *	£13.50
All of the above are rated for lifting with a 6:1 safety factor. For hauling the WLL is 2.7 times the lifting SWL. Cheaper stuff is available, but will it be rated???? Other lengths available to order. E-mail for price. Testing certificate for new items marked with * is available for inspection.	
Rated Bow shackle 4.75t *	£6.00
Rated Bow shackle 6.5t *	Was £8.00, Now £7.00
<b>Miscellaneous</b>	
Jate Rings (with bolts)	Was £21.00, Now £17.50 per pair
Chainsaw	£10.00
Case for the above	£2.00
A7 window stickers	£1.00
A4 stickers	£5.00
Website address stickers (800mm x 60mm)	£3.50
Club Mugs	£4.00
<b>Club Clothing (Special order - Approx 4 - 6 weeks.)</b>	
Polos	£12.50
Fleeces	£35
Hoodies	£15.00
Kids Hoodies	£13.00
Kids Polo	£7.50
Kids T shirts	£7.00

## FAQ:

Q: Why are you only stocking 8m strops, whats happened to the other lengths, & what about the tow ropes.

A: An 8m strop is you friend.. In a recovery situation it may allow you to get far enough away from the stranded vehicle so that you dont get stuck as well. it can be folded in 1/2 for more general use, & then becomes a useful length for towing. As the shop turnover isnt exactly fast, if I stocked all the sizes in all of the colours, they'd rot away before they got sold!

Q: Could the club stock .....?????

A: Yes & no.. ideas are always welcome. if a lot of people want it, then I can stock it. If only a few want it, maybe I can use the clubs buying power to get a decent price as a one off order. Let me know what you want.

Q: I've seen cheaper strops on ebay or at shows. Why?

A: I was confused by this as well. Most of the cheap stuff is either: Not rated for lifting, Not rated at all or Rated by some dodgy firm in China.

Tow strops are much cheaper than lifting strops as they dont have the same safety factor. As a club we decided to go for quality rather than price. It would be shame to buy a cheap one, then have it fail when you're hanging over the side of a mountain in the middle of the night.

**Contact Mark Avogadri (AKA Arthur Daley),  
email: [shop@bhclrc.co.uk](mailto:shop@bhclrc.co.uk) Tel:07786 937455**

# Discovery 3 voted the best 4x4 on the planet

The Land Rover Discovery 3 has been voted the best 4x4 of 2007 by *Planet 4x4* magazine.

Fighting off competition from 36 other vehicles, the Discovery 3 proved unbeatable on practicality, packaging, off road ability and all-round dynamics, scoring 819.4 out of a possible 1000.

In fact, Land Rover swept the board with the Range Rover voted overall runner up – just 4.1% behind the Discovery 3, and Range Rover Sport and Freelander 2 both scooping class wins.



"With the top three overall places in 2006 and a clean sweep of class awards this year, Land Rover is getting it right at just about every level. One tester after another was wowed by the Range Rover's class, the Sport's style and the Discovery's practicality," said Alan Kidd, editor of *Planet 4x4* magazine.

"But what I think Land Rover can be particularly proud of is that this result comes in a competition where scores for off-roading meant almost nothing – and value for money counted towards almost a quarter of the total

mark. It would be easy to write this off as a series of victories for the most expensive machines... but in reality, it shows that with Land Rover, you really do get what you pay for."

Land Rover UK managing director, John Edwards added: "We are immensely proud to have fared so well in this year's awards, against ever-increasing competition in the 4x4 sector. The Discovery 3 is an out-and-out winner which proves that the British still make the best."

# *A Warm Welcome To Our New Members*

A very warm welcome 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.....

<b>Name</b>	<b>Area</b>	<b>Vehicles</b>
Graham King	St. Neots	200tdi Discovery
Tim Moser	Eltisley	200 & 300tdi Discovery's
Vikki Browning	Royston	Did have a lightwieght!
Jaroslaw Slizewski	WD6 5DZ	RR Classic
Jon Kyle	Barton-Le-Clay	td5 110
Laurie Holdcroft	Ware	'84 s111 swb
Brian Davies	Royston	Defender XS td5
Simon McMurdy	Bromham	RR Vogue SE
Neil Watts	Edworth	S11
Steve Beckwith	Luton	Disco & Defender
Les Brodie	Lecthworth	
Emma Brown	Stevenage	
Andrew Sheen	Luton	Disco, 88
Tony Ferrari	Great Ashby	Discovery 2 td5

**Please note we are no longer listing family members names due to lack of room but we would still like to say welcome to your families too.**

# ***BHCLRC Discount Suppliers***

Please ensure that you have your membership card to hand when contacting these suppliers, as they will ask for your membership number.

<b>Company</b>	<b>Web Site</b>	<b>Phone</b>	<b>Contact</b>	<b>Discount</b>
Rogers Of Bedford	<a href="http://www.rogersofbedford.co.uk">www.rogersofbedford.co.uk</a>	01234 348469	Alan or Mark	Variable
Bedford Battery		01234 340661		Variable
Land Rover Gear, MK		01908 679161		10%
Ruftraks	<a href="http://www.ruftraks.co.uk">www.ruftraks.co.uk</a>	0141 563 7972	Andy	7.50%
Auto Land, Dunstable	<a href="http://www.4x4service.co.uk">www.4x4service.co.uk</a>	01582 866680	Andy	10%
Marshall's of Bedford	<a href="http://www.marshallweb.co.uk">www.marshallweb.co.uk</a>	01234 355655	Clive Thompson	Trade
Ashcrofts	<a href="http://www.autoconv.com">www.autoconv.com</a>	01582 496040	David Ashcroft	Variable
Mansfield Motors	<a href="http://www.mansfield-motors.com">www.mansfield-motors.com</a>	01206 396644	Colin	Variable
Elmacs O/R Store	<a href="http://www.offroadstore.co.uk">www.offroadstore.co.uk</a>	01462 815404	Phil Elmore	Variable
Dingocroft	<a href="http://www.dingocroft.co.uk">www.dingocroft.co.uk</a>	01494 448367	Tim Britnell	Variable
Designa Chassis	<a href="http://www.designa-chassis.co.uk">www.designa-chassis.co.uk</a>	0870 066 0343	Pat	Variable
RPI Engineering	<a href="http://www.rpiv8.com">www.rpiv8.com</a>	01603 891209	Chris	Variable
AC Supply	<a href="http://www.acsupply.co.uk">www.acsupply.co.uk</a>	01462 481806	David	Variable
Terrain Master	<a href="http://www.terrainmaster.com">www.terrainmaster.com</a>	01206 391350	Mike	Variable
PG Winch Services	<a href="http://www.winchrepairs.co.uk">www.winchrepairs.co.uk</a>	01579 348146	Phil	To 25%
A Flux Insurance	<a href="http://www.adrianflux.co.uk">www.adrianflux.co.uk</a>	08700 775566	4x4 Department	10%
Kaid Parts & Acc.	<a href="http://www.kaid.co.uk">www.kaid.co.uk</a>	01773 882461	David Alton	5%
AJS Tyres	<a href="http://www.ajstyres.co.uk">www.ajstyres.co.uk</a>	01737 246073	Andy	Variable
Tinley Tech	<a href="http://www.tinleytech.co.uk">www.tinleytech.co.uk</a>	01954 267515		Variable
BBA Reman	<a href="http://www.bba-reman.com">www.bba-reman.com</a>	01634 230055	Nick Swan	10%
4x4 Partsmaster	<a href="http://www.4x4partsmaster.com">www.4x4partsmaster.com</a>	01206 391350	Duncan Mansfield	Variable
4x4 Touring Gear	<a href="http://www.4x4touring-gear.com">www.4x4touring-gear.com</a>	01234 742029	Mark Brooks	Variable
Rage	<a href="http://www.rageproducts.com">www.rageproducts.com</a>	0870 840 0091	Simon	10%
DiscoDorris	<a href="http://www.discodoris.com">www.discodoris.com</a>	01489 55654	Chris	Variable
Kranzle	<a href="http://www.kranzle.co.uk">www.kranzle.co.uk</a>	0800 970 9292		Variable
Jake Wright	<a href="http://www.jakewright.com">www.jakewright.com</a>	01943 863530	John Wright	Variable
RCV	<a href="http://www.land-rover-parts-shop.com">www.land-rover-parts-shop.com</a>	01302 880001	Hugh Smith	5%
Wilburyland	<a href="http://www.wilburyland.co.uk">www.wilburyland.co.uk</a>	01462 459658	Mike Bunton	10% +
Alpha 4x4 Funerals	<a href="http://www.4x4funerals.co.uk">www.4x4funerals.co.uk</a>	01234 720936	Jacqui Dewer	Variable
All 4 Wheels	<a href="http://www.all4wheelsgear.com">www.all4wheelsgear.com</a>	01353 667044	Kevin	Variable
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## Answers from the Last Issue



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Spot the ten differences between the two pictures below. Send your answers too [mag@bhclrc.co.uk](mailto:mag@bhclrc.co.uk) and the first correct entry gets to pick the picture for the next issue.



# Steve Thackers Hybrid 90 Great Brickhill Xmas RTV



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