

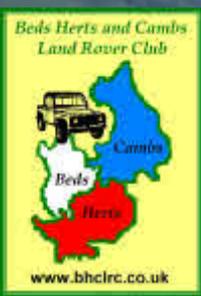
Magazine of the Beds Herts & Cambs Land Rover Club.

Four Play

Land Rover



Approved Club





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Hayleys Secsy Bits

This is probably the last time you will see Hayleys Secsy Bits as from November's AGM I will no longer be Club Secretary. However, I have and still will be organising the Christmas Dinner which this year will be at the Carriage House. As usual there will be a free raffle and I have booked for 60 people this year as there were some disappointed members out there that couldn't get in on time last year. If you are a new member then be sure that the Annual club dinner is always a great giggle and of course there is a whole evening of talking about your favourite vehicle.

Russ has nabbed himself a hot partner for March's Macmillan Challenge in Julia Bradbury of Watchdog fame - I am sure they will do well and Russ can tell you all about it after the event and I believe he is writing an article for LRO as well.

Anyway that's all folks, see you all soon.

Hayley

Future Events

National 4x4 magazine editors please note. -

Please do not publicise our events in your magazine as they are often already oversubscribed by existing members.

Date	Event	Location
November 2nd	Green Laning	
November 6th	Pub Night/AGM	Carriage House
November 15th	Greenlaning	
November 16th	RTV	Twinney Woods
December 4th	Pub Night	Carriage House
December 7th	Green Laning	
December 14th	RTV	Great Brickhill
December 20th	Green Laning	

Events can change at short notice for automatic update on all events and possible last minute changes ring the Information line

07999 553146 (24 hour)

RTV's & Tyros - 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 Heather Parkinson for details.

BHCLRC Christmas Dinner

at

CARRIAGE HOUSE HOTEL

16 Hitchin Road, Meppershall, Shefford, Beds SG17 5JF

Christmas party menu Saturday December 6th

Arrive 8.00pm - to sit down 8.30pm

Leek & potato soup

Chicken roulade filled with a chorizo and wild mushroom mousse and tomato dressing

Grilled Scottish salmon with buttered spinach and a hazelnut & lemon pesto

Stir fry of sweet peppers and wild mushrooms topped with baked goats cheese and nutmeg

Traditional roast Turkey with all the trimmings

Prime fillet steak with grilled chilled asparagus topped with stilton and red berry jus

Supreme of chicken filled with a smoked bacon & wild mushroom mousse and served with a shallot jus

Baked fillet of Scottish salmon with bubble and squeak and lemon butter sauce

Trio of cheese risotto dumplings with a red pepper & tomato salsa

Christmas pudding with brandy sauce

Dark chocolate fondant and vanilla ice cream

Individual Bramley apple pie with vanilla custard

Vanilla panna cotta with raspberry compot

Coffee & mince pies

£29.95 per head (this is the actual amount for the meal as we have money available to purchase raffle items already)

Cheques made payable to BHCLRC with Names and menu choices included

Post to: Hayley Brown, Colesden Lodge Cottage, Colesden, Beds, MK44 3DA

Only 60 places available



GREENLANES

Hi Everyone

Since the last issue we've had trips to Hertfordshire, Essex, Bedfordshire, Kent and Northamptonshire. Thanks to everyone who led a group – without you there wouldn't be any trips!

Northamptonshire was a bit of research as the club hasn't been over that way for quite a while. The lanes were good and obviously not driven much.

We had a trip to Derbyshire at the end of May – as usual a good time was had by all. See Sarah's article and the photos in this issue. Just one point Sarah – I don't think we can call Kelly Kettles 'cool' – they are **** hot when they are erupting and overflowing with boiling water! We have booked the same camp site for the second May bank holiday weekend next year so if you haven't been before why not come along?



I've been liaising with the Rights of Way Officers in Cambridgeshire and Bedfordshire and we will be having a lane maintenance day soon – details will be on the forum and sent by email so keep an eye out for it and do please come along and help. It's really important that we put something back by helping where and when we can and it builds the club's relationship with the local councils.

Greenlane days are the **FIRST SUNDAY** and **THIRD SATURDAY** of each month. Forthcoming greenlane trips are:

Sun 2 Nov	Oxford / Berkshire
Sat 15 Nov	Thetford
Sun 7 Dec	Hertfordshire
Sat 20 Dec	Cambridgeshire

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. If you don't have access to email please telephone 01234 826677.

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

See you all soon
Heather

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.....

Name	Area	Vehicles
John Norton	Rushden	s1 hybrid, Disco 1, P38
Dick White	Kettering	Bowler Tomcat
Charlie Griffiths	Hickley	None - but dad's working on me
Michael Bulley	Abington Pigotts	s1 hybrid, RR Classic
Simon Hall	Over	P38, 90
Michael Rees	Sawtry	90
Chris Bongailas	Emerson Valley	1994 Disco 2.5 TDI
Don Leitch	Gt Chishill	90
John Martin	Letchworth	S11a
Stephen Bolton	Borehamwood	110
Dave Lewis	Bedlington	Disco 200tdi
Alan Beaumont	Lower Stondon	Disco 300tdi
Bill Bircham	Brickendon Lane	110 1984 V8
Neil Venn	Hemel Hempstead	Defender 110 CSW 1996
Emma Palmer	Perry	1957 series 1, 1994 defender 300 tdi
Tim Smith	Hertford	Disco Mk1
Alex Marjoribanks	Henlow	1960 S11/1997 300 TDI Disco
Ben Tinkler	Hardwick	Defender
Neil Podbransky	Bedford	109, series III, 90

RTV Great Brickhill

I wasn't going to go, the forecast was dreary and I didn't want to leave the doggies out in bad weather all day and excuses excuses. Sunday morning I woke up and it was sunny, on the spur of the moment I decided I was going to Great Brickhill for my first trial since last September - I later decided I was better off having a lie in.

It was nice seeing all the old faces though and some new, not that all the old faces are old some are still quite young, except the baldies of course.

John and Ness turned up in their 88" series sporting a new addition or two, that of a V8 and power steering. Colin being a complete and utter Sh**??!! decided as I hadn't trialled for a while that I would go first on the first section and not only that but write the report as well, cheers mate - will get you back as you well know.

I can't remember every individual section but I did get a fair way around the first one. Probably one of the few I did reasonably well on in fact as after that I only got two clears and some major cricket scores.

Memorable points from the day include Simon Day getting a 12, me taking the utter Michael and then promptly getting the same 12. Russ drove just as badly and astoundingly Simon hit a few more 'very high' scoring gates. Ed Lee normally a star in his Rangie had as equally bad a day as the rest of us. What had affected everyone - I have absolutely no idea...

The Suzuki's had huge advantages with some of the tricky gates, Daddy Deeks learned what his right foot was for and a couple of the new faces did especially well including baby Deeks. A hilarious moment was John, not remembering a V8 drinks a lot more petrol than his vehicle used to ran out of juice - much to Vanessa's annoyance as she was driving at the time!!

Well done to John Webb and his helpers who gave us some very tricky sections to drive.

Hayley

The ALRC Nationals Easter 2008

For those into competitive driving, there's nothing better in the UK than The Nationals. Being the 60th Anniversary of Land Rover, the event was planned to be bigger than usual, with around 180 entries in the RTV and CCV and 80 in the comp safari. The venue was 5000 acres of ground around Eastnor Castle in Herefordshire, with the event hosted by Midlands Rover Owners Club.

Quite a few members of BHCLRC normally enter the event, but the turnout was disappointing at only four this year - Paul Maskill, Simon Day, Vanessa and me. It should have been more, but several members were too late with their entries, having underestimated the level of interest generated by the 60th Anniversary. With all the Anniversary hype, we were expecting a memorable event. And we certainly got it for all the wrong reasons, thanks to appalling weather over most of the weekend.

Having set up camp on Friday afternoon, we headed off for scrutineering. All went well for Paul and Simon, but our Ila was initially rejected for a having a bent front bumper (a common problem as trees seem to leap out in front of us). Despite my best efforts with a rope and tree, I was unable to make much

of an improvement, but thankfully the scrutineers relented and allowed us to complete. If I had pulled the bumper much harder whilst trying to straighten it, it would have been pulled off – which is exactly what happened at the next major event !

The line-up at 8am for the RTV on Saturday is always something special. Each year, I try to capture the scene in a photograph, but nothing so far seems to do justice to the size and friendliness of the occasion. The event is based



on twelve sections, so we were all grouped into twelve long lines. Paul and Simon were in different groups, which mean that Vanessa and I didn't see much of them until the end of the event.

Thankfully the weather on Saturday was dry and there was even a bit of sunshine. The sections were set in the forested grounds of Eastnor and, as it had been quite wet over the previous weeks, the ground was still very wet and slippery. With so many drivers and so many sections, the day is always something of a rush in comparison with the more leisurely club-level events.

The final section for Vanessa and me involved a steep climb over large exposed tree roots to get to the last gate. Nobody before us had succeeded in the final climb and many drivers didn't even attempt it. I failed too, but the severe bouncing over the tree roots must have jarred the engine and gearbox quite severely as the front prop shaft came apart at the central splines. The banging was dreadful as the two loose ends of the prop shaft were flailing around. I was only able to drive it back to the campsite having first unbolted both ends of the shaft.

Back to scrutineering for the CCV, but not until the prop shaft was put back together and bolted in place. In the rush, I completely forgot to remove the door tops – something I would regret next day.

There's not really much to say about Sunday other than it rained. It rained all day. Sometimes hard. Sometimes not quite so hard. But always relentless. Every part of every stitch of clothing was completely soaked. I was on my own in the CCV as Vanessa had pulled a shoulder muscle during the RTV and was clearly in a lot of pain and not in a fit state to compete. Simon was again in a different group, so I only saw him once during the day.

I was pleased to see Kevin Hammond in our group as this was to be my first ever drive in a CCV and I was grateful for his advice. Getting to the first section was a problem, however, with two vehicles getting trapped in mud at the bottom of a ravine. Fortunately one of the other drivers knew an alternative route and the two stick-in-the-muds were then recovered. The first section was nothing like I have ever seen before. Even battle-hardened Kevin was shocked. The early gates were about 20' wide and the ground was un-driven marshland. I was amazed to get through and got further than I expected. As usual, however, a tree jumped in front of my Land Rover, and that was end of my run on this section.

And that was also the end of the day for me. As I drove towards the next section, my Ila slipped sideways into a smallish tree. Whilst I was extricating myself, another driver attempted to overtake and he also slipped sideways – into my Land Rover. The effect was to jam my vehicle even more firmly into the tree, with a stumpy section of trunk getting firmly wedged under the roll cage. A third driver attempted to pull the other Land Rover off mine, but succeeded in locking both our vehicles into an even more intimate embrace. So there we were for the next four hours, until somebody arrived with a winch to recover us. And that was both the start and finish of my first ever CCV.

I did mention earlier that, in my haste, I had forgotten to removed the door tops. With the driver's door being block by the tree and the passenger door and window blocked completely by the other Land Rover, there was only one way out: the small open window in driver's door.

Although we didn't compete in the comp, the news was that heavy rain throughout Sunday night caused havoc on Monday for drivers struggling with deep mud. A large part of the course had to be abandoned and the event ended prematurely, with drivers only having completed three or four circuits at most.

For our group, however, there was a celebratory shower of rain to mark another excellent result for Simon who came 11th overall in the RTV.

MAPS FOR GREENLANING

People regularly ask us which maps cover certain of our regular greenlaning areas so after almost a year we decided we should make a list.

If you come on a greenlaning trip with the club you don't have to bring a map but some people like to so they know where they have been. We always supply the leader of each group with marked up maps.

The Explorer (orange) maps that we regularly use for each area are:

Explorer map number:

Essex 183, 195

Bedfordshire 208, 224, 225

Northamptonshire 223, 224, 225, 227

Thetford 229

Berkshire 158, 170

Cambridgeshire 225, 226, 227, 228

Hertfordshire 182, 193, 194

Kent 137, 148

Derbyshire 1, 24

Wales 12, 13, 187, 188, 200

The club decided some time ago to use Explorer maps rather than Landranger (pink) because the scale is much better for seeing where you are going!

Heather & Keith

The Four Play Guide To Anagrams

DORMITORY = DIRTY ROOM

ASTRONOMER = MOON STARER

DESPERATION = A ROPE ENDS IT

THE EYES = THEY SEE

GEORGE BUSH = HE BUGS GORE

THE MORSE CODE = HERE COME DOTS

SLOT MACHINES = CASH LOST IN ME

ANIMOSITY = IS NO AMITY

ELECTION RESULTS = LIES - LET'S RECOUNT

SNOOZE ALARMS = ALAS! NO MORE Z 'S

A DECIMAL POINT = IM A DOT IN PLACE

THE EARTHQUAKES = THAT QUEER SHAKE

ELEVEN PLUS TWO = TWELVE PLUS ONE

AND FOR THE GRAND FINALE

MOTHER-IN-LAW = WOMAN HITLER

Green Laning, Hertfordshire

Sunday 1st June 2008

On an overcast and drizzly Sunday, 12 assorted Land Rovers met at the Baldock Services where they were marshalled into groups for the day's fun. Our group, lead by Heather and Keith, in their 110 were followed by David and John in a green 90, much modified to Defender standard, then us in our black 110 and finally, Elaine and Mick in their trusty green Series III.

We set off through Braughing ford and off to some green lanes around Little Hadham and Sawbridgeworth. These were well overgrown, but with a reasonably hard surface, so no problems so far. Unfortunately, the byway at Green Tye, Ducketts Lane, was blocked by a local who had parked his lorry at the mouth of the byway (1), so this route was abandoned and we moved on to Perry Green. This lane was so overgrown that most of us emerged onto a field track with undergrowth in our lights and certainly in our aerial mounts. Here we stopped for tea, whilst



Keith reconnoitred the road ahead as the map showed that the byway joined the next one via a footpath which he then found to be a substantial track used by the farm. We set off in earnest only to find the dreaded sign proclaiming "road closed to traffic, no turning beyond this point", so back we went and on to Widford and Babbs Green. At this point the convoy was halted by Keith who told me that I had managed to sit on my microphone with the transmit key operated, so that everyone around could hear our inane conversation. This was not a good start for the first outing of our CB, but it was a lesson learnt.

After a couple of short lanes we went through the Barwick Ford, which was a good opportunity to take photos and this event developed into a contest as to who could make the biggest splash, this was won by Elaine and Mick. Stopping afterwards, we were amazed to find ourselves next to an alpaca farm with delightful and cuddly baby alpacas wandering around. We stopped for lunch at Latchford ford.



The afternoon saw us exploring more of Hertfordshire where the surface deteriorated into thick, slimy mud and at Hautwick Green we passed the “Rest and Welcome” pub without even a visit. We were all delighted to see a herd of deer, but especially to see an albino, which stood out startlingly against the background foliage.

Finally, we attempted a loop to the north of Buntingford (between Sandon and Therfield) where we encountered a fallen tree that just allowed us through if the angle was perfect. Sadly this was on a slope with the slimy mud making it difficult to get the approach angle correct. Things were made worse by a tree in





the middle of the lane which had to be negotiated before the fallen tree. This held up the convoy for some time, but eventually we all got safely through. We couldn't use the short way out of the lane as this crosses private land, so we had to take a hairpin right after a steep ford, which proved to be a challenge to everyone, but another photo opportunity. That ended 40 miles of Hertfordshire lanes, with the last lane being the climax of the day, due to its difficulty.

(1) *Greenlanes note: signs at the other end of the lane indicated that this has now been downgraded to a restricted byway and so cannot be driven.*

Linda and Peter Milner



Braughing RTV

It was the club's first time to Braughing and I'm sure it won't be the last. The site was fantastic, plenty of mud, trees and water to go round. Pete Restall, Vikki Browning, Adrian Hogg and Colin Argent laid out some challenging courses and organised the day superbly considering there was very little room to put anyone who wasn't driving the course.

Section 1 was a brilliant stage to start on. Full of diversity, firstly a short wind through some trees, then a drop into some mud, a further drop into a river and finally a climb back up to the top again. Due to the close proximity of the trees and the fact that there was green everywhere it felt as though we had been dropped into an Amazonian jungle! It was great fun not only driving the section but also watching as other people navigated their way through the trees and submerged themselves in the river.



Section 2 was a gentle meander through the trees crossing over the old rail lines (which were no longer there) in the centre of the woods to finish with a chicane on a side slope. This caught a number of people out as they gave the gate too much room and couldn't make it back up the slope again through gate two. Some were too heavy such as the only discovery there for the day driven by Gary Beauchamp whereas some were just a bit too quick such as James Deeks in his 90 pickup.

Section 3 was another to catch people out. It featured a short drive through some undergrowth before dropping down into a river, back out the other side, a little loop and then back into the river before a mini mud run and a bank of mud which some people saw as a chance of a jump, myself included. The first





few people to attempt this course made it through to the mud run but struggled to make it out, others leapt out as if it was a race!

Section 4 was another twisty wind through the trees but with the added problem of having to climb over some tree trunks that were littered on the course. The Suzuki's found this to be a bit of a

problem, sometimes hitting the logs too fast and bouncing into the gates.

Section 5 proved to be another enjoyable drive through the trees, into a river and through a tight twisty bit up from the river which is where I grazed my first and only cane of the day picking up 5 points.

Section 6 proved to be a bit of a filler stage. A gentle meander through the undergrowth with only a few tight turns catching some people out. As all trees also counted as canes for the day this caused some upset as people misjudged turns and clipped trees with the corners of bumpers. This made this course and indeed the day all the more challenging.

Section 7 was a perfect section to end the day on as it was as diverse as the first. Starting with a drop into the river the course made its way through the trees and back across the river to use the same exit as section 1 at the start of the day.

Overall it was a brilliant day's off-riding . All the officials did a fantastic job in laying out the course and marshalling it. The course was tough but there was a very high level of driving by all competitors, everyone had a great day and the results were very close.

Andy Deeks

Braughing RTV - 13 July 2007

Name	Class	Points	Position
Andy Collins	4	2	1
John Ralphs	4	2	1
Russ Brown	2	4	3
Andy Deeks	2	5	4
Bob Liversidge	5	9	5
Nick Boxall	5	9	5
Simon Day	4	12	7
Paul Maskell	1	12	7
Simon Perry	5	14	9
Mark Goold	4	16	10
Mike Deeks	2	19	11
Richard	2	27	12
Bryan Moss	2	30	13
James Deeks	2	33	14
G. Beauchamp	3	35	15
Steve Lawton	2	46	16
Daren Myers	2	Ret	
Chris Rodwell	N	Ret	





Stream Crossing Brauching RTV



Rock Crawling in Derbyshire



DERBYSHIRE MAY 2008

By Sarah Cahill with pictures from everyone else

Whitsun weekend saw the mad, the hardy (and me) converge on a campsite at an altitude of over 300m for a weekend of – in my opinion – some of the best lanes in the country.

The number one rule of camping trips is to bring new toys to play with. This weekend was no different and our first cups of hot stuff came from Gary Kenny's Kelly Kettle and Heather and Keith Parkinson's storm kettle. Yes, they're the same things and they're very cool! Then there was the usual standing around my Andrew's Range Rover while he diagnosed its poor running, and Charlie found sticks for the kettles and interesting prehistoric resin... or might it have been Kryptonite? Leaving Keith and Heather cooking stir fry in the rain, a group went for fish and chips and as usual Gary couldn't resist taking in a lane along the way.

As it was getting cold, Gary got out his bargain BBQ and we turned it into a fire pit. This required fuel; Charlie found us bigger sticks, but Ian got the best one when he came back with a full tree branch which he proceeded to break up just by standing on it. Mills and Vanessa Simic missed all the fun as they'd gone back to their warm and comfy B&B in Buxton. Eventually Ged and Carol and Mike and Christine joined us by the fire.

I apparently have a reputation for not being a camping fan, so this year I had booked Andrew and myself into a nearby Youth Hostel. Ok, I can imagine your eyes rolling already but they're warm, dry, clean and cheap, with good showers and comfy beds. However, on Saturday I turned up with a limp – I had missed





a step in the badly lit hallway of that lovely warm Youth Hostel and had twisted my foot. Oh well, at least this got me out of gate opening duty! It was pointed out that this wouldn't have happened if I'd camped...

Our first lane of the day was straight up The Royche – literally straight up as our GPS told us that we reached an altitude of 426m. Next we headed to the much anticipated Chapel Gate, which was new for Andrew and me and challenging enough

that our group had to walk quite a few parts of it. We met plenty of other users, including a group of cyclists who were doubled over laughing at the thought of us trying to take Land Rovers down this lane. They declared we were totally nuts and stopped to watch! I was in agreement as our vehicle teetered, before deciding it liked having four wheels on the ground.

We reached the trip's maximum height of 496m on Chapel Gate; then covered in dust – both inside and out – we headed down Stanage Edge. It was a pleasant change from last year, when we were wrapped up against the cold and wind in every fleece we had and had lunch sheltering under tarpaulins. This year it was t-shirts and sunglasses – at least inside the vehicles!

Due to the cold and wind that night, the fire was a necessity by the time it was lit. For novelty value – or more likely for warmth – Gary put on his desert scarf and proceeded to demonstrate some of the ways to tie it. Far more amusing were Andrew and Bryan's attempts to chop wood. Someone even produced a large machete, which called a halt to Andrew and Bryan's contributions as ducking flying wood chips is one thing, ducking large knives is



another. It was the unanimous opinion that Ged has the most expert chopper action amongst us.

We stayed long enough to partake in toasted marshmallows over the roaring fire, then we went to our lovely warm Hostel to defrost from the horizontal wind. And watch the Eurovison Song Contest. We lost (phooey).

We arrived on Sunday morning to find all the tents still standing, but everyone still rather sleepy having been disturbed by the wind rattling the tents all night. My foot had now recovered enough for me to resume gate duty (darn!) and in a fit of pique, I subjected Andrew to Jason Donovan. In revenge he broadcast Too Many Broken Hearts over the CB so everyone had to suffer. Next time it's Britney Spears...

Ged and Carol's group did Chapel Gate that day and had been accosted by angry walkers who called them "morons who regularly beat up policemen". (Please send further submissions for 'Rambler Quote of the Month' to the Editor, Four Play...)



When we got back to the campsite, the bell had tolled for Bryan's *ahem*-year-old tent, which had been flattened by the wind. Mike and Christine and the other Andrew took the sensible option and packed up and left, rather than spending another night being wind-battered.

On Sunday night we got a bit ambitious with firewood, as what appeared to be half trees were brought back. We also discovered that cling film makes pretty colours when thrown into a fire... Bryan joined us at the hostel that night as he'd managed to get the last bed there after his tent disintegrated.

Monday was our last day before returning back to reality and it was the 'how many lanes can we do going in the right direction before the maps run out?' day. But first we had to pack up Keith and Heather's Oz Tent. This required all available hands due to the wind. During the drive home Andrew and I may have ended up getting a little silly and I have a note that we were waving at cows. Don't ask.

If you have never been before, the Peaks is a great laning experience, as much for the campfire gossip as the lanes themselves. The field is booked ready for next year, along with the static caravan (mainly for my benefit) - we hope to see you there.

Heather & Keith's Mac Challenge

March 2008

(Originally printed in Stevington Village Magazine)

The Macmillan 4x4 Challenge is an off road navigation challenge to raise funds for Macmillan Cancer Support. When you sign up you know the start point and finish point and that's about it! We raised £2,085 so a big thank you to everyone who sponsored us.

This was the first year we had entered and while we had spoken at length to friends who had completed the challenge in previous years we didn't really know what to expect. To cover all possibilities we fully prepared our Land Rover 110 for all eventualities. Keith fitted extra lights front and rear and map reading lights for the night navigation exercises and we sent her in to Rogers of Bedford for a full service. We invested in a rally trip meter which accurately measures distance – fitting that piece of kit was probably the most stressful part of the whole adventure. We had replacement parts couriered to us which were fitted by Rogers of Bedford the day before we set off. Thanks to everyone at Rogers for their help!

On Thursday 6th March we drove to Ludlow and stayed in a Travel Lodge near the start point. Couldn't help feeling that this might be our last decent sleep and food until the end!

Friday morning we checked in at the start point at Britpart's yard, and then stood around and chatted for a while, as other challengers arrived – 58 teams started the event. It was reassuring to meet up with other teams entering from Beds Herts and Cambs Land Rover Club. As the start time approached everyone was getting a bit nervous. Then finally it was time for the drivers briefing, start time was announced and we all got ready. We were team 3 which meant we were to leave 3 minutes after the start time



The first section was right at the start. Using an impromptu off road section, we had to drive around and spot an unspecified number of car number plates. Once this was done, it was off to the checkpoint to get the first actual driving instructions and clues. We were off.

The next section was navigation by tulip diagrams with questions to test our observation skills along the way. We went out of Church Stretton and up into the wilds of the Long Mynd. At the end of that section we had to answer a question paper based upon the Britpart catalogue – advertising in exchange for using their facilities at the start no doubt!

Another section on the day was set in forestry commission land. An interesting one this, we had to plot our route and then look for letter boards, the size of two number plate sized letters. The idea was to list all those found. There was one small and interesting boggy track here too which was our first experience of mud.

Next a road section with questions to answer which led us to the next meeting point at Oswestry at about 17.30. As we were one of the first teams there (being team 3 and having started earlier than the others) so we had time to have a full roast dinner in the café – it was very welcome indeed!

We then went on to a night navigation exercise. We were given a specific time period to plot our route from grid references onto an ordnance survey map. This was made more interesting by the fact that we came across a road closed because of major roadworks, and following the signposted diversion upset the route we had planned. Heather's memory of the forest driving is the spooky way the eyes of sheep in the fields glow in the vehicle lights in total darkness!

This section ended at Bala at about 21.30 at a commercial off road site. We drove round a marked route with numberboards to spot. It was very dark and even with all our extra lights Heather leaned out of the window with her torch to read one numberboard sneakily placed on the back of a gatepost.

From Bala we drove on the road to Holyhead to catch a ferry to Dublin early the next morning. We arrived at Holyhead at 01.30 (Saturday morning). We 'pitched' our tent in the queue tying the guy ropes to our Land Rover and the vehicle behind. With our decent camping equipment we had a great sleep – concrete is really comfortable as its flat with no lumps and bumps. The noise of the huge trucks arriving close by for the ferry was a bit disconcerting!

As it got light we convoyed onto the Stenna Line ferry and left at 08.00. The crossing was to take about an hour and a half. The ferry was full of Welsh rugby supporters off to see the Six Nations match in Ireland. We had some breakfast while plotting the first part of our route in Ireland.

Some of the questions we had to answer were bizarre – 'what colour is the slide' proved particularly tricky as we saw childrens garden slides of every colour! The countryside was beautiful and populated with mad dogs determined to get run over we are sure!

The next check point was a big visitors centre for the Newgrange prehistoric site at about 13.00. We were told we had only about 10 minutes to plot the next section that was very long - we were both desperate to use the toilets and that was at least a ten minute walk so we rebelled and left a little late. A shame we

didn't get a chance to visit the prehistoric site. By this time everyone was getting a little tetchy with their co drivers!

Off we set, again following the navigated route and we made our way northwards – no one we spoke to later ever found the 'blue bridge' we were looking for!

Our destination was Todds Leap off road course and we arrived at about 19.00. This time we had to drive around a marked offroad course through the woods in the dark writing down any objects we saw – these included an umbrella and a fully clothed dummy!

From Todds Leap we then set off for Belfast and the ferry to Scotland. This time the ferry was nearly empty, and we had no plotting to do, so were able to get an hour or so of sleep. The ferry arrived in Stranraer at about 00.30. Once the few haulage trucks were off the ferry security locked the ferry terminal gates. They obviously weren't expecting 50 odd 4x4s! It was a bit like the 'Italian Job' with Land Rovers rushing round the terminal dodging between trucks parked for the morning ferry but we eventually found our way out! The next bit was the worst bit of the whole experience we think – we had to drive from Stranraer to Lockerbie in the dark when we were all very tired. We were camping in the grounds of a hotel on the edge of Lockerbie. We got there about 02.00 (Sunday morning) and set up our tent for a few hours sleep. The hotel staff were a little surprised as they were only expecting a 'few' 4x4's, and not the 50 odd that finally arrived. The kitchen staff were even more surprised when they had to provide over 50 cooked breakfasts.

On Sunday morning we were given another route to plot and drive, and another sheet of questions to answer so off we went. This section was set in the Scottish countryside, and it provided some excellent and sometimes breathtaking views. We finished at about lunchtime at Newcastleton in the Scottish Borders. The pressure was off and all we had to do was drive for a few hours to the hotel near Warrington. No questions or things to look for this time!! This meant it was more difficult to keep awake

We had time for a welcome soak in the bath and got dressed up for the evening presentation dinner. It was weird to see how everyone we already knew or had met over the last few days looked in smart clean clothes with tidy hair!

We were really pleased to have come eleventh overall out of 58 starters on our first attempt. We also won third place in the night navigation event. The other achievement of course was to be a husband a wife team and to still be speaking at the end of it all.

This doesn't really give full credit for the fun we had or the effort it took. We thoroughly enjoyed the experience but for us it was about raising money for a good cause. To date the 2008 event has raised £109,000. No doubt we will be doing it again some time in the future.

Heather & Keith Parkinson

My Green, Green Lane Defender

Some of you will know that my previous Defender was black. My new one is green, and as I believe that all proper Land Rovers are green I've now got a proper one, and with an added bonus, flat green does not scratch as easily as shiny black!

I keep being asked what I think of my new green Defender, and I find I am using the same phrase every time. "The more I drive it the more I like it".

Why I hear you ask.

Well, first impressions, it is built much better than my TD5 was, it is quieter, it's warmer (excellent heater), and when it rains the footwells don't fill up with water. The engine coupled to the six speed gearbox gives a much improved response across the rev range, on and off road, than the TD5 did, and which I had had "tweaked" at great expense.



Obviously when I first got my new motor I kept it well away from scratches, hedges, rocks, trees and such, so it's first 3000 miles were all roadwork, and it proved to be a very good road motor. It's not a racing machine from the lights but once up to speed can keep up with the normal motorway speeds and the normal cut & thrust. The sixth gear really does make a difference.

Any how, it being a Defender with big tyres it did need to get its feet dirty, so it has, with a couple of green lane trips with the club, as well as a couple of others, and boy did it add to the likability.

One day out was bitterly cold and the lane was one of those you look at and think "shall I or shan't I?", half way down it dawned on me that I was sitting in a warm motor without a coat on, no draughts coming through various gaps, and driving down a quite testing lane in low third without my foot on the throttle! The anti stall device really does work and kept the revs just right to roll on through the ruts,



and without wheel spin or stalling. It reminded me of an old 300Tdi I had which in low second would climb 45° slopes on tickover.



I think that one of my best buys was to have it with traction control, which certainly adds to its capabilities, together with the new engines' great low down torque, it allows you to use a much slower approach speed to obstacles or cross axle situations, and so get more time to pick your path. It may be my imagination, but I do think that traction control also helps to keep it straight when climbing slippery slopes, there seems to be much less tendency to snake.

Are there any bad points about the vehicle? Truthfully I can not say no, we all have minor niggles about our motors and I'm no different.

The drive train still clunks if you make a careless gear change, and when it was new it had that annoying whine in the transfer box at 48 – 52 mph which all my previous Defenders had, but it is getting quieter now as every thing beds down.



I also have not yet quite decided which of my gears, in my spoilt for choice six speed gearbox, I need to use in various circumstances off road. It does seem to perform equally well in high second with the diff lock in as in low third with the diff lock in. Some

places driven in high box without the diff lock in without any problems, traction control working possibly?

Finally two silly niggles, the pre select buttons on the radio are so small and close together that care is needed otherwise you press two at once. The second is closer to my heart, being a Yorkshireman, who are renowned for being careful with money (careful wit' brass). I do wish Land Rover could put an engine in a Defender that does 30+ mpg. So far this one is doing 27-28 mpg, my old TD5 did 28-29 mpg.

Would I recommend it to a friend? Yes! But I would like to try it on an RTV trial first to really confirm that is as agile and capable as I think it is, after all green lanes are (should be) just a ride in the country.

Dick Greaves

SUPER MUD-OKU No 11!

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

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)

Solution to Super Mud-oku 10

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.

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

BHCLRC Club Shop

Strops & Shackles.	
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
Miscellaneous	
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
Club Clothing (Special order - Approx 4 - 6 weeks.)	
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 Tel:07786 937455**

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.

Company	Web Site	Phone	Contact	Discount
Rogers Of Bedford	www.rogersofbedford.co.uk	01234 348469	Alan or Mark	Variable
Bedford Battery		01234 340661		Variable
Land Rover Gear, MK		01908 679161		10%
Ruftraks	www.ruftraks.co.uk	0141 563 7972	Andy	7.50%
Auto Land, Dunstable	www.4x4service.co.uk	01582 866680	Andy	10%
Marshall's of Bedford	www.marshallweb.co.uk	01234 355655	Clive Thompson	Trade
Mansfield Motors	www.mansfield-motors.com	01206 396644	Colin	Variable
Elmacs O/R Store	www.offroadstore.co.uk	01462 815404	Phil Elmore	Variable
Dingocroft	www.dingocroft.co.uk	01494 448367	Tim Britnell	Variable
Designa Chassis	www.designa-chassis.co.uk	0870 066 0343	Pat	Variable
RPI Engineering	www.rpiv8.com	01603 891209	Chris	Variable
AC Supply	www.acsupply.co.uk	01462 481806	David	Variable
Terrain Master	www.terrainmaster.com	01206 391350	Mike	Variable
PG Winch Services	www.winchrepairs.co.uk	01579 348146	Phil	To 25%
A Flux Insurance	www.adrianflux.co.uk	08700 775566	4x4 Department	10%
Kaid Parts & Acc.	www.kaid.co.uk	01773 882461	David Alton	5%
AJS Tyres	www.ajstyres.co.uk	01737 246073	Andy	Variable
Tinley Tech	www.tinleytech.co.uk	01954 267515		Variable
BBA Reman	www.bba-reman.com	01634 230055	Nick Swan	10%
4x4 Partsmaster	www.4x4partsmaster.com	01206 391350	Duncan Mansfield	Variable
4x4 Touring Gear	www.4x4touring-gear.com	01234 742029	Mark Brooks	Variable
Rage	www.rageproducts.com	0870 840 0091	Simon	10%
DiscoDorris	www.discodorris.com	01489 55654	Chris	Variable
Kranzle	www.kranzle.co.uk	0800 970 9292		Variable
Jake Wright	www.jakewright.com	01943 863530	John Wright	Variable
RCV	www.land-rover-parts-shop.com	01302 880001	Hugh Smith	5%
Wilburyland	www.wilburyland.co.uk	01462 459658	Mike Bunton	10% +
Alpha 4x4 Funerals	www.4x4funerals.co.uk	01234 720936	Jacqui Dewer	Variable
All 4 Wheels	www.all4wheelsgear.com	01353 667044	Kevin	Variable
Llama 4x4	www.llama4x4.co.uk/	1938.85038	David	10% +

Spot the Difference Answers from the last Issue



The following is an actual advertisement in an Irish Newspaper..!

1985 Blue Volkswagen Golf

Only 15 km

Only first gear and reverse used

Never driven hard

Original tires

Original brakes

Original fuel and oil

Only 1 driver Owner

Wishing to sell due to employment lay-off

Please see Attached photo..... (back page)

Spot the Difference

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



The Parting Shot



See Page 34

Copy Deadline for Issue 37 – 31st December 2008

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Half Page mono - £10 per edition (6 Issues £50)

Outside Back Cover Colour - £50 per edition (6 Issues £250)

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