

Pants & Barks

2001



Newsletter of the
Hants and Berks
Rover Owners

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"Hants & Berks Rover Owners" is a member of the ARC (Association of Rover Clubs), the MSA (Motor Sports Association) and the ACSMC (Association of Central Southern Motor Clubs.)

This month...

Regulars:-

- Nick's Bits. (Chairman's chat.)
- Competition Secretaries' Bit.
- Green Lane News.
- Letters.
- Event Reports.
- For Sale.
- Events Diary.
- Welcome, New Members.
- Social Scene.

Articles:-

- Trip to Norway - Episode 3. Conclusion. The "Touristy Bit" ends and the Taylors come home.
- LARA report - Steve Kirby.
- Armchair Comp Safari - Superb off-road computer game reviewed by Colin Gross.
- Road Rage, Ed Ellis.
- New Year's Day laning trip, Ed Ellis.
- Event Report(s).
- Internet info. Sam Parker.

Next month.

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Editor's bit....

Sam Parker has decided to give up her Social secretary post. Many many thanks Sam for all the hard work you have put in over the last few years.

Ashley Pocock's letter seems to have sparked a response or two. They all seem to be in a similar vein. I suggest that any further comments on this topic be in the form of helpful suggestions and be directed to the Committee for their consideration.

Thanks.

Steve Kirby.

In order to get the newsletter to you by a reasonable time, everything must get to me by the 20th of the month absolute latest. If you are posting or faxing something to me, give me a call to let me know it's coming in case it gets delayed or mis-routed. If you have a PC, you can send articles on 3½" or 5¼" disc and I'll return the disc afterwards if needed. Practically any word-processor format will do or use plain text. If you use Works, only version 3 or later, please. I've now changed to Publisher 97 so I can accept files in any Publisher format up to that version. Fax facility now available again. Alternatively try e-mail. If you send an attachment, please use plain Text (*.txt file) or Rich Text (*.rtf file) format preferably. Please include a brief explanatory message in the e-mail.

My e-mail addresses are:- at work:- Steve.J.Kirby@BritishAirways.com and at home:- Steve.Kirby@cwcom.net To improve the chances of making contact, try sending

Nick's Bit's

At the end of January, there was a Club Only Driving Day at Nelly's Dell. This was not a Promotional Event open to the general public, but an event for all our club members, and invited guests from the South London Land Rover Club, and the Dunsfold Land Rover Trust. This was a great success. We were very lucky with the weather. It was a bright and sunny weekend but very cold. Ashley Pocock was CoC and did an excellent job with his team setting out and running this event. These club driving days are generally held on much smaller sites than our Promotional Events, but never the less we make as much as possible out of the land available. There was an easy route all the way round for the novice driver and the 'shiny vehicle owner. But there were some quite difficult and interesting sections on the harder routes, and yes there was even some mud! Everyone I spoke to seemed to have a great time. **Our next Club Only Driving Day is at Broxhead on March 18th.** The club is also running a Tyro Trial at the same time. We have been asked to hold these on many occasions. **Tyro Trials are a Non Damaging Trial for bog standard vehicles, 'Land Rovers Only'.** So you can have a go at a trial with your 'shinny vehicle without worrying. Steve Skinner has explained them in more detail elsewhere in the mag. The Committee has decided to charge for the driving day but the Tyro Trial will be free. So if you want to have a go at trialing, but RTV Trials are too competitive & serious for you, then come and try a Tyro. There are no modifications needed to the vehicles, the driver's need a full driving license, and must be a full or associate member of HBRO.

The club returned to Surrey Saw Mills for an RTV Trial, after a break of a couple of years. Jim Taylor was CoC. Jim and his happy!! (it was pouring down on the Saturday) band of helpers, set out a wet muddy trial. We don't often get the chance to drown our motors, and it appeared that most were taking this opportunity! In fact 22 trialers, turned up, and enjoyed a great day, John Beagley eventually taking the honours, in his obviously underpowered Rangey! At lunchtime I was tempted to pull off 3 or 4 plug leads, just to get it down to what the rest of us have !! Joking aside, John showed us all how a Range Rover should be driven.

Considering the size of the club, it would be nice to see even more of our members at our pub meets. These are always good evenings, spent in the company of friends who share a common interest in off-roading and Land Rovers. Needless to say the conversation mainly revolves around these subjects. However, there are also wives and partners at these pub meets, and they tend to bring a bit of variety into the conversation. So even if you don't want to compete in an RTV, go laning or take part in a driving day, do come along to the pub meets and join in. It is always nice to see new faces, and remember, don't be shy, come up and introduce yourself.

The club has been treading carefully on the laning front since Christmas. With the very wet weather, we thought it wise to let the lanes rest for a while. It

is the policy of HBRO to look after and preserve the Rights Of Way. The next laning trip is planed for March 4th, and hopefully the weather will have improved and the lanes will therefore not be damaged. Nigel Thorne is running this trip in the Frensham & Hindhead area. The lanes in this area are sandy and drain well, and therefore do not cut up badly. There is more information about this trip elsewhere in the magazine. Come and help on National Green Lane Day time/date elsewhere.

The first of this years RTV and Camping Weekends is at Hook End Farm, Upper Basildon in Berkshire, on the weekend 9th –11th March. All camping organisations have a Camping Code, so please read the Camping Code produced by the HBRO Committee. Our RTV & Camping Weekends have become very popular, and are a very important part of our club life, because they involve the whole family, (wives, kids, dogs, etc. etc.) not just the men and their toys. The code has been produced to ensure our safety while camping at these events, but it also asks us to have respect for the Landowners, their neighbours and our fellow campers, thus ensuring we all have a good time.

I have asked this before, but with new people joining HBRO all the time, I will ask it again. The club is always on the look out for suitable land for RTV Trials etc. If anyone knows of any land in the Hampshire, Berkshire area, that the club could use once or twice a year, please let myself or another Committee Member know.

On a serious note, many of you will be aware that Sam Parker has resigned as Social Secretary. I'm sure that I speak on behalf of everyone, when I say a thank you to Sam for all her hard work over the last 2½ years that she has served on the committee.

Nick van den Braak
HBRO Chairman

ARC Handbook 2000

Have you all now got the ARC2000 Green Book?. If you do not have one please come along to a club event, either social or competitive, and ask for your free copy. It is quite a heavy publication and is some what expensive to post to members, so please make an effort to obtain one and help the stockist (Jenny Davis, Zoë Raval & Nick Jennings) empty their spare rooms.

In the Green Book, please make a point to read Section H.35 Promotional Events 1-4 and bear these regulations in mind. They are there for your safety.

There won't be a 2001 edition, so look after the one you have!

BROXHEAD COMMON 18TH MARCH PAY AND PLAY DRIVING DAY AND A FREE TYRO TRIAL FOR CLUB MEMBERS ONLY.

“Held under The General Regulations of the MSA Ltd and the Supplementary Regulations.”

TWO FOR THE PRICE OF ONE!

The club is holding a pay and play, non-competitive fun driving day at Broxhead Common Bordon. The site offers easy, moderate and challenging sections to cater for all abilities. Plus for those of you who would like to have a go at a trial that is run as a family event, the club is running a FREE TYRO TRIAL. This is a non-damaging trial for standard production vehicles. These trials cater for the ‘novice off road driver’ and their family, and they can be driven using a ‘shiny vehicle as the sections will be set out in non-damaging terrain.

Note for both these events the following applies:

All vehicle occupants must be properly seated & wear approved seat belts at all times. The passenger sitting along side the driver must be at least 14 years of age. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 4 years of age must be seated in an approved ‘child seat’.

Tyro Trial Rules Of The Day:

Standard production Land Rovers only. All vehicles must display a current VED disc. Where appropriate the vehicle must have a valid MOT Certificate. Front seats may be replaced but rear seats, and the original number of seats when the vehicle was manufactured must be retained. Bumpers must be retained in their original positions. Safety improvements may be added. Drivers must hold a valid RTA licence.

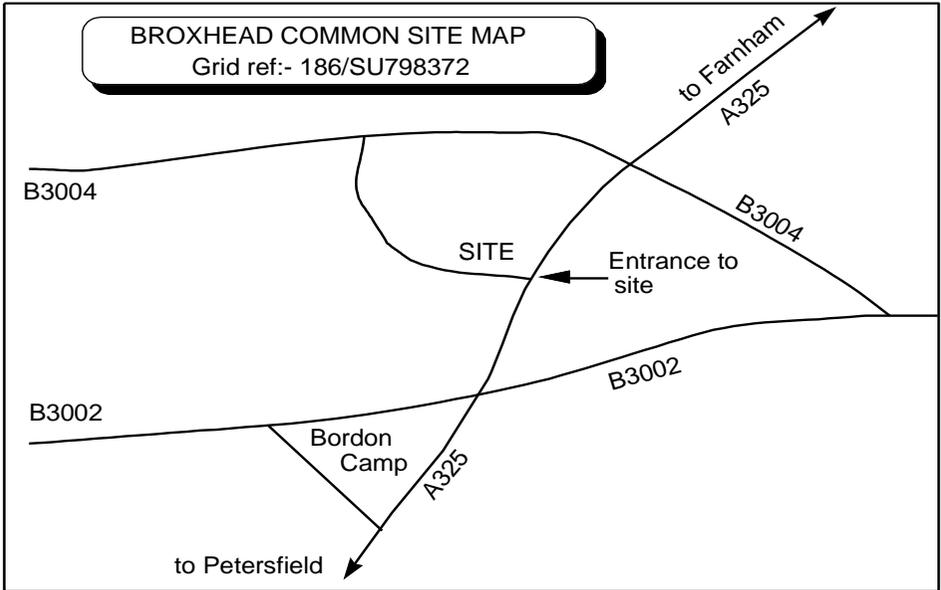
Two events for the whole family, **Driving Day Entry Fee:**
£10 per vehicle + £2 each additional driver, plus free entry to the
Tyro Trial.

Scrutineering & Signing on for the Tyro Trial from 9 am

Tyro Trial Starts at 10.30 am

Driving Day Starts at 10 am

Pre-booking not required. For further information call :-
01489 583397 or 02392 597266 evenings.



National Green Lane Day

Hi,

I don't know what HBRO are doing for National Green Lane Day, (there is nothing shown on the "events diary") so here is a suggestion. It's in Surrey but that shouldn't cause too much of a problem. The work is being carried out on Water Lane. Meet at Newlands Corner car park (044 493, Explorer 145) between Guildford and Dorking on the A25, starting at 10.00 am Sunday, 25th March. There is food available at the burger bar and toilets and a cafe plus ample parking. This is a high profile event so could be good for HBRO, what do you think? Please reply to Adrian Marsden, Surrey GLASS rep, on adrianmarsden@yahoo.co.uk. I think he would also like an idea of numbers.

Or use my email (nickmonk@totalise.co.uk) as the contact.

Thanks very much,

Nick Monk

Social Scene

I have not written anything for sometime, so I will recap on all the events that have happened over the past couple of months. Christmas really does feel in the dim and distant past, but I have to say how well the Christmas meal went and how well attended the children's Xmas party was. Good job we had a bigger venue for the children as so many members and their children/grandchildren attended this time. I think even the one visitor and her two enjoyed joining in with us mad lot. Hopefully we didn't put Elaine off too much! I must say a special thanks to Santa. He was not a club member, as most of you must have realised, but certainly a willing volunteer who gave up his time to make the kids smile. I am also grateful to his little (?) helper (my Dad!) for keeping the peace on the "are you really Santa issue" and dishing the sweets. A big thanks to those who donated money to the event. It was very much appreciated that you helped to subsidise this event for the club. You know who you are – cheers! Oh, and a big thank you must go to Zoe and Elaine for helping to set up, run around, watch the kids etc, etc. Thanks guys. But then that is the nature of HBRO.

We also had a quiz night at the Lawns in January. Hopefully there was enough variety to get your brains buzzing and noses twitching. I heard it even made some peoples stomachs churn the next day! Well, you were warned not to dip and lick. Anyone who has no idea what we are going on about, come along to the next quiz night and you will find out the sort of things we get up to. It is certainly a good way to get to know others in the club.

And now on a more official note I'm afraid. As many of you may know by now, I have resigned from my post as camping and social secretary. I have sat on the committee since October 1998, when I took over as competition secretary for a year then moved onto the camping side. I felt, at the time, I wanted to do my bit for the club I enjoyed so much. I also did it partly to get to grips with what HBRO is all about. The folks on the committee work hard behind the scenes to keep the club running and provide a variety of events for everyone to enjoy. I would not say it is an entirely thankless task, most people do make an effort to show their appreciation. I have found this is one of the things that sets HBRO apart from other clubs. Until recently, I enjoyed my role, which although busy at times (not to put any prospective candidates off) I found rewarding in what it provided for the members. However, you cannot please everyone, and occasionally people have to air their apparent discontent, despite the effect it may have on others. HBRO provides a wealth of events for people to choose from – trials, greenlaning, gymkhanas, camping, treasure hunts, quiz nights and so on. Members are not obliged to join in with everything or any one thing in particular, and no one part of the clubs activities suffers by giving people choice.. The club is able to manage this by each committee member working hard in their own department, as well as together, to make this work. I enjoy HBRO for this variety, as many others have said to me also.

There is a point at which peoples comments wear someone down to the point they are no longer able to carry on their job effectively. Unfortunately I have

now reached this point and feel I need to move aside and allow someone new with a different perspective on things to take over. This is not due to an isolated incident but a realisation that there will always be a few who want to spoil it for others. My thanks to all of you who have given me support in my time on the committee. It is appreciated although not always shown. I hope we can have a happy summer and learn to accept other opinions and ways of life without it causing discontent in the club.

Sam Parker

Sam has left the next few events all set up and ready to run. Thanks for that Sam. Does anyone want to carry on the good work? Editor.

Green Lane News

The laning trips are coming thick and fast. HBRO now has "area reps". Here is a list so you can contact them to see what's on:-

Green Lane Co-ordinator, Ashley Pocock
Tel: 01264-710546, ashleypocock@compuserve.com

Area Reps:-

Nick van den Braak, South Downs / East Hants. Tel: 023-9259-7266

Nigel Thorne, Hindhead / Haselmere Areas, 01428 714581.

Nik Watts, North Hants Area, 07768 615377.

Jimmy Salmon, Thames Valley / North Berks, 07774 680977.

Richard Myers, South Wilts / Salisbury Plain area, 02380-455349.

Ashley Pocock, Andover / Winchester areas. 01264-710546,

Forthcoming laning trips:-

4th March, Hindhead area. Details last month's issue or contact Nigel Thorne on 01428 714581.

Competition Secretaries' Bit

Surrey Saw Mills

It was nice to see that Surrey Saw Mills can still be called "Wrecclesham Swamp". We turned up on Saturday, (late again), to help with the setting out for Sunday's trial and were met with a combination of mud and more mud. Jim Taylor COC, was already busy with rest of the crew, (Peter Leverett, Mike Wood, Nick & Sue VDB, Chris Seaton, Julie Gray, Karen Duffett & Jeff Pavett,) trying to come up with a drivable course. New members Chris & Julie were driving around in a Jeep Renegade would you believe and an awesome beast it was, all low revving & throbbing Yank V8. I'm sure they'll learn what a proper off roader is though, sooner or later!!

By mid afternoon the course was set all ready for Sunday.

Sunday morning we arrived back on site to amazed by the turnout, 22 competitors all dying to get their Land Rovers plastered in the gunge that is Surrey Saw Mills. It was decided to split into two groups to try to speed things along which worked very well. As we had chosen this trial be our one to marshal, it was a case of donning the welly boots and trudge around scoring cards etc. while the triallers were having what looked like great fun. It turned out to be a fairly tough trial, which is hardly surprising given the conditions, but as far as I know nobody broke anything, so it was tougher on the crews than the vehicles which is a good thing.

Once again it was John Beagley who showed how it should be done, but only just, (see results). In the end it was a close call between the lowest scorers, so the sections didn't favour any particular model. Well done Jim & Crew.

Marshals were: R. Hardwick (chief marshal), S. Kirby, A. Bridger, S. Bridger, P. Swales, K. Corke, K. Raval, N. Jennings, S. Skinner, J. Taylor (COC) and T. Jones (scrutineer).

Results: Classes 2 & 3 Matt Hewitt 30, Chris Homewood 35, Graham Whitaker 59, Paul Homewood 63, Phil Smith 68.

Class 4: Nick Van Den Braak 33, Terry White 34, Dave Allen 35, Hugh Duffett 37, Niel Tomlinson 48, Angus Mitchell 52, Neil Shawyer 53, Simon Newington 56, Adrian Bourne 59.

Class 5b: John Beagley 28, Jeff Pavitt 30, Gary Hodgson 40, Richard Loynes 67, Mick Fitzgerald 72, Gary White 75.

Bob Perfect and Chris Currall both in 110's chose not to score. See you at Hook End.

Steve Skinner.

It's a Set Up!

Have you ever wondered what it is like to set out a trials course? You have? then Trevor Jones is your man. Trevor has very kindly offered to share his considerable knowledge of the art at a practical Master Class to be run quite soon. If you are interested then please contact Trevor on 01372-457984 for further details.

RTV Trial at Hook End Farm, Upper Basildon, Pangbourne, Berkshire, March 11

RTV Winter Series.

Status Closed. HBRO only.

CoC	Matt Hewitt.
Steward	Sue vd Braak.
Chief Marshal	Nick vd Braak.
Scrutineer	TBA.
Sec of Meeting.	Brenda Taylor
Camping	TBA.

Scrutineering starts at	08:45.
Drivers / nav's briefing	09:45.
Marshals briefing	09:45.
Event starts at	10:00.

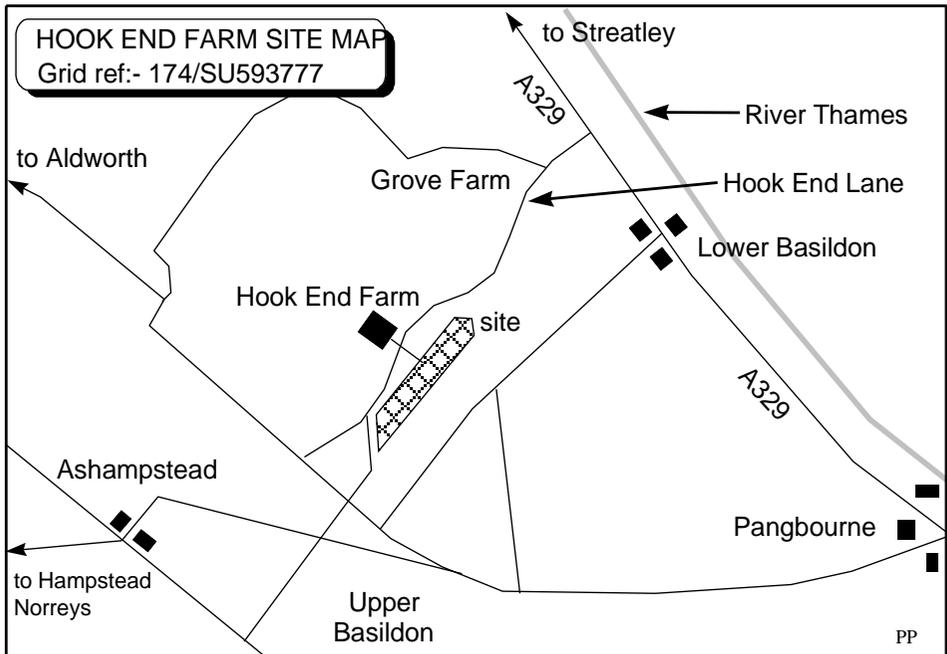
Hook End Farm is on Hook End Lane, a turning off the Pangbourne to Streatley road, the A329 about 9 miles West of Reading. Or, from the Newbury area, take the B4009 to Hampstead Norreys and thence East to Ashampstead, or take the A4 towards Reading and at Theale, take the A340 North to Pangbourne. The site is generously made available by Mark Ambler and his family. The event is open to all fully paid-up members of HBRO.

Payment to Sec of meeting.
 £12 on the day. £10 advance (>7 days).

Facilities:- Toilets.

TBA = To be advised.

Please read the
 Competition Event Information
 inside back cover.



Road Rage, an Observation

Can you imagine driving your motor where the law is so relaxed that almost anything goes. Can you imagine what it is like to be faced with thousands of scooters weaving in and out of traffic, or contra flowing on-coming vehicles. Can you imagine driving where buses cars and lorries turn across oncoming traffic without any form of indication or warning. Can you imagine walking on the pavement and being confronted by oncoming scooters. Can you imagine drivers jumping red lights against oncoming traffic. Can you imagine how anarchistic such a society is.

Yet in this society there is no such thing as ROAD RAGE. OK the city is grid locked at times. But most people give way and tolerate each other's indiscretions. What has happened to driving in the UK?

Some of you may know that I have been away from the UK for 8 years or so now, living in Asia, currently Taiwan where, let's face it, the driving style is, how can I put it "creative and artistic." But there is tolerance and understanding. Occasionally the odd motorist gets a little heated, vehicles have the odd bump but there is not the outright aggression that I now see and hear about in the UK.

Whilst at home in the UK at Christmas my neighbour complained to me about an incident that he had coming home from post Christmas sales shopping. Travelling in the outside lane with a sporty Vauxhall right up his tail, in fact so close he couldn't see the head lights. As my good friend pulled off, the Vauxhall cut him up a shot up the slip road. My dear friend, did the same and tooted his horn and made a gentle gesticulation with hand and head.

The driver of the Vauxhall then chased him down the road, cut him up, and blocked his way. My neighbour passed around the other car trying not to be antagonistic. The other driver then spun his car round and chased him home, about another two miles. He followed him into our road, where my neighbour got out of his car and went in doors.

But why did this all happen, why is there so much aggression on our roads. What would have happened if my mate had confronted the other driver. But more importantly what would have happened if he had ignored the other guy completely. What would you or I have done in the same circumstance.

Do we really need to be so intolerant with others and what does it really do for us in the end. OK not all motorists are like this, and I am sure none of the HBRO readers are, or should I say would claim not to be.

So stop, smile and "have a nice day, y'all."

Hu Flung Dung (Ed Ellis)

New Years Day 2001 - Green Laning

Well that's it then, I'm back in Taiwan and still reminiscing over the New years Day green laning. Actually it was my first ever green laning trip so for me it was quite a day. So where was it, somewhere in Berkshire, who organised it, Jimmy Salmon.

Firstly my thanks to Jimmy and his mate in the 90 for making it a great day. All started for me at 7am, early start with a hangover, not too monumental, but enough to cause a little concern and the need for about 10 cups of strong black coffee.

A slow drive up to the meeting point, Chievely Services on the M4 at Newbury. Arriving just in time for the 10am start.

Most of the motley crew were there already with a fine assortment of 90s, Jimmy's 110, a Series 3 CSW short wheel base, 4 Range Rovers including mine and a nearly new Freelander.

Just after 10 we set off down the first lane just behind the service station, I was following Jimmy in my RR. Almost immediately we were in water that was axle deep. I couldn't help wondering how the Freelander would cope. As it turned out he didn't and had backed off almost immediately.

The track got progressively muddier, the ruts deeper as did the water. The 110 in front dropped into a deep hole on the starboard side, the rear offside wheel momentarily leaving the ground. Then he reappeared on the other side. Anything he can do, I thought. In I plunged, most of the bonnet and the near-side disappeared from view in water. Well past a 45deg heel. Keep the power on and hey ho, out the other side. Not so bad, just a moment of panic. We pulled up the track a bit further on to watch one or two of the others follow through in the first of the 90s. No problems there.

Then on to the next part of the lane and even deeper water. No what's the theory, slowly in keep a bow wave and a steady pace. Umm that seems to work, even with the water half way up the bonnet. All going well on 8, no 7 no 6....now down to 3 or 4 cylinders, wow made it thanks to the versatility of the V8. Got through that lot with loads of blue smoke from the dead pots, so a liberal spraying of WD40 was in order. Really must get a snorkel at some time, maybe next Christmas. Either that or invest in a diesel, but they are so unrefined.

News on the CB at the end of that section is that two of the RRs are dead or dying.

Then a couple of miles of road and onto the next bit. Sorry this is where things become a bit vague. Lots of nice trees and fields and mud and Land Rovers. Now I'm following Lee in his RR. How do I know its Lee, well I recognise the stoved in rear end. When we get to the end we stop for a chat. Apparently this is a new dent in the back. Last time I saw him was at Easter when he backed into a tree in the bomb hole at Nelly's.

Then on down some more lanes led again by Jimmy, more trees and fields, still in Berkshire. Then up onto the Ridgeway, the motorway of green

laning, stop for a bit of lunch, Gosh its cold. Up onto the top of the ridge and follow this for several miles, spot Didcott Power station and Wantage. The views are all round are tremendous, what a fantastic vantage point. At last I have a slightly better idea of where I am. Then on in a big loop, back over the A34. Up onto the ridge again and then off it a down some more lanes and into the woods for a play. Then the last few miles back to Chieveley.

Al in all I clocked about 30 miles of lanes, which for the first time out was great.

I would like to offer my thanks to Jimmy in his 110 and Jimmy's mate in his 90 for organising a great day, everything went smoothly, all routes were clear and of little hassle. By the time we finished we had dropped three of the RRs and the Freelanders.

Only one small apology, I didn't really get to know who else was who on the trip, so if you were there I hope you enjoyed it as much as I did. Oh yes I was in the red RR, the one with the green bonnet..

I do have a few pictures that will follow when I finish the film. Once again, thanks Jimmy and a happy New Year to all of HBRO.

Ed Ellis
Taiwan

ARC2000 - Scenic Drive Charity Donation

Many of you may remember that one of the intentions of ARC2000 was to raise some money for a local charity. The plan had been to use the "101 pull" as the event to encourage donations combined with the entry fee to form a gift to the "Elizabeth Fitzroy Homes", a trust for homeless children. Unfortunately due to the ever so slightly damp weather, the "101 pull" had to be abandoned, and the source of the charity funds lost. However, thanks to the generosity of the 'Scenic drive' crews who have refused to accept any payment for the considerable amount of fuel used in repeatedly circumnavigating the scenic drive courses, they have requested that any funds allocated to this expense be passed to the "Elizabeth Fitzroy" trust.

The result is that a cheque for £300 has been presented to "Elizabeth Fitzroy Homes" in Liss, Hampshire, by Nick Woodage, on behalf of ARC2000 / HBRO and in particular on behalf of the Scenic drive teams.

Well done Nick - it's the true spirit of HBRO !!

Ashley Pocock. ARC2000 Event Director.

Please forgive my heresy!

Alverstoke
Hampshire

As a relatively new member of HBRO I feel I must write and thank all the members that have welcomed Kay and myself into your club. We first met at a camping weekend at Roundhills last June. Since then we have found ourselves being involved with many activities that the club has laid on during the summer.

Many weekends were spent in the company of kindred spirits, during the day setting out and in the evenings enjoying a convivial drink and a laugh, or a quiz (sometimes taken seriously, sometimes as an interlude of light relief), the next day being the purpose of the whole weekend "THE TRIAL". Everyone there has contributed in some shape or form, some by setting out, some marshalling, some by organising entertainment for the evenings, all want to ensure that Sunday's event will be a success.

During the winter we have had some social evenings, green lane trips, Christmas dinner, a children's Christmas party, driving days and, of course, competitions. So Kay and I would like to thank all those who work so hard behind the scenes, and in the front row, to make HBRO such a 'broad spectrum' club that can be enjoyed by the whole family. The Land Rover is a common denominator that unites us all; everything else that follows is all down to personal choice. If you wish to participate in the extra activities laid on then great, if you don't want to participate in them it is not frowned upon.

Well done to all the members who get up and get out to make this a club well worth belonging to. Please forgive my heresy, thank goodness there is more to life than Land rovers! I shall pick up my bat and ball and get to as many events this year as is humanly possible.

Mike Wood

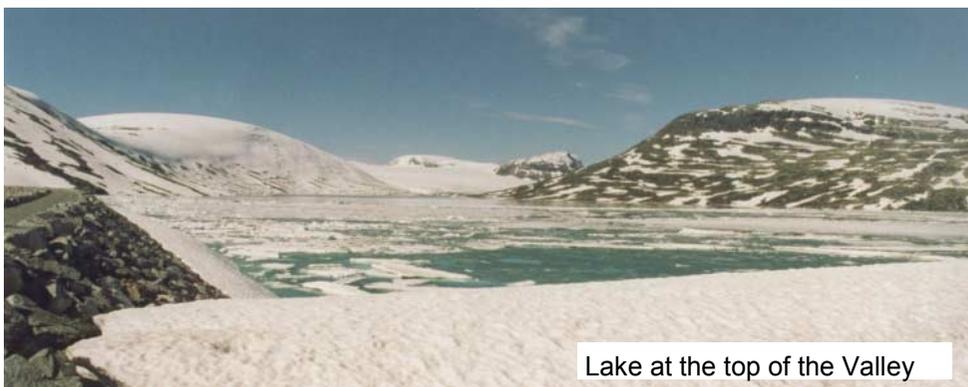
The Norwegian National 2000

Taylor's View of the Norwegian Land Rover Clubs' 25th Anniversary Event (28/07/00-14/08/00)

The Touristy Bit Continues:-

We scrambled over the rocks to arrive at the base of the glacier. It looked blue! There were huge lumps of ice which had broken off the face of the glacier; these blocks were taller than Jim and 10 times longer. At the base I looked up and up to see nothing but a wall of white. It is massive and all over the top are massive crevices, which can only be seen from a distance. We took more photos and then threw ice at each other! Walking back to get the boat we noticed hundreds of little pieces of ice round the edge of the lake, so we threw a few of these too. There were people walking along the edge of the lake from the car park as well so you did not have to take the boat, but it was a long walk (much further than it looked from the car park) and a hard scabble over rocks, I was glad we took the boat, I must be getting old!

We had lunch in the car park and then studied the map to determine what to do next. Jim spotted a road that ran from about where we were up a valley to a lake. There was nothing else on the road. Jim suggested we went to look at what was there, after all we were in a 4x4 and should be able to go anywhere. We set off still in glorious sunshine and headed up the road to nowhere. After a couple of miles we saw a sign stating that the road was not kept in good condition and you travelled at your peril! We have a 4x4 we thought lets go. Expecting to enter the wilderness we passed loads of parked cars, several passed us coming from up the valley and a couple tried to overtake us, Piccadilly Circus or what?! We passed more spots of snow and had to close the windows again as it got colder the higher we climbed. At the top was a car park with a camper van parked in it! From the car park a single-track wound its way up the edge of a man made wall! At the top of the wall was a wooden hut and in the mountainside was an entrance and alongside this a parked car! We walked up the track between banks of snow 15 feet high (Jim wrote HBRO in the snow



Lake at the top of the Valley

and drew a house) and on reaching the top the view took our breath away. In the bright sunshine was a lake surrounded by mountain tops covered in snow, in the distance was another arm of the glacier and bobbing about in the water was large chunks of ice. It was quite possibly the most beautiful scene I had ever seen!

The wall was made of lumps of granite about 2.5ft by 1ft by some depth and it was over 100ft high and 250m long (sorry for mixing my measurements but 1ft is easier to write than the equivalent cm). We just stood and took in the peace and beauty of the place. Whilst there a Dutch couple arrived, the lady said in excellent English (doesn't it embarrass you the way these foreigners can speak so many languages?!) that it was a reservoir for the power station which was at the bottom of the valley. There are several lakes joined up which give their water to the power station. We wended our way back down the valley and headed back to the hut for dinner and another log fire after another log gathering walk!

Wednesday also dawned bright and sunny, so we decided to do the scenery bit and headed for the Flam railway. It is a proper rail link from Flam to Myrdal where it meets the line from Bergen to Oslo. However, most of the passengers from Flam are tourists just going for the view and to say they have been on the steepest railroad in Europe. The train was just about to leave as we got there so we paid our fare and leapt on board. The views were quite beautiful, with many waterfalls on route. There is one point at which the track divides into 2 to allow the 2 trains that run on it to pass each other. The upwards train has to wait here for a few minutes before the downwards train arrives. After the midway point the train stops again by a huge waterfall, Kjosfossen, with water roaring down the mountain side, at this



Kjosfossen Waterfall

point some music is played both outside the train (you are invited to alight to view the waterfall) and inside the train and a lady dressed in red comes onto a rock by the waterfall and moves gracefully around. After a couple of minutes she disappears and everyone gets back on the train to continue the journey to Myrdal.

We decided to get off and wait the hour for the next train to take us back down and we had lunch on the platform in bitterly cold winds that whistled around the station. We thought they would not appreciate us sitting in the café and eating our own food. Once we had finished we went in the café to warm up and get a cup of tea/coffee, there were loads of people eating their own food inside!!! There was a souvenir shop selling the usual tat (did not buy anything). We got on the train which was nearly empty (the previous one going back was packed to standing room only). We stopped by the waterfall again and returned to Flam. At one point the train is inside a tunnel that does 180 degree about turn. The Flam line is 20Km long and climbs 862M with a 1:18 gradient

From Flam we drove a few miles to Gudvangen where we had to wait 2 hours for a ferry to take us back to Kaupanger, this was a 2-hour ferry journey and was our bit of cruising the fjords. It was beautiful, sailing along the fjord with almost vertical walls covered in trees and shrubs and all sorts of greenery. It was quite peaceful except for the throb of the engine and the 10-knot wind whistling past. It was fascinating watching the rock structure and colours change as we went from the smaller Naerofjorden to the main Sognefjorden. The rocks ranged from all shades of grey to pure white! It was a short drive back to Vesterlands



and another roasting log fire.

Thursday was cloudy with sunny intervals but quite chilly, so we decided to go to Norsk Bremuseum to the glacier museum. This involved going back over the 'little road' we had taken from Hella when we first set out for Trondheim and hence another toll. The museum was quite fascinating, learning about the ice and how it grinds out the fjords and all sorts of other useless information. Ice under the kinds of pressure that it is under at the bottom of the glacier behaves

like a fluid. The Norwegians dug some tunnels under the glacier and where there were holes in the roof the glacier broke through and dropped large stalactite (or it could be stalagmite) type growths down through the roof. There were experiments in the museum to prove that water drains through the gaps in the ice and that under pressure the ice turns to water. There were demonstrations of how the power stations work, as they cannot take the water straight from the rivers as it is so full of bits of rock that it would wreck the turbine blades in a time, so they have little reservoirs where the water is able to drop the stones and these are flushed out at regular intervals.

From Norsk Bremuseum we drove a few miles to Fjaerland which mostly consisted of second hand bookshops and the first real bit of lace I had come across. There was bobbin lace and tatting and mostly crochet and a fair bit of hardanger (a type of embroidery where threads are pulled to make holes in the cloth, thus giving a lace like effect). The lady in the shop had made some of the hardanger and some she had bought in to sell. The only craft books I could find were all to do with dressmaking and crochet in Norwegian. There were hundreds of books written in English but they were all fiction (no wonder the Norwegians speak such good English). We met a couple of Americans (well in their 60s) who were over trying to track down some relatives. They had managed to find his father's grave and some cousins and they were hoping to find the local vicar so that they could examine the parish records for Fjaerland as that was where his father was buried. About 4.00pm we headed back to Vesterlands, at the toll booth we saw series I in front of us, it had a 25th anniversary LR club sticker on the back (though neither of us remembered seeing the vehicle before), we followed it almost all the way back to Vesterlands. We had dinner in the café of reindeer steak covered in red wine sauce, it was very tasty and the nicest meal of the whole holiday (and the most expensive!). Jim lit another log fire!

Friday was rainy and miserable. When the clouds come in, Norway is as bad as any where, may be even more so because of the grey rocks everywhere. We had left one indoor event in case of bad weather and today was the day we had to do it. We went to Norsk Villakssenter the Wild Salmon Centre. They had a film in various languages at different times of the day about the life cycle of the salmon and then lots of screens explaining it in detail. There was a salmon chute along side the centre which had captured some returning salmon and you could see them about 2ft away, ugly looking fish! There was a display of fishing rods and reels over the years, the best of which came from Alnwick a town about 10 miles from where Jim was born and brought up in the Northeast of England. After the museum we wandered round Laerdal and saw some very pretty shops. The town is still very much as it was several hundred years ago (except that there are now car parks for the ubiquitous car). We bought some hand made candy and nearly bought a Viking sword (£250 full size broad sword), but we kept our senses and did not buy it. I found some more lace but it was very uninspiring like the last lot and very expensive. We had an early night back to the hut and started to pack up ready for our get away on Saturday.

Saturday was another lovely day. We cleaned the hut and packed up

ready to leave for Bergen. We could have stayed in Vesterlands for another day but there was very little left for us to do and to get up on Sunday and make it to the ferry on time would have been difficult, especially as we did not have an alarm clock with us. We drove back the way we had come to Hella, up and over the passes and stopped again at Lapp Camp. There was a reindeer tied to a stake next to the stalls, so we took more photos and Jim bought a revolting tie with an elongated reindeer head on it. We had lunch at a beautiful spot with purpose built picnic tables by a roaring stream and sat sunning ourselves for a few minutes before continuing on to Bergen. When we got to Bergen, which was quite late, we found it very hard to find the centre and then find somewhere to park. By the time we did park the fish market was closing so we never did see what there was to eat. Bergen is a very pretty town, with a couple of small parks, one with a large pond in it and a fountain squirting water 30ft up, lots of interesting statues and some quite striking stone architecture. The main tourist attractions are the old wooden buildings along the quayside, the train and cable car that take you up the mountainside for some wonderful views and the harbour area with some very nice yachts in it. We found a nice coffee shop in the quayside buildings which served the best cakes we had had all holiday, probably because they were cooked on the premises and were very fresh. We took quite a while to find a campsite as all the ones mentioned in the literature we had, we could not find. We ended up camped on the grass behind some huts the owner rented, at roof height! The huts back walls were the earth we were sleeping on!

The Journey Home:-

We had a dreadful night's sleep, and so got up very early and packed up to go back to Bergen to get the ferry home. We spent more time wandering round Bergen which had some amazing shops with souvenirs in and a designer clothes shop where the designer specialised in felt clothes, the stuff you see on catwalks that no one can really wear because they are too impracticable! Whilst we were waiting for the ship to arrive we sat in the harbour watching the world go by and saw a school of fish start jumping out of the water! Whilst queuing for the ferry we noticed some people in very strange clothes, one chap had a head of very curly ginger hair, it did not look real! Turns out it wasn't, the next day on the ferry I saw him with longish straight black hair! He and his friends had a party on the boat and several of them were dressed in strange clothes for the party. From Bergen the ship followed the coast down to Stavanger where we unloaded some existing passengers and loaded new passengers, whilst in the port the water was full of jellyfish, brown blobs just drifting in the water with the occasional flap of their flappy bits! We spent most of the night in the bar with the band; the girl singer was OK but the chap when he sang made the right noises but did not seem to be forming words! It sounded very odd. The sea was nearly flat; there was a very slight swell which made me feel queasy but not enough to make me sick. We had the best night's sleep for ages in the cabin. Monday morning was overcast and miserable especially as it was the end of our holiday. The boat landed at 2.00pm British time and by quarter past 2 we were on our way, (I guess customs have no need to check for contraband booze). We drove

the 300 miles to Winnersh in 6.25 hours with a 1/2-hour stop for food on route. We made it home with no problems from the rover at all. England seemed very flat and boring, smelly, noisy and dirty compared to Norway and I wished we could go back there and then. We will more than likely go back quite possibly in 5 years tie. We had a super time and the photos have come out quite well.

Brenda & Jim Taylor



Trialling - Green Laning - Gymkhanas - Fun Days - Foreign Trips - Camping Weekends - Driving Days - Trialling Tips - Classifieds

Web Site Updates: **www.hbro.co.uk**

Events

25 of our previous events with images of the action.

Classifieds

Submit your own ads

Viewer's Poll

Vote for your favourite Land Rover

Scores

RTV event scores dating back to August 2000

Links

Links to ARC Clubs, HBRO member sites, Motor Sport bodies and general interest sites

Downloads

Wallpaper downloads for your PC

Guest Book

See the latest ramblings of Rudi Van Driver (This is not me by the way)

In the pipeline

The Club shop will make its web debut soon. Images of our current lines and garment colours. Hopefully this will include the standard cheesy catalogue poses. Any budding models among you?

This site has been created purely with the members in mind. If you have a suggestion as to how the site can be enhanced then please give me a call (number inside front cover). Or email hbro_online@hotmail.com.

All the best Ian Parker

Hants and Berks Club Shop

T Shirts – Adults

LR Display	Navy	£ 8.00
Embroidered Shield	All Colours	£10.00

T Shirts – Children's

LR Display	Navy	£ 6.00
Embroidered Shield	All Colours	£ 8.00

Sweatshirts – Adults

LR Display	Navy	£20.00
Embroidered Shield	All Colours	£23.00

Sweatshirts with Collar

Embroidered Shield	Grey, Navy, Green	£26.00
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Polo Shirts – Adults Short Sleeve

Embroidered Shield	All Colours	£16.00
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Polo Shirts – Chalderns Short Sleeve

Embroidered Shield	All Colours	£12.00
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Rugby Shirts – Long Sleeve

Embroidered Shield	Black, Navy, Burgundy	£30.00
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Rugby Shirts – Short Sleeve

Embroidered Shield	Black, Navy, Burgundy	£25.00
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Fleeces

Adults Half Zip	Black, Navy, Green	£28.00
Adults Full Zip	Black, Navy, Green	£31.00

* * * * *

Size Guide:	Small – 36in Chest	Medium – 38-40in Chest
	Large – 42-44in Chest	X Large – 46in Chest

PLEASE NOTE: All clothing is order only and must be accompanied by full payment. Order may take up to two weeks.

CHEQUES MADE PAYABLE TO “*HANTS & BERKS ROVER OWNERS*”

Send orders to Sarah Bridger, HBRO Club Shop, Address inside front cover.



The Land Rover Marque Day at the
Heritage Motor Centre, incorporating
“The Heritage Motor Centre Run”
Sunday 6th May 2001

In 2001, this now well established event in the Land Rover scene reverts to its more usual date of the Sunday preceding the May Bank Holiday Monday.

Bob Dover, a confirmed classic car enthusiast, who is the newly appointed Chief Executive Officer of LAND ROVER and chairman of the British Motor Industry Heritage Trust, is looking forward with enthusiasm to this event.

Entry into this year's HMSC run costs £10 per vehicle. This includes free entry to both the event and the museum for the driver and one passenger, plus a Rally Plate for the vehicle; a Limited Edition Rally Plaque and “fast track” entry into the Centre on Sunday. Additional passengers in Cavalcade vehicles should pre-book their entry tickets - at discounted rates of £5 (adult) or £3 (child 5 yrs - 16 yrs) - with their Cavalcade entry.

Entry forms may be downloaded from the ARC website at www.the-arc.co.uk or by requesting “the genuine article” from Chris Savidge (Snr) on 0115-9267716.

For non-cavalcade participants attending THE LAND ROVER MARQUE DAY at HMC in a Land Rover product, the following entry conditions have been arranged. The driver gets free entry, but all passengers must pay the discounted admission rates (as above) at the pay booths. It is best to arrive well before 11:00 am, in order to witness the arrival of the 1500-vehicle cavalcade from Solihull - one of the highlights of the MARQUE DAY.

In addition, there are to be superb displays by the LAND ROVER COMPANY. Remember, this is the first time that this event has taken place with HMC under the ownership of LAND ROVER! We are also looking forward to club stands, trade and auto-jumble stands, possible Land Rover dealer support, “Land Rover Gear” on sale in the museum shop - together with the latter's normal comprehensive range of models, books and much more! The usual family and children's entertainments will also be there.

Basic camping and caravanning will be available for Saturday, Sunday and Monday nights (5th, 6th and 7th May) on the meadow within the Centre's grounds. Full details and costs are on the entry form.

For booking either clubs, trade or auto-jumble stands for the LAND ROVER MARQUE DAY, please contact Jane Roche, HMC's events manager, on 01926-645120 or fax 01926-641555, or e-mail her at janer@heritagemotorcentre.org.uk

Notes on the visit to the ARC by Alan Kind Planning Officer LARA. December 2000

These are notes taken by Steve Kirby at the meeting. There was much discussion on various topics, but these are the key points that arose:-

Where did LARA come from?

Following much aggravation against stage rallying, the RACMSA (now the MSA), the Auto Cycle Union (ACU) and the Trail Riders Fellowship (TRF) combined with the other founder members to form an umbrella organisation in 1986. The ARC and the AWDC also joined within the year. Support from "Sport England" (then the Sports Council) followed, with grant assistance in two four-year periods to the tune of £40k p.a. The third and certainly last four year period started in 2000, but the funding level has been severely reduced in line with other sports.

Who is paid to run LARA?

Alan Kind (Planning Officer) and Tim Stevens (Motor Recreation Development Officer) are both paid by LARA but are part time contractors. David Kersey (Motor Sport Development Officer) is full time. David is an ACU staff officer and runs the Motorsport Facilities Unit (MFU, effectively an internal unit of LARA) from ACU HQ in Rugby.

LARA wants motorsport-related input. Output has included "Planning Guide Notes" which are all about planning have been sent to all Councils to inform them about motorsport events.

Department of the Environment, Transport and the Regions (DETR) "Planning Policy Guidelines" are being revised.

LARA officers have had numerous meetings with government ministers to discuss legislation.

Land Designations:-

SSSI (Site of Special Scientific Interest)

SPA (Special Protection Areas) give protection to animals and birds.

SAC (Special Areas of Conservation) give protection to geographical / geological terrain such as meadows and blanket bogs.

Can we get planning permission to use these designated sites?

Planning permission to use such sites IS possible where the factors are seasonal. In fact this is useful as it sets a precedent.

Countryside Agency has allocated finance to get the facts right and set the records straight. (Applies to the definitive map and refers to rights of way)

"Stewardship of Environmentally Sensitive Areas" (Meadows etc.) ESAs are areas designated so that farmers avoid 'modern' farming practices such as nitrogenous fertilisers. The aim is to improve and conserve meadow flowers and hedges. This can result in loss of motor sport venues, but not always. In one reported case it was not the actual moto-cross racing that was the problem (the track was poor land anyway) but the parking of vehicles in a meadow.

Can we ever use setaside land?

Setaside Land has to have “green cover” until June. Rules now changed and there is no hard-and-fast rule now if setaside land will suit the need.

What about local council's obligations to keep lanes clear?

Nobody in government will force local councils to fulfil their obligations to make access routes clearly visible.

What about the ombudsman?

The Ombudsman won't influence councils. A council will just say that they are behind with their plans, or they have no money, etc. A council won't actually refuse to carry out their duties, they'll just say that they haven't gotten round to it yet!

Can you comment on the content of magazines?

Alan showed the meeting a motorcycle magazine which included articles that broke all the rules. This was a typical example of the problem we are up against. Many Off Road Vehicle mags used to do this, some still do.

What is happening to Rights of Way generally?

There will be a 25 year “cap” on the Definitive Map. Any Footpaths, Byways, etc. not on the map will be lost. Prioritisation of Byways is needed. Landowners will need to apply to extinguish or divert. There are 60k farmers and 50k of these have Rights of Way on their land and I guess that 30k will make some applications to extinguish or divert. That's going to take many years to complete!

What about Open Access (Right to Roam)?

Access will be to most “common” land. Definitive maps of the land covered by this new legislation are being drawn up and this may take several years. Not all mountain and moorland will fit access-wise. No access to cultivated land, private gardens etc.

In the **Right to Roam law**, anything that “races” does so on a “racecourse” and race courses apparently cannot be designated for open access. Landowners should be able to allocate 14 of their 28 days of exemption from Right to Roam. No-one (including Ramblers!) can interfere with a legitimate activity and if an event is being run with a permit, then that is a legitimate activity, and if anyone does try to interfere with such an event, then they are trespassing.

Who are English Nature?

Government Agency authorised by the DETR.

SASP (Special Areas for SPort)- please submit names of sites to LARA. As soon as you raise the profile of a site, then English Nature appears! EN publish maps of UK showing where the protected sites are.

Who leads the Environment Agency?

Panel of appointees. The Ramblers are on it, so maybe we can too!

If we drive on an SSSI, are we damaging the site?

Planning permission is required but if the “use of wheeled vehicles” is listed as acceptable in the definition of the site, then you are likely to get permission to use the site.

What are the good points of LARA? What do we get for our money?

That's hard to answer unless you run a parallel universe without LARA and see what happens! LARA has probably saved the UK from an outright ban on Green Lanes. LARA also probably prevented the loss of the 14 / 28 day exemption rule.

What about the Countryside Alliance?

This is funded by dubious people. It is the mouthpiece of the hunting / shooting / fishing brigade. Any chance of you using them is remote. They'll use you though!

Is there any mileage in the Human Rights Bill?

Access rights are not public property rights and this bill doesn't protect you from discrimination. There is no ownership so human rights don't come into it.

Steve Kirby (Notes verified by Alan Kind.)

Rights of Way News

I am hoping to make this a regular feature, to keep all you avid laners out there in touch with the RoW scene. Actually, you probably know more about what's afoot than I do.

Firstly, there is the 'National Green Lane Day' on the 25th March 2001. Our activity is to help with clearance in the Newlands Corner area in Surrey - meet, 10am, Sunday, 25th March at Newlands Corner carpark (044 493, Explorer 145) which is off the A25 between Guildford and Dorking, there is food available at the burger bar and toilets. I will be there, helping to organise, so if you want to participate, please email me at ashleypocock@compuserve.com or call me on 07867 554724.

Secondly, I am looking for a member to help our RoW efforts by attending monthly RoW meetings with West Berkshire CC, and possibly Hants CC. Unfortunately the meetings are normally on a Wednesday morning, so it would suit a retired or "resting" member of the Club.

Thirdly, I am coordinating our RoW interests with AWDC, GLASS and other clubs in an effort to avert the threat of closure to off-roading, not just of lanes, but also any site which could be classed as being in a sensitive area. This could extend to key event sites that we use, such as Bowhill, Nelly's and Harroway, all of which are possible targets by the anti-off road lobby. There will be steps that we as a Club can take to try to prevent prohibition, but it will take a National effort to overcome the latest challenge by the government. More next month....!

Finally, the green lane area rep's are planning their 2001 strategies, and you will see the calendar starting to fill as the drier weather approaches (do I believe that ???). So if you want a the club to run a trip in a specific area let me know, and I can try to arrange.

If you are out laning, please try to complete survey form, and send to me - this is one of the ways that we can show evidence of use to the 'powers that be'.

Happy laning,

Ashley Pocock - RoW Officer.

Free Tyro Trial

As I have mentioned before, we are having a Tyro trial (optional) at the Broxhead driving day. Please give it a go as it could be a bit of fun. Because of the fact that it will be on military land, unfortunately we are not able to allow under-age drivers to compete as we had hoped. Instead the trial will be open to HBRO members who hold a full driving licence and who are driving a Standard Showroom specification Land Rovers, sorry no Lightweight's or 101's etc..A full copy of the regulations will be available at signing on.

Come and have a go, the sections will be non damaging, so the worst that can happen will be a trip to the car wash afterwards. You never know you may even get bitten by the trialling bug!! Hope to see you there, Steve Skinner (Comp. Sec.)

SROC INVITATION TO HBRO

Easter Bank Holiday Weekend at BORDON

Fri 13th – Mon 16th April 2001

Club Hot Line 0777 9987390

Help & Hints Line 01424 773637

Os Map 186 SU Grid Ref. 799 370

1.	Venue.	Broxhead Common, Bordon, Hants.		
2.	Entries to	Debby Darby. 54 Northwood Rd. Tankerton. Kent. CT5 2ES		
3.	Pre Booking	List opens 10 Days before event. List Closes 1 Day before event.		
4.	Event Type/ Status	Bike Trial	CCV & RTV Trial	Comp Safari
5.	Date	13 th April	14 th April	15 th April
6.	Permit No.	TBA	TBA	TBA
7.	Scrutineering Starts.	1200hrs	0800hrs	0800hrs
8.	Signing On Closes.	TBA	0945hrs	0945hrs
9.	Event Starts.	TBA	1000hrs	1000hrs
10.	Number of Tests.	TBA	TBA	TBA
11.	Maximum in Class.	N/A	60 / min 3	60 / min 3
12.	Maximum in Event.	60 / min 6	60/ min 6	60 / min 6
13.	Entry Fee- In Advance.	Free	£15	£25
14.	Entry Fee- On the Day.	Free	£20	£30
15.	Scrutineer.	TBA	TBA	TBA
16.	Clerks of the Course.	TBA	TBA	TBA
17.	Stewards.	TBA	TBA	TBA
18.	Sec. Of the Meeting	TBA	TBA	TBA
19.	Rally Officer	Tony Adams		

Camping on MARTINIQUE –HARD STANDING!!

See map on page 7 for location.

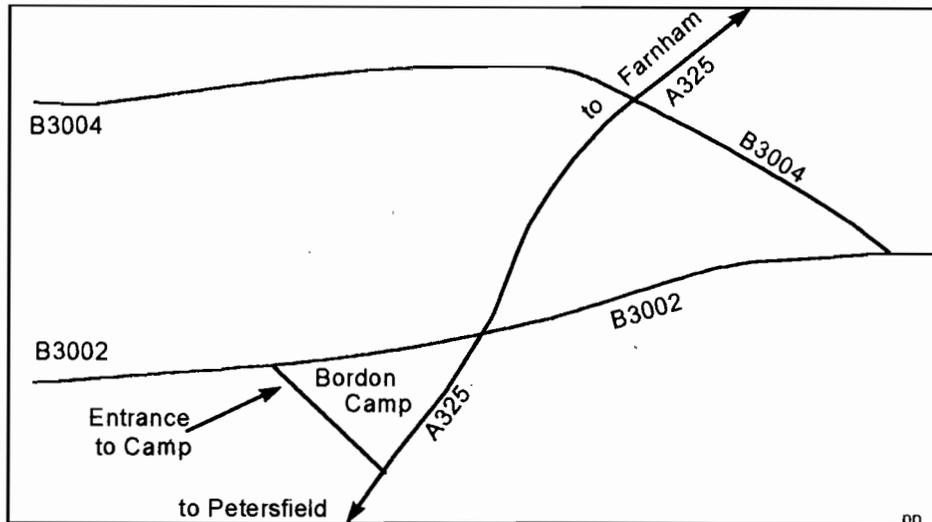
REME Museum

Unfortunately the original date for this visit has been over-subscribed, and so a second date has been arranged.

We have been given a rare opportunity to visit the REME Museum and 'possibly' workshops in Bordon, courtesy Barry Simpson and his connections in the right places. The date will be Sunday 22nd April 2001, and admission will be only by pre-booking with Barry, due to the security restrictions required to access this Military site. A charge for visit will be made of £5 / adult and £2 / child (over 10) - the proceeds will go to the REME nominated charity. The curator of the Museum will supervise the visit, and Tea and Coffee included in the fee.

Anyone wishing to attend this special insight into the Heavy and Light vehicles used by the British Army, must contact Barry Simpson on 0208-8701804, by 31st March 2001, with names and vehicle registrations, to ensure admission. Meeting point will be the gate to the camp - map ref: 791 361 sheet 186 or explorer 133. Please wait at gate for Barry. **No admission** without pre-booking due to security rules.

Ashley Pocock.



Dear Committee Members

Below is my answer / comment to the recent letter from Ashley, published in the new magazine.....?????

I read with interest, and some surprise, Ashley's comments on the club's social activity.

I respect Ashley both as a person, and a member of HBRO who has contributed enormously to the club in various ways over the years. I support his right to say what he feels, but do not agree with his comments. In fact I disagree completely.

To quote Ashley's letter, "our social activity seems to be steadily increasing in the Club's itinerary". I can only assume that this is due to the popularity of said activities with the membership. The activity would not be increasing if the members did not want it.

Perhaps there is a monetary element to this matter. Some club activities make money, some break even, and some lose money. The profitability of events is only one measure of their success. If we had only staged events that were profitable, I suspect we would have had a lot fewer trials in the past.

The whole "menu" of activity of the club, whether it be trial, green lane, quiz, skittles, gymkhana, is purely that, a menu. You view, you choose and make your choice. Some of us are muds and buds, some are just buds and some of us (like me at Nelly's recently) are just stuck in the muds.

Survival of the club is in the hands of the members. Clubs do not exist in a state of suspended animation unless that is what the members want. Our club has grown, developed and changed greatly in the 17 or so years that I have been member, and I am still here because it suits me. If Ashley is happy with the muddy bits of the club that's great. If others are happy with other areas that's also fine. Can we not all draw what we want from the club and encourage others to do the same in their own specific area of interest.

Ashley's letter describes his feelings on social issues. I am sure that it was not intended as a particular criticism of the committee member responsible for Social activities, and hope that it's not taken as such. Sam Parker is a very capable and hard working committee member and it would be sad to see Ash's letter have any effect on her efforts on behalf of our club.

I am sure that others will comment on this issue, but I have said my bit. See you all in the mud and the pub, buds.

Nick Jennings

Morocco Expeditions

After 3 years in the planning stages, South Coast Safaris are pleased to announce a new venture:-
Fully supported expeditions to Morocco.

All expeditions include:

- Return ferry from Spain to Morocco
 - 8 nights hotel accommodation
 - 2 nights wilderness camping, inc. food
 - 2 Land Rover Defender support vehicles
 - Personal Short Wave radios for the duration of the trip
 - Guides for the full duration of the trip
 - A fully qualified expedition mechanic
 - Fully qualified expedition First Aiders
 - Pre-expedition vehicle 'check up'
 - Entrance fees to the Roman City of Volubilis
 - Any necessary border crossing 'fees'
- The cost for 2001, based on 2 people in a vehicle is £745 per person.

For more information or our full colour brochure, please call
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MAR00

ARC Handbook 2000

Have you all now got the ARC2000 Green Book?. If you do not have one please come along to a club event, either social or competitive, and ask for your free copy. It is quite a heavy publication and is some what expensive to post to members, so please make an effort to obtain one and help the stockist (Jenny Davis, Zoë Raval & Nick Jennings) empty their spare rooms.

In the Green Book, please make a point to read Section H.35 Promotional Events 1-4 and bear these regulations in mind. They are there for your safety.

There won't be a 2001 edition, so look after the one you have!

HBRO On-Line

Don't forget to visit our Web site at:-
www.hbro.co.uk

For Sale

Note that small ads are free but please let the editor know when a sale is complete so we don't keep printing an out of date ad each month. I know I forget sometimes so you may need to remind me more than once! Please help potential customers by quoting location (nearest large well-known town), phone number with full national dialling code, fax, e-mail, etc in your adverts. All the following adverts are dated as to their first month of publication. When they become about 3 months old, they will be deleted unless the "owners" renew them! Please don't just leave an old advert to "time-out", Thanx.

HBRO accepts no liability for the accuracy of the descriptions or the serviceability / suitability of items sold in this section.

Commercial Adverts:- Contact Zoe Raval, address inside front cover, for advertising rates. Current newsletter circulation is over 300. Adverts are marked with the start date so you know when their time is up!

Bits & pieces

- * Adria Caravan 1987. 4 berth (2 doubles with sliding room divider). Double glazed. Fridge. Hob. Grill. Gas fire. Shower. Large awning. Extras available. VGC. £1500. Contact Mr. & Mrs. Hedges in Horndean on 02392-598417. (MAR00)
- * Assortment of bits.... Genuine Lightweight axles for sale, all rebuilt ex diffs, VVVG condition, £250 Pair, Series 1 Front panel, headlamps fit in not behind circa 53 ish VGC £30, Series 1 86 Inch Door and top, VVVG condition £75 Pair, complete 4 bolt power steering box pump pipes etc, convert up to PAS totally complete £250, Range Rover O/Drive unit £175, Space heater with bottle £30, Range Rover Chassis, from racer no log book about 1989 VGood £100 (can be altered welded shortened etc if you want...), Rear Roll cage would fit Series 2 3 £40, Land rover 90 Clutch pedal unit, totally complete £80, V8 flywheel £25, Series 2/3 to V8 adapter kit £125, V8 single manifolds pair £25, Twin 3.9 manifolds £35, Shockers off R/R Good condition £10 Pair, 3.5 Diff £50, 4.7 diff £25, R/R rear Half shaft sets £10 Pair, Series 2 3 Back body VG condition £50, series 1 86 Inch windscreen inc. glass £25, set LWB rims 5 of £50, 1949 Series 1 Chassis VGC was sold but to a dreamer..so back up and yours for £125 ono I want it gone!!... Nigel Barker 07909 973163 anytime, or 01428 653795 before 8.30pm please or nigel.barker@ukgateway.net (FEB01)
- * Hard top for Defender 90 (ribbed), with side windows and back door (back door is in not too good condition unfortunately). £200. Chris Minassian. Home 01252 834119, Mobile 0799 052 1039 or email at keek@btinternet.com (FEB01)

- * Twin axle car transporter trailer. 2.5 ton capacity. Professionally built 1992. Fully decked. Ramps, Lights & Brakes all in excellent condition. Fully undersealed. Will carry a R/R or LWB Land Rover. £750 ono Richard Myers on 023-8045-5349, 07790-827405 or R.Myers@btinternet.com (DEC00)
- * Discovery roof-mountable lockable luggage box complete with mounting rails. Only used once - impeccable condition. £150.00 (cost £500.00 new). Wokingham area. Contact: Denise Ware - 01189-732532 or 07879-618668 or e.mail at wareru@mcmail.com (NOV00)
- * 7.50R16 tyres - 2 Michelin XZY (part worn, mileage unknown) and 2 Tygor (almost new). Tyres suitable for on road use and gentle green laning (although they also managed Slab Common a few months ago!) £30 the lot ono. Bug Wrightson (07778) 935010 (Hayling Island). bug@sidz.fsnet.co.uk (NOV00)

Vehicles for Sale

- * Land Rover 90 V8 C reg., 90K miles, disco 4speed auto box, hard top with side windows, trident green & limestone roof, much loved and well used by the family for the last 10 years, £2500 ono Tel: 0118 954 3056 eves 0118 954 3181 days, 0788 40 666 43 mobile, email nick@jencav.co.uk (MAR00)
- * Whitbread Special 88" Spaceframe on Land Rover 90 chassis with 3.5 EFi engine. 4-speed auto gearbox. 90 axles. Power steering and props fitted. Complete with wheels and tyres. Excellent condition. Needs finishing. Lack of time forces sale. £2000 ono. Contact Mick or Sylvia Maskelyne on 01558-685383 anytime. (MAR01)
- * Discovery 300 TDI S 5door, L reg., (95MY), Manual, 7 seat, ABS, alloy wheels, in white, Immobiliser, Tow Pack, One owner, Full L/R service history with bills. New L/R engine @ 95K miles, G/Box rebuilt by L/R, Fully maintained by L/R. New Disco reason for sale. High mileage, so only £6,995 o.n.o. Also a set of 4 Disco alloys "Freestyle" with 235/16 Tyres, part worn £300 o.n.o. More info call:- Paul Webb Tel:-02380 779925, Mobile 07714853697, or Email Pwebb@Molex.com. (MAR01)
- * 88" tax exempt Hybrid. Series 2a body with 90 front end. Coils & discs all round. Southdown underbody protection. V8 & RR box. Valuable registration (WOA 7J). Full soft top. Truck cab & full hardtop also included. swingaway wheel carrier. Custom built stainless exhaust. Long MoT. Recent major service & good seeing to!. Brand new inboard fuel tank with external filler.Rear bench seats. Starts & runs perfectly. £2500 or £3000 with trailer. Richard Myers 023 8045 5349 or 07790 827405 or R.Myers@btinternet.com (FEB01)

- * Series IIA, 2¼ petrol, SWB 88", safari top. J Reg. Tax Exempt. £800 Chris Minassian. Home 01252 834119, Mobile 0799 052 1039 or email at keek@btinternet.com (FEB01)
- * Land Rover 90. C reg. Hard top with windows. NA Diesel. Blue. Power steering. New tank and tyres. MOT to Jan 2002. VGC. £2750 ono. Phil Smith. Camberley. 01276-26874. (FEB01)
- * Assorted vehicles: Two ex-military 110s. As is £2200 each. With registration and MoTs £2500 each. Land Rover Series 2. MOT till March 2001. Tax exempt. New tilt. New springs. New cylinder head. Nice little motor, £950 ovno. Call Bob Perfect on 01420-475303 or mobile 07799-673498. (JAN01)
- * Range Rover 1983. 4 door 3.5V8 manual. 140k. Recent engine rebuild 20k ago. Factory fitted Air conditioning. Complete with a nearly new spare set of town/country types on original rims. A few bruises and bumps but a very good runner. £1750 ono. Call Ed Ellis in Waterlooville on: 02392 268114, email angela.ellis3@virgin.net or edward_ellis@thsrc.com.tw (JAN01)
- * DEFENDER 90 L Reg. 1994. One owner since new. Portafino Red Hardtop with small stylish side window. Five almost new Trac Edge 750x16 tyres on white modular wheels. In good condition and serviced regularly. TDI 300 engine in excellent condition. Dog guard & CB radio fitted. For sale £6000.00. Can be viewed Camberley area. Please call Alan Smith 01252 544424 or 01252 668403. (JAN01)
- * Genuine LR90 V8 CSW (County Station Wagon), A Very rare opportunity! 1986 'C' 3.5 V8. 5-Speed, White, Tow Bar, and very very very original! All interior and seats headlining etc are fantastic condition, and it has MOTs going back years and years to prove genuine 90,000 miles. MOT to July 2001, If you want a V8 90 then come and look at this one!! £4250 onvo. Phone Nigel Barker on 01428-653795 before 8.30 pm PLEASE or e-mail Nigel.Barker@ukgateway.net (JAN01)
- * Defender 90. Hard Top. 2¼ Petrol.1984 Genuine 44k. MOT end Jan 2001. Might need rear cross member next MOT. Very good runner, £1700 ono. Tel. John Allan (evenings only) 01489 790982 (DEC00)

Wanted:

- * Set of hood sticks, with or without canvas.....ring me with what you have please. Nigel Barker 07909 973163 anytime, or 01428 653795 before 8.30pm

please or nigel.barker@ukgateway.net (FEB01)

- * Range Rover Roof Lining. Mine's gone all droopy (it's probably the cold weather that does it!) If you have one in fair condition that hasn't gone all saggy, please give me a call. Steve Kirby in Twickenham on 020-8287-0377 or e-mail to Steve.Kirby@cwcom.net or Steve.J.Kirby@BritishAirways.com. (JAN01)
- * Land Rover 80 or 86" Series 1 Soft Top and hoops etc (any Condition) and also 80 or 86" hardtop, please ring Nigel Barker on 07909-973163 or e-mail nigel.barker@ukgateway.net (DEC00)

WARNING

Any adverts dated up to and including DECEMBER will disappear next month unless you renew them!

Services

- * Welding Need to do that odd welding job or need a dry place to work on your Land Rover? I live in Ash Vale near Aldershot and have a large double garage and Mig welder. HBRO members are welcome to use both. I can do welding for you but I'm purely an amateur, no guarantee on quality. All I ask is a donation toward cost of electricity, welding gas & wire etc. Call Roger Hardwick on 01252-335708 day, 01252-376797 evenings or email me at roger.hardwick@ntlworld.com
- * Hoods & Tilts etc.:- For all standard models of Land Rover, or made to measure for specials, in khaki, blue or green. Soft windows put in from new or added to old tilts. Seat covers made, any upholstery made. Repairs to hoods upholstery, tents, etc. There are very few people offering this kind of service. Call Lorraine and Jeff Heydon in Alfreton, Derbyshire on 01623-552309 or 01773-830551.
- * Roll-bars In stock or made to order. Fabrication and welding service available from BS certificated welder. Call Neville Dewdney in Ashvale on 01252-650212.
- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 020-8715-4861 or e-mail David@fwfilms.freeserve.co.uk.
- * Welding and Fabrication Rollover protection, fuel tanks, & any other metal fabrication. BS4872 certificated. Welds all steels and aluminum alloy.

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Competition Event Information

- Events are open to all paid-up HBRO members. Bring your membership card.
- ARC rules apply. Don't forget your MOT certificate where applicable.
- Entries to be on an official HBRO Entry Form.
- 2000 ARC Handbooks are now available. Contact the Secretary or the Competition Secretary if you haven't got one yet.
- All HBRO RTVs are qualifying rounds for the "Red Leader Shield" (standard class Leaf sprung LRs), the "Pilot Trophy" (Standard Range Rover) and the "Performance Trophy" (for 90s)
- When you come to help set out the sections on the day before the competition, please find the Clerk of the Course (or whoever is in charge at the time) and sign on the attendance sheet. The event insurance covers those members setting up the event and is there for your benefit; but it is valid only if you sign to say that you are there.
- Please help to marshal the event. Attend the marshals briefing and then ask an experienced marshal for guidance on how to score and how to assist in the safe running of the event. We'll show you how to score if you've not done it before. A Marshalling Guide booklet is available on request.
- If you are interested in scrutineering, please ask to accompany one of the scrutineers on the day. They'll show you how the checks are done and what

Events - Forward Planner

June 16 - 17	East Anglian Off-Road & Country Show run by Breckland
June 15 - 17	<i>RTV at Hook End Farm.</i>
June 23 - 30	<i>Week Camping Rally at Roundhills.</i>
July 8	<i>Public Scenic Drive at Slab Common.</i>
July 13 - 15	<i>RTV / camping at Bowhill Farm.</i>
July 20 - 22	<i>Billing Off Road Show hosted by Land Rover Enthusiast.</i>
Early August	<i>RTV / Camping at Battlehurst Farm.</i>
August 23 - 27	<i>RTV / Camping at Nelly's Dell.</i>
August 25 - 27	Town & Country Festival, Stoneleigh Park, Coventry.
Sept. 8 - 9	Major's Trial. Eastnor.
Oct. 6	HBRO AGM at the Lawns Motel, 6:30, followed by a quiz.
Dec. 8	<i>Xmas Dinner at The Grange, Alton.</i>

Events for Your Diary

- * First Wednesday of each month, Noggin & Natter at The Jolly Miller on the B3349, between M3 and Odiham aerodrome, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). SU734517 approx.
- * Last Wednesday of each month, Noggin & Natter at the Cob & Pen, Wallington, near Fareham, Hants. (From 7:30 p.m. Plus Land Rover related videos if possible.). Grid ref SU583 068 approx.
- * Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. Please bring your own maps of Hampshire and Berkshire, in case you get lost. If there is a lot of rain on the few preceding days, anticipate postponement.

I've printed the dates of everything I know about at the moment so get your diaries out! Note that *provisional* events are printed in *italics*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations etc. are highlighted in **bold text**.

Short-term events programme is shown below; longer term programme can be found inside the back cover.

WS = Winter Series. SS = Summer Series.

Green laners:-See article elsewhere for details of the next trip(s).

March 4	Green Lane trip. Hindhead area. Details in Feb's newsletter.
March 11	Trial (WS7) at Hook End Farm. Camping. Details elsewhere this issue
March 18	Club Driving Day (£10) CoC Ashley Pocock, and Tyro Trial (Free) CoC Steve Skinner. Broxhead Common.
March 25	National Green Lane Day. Details elsewhere this issue.
April 7	Old Sodbury, Newbury Showground.
April 8	Dunsfold Parts day
April 12 - 17	Easter Rally, RTV, gymkhana etc. at Nelly's Dell. Full Programme next month.
April 14	Interclub with Southern at Broxhead Common. Details elsewhere this issue.
April 22	REME visit. Contact Barry Simpson on 0208 8701804. Details elsewhere this issue.
May 6th	Heritage Motor Run, Gaydon Museum. Details last month
12 - 13 May	RTV at Harroway Farm. Details later.