

Magazine of the Beds Herts & Cambs Land Rover Club.

Four Play

Land Rover



Approved Club

In This Issue:
RTV Croydon
Green Laning in Beds
TYRO Whitwell
AROC Winch Challenge



*Beds Herts and Cambs
Land Rover Club*



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Front Cover - Greenlaning in Herts
Inside front Cover - RTV Heath & Reach

JAMES DIFFEY

1966 - 2007

I can think of one word to describe James and I think that anyone who knew him would agree that the word would be "unique".

James or Jim had the biggest heart of anyone I have ever known. his was yours for the asking, nothing was too much trouble.

For all of his 5 foot 4 he was a giant killer when it came to the race track gaining admiration and respect from peers and newcomers alike for his professionalism, determination and race winning ways. One of many recollections I have was going round Donnington with him in a frogeye sprite and shall always remember him shouting at the "w#####r" in the Ferrari Testarossa to get out of the way. Didn't matter what he was driving, including the Range Rover; he could make it go quick, very quick. He proved that after I showed him just how quick his Range Rover would accelerate from the lights in low range. that piece of information brought a smile to his face many times. Trust me when I say that, after returning from a green lane trip, I have never been through the MK roundabouts so quick. Shame we "T" boned a Nissan containing 4 Japanese visitors lost on one of the roundabouts. James had the racing line and wasn't about to give it up without a fight, unfortunately they didn't realise it was a race and turned right in front of us. Spun them quite nicely thank you.

There was however another side of James that maybe a lot of people who knew him never saw. That was the gentleman who loved his wife Mags and his family. Racing may have been his passion but they were his real life. Fortunately they all shared that passion so maybe the divide was hard to see but I could see it when James and I had time together albeit at one hundred miles an hour. There was also the James that carried his illness and pain with dignity so much so that those who didn't know would never have known.

The world has lost an inspirational character who will be missed by all that had the pleasure to meet him. Whenever you think of him please smile, say hello and know that he is looking down with that boyish grin and roll up shouting at you to put your foot down. Take comfort in the knowledge that his silent pain is done and that, on the other side, he will regain full health again.

I for one loved you greatly James and will miss you immensely so until we meet again please take care and keep away from the wife!



Graham Baker

The Secretary Say's

First some sad news, I am sorry to report the death of James Diffey, aged 41, who has finally lost his long battle with cancer. James printed this magazine for us and was a competitor at club events in his Range Rover. The Club extends our deepest sympathies to James' family and friends.



I would also like to take this opportunity to publicly thank those club members who assisted with the marshalling at James' funeral – the family were very appreciative of our efforts which made a difficult day that little bit easier.

Quick roundup of the events since our last edition:

Heath and Reach RTV – great trial set out

Essex Interclub Event at Bircham Newton – not a large club turnout but a success with Russ Brown in a runoff for first place and Mark Avogadri also doing very well.

Old Sudbury's sort-out – my first visit to this event – a great way to sell (and acquire) all sorts of Land Rover paraphernalia. Several club members were buying and selling.

AROC Winch Challenge – several teams entered from our club and judging by the photos, it was a fun event, especially driving over the 2 old Jag's

Croydon RTV – another RTV in April!

Heritage Show at Gaydon – fun family weekend where we had a club stand, camping and ran the marshalling for the Heritage run from Solihull featuring over 160 Landrovers, including HUE 166, the earliest Land Rover.

Watch out for details of next year's event which will be the 60th anniversary celebrations for Land Rover.

Green Laning in Bedfordshire – A popular day out on our local lanes

Whitwell Tyro – trial designed for those with vehicles that they do not want to enter into an RTV or youngsters aged 13 or over. These are great events if you are new to trialling.

Green Laning in Derbyshire – have not heard the feedback on this one yet!

ALRC Nationals – annual ALRC event attended by several club members over a very wet bank holiday

As you can see, we have been very busy. For a quick flavour of what you missed or enjoyed if you were present, visit the Gallery page on the website where you will find links to most of these outings.

Colin

Chairmans Chat

Did you all notice the improved print and picture quality in the last edition of FP?? I certainly did. The improvement is partly down to new software that Pete is now using to produce FP and partly down to...well Pete. Congratulations on the production of what must be our best print and picture quality magazine to date. No offence Hayley, given what software you had at the time, yours were very good too.



April the 15th saw BHCLRC teams enter the AROC Winch Challenge event at Roundhill woods near Tring. This was another really excellent event which provided the opportunity to legally drive over, yes I did say over, two Jaguar cars as well as attempting to get as many of the 20 punches as you could manage. The highest placed full BHCLRC team was Terry Dennis, Steve Griffiths, Glenn Stratton and Ged Hallam who came 5th overall with 10,900 points. Every team had its problems during the day with Terry doing three half shafts, Griff did a gearbox oil pipe, Pete Restall bent his track control arm, Andy Restall blew the front diff and John Ralphs drowned his vehicle which resulted in the eventual fitting of a new carburettor and distributor.

Despite these mechanical setbacks, everyone had a thoroughly enjoyable day, especially Terry. Terry took great pleasure at the end of the day's competition, in hammering home to me the fact that his team had beaten mine once again. That will teach me not to crow too loudly at the January pub night now won't it?? After a few beers there was a bit of friendly banter between the teams during which I claimed that my team were robbed of victory last year and that we'd beat Terry's team this year. Needless to say we didn't. This might help to explain, for those of you who have not yet seen them, Terry's bright yellow team T shirts which say "I beat Gary...Twice!" So to Terry's team I freely admit that my team were beaten by a better team on the day. Well done to all the BHCLRC teams who took part.

The Club did itself proud once again at the Gaydon Heritage show over the May Bank Holiday weekend. BHCLRC marshalled the heritage run at the Gaydon end with military precision all thanks to Colin and his team of volunteers. Thanks also go to Pete, Terry, Griff and Andy for the kind loan of their “catering trailer” which came complete with two ovens, four griddles, a beer barrel and cooler and even a tea urn. The Saturday evenings feast included steaks, chicken, pork, roast potatoes beans, cheese and pizza to name but a few and Sunday lunch was even provided from the leftovers. The trailer provided a central point where all those in attendance could gather together for a really good social evening. Thanks once again to all those who attended and helped in any way with organising the show and the Heritage run.

The first TYRO trial of the year got under way on the 20th of May. Despite a fairly low turnout of only 8 drivers, by all accounts the event was fun, the



weather stayed fine and I was pleased to hear there were four ladies driving in this event. Well done to all of you, we need more ladies out there to give the boys some competition. Mark Avogadri's partner, Sam Speight obviously did just that as she won the event on just 4 points. Watch out Mark she'll be taking you on in the RTV's soon!! The next TYRO will

be at Great Brickhill on June the 17th. To all the members out there who asked us for more events of this type for this year, do please try and support them as we have tried to give you what you've asked for. Spectators and Marshals will all be welcome.

Forthcoming major events include the Derbyshire Green Lining weekend on the 26th and 27th of May, the BHCLRC Challenge on the 23rd of June, where camping is available on the Friday and Saturday nights and the LRM show at Billing on July 19th to 22nd, where BHCLRC are marshalling the off road course and will have a club stand and social meeting point for Club visitors. See you there.

That's all the news for this edition, so take care of yourselves, enjoy your Land Rovers whatever you do with them and..... drive carefully!!

Gary.

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
June 7th	Pub night	Carriage House
June 9th	Green lane trip	
June 10 th	Training Greenlane leaders	Hertfordshire
June 9th & 10th	LRW Show Eastnor Castle	
June 17 th	RTV & TYRO	Great Brickhill
June 23rd	BHCLRC Challenge	
July 1st	TYRO & JTV	Weston Underwood
July 1st	Green lane trip	
July 5th	Pub night	Carriage House
July 14th	Green lane trip	
July 19th - 22nd	LRM Show Billing	Billing
July 29th	RTV	Loddington
August 2nd	Pub night	Carriage House
August 5th	Green lane trip	
August 8th - 12th	France "The small one"	France
August 19th	RTV	Croydon
August 26th	TYRO	Weston Underwood
Sept 2nd	Green lane trip	
Sept 6th	Pub night	Carriage House
Sept 8th	Green lane trip	
Sept 8th & 9th	Landrover Fest	Peterborough
Sept 16th	RTV	Quainton
Sept 23rd	Interclub RTV	Calverton

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 Andy Young for details or see Green Lane Calendar.

AROC Winch Event – Sunday 15th April 2007

Winch events are normally about impossibly steep slopes, mud and trees. But here we had 2 Jaguar XJ6s to contend with – and the deepest water that I’ve ever tried to cross.

The format had changed since the first Anglian event where we just had to get both vehicles from the “start” to the “finish” box in each section. Here, the sections



contained 20 punches on short chains which were attached to trees. Score cards had to be punched – the problem was that the cards were attached to the passenger side door with a short chain too. And the punches, although easily visible, were generally impossible to drive to. Out of ten teams entered, BHCLRC put in four full and two half teams. Teams could choose which sections

to attempt, but there were four special sections out of which at least one had to be attempted - a large agricultural tyre had to be dragged around a marked course, a beer barrel moved from the bottom of a deep put to the top and back again without touching it, a mud-run, and driving over the two Jags.

Russ Beck’s Ila and my Ila, with Mark Goad and Andy Collins were the first team to tackle the Jags. They were parked side by side with wheels and glass removed. Russ set off first and approached from the rear and climbed with the aid of waffle boards. The climb was easy, but the descent became tricky when one of the Jag bonnets rose vertically just as Russ was driving over it. It took some time and two winch vehicles to extricate him.

Another early section involved crossing a deep pool. Andy and I had agreed to alternate driving, and it was Andy’s turn this time – and I still chuckle whenever I think about it. I watched Russ drive into the pool and I winched him up the





steep bank at the other side. His engine is a diesel and fitted with a snorkel. The water settled to within an inch of the top of the wings. My engine is petrol with no snorkel. Any sensible driver at this point should have realised what would happen. Well, I'm not that sensible and the rest was inevitable. The best part, however, was that Andy was driving. Within seconds,

then engine sucked in water and locked solid. Whilst Russ was arranging to winch Andy out, the water rose. And it rose some more. And then some more. When I looked inside, Andy was still there with water up to his waist. For those who have seen the photos he took, this now explains why there is one view of my gear knob with the water just 2" below it.

Every story should have a happy ending – and this one did. Sucking water into a modern diesel engine is normally terminal. But mine is an ancient petrol engine. With spark plugs removed and the engine cranked to blow out the water, we hitched a tow and were able to restart the engine and finish the event. Well, that's not quite true. Russ did finish, but my fuel pump gave up shortly before the end, leaving Russ to score our final points with Mark in the mud run.



With so much time having been lost in extricating Russ from the Jags and me from the water, we didn't have enough time to complete even half of the sections, but we all had a superb time on an incredibly hot and sunny day. Thanks to Russ Beck, Mark Goold and Andy Collins for being superb team mates. Thanks also to Martin Lewis as Clerk of the Course and to the many marshals who helped make this a fantastic event. I shall be there again next time – and I've already fitted a snorkel and a new fuel pump.

John Ralphs

So where did we come in the points ?

Bruce Hunter, Adrian Ingram (With Friends) 2nd

Terry Dennis, Glenn Stratton, Steve Griffiths, Jed Hallam – 5th

Pete Restall, Gary Culpan, Andy Restall, Rob Baverstock – 6th

Steve Thacker, Daniel Forster, Wayne Fitzpatrick, John Webb – 7th

James Brackenbury, David Bachelor (with two AROC members) – 8th

Russ Beck, Mark Goold, Andy Collins, John Ralphs – 9th

The Four Play Guide To Beer Drinking **** Urgent Warning ****

Beer contains female hormones

Last month, National University of Michigan scientists released the results of a recent analysis that revealed the presence of female hormones in beer.

Men should take a concerned look at their beer consumption. The theory is that beer contains female hormones (hops contain phytoestrogens) and that by drinking enough beer, men turn into women.

To test the theory, 100 men drank 8 pints of beer each within a 1 hour period. It was then observed that 100% of the test subjects:

- 1) Argued over nothing.
- 2) Refused to apologize when obviously wrong.
- 3) Gained weight.
- 4) Talked excessively without making sense.
- 5) Became overly emotional.
- 6) Couldn't drive.
- 7) Failed to think rationally.
- 8) Had to sit down to urinate.

No further testing was considered necessary.

Luckily it seemed that the male immune system was able to reject the female hormones over night, the process being helped by the consumption of a Kebab with chili sauce before sleeping.

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
Brian Johnston	Over	300tdi Disco, S111
Brad Dacosta	Soham	90, Disco
Paul Warwicker	Bar Hill	Kia Sorento
Rebecca Smith	Holbeach	90
Jeremy Nicholson	Blacksmiths Hill	110 Hardtop
Des Brehaut	Ramsey	S111 swb
Philip Ginn	Littleport	'83 110 V8
Peter West-Robinson	Leighton Buzzard	RR Sport, 90tdi
Jason Howard	Hitchin	300tdi Disco
Caroline Day	Great Ashby	
Stephen Cuthbert	Soulbury	Disco 2, 90 V8 LPG
Paul Hudson	Northend	Disco
Steve Parbery	Molesworth	110 V8,130 ,50th90
Gary Fleet	Pymoor	300tdi Disco, RR

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.

GREENLANES UPDATE



Welcome to this edition of Fourplay. What has happened since the last edition? We have had a few more greenlanes trips, I've finished preparing the 300Tdi disco (I broke Disco Stu) ready for laning, Gaydon has been and gone, the charity day got a two page spread in the June edition of LRE, we've had a TYRO, a trial or two and I have acquired a new Landrover dog! He seems to love the back of the Disco and the bouncing about seems to make his tail wag!

In this edition of fourplay, somewhere within the covers, are a couple of articles about the last greenlaning trips and the fun people have had. Gary Kenney in his article about the first Bedfordshire trip of 2007 explains how he became a leader and the fact that it isn't that difficult to do. In fact to encourage people to become leaders I am holding a course on June 10th which will encompass map reading, navigation, convoy leading, recovery and towing. This looks like being a fun day and will involve real greenlaning and real recoveries!! If you want to join in please contact me on any number or the usual e-mail.

We also have the France The Small One coming up. The dates are now August 8th to August 12th 2007. There is an article in this edition explaining it all in more detail but if you want more information or want to book your place please contact me. With regard to foreign trips I need some volunteers to help me plan and arrange the trip to Iceland in 2008. I, unfortunately, don't have any spare time at the moment and need someone to take this trip and

“run with it” for me. If you can help me please contact me on any of my numbers or e-mail as soon as possible.

By the time this goes to press the joint trip with the SLSLRC to Derbyshire will just have finished. If this is as much fun as the last few trips to Derbyshire then they will have an absolute ball! With



regard to weekends away I have three spare beds for the Wales trip. These beds are in the Bunk room and are slightly cheaper than a normal room but include all the normal food and fun. If you fancy coming along please contact me as soon as possible.

The calendar for the rest of the year is pretty full and as a result I will cancel greenlanes trips if leaders don't step forward. A very big thank you to those who have already led this year. If you're not sure if leading is your thing – come to the training day on June 10th anyway.

I am aware that lots of our members do go greenlaning with other members outside of the normal schedule. I would like to remind you of the Greenlaning code of conduct and ask that you do not lane alone. Gary mentions a P38 that he and his group came across while they were out and I often meet lone laners stuck or lost whilst in my local area. So please follow the code of conduct, be safe and have fun. If on your journeys you come across closed lanes please let me know so that we can up date the web site. On that thought please note that a great many lanes in Cambridgeshire are currently closed for repair so if you do head that way – have an alternative route in mind!!

For those of you that don't know the code of conduct – here it is –

The following rules should be followed whenever you are going out to drive un surfaced public rights of way.

- Always keep to the defined tracks, and deviate only to pass immovable obstructions. Report all obstructions, including low branches and very soft





ground, to the relevant highway authority. If the correct route is not obvious on the ground, check with your guide, ask local users, or check details held at highway authority and local council offices.

- Travel at a quite and unobtrusive pace in small groups.

Remember that others also seek to get away from the bustle and rush of everyday life. You should always aim to travel as slow as possible and only as fast as necessary

- Ensure that you and your vehicle are fully road legal, and obey traffic and local by-way signs. Green Lanes are subject to the same laws as surface roads. There is no public right to drive away from a Green Lane onto common or private land, moor land, sand dunes, or beaches. You have been warned!

- Pay attention to ‘the four W’s’ –

1. Weather: Do not travel on green lanes when they risk being damaged beyond natural recovery when the weather improves.

2. Weight: Do not use lanes that may be seriously damaged by the wheel pressure of your vehicle. BHCLRC does not support or condone the use of Heavy Vehicles on green lanes.

3. Width: Do not use lanes that are too narrow for your vehicle. Avoid damage to trees, hedges and boundaries, not to mention your vehicle.



4. Winches: Use only when unavoidable. Always avoid damage to trees, walls and the route surface whilst recovering.

- Respect the life of the countryside. Be courteous to all other users, and take great care when passing other green lane users, especially horses. Be prepared to stop your engine if needed. Always fasten gates and take great care near livestock and

other animals. They have a right to be there too!!

- Remember that wildlife faces many threats, and green lanes can be valuable habitats. Take great care in spring and early summer.

- Rights of Way and Restrictions. Vehicles may legally be used on byways open to all traffic (BOATS) and unclassified roads (UCRs). Some vehicular routes have been closed by Traffic Regulation Orders (TROs) – You must obey the signs at both the beginning and ends of these routes. Your map may not be up to date. Check the signage at the start of each lane. If in doubt leave it out!

- Do keep the vehicle in front and behind you in sight, but don't tailgate each other. If the vehicle behind has stopped, you should also to endeavour to find out what the problem is. Do not drive in a manner that makes it hard for others in the group to keep up.

- If you experience an irate user who is less than pleased to see you, try not to be confrontational. Instead simply explain that you also have a legal right to be there and that you have noted their discontent. Be polite to other users, you will never win an argument whilst you are either angry or discourteous. Move on quietly and in extreme cases call the police to deal with any threatening behaviour, intimidation or other abuse.

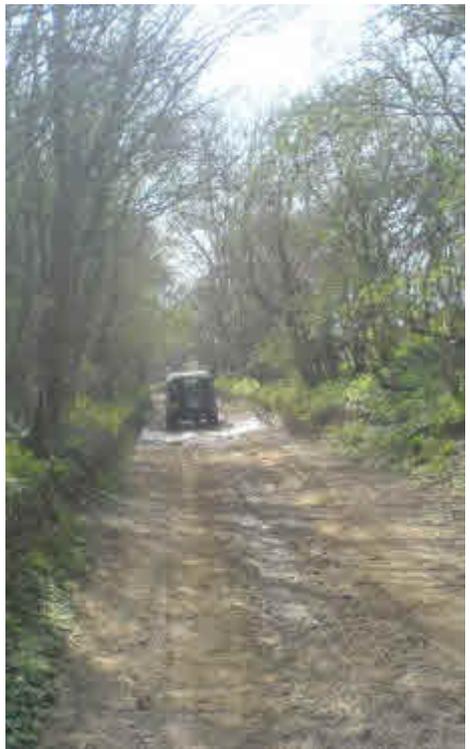
- Keep all dogs under control. Remember a dog worrying sheep is a real headache for any farmer. It is his or her livelihood your dog is chasing and he does have the legal right to shoot your dog!!

- Take your litter home with you. You don't appreciate seeing litter and neither do others. Place cigarette butts in your ashtray, not in the countryside. Apart from the obvious risk of fire, animals may eat them and suffer great distress.

Have a great time Greenlaning and I hope to see you out there soon.

Happy Landrovering

Andy



SUPER MUD-OKU No 8!

Grease up your grey matter!

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

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 7

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

Croydon RTV 22nd April



After joining the club last year at the Charity do at Waterbeach, Croydon was my first outing in my shiny Range Rover last year, helping to set out. I then helped set out Croydon again at the end of the year as the site is within about two miles of my home. So for this year I thought why not have a go as I know the terrain very well.

The day started off very lazy for me not getting out of bed until 8.45, followed by refuelling and a lengthy chat pre scrutineering. I was overjoyed to see our illustrious leader Gary, getting his hands dirty doing a Formula1 level of scrutineering. Much to his horror I scraped through after a few minor adjustments!!!!

After our briefing from Andy Collins we set off to the first section, oops!

We studied the first two gates hard and a couple of theories started to develop as to how the hell we long wheelbase owners were going to get past the first two gates? Two tried and failed and I managed to scrape through with a little shunt, only to clip the 8 gate. Things were tight, as Andy



only had short wheelbases to set out with, but this added to the fun with us all comparing our strategies, most of which failed. Section 2 saw us all fail at gates 8 or 7, boy that was tight, I was now on 16 points after two sections ouch.

Section 3 followed with a lot of talking but most of still failed to get past gates 11 & 10. I was now on 27 after 3 sections totally bemused and considering Sunday lunch at home. Gary imparted a few words of wisdom, "never give up, things can

change, you never know what others will do". I was left still wondering what to do. We had a little lunch and soon we were on to the next section. 2 points scored, better but still not as good as I could have done! But better than some who failed the incline at the start (you know who you are!!!) Next section was the safari one! GPS was required to get through this one, but after a long trek across the hillside Andy had a little surprise in store for



Driver	Position	Score
John Lawson	1	10
Russ Brown	2	28
Steve Griffiths	3	33
Carey Donaldson	4	37
Richard Hoole	5	40
Paul Mutti	5	40
Alf Zemelis	7	46
Andrew Gordon	8	49
Rob Keech	9	50
Mark Avogadri	10	53
Adrian Hogg	10	53
Paul Stephens	12	55
Paul Bayer	13	69

most of us, 2 points to be precise, a very deceptive U turn around a tree. Section 6 was our old favourite "The mud hole" Steve Gowing decided it was too easy and almost got stuck before we started, making the finish very challenging, with I think only Carey getting out under his own steam. "Terry the Bulldog" had a great time winching people out. I decided to hit the loud pedal and go for it, ouch! as I set off over the ruts at the start I bit my tongue, still what the hell foot to the floor. Great fun and a clear too.

The next section saw section 3 reversed, which made a very





interesting finish as the long wheelbase trucks crabbed down the steep hill only to gain control just a few feet from the 1 gate, clear again! The last section was a reverse of the first, tight start through 4 gates in about 15ft with a lot of deliberation as to how the hell do you get a long wheelbase through there then. Most failed but we hatched a plan to turn with the slope and hey ho it worked!!! Just the tight finish to go then, shunt required!





Damn messed it up and finished on 2 points. 33 in total, not very impressive after my last outing when I finished on 2 points total!! But then it seems Gary may have been on to something, Carey finished second on 37 points in class 3, hang on a minute? that means !! I get a class win on 33 points and finished 3rd overall, now that was a shock.



Well done to the novices by the way we had three take part with some very encouraging drives for the future. And of course well done to John Lawson, for an out standing drive on a very challenging well thought out trial, finishing on 10 points.

Well done Andy, I know we were all moaning about how tight the course was, but you and your team showed us that you are very capable of setting out a very technical course, keep it up! So to finish off I think the moral to the story is “don’t give in too easily, you never know”.

Steve Griffiths



Bedfordshire Green Laning

12th May 2007



Second Saturday of the month was to be Bedfordshire Green Laning with the club. Remembering the cracking lanes we drove last year at the 5BB weekend I rang Andy to put my name forward for the day. Name on the list I was happy a good day's laning was almost guaranteed.

Checking my inbox a few days later an email from Andy asking for a leader to step forward for the Beds laning day, no leader, no laning. I was looking forward to laning, not been out for a couple of months so I rang Andy that evening to see if I would be able to lead. I've never lead before.

Andy reassured me I'd be fine and my truck was up to the job. What I knew of the lanes, they're not technical so I was quite sure I'd





be okay leading. There's a sting in the tale at Santa Pod where mud tyres are certainly an advantage as Russ Black found out! Now I was leading, Saturdays Beds laning was on!

By Friday there were 6 or 7 trucks, by Friday night there was 9. John Edwards & Russ Black phoned me to ask to join the group. It was quite plain that 9 trucks cannot go out in the one group. After chatting this over with Russ I asked him if he would lead a group, he very kindly offered to do so. Cheers Russ!

Leaders are quite important when out laning...No Leaders...No Laning! It's as simple as that! If you've never lead and would like to, give it a go, it's not as bad as you think. There



is a 'Green Lane Code of Conduct' which has to be adhered to, but that is very much common sense stuff. Check out the clubs website for more info about that. I was apprehensive about leading but I'm sure glad I put myself forward. The day went ahead for one and I'd certainly lead more now. As a club we cannot rely on the same leaders to just be there every time a Green Lanning event takes place.

Back to the day...

Brampton Hut services, on the A1, was the meeting point. I was first to arrive nice & early, just after 8.30am with my navigator, Charlie, my 5 year old son.



Once I told him we would be leading he booked his place as map reader! Russ was just minutes behind me. He'd done well. He told me he might be a bit later than the 9.30 for 10am start!

As already agreed with Russ, we split into two groups but only had one map between us. Russ went in search of a map shop and duly returned with OS 153. By the time Russ had returned the McDonalds car park had been overcome with 4x4's.

The Stevenage Suzuki crew were there, 3 in total. Heather Parkinson in her 110. Jeff Huckley in his Ninety, Paul Brown & friends in a tidy red Disco. Me & Russ both in Discos. John Edwards in his Disco was to meet up with us later in the day.

We all agreed to set off for Grafham Water where our first lane was for a group photo. It was decided Russ would lead the 3 Suzuki's and John would join them later to 'bulk' up the group. After our photo session, with me leading followed by Jeff, Heather and Paul we started our day proper.

Russ and his Suzuki posse were to hang around Grafham Water for 20 mins or so to give us a head start then follow in our tracks.

The first of our lanes, as Heather put it very nicely, were like taking a stroll in the countryside taking a Land Rover instead of walking. They were nice & gentle, proper 'Green' lanes. A gentle amble taking in the Bedfordshire countryside at its best. I'd been apprehensive about there being a lot of water about as it had been raining constantly for the last three days, but the lanes were fine. A little surface water but nothing that would hinder our passage or do damage to the lanes we were driving.

After driving 6 good lanes most following 'Three Shires Way' I received a call from John, I gave him Russ's mobile number and asked him to join his group. Then duly phoned Russ to see what arrangements he'd made to meet up with John. Russ explained that he was to meet John at the start of

a lane at Newton Bromsgrove. Explaining I wasn't far from there, just finishing a lane coming into Yelden, Russ told me he had just finished that lane! I thought we were in front?

Mind you I had miss-read the map and done a lane twice having to turn round at the end to come from the other direction to find out where I was! Plus doing a dog leg on one lane that must have taken 20 minutes probably explained why Russ had got in front!

After meeting up with Russ's group at Newton Bromsgrove my group and myself, were confused as to how Russ had managed to get in front of us and have a cup of tea stop on a lane when we hadn't had a tea stop yet! I'm going with Russ next time!!!

My group bid farewell to Russ in order to do one more lane then meet up with Russ's crew for lunch on the start of the Sharnbrook lanes.

We all meet where we said, a lane just off the A6 that goes over a main railway line, at the start of the Santa Pod green lane complex. John was bringing up the rear now in Russ's group. Russ I'm sure was pleased to have John along after setting off from our lunch stop as he'd only got a few yards down the muddy rutted lane in front of us when he found himself on the end of John's tow rope (Russ being the only truck not to have mud tyres on). Next Russ came walking the lane looking for his side step rubber!

After waiting for Russ's group to clear the lane (I'd let Russ go first save him getting in front of me again!) my group started the muddy clay lane without any drama really. I had a moment where I felt the my Disco groan from under me where the axles had no doubt touched down, not to mention my plough of a tow bar dragging half of Bedfordshire about! A bit more from my right foot, tyres digging in deep and I could feel the truck underneath me pulling itself free.

At the exit of the Santa Pod lane, it always brings a smile to my face when you come out among the campers at Santa Pod. They just look at you with



total amazement as if to say 'where the hell of you lot come from!?' Didn't hang around to explain as I noticed the amount of mud on the road that had been left by Russ's group plus the amount of mud we were about to add to it!

The next bit of drama was me trying to find the next lane! The byway marked on the OS map doesn't ring true when you're on the ground. I halted our group and with map in hand went to see Heather to try and work out where



the next lane was. Heather explained the byways around Santa Pod had been 'moved' about a bit because of the camping. The byways literally use to go through the campsite. We still couldn't find the lane so plan B was put into action. Find the byway from the other end. This would have worked if I knew where we were. Reason being when I came up to the next set of

crossroads I thought I had to turn right to get to the other end of the lane I was looking for. But in fact if I turned right it took me to another lane with a ford that was on my route??? A quick scan of the map, plan C into action. Ignore looking for the other end of the lane, do the lane with the ford and get around to doing the 'other' end of the lane later!

Plan C worked a treat, found the lane without any problem, we were back on course and I knew where we were! The lane was very much the same as the lanes we had drove earlier, plenty of countryside to take in, the last of the yellow rape seed oil crop fading. Then we came upon the ford with a bridge to the side. I stopped our group at the top of the slope down to the ford to have a look see on foot as you couldn't make out the ground properly. Mind you I had over done it a tad the stopping distance from the ford, which everyone made a point over! Even me on the return trip to the trucks! Mind you, it's good to stretch the legs every now and again!

The little ford was a good one, not deep by any standards but nice and technical. Steep little entrance coming off a concrete slab, missing the large clay pipe, nice and steep exit, all manageable in low box 2nd or 3rd diff lock engaged. One by one we all made it and parked up after the ford. I asked if anyone wanted another go as I had a plan to get some good action shots. Yet another eBay purchase, waterproof socks. Read about them in a Land Rover magazine and found them listed on eBay, first point of call when looking for something!

£10 inc. p&p. I'll give them a go, cheaper than Gore-Tex boots. And they do work. I tried them out one day walking the dog, jumped in a small stream,

dog and all, he wasn't best pleased! Boots were obviously soaked but my feet were dry as a bone! Now I won't go laning without them now.

So wearing my Super Socks and boots, there I was ankle deep in the river down stream to the ford ready for some better shots of Land Rovers going through the ford. Paul was up first in his Disco, he reversed through the ford then drove back across the ford without any problems and the pictures are



on the website. 2nd to go was Jeff in his 90. Instead of reversing through he'd turned round and driven across the bridge turned round again on the lane and was ready for me and my camera. If you take a look on the website there are no 'action' shots of the 90 going through the ford. Reason being I thought his approach speed to the ford was a bit generous and instead of me clicking

away at the oncoming 90, I turned tail, assumed the crash position and just hoped the tidal wave that WAS coming wouldn't drown me! I'm quite glad the ford wasn't that deep as I escaped with just wet trousers up to my knees. Jeff didn't realise I was in the river, he'd been turning round whilst I was getting shots of Paul's Disco.

Enough excitement with cameras & rivers we all got back in formation and readied ourselves to finish the lane and go in search of more byways. Just as we set off we meet Russ's group coming down the lane. They all pulled over for us, we said our, 'Fancy seeing you here bit and left them to the ford and us in search of more lanes. I had the 'where's the other end of that lane' lane in my mind. After a quick scan of the map at the next small T junction, do a left here, pick up the next long lane, which was marked as a Roman Road on the OS map, through that lane and the 'other end of the lane' would be on the left. Sounded like a plan.

The Roman Road lane was gated, one of only a couple of gates all day. Through the gate and onto quite a pleasant grassed wide lane with some ruts here and there but nothing demanding. We stopped on this lane and had ourselves a cup of tea. We were well into the afternoon by now, it was

3.30pm-ish if memory serves me well. Looking at the map there was only 2 or 3 more lanes to do, I told the group this and asked if anyone would like to retrace our steps after the last lanes. Everyone was happy to just continue with the last lanes and call it a day. Heather & Paul were happy to finish as they didn't live far from where we were to finish. Jeff wanted to head to St Neots pick up the A428. I needed the A1 south for a homeward direction so St Neots was good for me too. Looking at the OS map there were a couple of small lanes me and the 90 could do to get to St Neots so that was our plan.

We finished our tea break got back to laning. After closing the gate at the other end of the Roman Road lane we saw Russ's group once again, "bib bib, wave wave" and that was the last we saw of them. Now where's the 'other end of that lane' lane! There it was on the left, found you! Quite a good one too, bit of mud & some ruts. Now looking for a lane on the right of this one after a mile or so. Found that, which saw us at the bottom of the Santa Pod drag strip. I halted our group to let them know this would be our last couple of lanes now. One lane should be in front of us at the end, then one more to the left. I said I'd halt the group one more time to let them know we had finished, and then we could go our separate ways. Of we set only to stop a few 100 yds. or so later. The byway in front of me had a sign saying it was a bridleway with permissive rights only to horses. It looked like vehicles had driven it in the past as they were tracks on the ground but we were not going to follow. It may be marked as a byway on the OS map but you can never be 100% sure the map you have is 100% up to date. So without wanting to stray where we were not allowed we turned left and picked up our last lane of the day as a 4 truck group.

We finished the day as it started driving an excellent 'green' lane with a muddy bit in the middle to keep you on your toes. The only excitement on this lane was having to pull over for a solo P38 Rangie on road tyres that's probably still there if he got the muddy bit wrong!

And that was Bedfordshire Green Laning with the club. Heather & Paul went home, me & Jeff drove 2 more lanes got to St Neots without a blip, Charlie was hungry as usual, after checking the picnic reserves and finding that all was left was half an Easter egg pulled into McDonalds at Wyboston for a cup of tea for me, 6 chicken nuggets & chips for Charlie!

One more bit of excitement for me to end the day, an exhaust clamp gave up the ghost a few miles from home. I surveyed the damage realising we wouldn't lose our total exhaust system so carried on home sounding like a V8 tank on steroids much to Charlie's amusement!

Heath & Reach RTV – 1st April 2007



Most of you will know that I have not been a regular trialler for the past couple of years whilst I have been making very slow progress (if not stationary progress) on building my buggy! During this time, I have been very lucky in that my friends have let me play in their vehicles.

And so it was that I found myself sitting on the start line in Mark Avogadri's bright orange Range Rover, wondering how I was going to get such a large vehicle round the fiendishly twisty course that Simon Day had laid out. I needn't have worried, the Rangie responded perfectly to the smallest of commands and, after making use of my shunt, I cleared the section.

We had 14 entrants comprising leafers, coilers both long and short plus a diesel powered Suzuki. Simon had made full





use of the terrain at the site with as many steep ascents and descents as he could find along with the obligatory cross axles.

I spent the whole trial marvelling at the Range Rover off road experience. Mark has previously described it as armchair-offroading. Here I was, cosseted in electric leather seats, driving a huge luxury vehicle up silly slopes, perilously close to trees, through mud and the vehicle just did it – incredible. I was a little worried about his nice new orange paint job as I believe this was the first trial it had done in the new colours.

Things were going horribly well. At lunchtime, I was still on all clears and getting worried! Justifiably worried as the first section after lunch I clobbered a 9 cane whilst simultaneously trying to turn left, drive up a bank and avoid a bee's nest!

I was still on 9 points when we came to the muddy sections – starting



through some tight trees and the crossing twice the only wet and muddy area. I was near the end of the group and this section had already claimed John Lawson and Mark was concerned about the Rangie a) stalling and b) the lack of grip from the tyres. We needn't have worried, V8 power got us through, although I did wince going through the trees.

Last section – still on 9 points and in the lead! Concentrating hard – get to the 9 gate – it is a tight turn – call



my shunt – carefully reverse making sure I do not hit any canes – “Nine” I hear called. What! I didn’t hit any canes. However, that eagle eyed Simon has spotted that during my shunt, all four wheels had left the driven line. B****r! Even more annoying was that I cleared the rest of the section and looking back again, I did not need to go as far as I had to get round the 9! Needless to say, my fellow competitors were full of sympathy and compassion – NOT. 1st place to 4th in one fell swoop!

Superb trial, the weather was great – thanks to Mark for the loan of the Rangie and sorry for beating you in your own motor!

Colin Argent



RESULTS			
Driver	Class	Pos	Score
Hayley Brown	2	1	14
Steve Thacker	4	2	16
John Lawson	2	3	17
Colin Argent	3	4	18
Alf Zemelis	3	5	19
Russ Brown	2	6	24
D Anderson	2	6	24
Carey	3	8	28
Mark Avogadri	3	9	30
Mark Gould	1	10	35
Vanessa	1	11	42
Justin Ruff	5	12	43
Bryan Bland	1	13	44
Kevin Frost	3	14	56

France – The Small One.



France the small one is a trip to the Cambrai region of France, it will be a four nights camping or Bed and Breakfast. The trip starts on the Wednesday, and consists of four nights accommodation with breakfast in either the Bon Avis Chambre d'Hotes, the 3* Hotel Beatus, or 4 nights at the campsite at Honnecourt sur Escault, 3 evening meals, and 3 days Greenlaning.

The dates are to be Wednesday August 8th to Sunday 12th August.



These tours are enjoyable, but the lanes, except after prolonged rainfall, are not challenging. There is beautiful scenery, and miles of greenlanes for you to drive and you can enjoy a weekend of interesting lanes, and see a lot of the history of the Battle of Cambrai and follow some of the lanes used by the first tanks in this battle. This trip would ideally suit those who want a pleasant weekend away or want to take their “shiny” on a trip. France has some stunning scenery and there is no better way to find those hidden away places than in a Land Rover.



The Schedule

Wednesday we would travel to France, check into your accommodation, and then in the evening, meet at Lesdain for Dinner where we would discuss the next days route.

Thursday and Friday we would set off for a days Greenlaning. Normally the



route would be about 100 kilometres, and take about 8 hours, depending on the degree of difficulty of the route and the weather, with plenty of stops for photos, looking at points of interest, tea or coffee, and a packed lunch.

Saturday, we would set off again on a different set of lanes, returning for Dinner

via the local hypermarket where you can stock up, should you wish, with wines, beers, hams and cheeses and all sorts of other goodies at prices considerably lower than the UK

On Sunday morning its time to pack and head for home.

Cost

The price is for Camping for 3 nights, Ferry, Picnic on Tour and Meals at Lesdain,

€780.00 (approx. £545.00) per vehicle with 2 Adults.

No problem if anyone requires B & B, but need to know soon as possible because August gets booked fairly quickly the price will be more expensive:

€970.00 (approx. £679.00) per vehicle with 2 Adults.

Anyone who wishes to stay in B and B will need to pay a £150 deposit almost immediately to confirm their place, campers will also need to pay a £150 deposit but you have slightly more time.

Vehicle needs

These trips can be conducted in the newest range rovers so no special equipment is required although I suggest recovery ropes and points as a minimum, I also recommend

AA/RAC/Greenflag etc. If you choose to camp you will, of course, need a tent!

If you wish to attend please contact me via e-mail or telephone by the

11th June.



Andy Young

The BHCLRC Driver Championship

An Explanation

The Championship basically came from me having time on my hands and a comment at a committee meeting that set me thinking. The biggest problem with most championships is that they can be won by people who 'pot hunt' or the lucky few that have the natural talent or a vehicle that would settle the national debt in kit. They turn up to the minimum events to win the championship. I feel that someone who turns up to a lot of events but is invariably 3rd or 4th should also be capable of winning through determination and commitment. Attributes we would all like to demonstrate.



With this at the back of my mind and a lot of time to kill due thanks to a vicious little monster called bacterial pneumonia. I started playing around and came up with a basic idea. The point's awards within the championship will reflect how many times a driver competes through the year. Then I added another factor, I think it takes more ability (skill if you like) to win an event with 15 entrants than an event with 6 entrants. This led me to play around on the computer and work out a formula that will do the hard work for me.

The end result is a championship scoring system that gives no specific edge



in any one area. If you miss events your championship score that had you at the top of the table can have people beating you just because you never went to an event and they did. Not attending events does affect your championship score. This is as a direct result of your championship score being based on the number of events you enter. So not only do your opposition get a

jump on attending an extra event, your championship score is reducing as well, compounding the issue. It may even decide a championship. It's come close once already.

One important issue needed looking at. It is clear that the club has a very experienced and talented set of drivers. This could have a demoralizing effect on future competitors. (They must come to continue the clubs impressive range of wins at national events in the future); I have seen it first

hand. The “I will never beat them”, attitude that can cause people to chuck in the towel before they really appreciate the sport and the skill needed to drive off road. As a result of this I have split the championship drivers into 2 groups. Group A is basically the top 14 (25%) of last years championship entries. Group B consists of those drivers that have completed more than 3 club trials. This will mean that at the end of the year there will be a Group B winner. Taking home the associated award at the end of year presentations. The top 4 of group B will be promoted to group A with the corresponding number of drivers being relegated.

If that little lot is not enough, if you are in a position to lift one of the three championship awards there is the small point that you have to have acted in an official capacity at at least one RTV over the year. After all that if you want to win the championship there is a simple formula. Turn up and do reasonably well, simple. I must point out that being group A or B has absolutely no bearing on winning the championship. If you win the points it's yours.

Jason Wildman

Positions After 4 Events			
Name	Events	Score	Pos.
Russ Brown	3	220	1
Steve Griffiths	3	216	2
Simon Day	2	178	3
John Lawson	2	171	4
Steve Thacker	2	130	5
Carey Donaldson	2	112	6
Alf Zemelis	2	110	7
Hayley Brown	1	93	8
Andy Collins	1	83	9
Andy Restall	1	78	10
Jon Owers	1	72	11
Colin Argent	1	71	12
Vanessa Ralphs	2	71	12
Richard Hoole	2	67	14
Robert Liversidge	1	67	15
Paul Maskell	2	67	15
Pat McMahon	1	67	15
Kevin Cook	1	61	18
John Ralphs	2	61	19
Mark Avogadri	2	59	20
? Anderson	1	57	21
Russ Beck	1	56	22
Russ Black	1	44	23
Andrew Gordon	1	38	24
Simon Perry	1	33	25
Rob Keech	1	31	26
Mark Gould	1	29	27
Andy Young	1	28	28
Adrian Hogg	1	22	29
Simon Ruddenham	1	17	30
Justin Ruff	1	14	31
Jo Dyke	1	11	32
Paul Stephens	1	8	33
Bryan Bland	1	7	34



BHCLRC 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 labelled 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 (24mm, 3 strand, 2.0 tonne, 6;1 safety factor)	£45.00

Recovery kit

All Working load Limits (WLL) ratings below are for lifting.

All strops are labelled and have a batch number.

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

Superwinch EP9 12 volt electric winch c/w wire rope, snatch block, and roller fairlead	£425.00
4 ft Hi- Lift Jack (HL-485) all cast construction	£49.95
Bow shackle (6.5 tonne)	£8.00
Roller fairlead (Superwinch – X6, X9, S9, EP6, EP9 & Husky)	£60.00
Bow shackle (4.75 tonne)	£6.50
2.0 metre duplex strop (2.0 tonne)	£10.50
3.0 metre duplex strop (2.0 tonne)	£14.00
4.0 metre duplex strop (2.0 tonne)	£17.00
5.0 metre duplex strop (2.0 tonne)	£18.00
8.0 metre duplex strop (2.0 tonne)	£24.00
10.0 metre duplex strop (2.0 tonne)	£28.00

Miscellaneous

2.0 litre AFFF fire extinguisher (complete with bracket)	£23.00
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Contact Andy Collins,
email: shop@bhclrc.co.uk Tel:07980 286768

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
Ashcrofts	www.autoconv.com	01582 496040	David Ashcroft	Variable
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% +

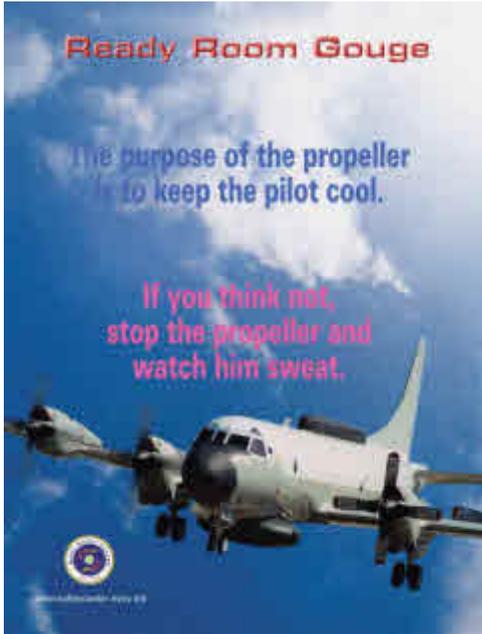
Spot the Difference

Spot the twelve 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

A couple of adverts taken from the US Navy.



Copy Deadline for June/July – 20th July 2007

Advertising Rates (discounts available for members)

Full Page mono - £20 per edition (6 Issues £100)

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

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

To book space contact Russ on 01480 212717

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