



STIBBINGTON

I2th & I3th

Just how much weight can you tow and carry in a Discovery? Well quite a lot actually, provided you are happy with a top speed of 40 - 45 miles an hour. Stibbington has no on site water, so determined not to run short (or god forbid out) of water our two 50l water containers and onboard 80 l tank were filled to the max. As you never really know how much gas is left in a cylinder our two 15kg bottles sat snugly in the front locker along with the spare wheel, Cadac and all the other things essential for a weekend away. Besides the clothes and a packed fridge and freezer we carry enough wine and drink to fill the onboard water tank should it run dry. To keep the weight of the caravan down! the two water containers were carried in the car, along with de-mountable winch, generator, awning, dog cage, 25lts of fuel (for generator), full Land Rover repair kit, dog, Amy, kay and myself. All that said the journey although slow was relatively uneventful. We did hear on the radio of long delays due to a slow moving vehicle but we saw no traffic at all apart from the occasional friendly local passing us flashing their lights, sounding their horns and waving to us as they passed on one of the few straight bits of road.



**Next Event: 10th-11th July
Long Buckbey see web site
for details
Chinese meal at Aroma.**

For those who arrived on the Friday night a meal from Kays kitchen was enjoyed followed by Lewis's weekend supply of donuts. On Saturday morning Ian and Katrina arrived early and very soon the Cadacs were fired up and breakfast was on the go. Vast quantities of full English breakfast were cooked and consumed and soon we were ready for the days driving. With Richard and Lewis already on the course I decided on a direct route, which climbed steeply through a small wooded area. Having safely negotiated the climb I sat wedged at the top going nowhere. Richard kindly pulled me clear. A few seconds later Ian joined us in the same predicament and I did the honours.

Stibbington has plenty of axle twisting and technical parts as well as well as a row of increasingly steep climbs. Richard found a good technical climb through

part of the wooded area but despite several attempts got wedged on a tree.



As we all know a demountable

winch is not exposed to the elements so should be ready and willing when ever called upon, so keen to use the heavy lump that I carry in the back I got into position and connected my winch. The drum was a bit stiff so we engaged drive and out went the line. Attached to Richards 90 I pushed the "In" button, nothing! so I pushed the out button again. More line went out, "In" nothing. Not wanting to be defeated, and Richard still needing assistance, we spooled out the rest of the 150 feet of line and continued winching until it wound on the other direction and pulled the 90 clear. A valuable lesson learned, check your equipment, and a

good soaking in WD40, the control (which had completely corroded inside), was soon working again. That evening we all sat and enjoyed a 3 course barbecue feast. One of the great things about



private sites is that it enables



the children to



drive. Amy, Lucy, Lewis and Jack all took advantage and enjoyed some time behind the wheel. On the Sunday we awoke to blue sky and sunshine. Full English breakfast consumed we all ventured out for a drive. Determined to conquer Richards axle twisting climb we all had a go.



Some of us made it, some of us didn't. Some of us did it in a controlled manner, some us didn't. Some us did it without damage, but alas some us didn't. The winch worked this time!

Because we had all taken so much water we filled the childrens paddling pool with what we had left. I think

Katrina remained dry, the rest of us got thoroughly soaked and enjoyed a children verses adults water fight though who was on whos side was a matter for debate

All packed away we each broke camp and headed home. A great weekend was had by all and I for one am looking forward to the next event.

Damage Report:
Smashed wing mirror
Headlight/indicator
Rear Light
Dents and Dings

