

Pants & Barks



Chippy Challenge 2002. The Isle Of Wight Team practice driving home...

**Newsletter of the
Hants and Berks
Rover Owners
November 2002**



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Steve Kirby #, Nigel Thorne, Trevor Jones, Chris Homewood, Steve Skinner, Gary Hodgson, JJ Walker.

Notes:- * committee member. # member of ARC Scrutineering Committee.

"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.)

Editor's bit....



One of the highlights of last month was the "Nick Woodage Carpentry Team Challenge" popularly known as the "Chippy Challenge". For those familiar with the War of the Roses, this was a mini version (RTV equivalent) of that long hard event. Designed and sponsored by Nick Woodage, teams had to complete a series of tasks including various winching and towing exercises, changing wheels, trailer reversing, orienteering and a few puzzles to solve. etc. We were delighted to welcome a team from the Vectis Club on the Isle of Wight. Pictures and results dotted about this issue are from the web site (with thanks to Ian Parker). Well done Nick and all those who helped set up and marshal this event.

We have had an offer from another member to organise a much harder event (CCV equivalent?) along similar lines, so keep a look out for that.

There are two ARC related articles this month. They're both worth reading. One is ARC News 51 and the other is a summary of the September ARC meeting. Both contain lots of news and information but no pictures!

This month...

Regulars:-

- Chairman's Comments.
- NEW! HBRO Committee Meeting Minutes.
- For Sale.
- Events Diary.

Articles:-

- News on winch & off road recovery training courses.
- ARC News 51 is here.
- "Chippy Challenge" results and pix. courtesy Ian Parker.
- September ARC meeting report. (Edited highlights)

If anyone needs to e-mail big attachments (such as pictures) to me, please send them to steve.j.kirby@britishairways.com Thanx

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" disc and I'll return the disc afterwards if needed. Practically any word-processor format will do or use plain text. P&B is produced on Publisher 97, so I can accept files in any Publisher format up to that version. Fax facility also available. 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:- SteveKirby@waitrose.com and steve.kirby@care4free.net To improve the chances of making contact, try sending messages to work and home addresses for the time being. Thanx.

Chairman's Comments

Just got back from a lovely day out at Costa del Broxhead - setting out for the RTV tomorrow. Good turn-out for setting-out and a brilliant sunny day - wonder what nature has in store for Sunday tho'. Thanks everybody who set-out both on the RTV and on the driving day course - it's good fun on Saturdays and gives everybody a chance to do things they wouldn't in front of a crowd - there always an exception of course (Simon!!). Come along and join in - anyone can help, novice or expert.

Boy are we packin' in the events now - seems like every weekend - Byway Surveys, Chippy Challenge, Green laning, Lane clearance, Broxhead RTV and Driving day, AGM, Roadmaster, Nelly's Bonfire RTV, etc., etc..... - I'm tired-out just writing about it !!

So looking back what has been going on - We managed to complete most of the Byway surveys that West Berks. CC requested, and I think everyone found it an interesting experience - something different and rewarding, as it helps the Council keep the Byways open. We have received a letter of thanks from West Berks. County Council. This was followed up by the Chippy Challenge, with five teams of contestants running the gauntlet of wood joints and winches. Well done Nick !! Then we we're back to the Lanes for a double dose of Byways on both Saturday and Sunday - another successful weekend run organised by Nigel Thorne !! Staying on the Lanes, the team then hit the clearance day with the BIG pruning shears - see the pictures on the www.hbro.co.uk website - amazing piece of work, turning a blocked lane from a 1m width to 6m in one day !! A lot of very hard work, but well worth it - thanks to everyone who participated. HCC have written expressing their appreciation for the work.

Just got back from a rainy day out at dripping del Broxhead - very good attendance for the RTV, and a steady flow of visitors for the Driving day. Thanks to all the Marshals!! The wet conditions didn't dampen the spirits, despite a fair amount of recovery throughout the day. No real problems, however John Beagley claimed he felt the earth move on section 7, but it turned out to be his rear axle !??

In the next issue, someone will be telling you all about how the proposals at the AGM were received - if it's me, then I'll do my best to deliver on the outcome - if it isn't, good luck to the next Chairman!!

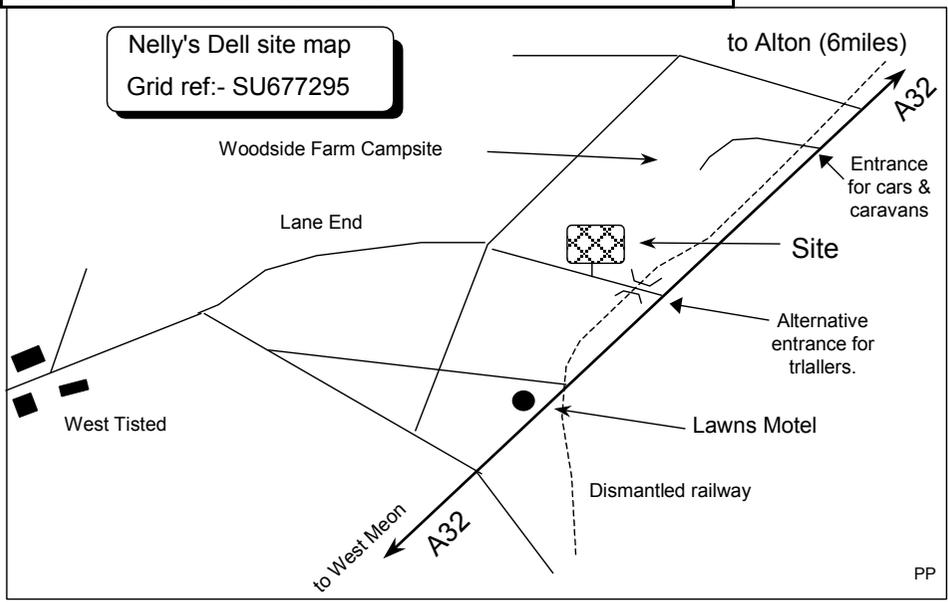
Ashley Pocock. Chairman

Bonfire Night RTV Trial at Nelly's Dell November 9th / 10th

RTV Winter Series.		
	Night Trial, Saturday 9th	Day Trial, Sunday 10th
Status	Closed. HBRO only.	Closed. HBRO only.
CoC	Ed Ellis	TBA
Steward	TBA	TBA
Chief Marshal	TBA	TBA
Scrutineer	Ed Ellis	TBA
Sec of Meeting	TBA	TBA
Camping	Ed & Angela Ellis	TBA
Scrutineering starts	15:00. (3 - 4pm)	08:45.
Drivers / nav's briefing	17:30. (5:30 pm)	09:45.
Marshals briefing	17:30. (5:30 pm)	09:45
Event starts at	18:00. (6 pm)	10:00.
Fees (on the day)	£6	£12
Both trials	£15	
Payment to Sec of meeting.		
Facilities:- Toilets in trailer.		

Nelly's Dell is on the A32 Alton to West Meon road. Caravans to enter by the Woodside Farm entrance. Triallers and or trailers can enter the lower field from the side road. See map.

Please read the Competition Event Information inside back cover.



Remember Remember The 5th November

Well actually its not the 5th November for us this year, it's the **9th and 10th** weekend for the HBRO bonfire.

So what's planned?

Well for a start it's at Nelly's Dell and it's a camping weekend. £4 / night.

You will see from the calendar of events that there is a Night RTV on the Saturday and a normal RTV on the Sunday. So the order of events for the Saturday is:-

Afternoon: Build a bonfire. Please bring plenty of wood.

3pm to 4pm Signing on and Scrutineering for the Night Trial.

5:30pm Drivers and marshals briefing. Please all bring torches.

6:00 pm. Trial Starts

(Just enough time to get some tucker before the evening's programme)

8:15 (ish) Best Guy Fawkes Competition.

8:30 light the bonfire and start the firework display.

Sunday RTV as normal.

OK then:-

Please bring along one or two BIG fireworks if you can, to donate to a central fund for all to watch.

Best Guy Competition: Ok you children and those young at heart. Make a Guy the best you can for we shall have a competition to see who's Guy looks most like the real Mr Fawkes

The Night Trial

There will be a 4 section NIGHT trial on Saturday. Run between 6 and 8 pm. Just a bit of fun really. Nothing too difficult.

Entry fee **£6** for the night trial only.

Sunday's RTV the usual **£12** on the day

Both Night Trial and the RTV £15. See what a great bargain we are offering.

See you there...

Mr Wizbang



LAST REMINDER

Hants and Berks Rover Owners 2002 Christmas Party Saturday 14th December.

Dear All,

Here it is, the menu and booking forms for this years Christmas party. So we have changed the venue and made it a bit of a theme night. The theme will be the 1970's.

Now its up to you, you can pull out your old gear and dress up, a bit of "fancy dress" if you like. There will be a prize for the best turned out 70's couple. So what's the deal? Well for the princely sum of £22.00 per person you will have the choice of a three-course meal, pre dinner cocktail, 70's style disco and dancing, a raffle and the traditional end of season prize giving.

Right a few facts.

Firstly you will need to complete the booking form and send or give it to me with your cheque (cash) before the 18th November 2002. Cheques to be made payable to "Hants and Berks Rover Owners". Along with the booking form I would ask that you make your selection for dinner.

Venue. So where is it?

Cornucopia (Country Market), Osbourne and Malthouse Farms, Kingsley, Nr Bordon, Hampshire. GU35 9LW. Please see the map elsewhere in this issue.

Time. The bar opens at 7pm with a free welcome cocktail, dinner is at 8pm. The disco and bar close at midnight. Carriages at 12:30.

Dress: Smart or 70's its up to you, but remember there is that prize for the best looking 70's couple.

Accommodation: There is a hotel fairly close to Cornucopia (about 1.5 miles), The Headley Park Hotel. The address and telephone number as follows: Headley Park Hotel, Picketts Hill, Bordon Hants. GU35 8TE, tel. 01420 472810. Room rate twin sharing/double inc. VAT and breakfast £70 per night. You will have to make your own arrangements for this.

Also, I have negotiated 12 caravan berths on site. Very sorry there are no facilities, so bring your own loo and water. Cost for the night £3.50. As there is a limited number of pitches I will allocate these on a first come first served basis.



Christmas Menu

“Kojak”

French Onion Soup

Or

“Temptations”

Smoked Mackerel Mousse

Or

“Groovy Cocktail”

Florida Cocktail

“Status Quo”

Roast Turkey breast with seasonal trimmings

Or

“The Professionals”

Steak and Ale Pie

Or

“Sole Sister”

Sole Veronique

Or

“The Good Life”

Vegetable Stroganoff

“The Sweet”

Traditional Christmas Pudding with Brandy Custard

Dutch Apple Tart

Black Forest gateaux

Freshly brewed coffee or tea with mince pies.

Price per head £22.00.

HBRO Christmas Dinner 2002 Booking Form

TO BE RETURNED BY 18th NOV. 2002.

Name:

Membership No.

Guest or Partner:

Selections

Starters	Number required
French Onion Soup	
Smoked Mackerel Mousse	
Florida Cocktail	
Main Course	
Roast Turkey	
Steak and Ale Pie	
Sole Veronique	
Vegetable Stroganoff	
Dessert	
Christmas Pudding	
Dutch Apple Tart	
Black Forest Gateaux	

(Please fill in the number required)

Caravan: (Please indicate if pitch is required). **YES/NO**

(delete as applicable) Cost £3.50.

Please remember to include your cheque for £22.00 per person made payable to **“Hants and Berks Rover Owners.”**

RETURN TO:

Edward Ellis. Social Secretary.

Hants and Berks Rover Owners

26 Khandala Gardens

Waterlooville

Hampshire

PO7 5UA

HBRO Winch & Off Road Recovery Training in Association with Off Road Motivations of Andover

Background

Following a request from the committee, I have organised a training course in Winch & Off Road Recovery, in association with Off Road Motivations of Andover. The course is for a maximum of 10 people per session. Each course costs £200+vat (£235). So that is £23.50 each assuming we fill the course. Students will pay their own tuition fees.

Scope.

The course will consist of an introductory classroom session to cover Health & Safety, basic techniques of winching & High Lift Jack operation etc., followed by practical sessions in the field.

Time table

The first course is on Sunday 17th November however this course is now full. I am currently reserving places for the second, on a date yet to be established. The day starts at 9.00 am finishes at 4.pm with a short break for lunch. Please bring your own food & drink. Further courses are envisaged at a time yet to be arranged.

Location:

Details will be released nearer the time but the it should be in the Andover area.

Equipment:

Off Road Motivations will be providing the instruction, we will be providing the equipment. If you have a vehicle equipped with a winch please bring it along & it will be used. I f you do not , you will be able to share with others. Please ensure you have clothing to cope with the weather as well as a stout pair of gloves.

For further info please contact Non Stick Nick Jennings on

01189 543 056 home

01189 543 181 business (office hours)

01189 461519 business (outside office hours)

01189 461380 fax (work)

0788 40 666 43 mobile

email: nick@jencav.co.uk



A.R.C. NEWS

The Newsletter of the Association of Rover Clubs

Issue 51

October 2002

A.R.C. INTERNATIONAL RALLY 2003

As announced in the last edition of ARC News, due to the unexpected sale of the proposed site for the 2003 event at Manby in Lincolnshire, A.R.C. Council has had to rethink next year's event and is pleased to make the following announcement. "It's back up north again!"

After months of looking at sites and searching for suitable land which will accommodate 750 camping units and provide good off-roading for the 2003 National event, we have now made a decision to return to Yorkshire and the site that YROC used in 1999 at Loversall, near Doncaster. We are grateful to Matt Lee and his wife Stephanie together with the Lee family who have agreed to let A.R.C. use their land for the A.R.C. National 2003 rally.

As no club came forward to volunteer to host the rally for 2003, A.R.C. are co-ordinating it but we do need your help. We now urgently need some clubs or groups of volunteers from within clubs to volunteer to organise the various disciplines and events and also for individual club members to volunteer to assist with the many and various jobs over the weekend such as helping with camping, site services, competitive events, marshalling, etc. If you feel your club is so small that it could never host this event why not just volunteer to totally organise one single discipline and show us all that size doesn't matter!

Please contact Steve Wells initially if you feel you can help. As the various events are taken he will display an up to date position on the new website at www.arc2003.co.uk - this site is live so its up to you.

The A.R.C. Council will steer the event and provide full support but as many of you with experience of organising National Rallies will know, it does need a lot of people to make it all work smoothly. Steve's contact numbers are 01472 398019 (home) best after 8pm up to 11pm. Work 01522 683733 is a second option but remember he is trying to run a business as well and his mobile is 07976510433 and email is our.stump@totalise.co.uk

So it's up to you, the members and the clubs to please volunteer to make ARC2003 a great event and show the rest of the off road world that the ARC National Rally is still the premier event in the UK off roading calendar. The booking form is on the website and we will confirm the competitive timetable as soon as possible. For those of you wishing to enter more than one event please assume the normal weekend programme of RTV, Winch recovery and Team Recovery on Saturday with CCV Sunday and Comp Safari on Monday. We will try to fit a bike trial in somewhere and if there are volunteers then a Gymkhana, trailer reversing, Concours D'Elegance etc. It's over to the clubs and you now!

Denis Bourne A.R.C. Chairman

THE 4th MAJORS MEMORIAL TRIAL SEPTEMBER 2002

Brilliant warm weather with almost wall-to-wall sunshine, (bar a short shower on Saturday afternoon), meant that this year's event was run on a relatively dry site. Other than parts of the garlic woods and the mud hole at the bottom of Bronsil, most of the 20 sections were pretty dry which gave MROC the opportunity to lay out some testing sections. The event was won in fine style by Team Smerdon (Lee, Mike and Steve) from Cornwall and Devon with Mike in particular driving superbly to just 9 points on Saturday and a mere 3 on Sunday. Their overall team score of 73 was 43 points better than former winners second placed Southern team of Ron Baker and Martin and Keith Leonard with the Staff and Shrops team of Alex and Martin Skidmore and Mathew Bennett in third spot on 122 points. On the ladies front there was some frustration. Although Southern ROC and Somerset and Wilts tried to enter ladies teams, they were not allowed to do so because of double driving arrangements, so the only ladies team entered from Cornwall and Devon took the Ladies prize - double driving motors! Scrutineering arrangements also caused some raised eyebrows with one of the scrutineers disappearing below vehicles with spanners! None of this detracted from a great event, which in the eyes of many competitors is simply the best trial of the year. Once again MROC ran a terrific event and all credit to everyone concerned for their hard work over the weekend. Full event results are available at the MROC website www.MROC.co.uk

PLANNING LAW REVIEW

On 21st August, the Office of the Deputy Prime Minister has announced that the review of the 24/28 day rule allowing temporary events, which includes Motorsport events, to take place on land without a requirement for planning permission has concluded that the existing arrangements are to stay with no changes. This is very good news. www.odpm.gov.uk

ALL ROVER WEEKEND STONELEIGH

The All Rover Weekend held at the Stoneleigh showground. I was officially in charge this year for the first time and despite the worst efforts of a V8 cylinder head gasket the previous weekend; I managed to get there on the Friday before the event with both my station wagons. There was a good turnout, though I would have liked to see more of the Series LR's. This year for the first time we had member clubs putting up their own displays as part of the A.R.C. stand, and we were well supported by the Midland, and Leics & Rutland clubs. There isn't a vast amount of room on the A.R.C.'s allocated space and these two clubs did their best to fill up quite a portion of it. There was still room for some more clubs to join us. We were noticeably down on cars this year, though several had tried to attend, but didn't get the applications in on time. All the RSR or P6 members that contacted me by phone were surprised that their clubs had withdrawn from the A.R.C. and still wanted to attend the event if possible. They enjoyed the friendship and relaxed atmosphere on the A.R.C. stand, as well as appreciating the "Town & Country Festival". I hope we will be able to see more

of them coming next year. Denis & Sandra turned up for a day to check up on us all, and it was nice to see them.

I have undertaken to organise the event next year as it has become impractical for Mike Page to travel to Stoneleigh for meetings since his move to Ludlow. The RRR again did their off-road rides for the Air Ambulance, and again beat the total raised last year - something they have done every year. This year the total was £4 384.54, £200 of which was raised by two of the RRR ladies being sponsored to ride a huge "bungee" type machine. The RRR were given some heart monitors for a raffle, which they used on these two unfortunates - and the video shows one of their hearts reaching a rate of 202! This year the RRR also entered separately from the A.R.C., which allowed their stand to be closer to the arena where they do the "staged accident"

The A.R.C. managed to take a slot in the motoring arena for all three days; Saturday was a general history of LR, with examples showing the progression from 80" to Range Rovers and Disco's (we didn't have a Freelander this year). Sunday was the 'Military' day with Air Portable and 101's, and Monday saw the Leics & Rutland getting in on the act with a winching display. This proved to be a crowd stopper (we are more used to spectators you can count on your hand(s)) - that is until the final wheel hit the ground without any breakage, then the crowd evaporated!!

I have not heard of anyone who did not enjoy their weekend at the event, and the smoothness with which it went has very little to do with my own organisation of the event. I must now publicly thank several people and groups without whom things would have not have gone well.

Firstly I must thank the members for turning up to support A.R.C., and particularly the MROC, and Leics & Rutland for their displays. My thanks go to Mike Page for all his work in sorting out the bookings for the event. Then there's Ian Shilton, without whom (or at least his towing ability) the ARC unit would not have got to and from the showground. My thanks go to Sue & Ian Foster of the Lightweight Club for their tireless assistance in manning the A.R.C. unit. I should also thank them for co-opting their friends Mark & Sally Pallett who were equally tireless in their assistance, and receive thanks also. Ian and Mark were also very helpful with suggestions about the organisation of the stand for next year - I hope they will remember their ideas so that I can call on them when I've forgotten!!

The two Peters (Kenworthy and Wykes) also come into the accolades for their organisation and judging of the 4 x 4 concours event which had the Velar of Chris Elliott in first, and Bill Annible's early RR in second. Third place was taken by "Neddy", the Series II of Derek Allen, much to his surprise, as he didn't know I'd entered his LR. He was a credible 20 points only behind the RR's On the 'corporate' side I must thank John Carter of LR, and Alan Baldwin of Southam tyres for their continued support in allowing us to use their Off-Road Courses at the show ground.

Lastly, and by no means least, it was great to see Chris & Bonny manage to get to the show, and I am indebted to Chris' frequent quiet prompting

to remind me of things that needed to be seen to by the I/C ARC stand. Without this, I'm sure there would have been quite a degree of chaos!

Whilst at the event we were reminded that the A.R.C. unit would not last forever. One of the main step supports was found to be broken when we started setting up the unit. The forge at the show was closed so we couldn't get it welded, and had to warn the MROC about the fault before they took it for the Major's trial. Whilst examining the problem Mark also had a quick look at the rest of the chassis, and reported that it was getting thin in places.

It is clearly time to start thinking about replacing the unit with something more practical that can be used by more clubs. We each have our own ideas on this and Council will be discussing it at meetings to come. Until it is replaced, I would like clubs to let us know about any problems (as they should do anyway), rather than leaving it to the next user, as happened to us at Stoneleigh. The broken step could have caused a claim against our public liability insurance, if it hadn't been spotted and secured. If we'd known about it earlier, we could have fixed it before it got to Stoneleigh.

Nick Chinery

And from one satisfied customer Nick had the following note

Hi Nick,

Just a note of thanks for the warm welcome offered to us by both you and the A.R.C. at Stoneleigh the other weekend. We had a great 2 days and were pleased to be part of your fantastic display there. Sorry too that we didn't get chance to thank you when we left but there was some serious noshing going on in those caravans and we didn't want to disturb your nice dinner. Will you please say a big thank you and our regards to Chris Savage as well please and we look forward to seeing him there next year too. I am busy drafting an article to send to the RSR about the weekend and you kind hospitality.

Regards Kim & Janine JEARY

FORTHCOMING A.R.C. CLUB EVENTS

MENDIP CHALLENGE 2002 RTV and CCV TRIALS SOMERSET AND WILTS ROVER OWNERS CLUB

SATURDAY OCTOBER 12th and SUNDAY OCTOBER 13th

RTV trial Saturday and CCV Trial Sunday each limited to 100 entries. Camping on site from Friday. Please book before 30th September to avoid disappointment. Booking forms available via Club Secretaries.

LINCOLNSHIRE LAND ROVER CLUB- OFF ROAD DRIVING DAYS

Grasby 29th December 2002. Refreshments and free technical advice available. Organised by Lincs LRC.

For further details contact Paul Smith 0777 932 8475

OTHER NON-A.R.C. EVENTS OF INTEREST

OCTOBER 4-6 WELSH HILLRALLY

Run by the Hillrally club. www.hillrally.com or 0151 677 5571

OCTOBER 6 LONDON to BRIGHTON LAND ROVER RUN

Surrey and South London Land Rover Club tel 020 8241 0470

OCTOBER 20th THE NORTHERN LAND ROVER AND 4X4 SPARES DAY AND SHOW

Great Yorkshire Showground, Harrogate tel: 01484 660622

OCTOBER 24- NOV 3 BRITISH MOTOR SHOW NEC Birmingham

Tickets call 0870 9094133 or www.motorshow.co.uk

OCTOBER 26th OLD SODBURY'S SORTOUT

Newbury showground Tel: 01454 323109 or

www.oldsodburysortout.co.uk

OCTOBER 26th/27th UK- NATIONAL GREEN LANE DAY

Please contact your A.R.C. club for details of what is happening locally

10th NOVEMBER THE 4x4 SCENE ON SHOW AT THE THREE COUNTIES SHOWGROUND, MALVERN WORCESTERSHIRE

Off-Road vehicles, performance cars, trade and jumble, club stands, historic, military, civilian, "unusual", cars, sports and racing and Utility. Tel; 01684 575902 www.4x4power.co.uk

IMPORTANT – Participation at any competitive event or show is at your own risk or that of the organisers. Although the A.R.C. is happy to publicise such events it does not act as an agent for the organisers. Statements or opinions expressed in A.R.C. News are not necessarily those of the A.R.C. Council. You are advised to obtain independent advice on matters involving safety, finance or legislation.

This Newsletter is compiled and edited by Paul Barton, ARC Newsletter Editor, for the Association of Rover Clubs. Contact Editor at 26 Summerhill Grange, Summerhill Lane, Lindfield, Haywards Heath, West Sussex, RH16 1RQ E-mail: PaulBarton.home@ukgateway.net

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Association of Rover Clubs Ltd. Limited by Guarantee Registered in England No. 1806788

Registered Office, 124 Crescent Drive, Petts Wood, Orpington, Kent, BR5 1BE

RTV Trial

Brick Kiln Farm, Alton, March 20

RTV Winter Series.

Status Closed. HBRO only.
CoC TBA..
Steward TBA.
Chief Marshal TBA.
Scrutineer TBA.
Sec of Meeting TBA.

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

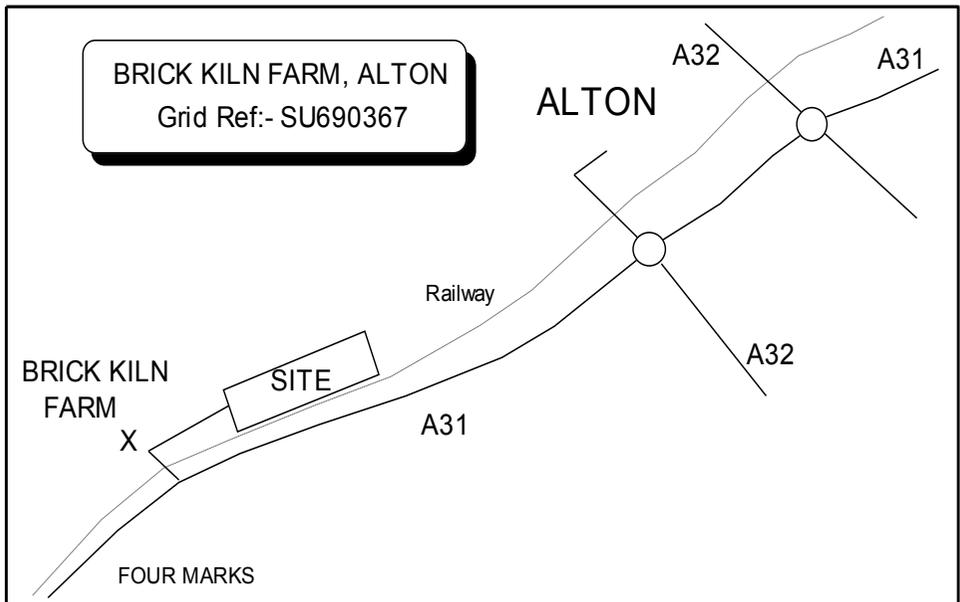
Payment to Sec of meeting.
£12 on the day. £10 advance (>7 days).

Facilities:- Toilets.
TBA = To be advised.

Brick Kiln Farm is on the A31 about halfway between Alton and Petersfield, Hampshire.

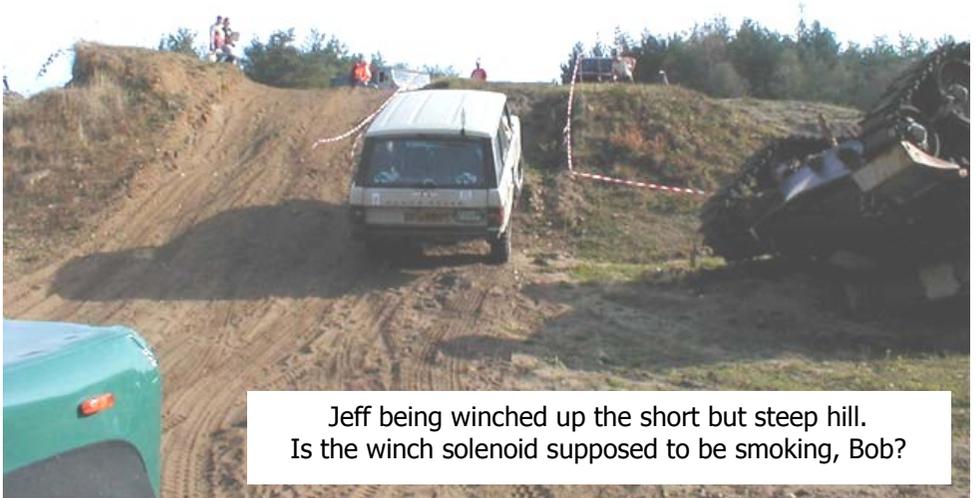
Please come along on the Saturday to help set out the sections. If you've not done this before, we'll show you!

Please read the Competition Event Information inside back cover.



Chippy Challenge 2002

This is the "We're not going to break anything" team from the Isle of Wight.



Jeff being winched up the short but steep hill.
Is the winch solenoid supposed to be smoking, Bob?

Nick Woodage Carpentry Team Challenge The 'Chippy Challenge'

The Teams:

"Fareham And Reading Team F.A.R.T." (HBRO)

John, Nick, Klim, Tina, Hugh, Sarah, Chris & Sam 1st with 89 points

"Diff Busters" (HBRO)

Ed, Mike, Gary & John, 2nd on 94 points

"Were not going to break anything" (Vectis Club, Isle of Wight)

Ian, Ray, Lee & Scott on 3rd on 193 points

"HBRO Youth (except Bob)" (HBRO)

Bob, Devika, Kiran, Zoe, Ian, Sam, Jeff & Tracey 4th on 283 points

"Mud Crusaders" (HBRO)

Bill, Hugh, Roger & Andy, 5th on 330 points.



The Guys & girls of the winning **Fareham And Reading Team**

The Chippy Challenge

So, it seems that some F.A.R.T's have the sweet smell, probably of success!. The Fareham And Reading Team entered the Chippy Challenge for the second year running and this time took home the silverware or should that be the woodware, as long as it wasn't more Tupperware I was happy. There was a slight change in the team line up this year. Basically because it was my Land Rover and I wanted to play with it. Apologies to those from last year who may have been displaced, but next year you should be ok. After a day of prancing about on Slab Common my joints were complaining.

Before you get board (whoops carpentry pun there) with the details of our great and historic victory, a big well done for the Chippy Chippy Chippy himself. Nick Woodage, thank you for an event that was just plane (whoops there's another) good fun and will, I am sure, remain part of the HBRO calendar.

So to the dovetail or should that be detail?

Our team Chris, Hugh, Klim, Sam, Sarah, Teflon, Tina & myself Non Stick.

Our equipment Two 90's (1xTdi with the winch, 1 x v8 with the power) + two Range Rovers (one with the tyres & one with Jazz)

Our Mission To boldly go where the winners had went last year.

For the first Chippy Challenge I had helped with some of the paperwork . I have also CoC'ed a few Gymkanas for the club and competed in several Wars of the Roses, so I had a fair idea of what would be required. The team was carefully chosen for the right mix of brains, brawn, beauty & bovine excrement (Bull Sh*t to you & me), and so on the appointed day we stood before Nick Woodmeister for our briefing. Ten sections awaited five teams with a good mix of vehicles, some of which were still undergoing last minute preparations . Weren't they Bill?. Each section had a static marshal, although the ones we saw were running all over the place. Each team was allocated marshals to accompany them. Our mobile monitors of mayhem were Trisha (Paul's sister, see I mentioned him again, he's a fan of my articles) & Phil, in their red Disco.

Our first task involved putting one vehicle in a bit wet soggy bog, recovering it back to terra firma with another vehicle, then returning to our start positions. This process was then repeated with the other vehicles. Hugh & Sarah were first into the water and chose to climb around on top of their vehicle rather than risk the dreaded wet foot. Not so for son John. On the second half of the task and while Klim ran to Alton and back to avoid getting wet feet, John was out of the 90, up to his knees in the wet stuff and back in before you could say "mines a pint of EP90". We did ok on this section, but scored penalties because I did not read the instruction properly. Sorry team.

The next task was to find the next task. We had been supplied with maps of the site with numbers on, so off to task 2. No problems here. The old change a wheel, drive the section backwards, change the wheel back, and drive the section backwards with the rest of the motors, one. I think it is fair to say that we nailed this one (whoops carpentry pun) with a good time and no penalties. (note to self! you can get better than a Kwik Fit Fitter)

Because we had been a quite slick with the last task we stopped at the sign on area to do the difficult bit involving the old grey matter. Plot map references,

identify legends on the map, calculate & total a distance between the plots, and examine a box containing lot of bits of wood skilfully joined together by our CoC. Looks like I am not the only one with problem joints!. Here I was able to redeem the hours that I spend (or waste according to Maureen) watching Discovery Channel Home & Leisure New Yankee Workshop with Norm Abraham. From memory we got 7 out of ten for the joints. (note to self 7/10 not good enough must watch more Discovery Channel Home & Leisure New Yankee Workshop with Norm Abraham.)

This is where it all becomes a blur so the following is not necessarily in the correct order, or in explicit detail so that the half of you who have not fallen asleep already, won't do so by page 25!

There was a task where we had to tow each other around a section with vehicle connected front to front. Not too bad here, just a couple of penalties for hitting a tree (allegedly) & getting lost.

There was the one where we had to connect the front tow points of our vehicle in two pairs, with a piece of bunting and a spanner, and drive a section. Chris & Kim did it side by side, Hugh & I did front to front & backwards. No probs here.

There was the one where we had to winch two of our vehicles up a steep bank. Again no probs here, but it took a lot longer than I thought it would have done. As it turned out we were one of the quickest here.

There was the trailer loading reversing & unloading one care of "Trailers on Tow". A selective choice of drivers here gave us a good result. Well done chaps. PS beware of a special offer ex demonstrator trailer only used on Sundays!.

The one with the tyre in the tree that we all had to pass through. Tricky.

The one with building a bridge of sleepers and driving the section. Apologies here to Klim. While he was busy bridge building, I was trying to talk Tina into driving their vehicle over the bridge etc. Tina was a bit dubious , so I jumped in the Jazz mobile and before Klim had realised what was what I had done his bit , sorry mate the red mist came down and all I could see was the Chippy Challenge Shield.

The one with the concrete block. Here I was a victim of the "more haste less speed" syndrome. If I had spent a bit more time lining up the winch motor, I am sure we would have been a lot quicker. While we were winching I noticed a rumpus in the engine bay of the 90. A bit like two squirrels fighting over their nuts. Klim & I assumed it was some mud dropping off of the bonnet onto the pulleys. It was in fact the fan belt making a fast exit from the engine bay. Did this mean we were screwed? (whoops carpentry pun). No ,we completed the section and retired to the trees to lick our wounds . As luck would have it the 90 still had the "Alpine Tour" (another Woodage Wonder where does he find the time) spares pack on board. Out came a new belt and our super speedy spanner spinner Chris Homewood had the job done almost before it needed doing. Cheers Chris.

So I think that's about it. A good days off roading. I had fun, I hope everyone else did. A bit thanks to the Officials & Organisers. See you all at Woodmeister 2003

Non Stick Nick

Rights of Way research - an introduction

Part 1 of an occasional series

Many people, like me, get to hear about 'Green Laning' after joining a 4x4 club. We had bought a 109 V8 station wagon for the family seating capacity – a Peugeot estate may have been more practical and economical, but I sure wasn't about to get one of those! After that we read the LR magazines, joined HBRO, enjoyed the play-days, and went along on club-led green lane driving days. Next comes the inevitable question, "Where can I drive?" And that, of course, is where vehicle rights of way research begins.

Quite often, people are put off of the whole idea of research, with thoughts of poring over dusty volumes and crumbling maps in some public records office. Well, it's true that forms a part of some research ... but to return to the question "Where can I drive?" there is much more basic work that can be done by anyone. My hope is of course, to ensnare some of you good folk into the research world – there is so much that needs to be done if we are not to lose existing rights we currently enjoy, or in many cases would enjoy if only we knew they existed. More of that in later writings.

So, what can be driven today? Barring some special case, where the highway authority has imposed some special rule e.g. a weight limit, a one-way street, or no motor traffic at all, you can drive your vehicle on any public carriageway. There is no difference in the legal principles between your right to drive along the A3, and your right to drive an unsurfaced byway. However, looking at an Ordnance Survey map shows a matrix of coloured roads – red, brown, yellow for different classifications. The most minor class of roads are left white, and a simple dashed line represents a 'track'. Many of these white roads and tracks might well have public rights, but you can't tell from the basic map; the O.S. surveyors have a duty to map what is visible and not only what is public. Hmm, can't we tell which are public then? Well, for some minor roads we can ...

During WWII, many old footpaths and other ways had been ploughed under, where the "dig for victory" campaign had encouraged the cultivation of every available square yard. There was no register or record of those minor highways, and a great danger they would be lost forever. This was recognised as a problem, and due in part to pressure from groups like the Ramblers Association, the 'National Parks & Access to the Countryside' Act of 1949 introduced for the first time the Definitive Map (DM). The idea was, each Highway Authority (usually the county council) would produce and maintain a map (the DM) and associated Statement (a brief description of the ways mapped) which would show public footpaths and bridleways. So Parish Councils compiled a list of their known public minor ways, submitted the list to County, and eventually the DM&S for each county was created in the 1950s. Note that it is an offence to drive a motor on a public footpath or bridleway, although the fact that a way is recorded as a FP or BR on the DM&S doesn't mean that hidden vehicle rights might not exist.

A complication was that by the 1950s, even minor roads had in many cases received a topping of tarmac; the roads which hadn't been so treated were often falling into disuse, except by perhaps ramblers or horseriders for leisure. So the 1949 Act also provided for the recording on the DM&S of roads which were now

essentially being used only as footpaths or bridleways – the term RUPP (Road used as a Public Path) was born. Unfortunately the definition was wide, and the road forming the basis of a RUPP might in truth have public or private vehicle rights.

Due to the lack of clarity over which users could use a RUPP, the Countryside Act 1968 introduced the new term Byway Open to All Traffic (BOAT, often just called Byway). Highway Authorities were supposed to examine all their RUPPs and reclassify them as BOAT or Bridleway, or rarely as Footpath, depending on what Public Rights were shown to exist. This whole process was flawed, and we'll examine that more at another time – but the upshot is that in 2002 you may still find both RUPPs and BOATs existing on the same DM&S.

How does this help us read the O.S. map then? Luckily, since the invention of the DM&S, the Ordnance Survey have been representing the info supplied by the counties, as a coloured overlay. On the popular 1:50,000 Landranger series, footpaths are shown as red dots, bridleways as red dashes, RUPPs as alternate red dash-dots, and BOATs as red dash-crosses (-+--+). Underneath the red coding for the right of way, you will often see the white road or track that is the physical feature on the landscape – remember that the DM&S information on which the red overlay is based, is the “idea” of a public right of way, whereas the O.S. map shows the visible features.

At last ! If we see a BOAT on the map, we know it has vehicle rights (barring map errors!). You can now conduct Rights of Way research !! There are actually ways of checking for the BOATs shown in error or omitted, but thankfully they are quite rare. So you can now take up a highlighter marker and go over your map highlighting all the +--+ routes, being reasonably confident you may drive them. Don't forget the club's RoW officer has a set of ready marked-up maps you might refer to as well.

One thing you will get used to in the RoW world, is all the ifs and buts! You may drive those BOATs – unless they have been reclassified since the map was made (rare). Or unless they had a Traffic Regulation Order imposed banning cars, or all motors – in which case there should be clear signing, like the sign in a red circle showing an old BSA motorbike flying over a Ford Popular. I used to think that meant “Caution! Army Motorcycle Display Team”.

Also remember that just because it's a BOAT (i.e. vehicle rights exist) doesn't mean it's physically driveable by all vehicles. BOATs do exist that are only four feet wide. And there are very few BOATs that can be driven by double-decker buses. Lastly, but by no means least ... the condition of BOATs may vary greatly depending on season and weather. A lane seen as a “challenge” to a 4x4 user could be irreparably damaged by thoughtless use. Please, please, “tread lightly” for the benefit of all users – regard it as an investment in the future of our hobby.

And what of the RUPPs and white roads and tracks, can I drive there? What's this ORPA thing about? What's a Restricted Byway?? See the next gripping installment !

By Ross Kennedy, Green Lane Association rep for East Berks
Email ross.kennedy@glass-uk.org

War of the Roses 2002

For me this year's event went very badly, it all started going wrong before the event had even started. I was planning to travel to Cartmel to watch rather than compete, taking the children for their first trip to the event. About 2 weeks before the War, I had a phone call from Adrian Bolge, saying I was needed to be part of the team and could I bring my Land Rover? Due to foot & mouth the vehicle had been off the road for about 18 months and had been totally neglected. After several long evenings and a weekend spent servicing routine items, repairing the exhaust which had rusted away due the rain falling in the back, replacing all the brake hoses, fitting new wiper blades etc, the Land Rover passed its MOT. The Land Rover was loaded onto Adrian's trailer for towing to the Lake District behind my Range Rover. I left work early on Friday, loaded the camping gear and the family into the Range Rover, hitched up the trailer and headed north. Everything was going to plan.

On the Motorway the Range Rover didn't have as much "GO" as I was expecting, but it was very heavily laden. After about 15 miles steam started emerging from under the bonnet, even though the water temperature and level were OK. I pulled onto the hard shoulder, opened the bonnet and found the steam was coming from the filler cap on the expansion bottle. As I had a full five gallon water carrier, I topped up the water and continued. We left the motorway at the next exit and pulled into a lay-by to investigate. There was still steam coming from the filler cap! I topped up the water again and decided to return home via the back roads avoiding the motorway and investigate the problem there. About 10 miles from home there was a very loud bang from the engine and very large clouds of steam. Opening the bonnet revealed the top radiator hose had exploded. Unfortunately we were stopped on a bend, on a narrow, hilly, busy road.

Luckily the Land Rover was road legal, so I took it off the trailer, unhitched the trailer, rolled the Range Rover forward, drove the Land Rover past the trailer, hitched the Land Rover to the trailer, moved the Land Rover and trailer in front of the Range Rover, and finally winched the Range Rover onto the trailer. Trouble over you might think, but NO.

After driving about 4 miles the Land Rover started to misfire, and lose power. Eventually we had to stop because it didn't have enough power to move. After letting the Land Rover cool down for about ½ an hour it seemed OK so we continued, but it died again. About 2 miles from home I eventually gave up, and got a friend to tow the Range Rover and trailer home while I struggled with a misfiring Land Rover. We still had to get to Cartmel because we had the new winch cable for Adrian's winch, so the plan was to leave early next morning in Marion's car taking the cable but leaving the Land Rover and Range Rover behind. I phoned Dave Ridden to let him know what was going on and that we would eventually arrive with the cable. I hadn't realised that Adrian and Dave were travelling together (with Adrian's 110 towing Dave's 90 on an A frame) and that they had started later than us and were only about 2 miles away on the Newbury bypass and so they diverted to our house to decide what to do. It was decided the fault with the Land Rover was definitely "Plug Leads", so as I had a Range Rover which wasn't going anywhere, I took the leads off it, and fitted them to the Land Rover. A quick test drive later things seemed OK and as my Land Rover was needed for the competition, it was swapped with the Range Rover on the trailer (not an easy move in a front garden). Next morning the 110 towed my Land Rover on the trailer, Dave drove his 90 while Marion, Thomas, Peter and myself went by car. The trip to Cartmel was long and but uneventful.

During scrutineering for the competition the Land Rover started to misbehave again and

it was decided that the plug leads may be in the wrong order. After checking of the direction of distributor rotation, firing order, top dead centre, compression strokes etc, it was agreed that the leads were correct and everything seemed better. However, during the drive from the camp site at Cartmel Race Course to the competition site on the Fells above the village, the misfire became worse and in the end the Medic Range Rover towed my Land Rover to the starting lanes. Throughout the day the Land Rover continued to misfire and had to be towed most of the time.

To make the weekend even better, I also injured my back during the competition and when I got home I needed 4 sessions at the osteopath to sort it out.

The boys thoroughly enjoyed the weekend and are looking forward to next years event!

The problem with the Range Rover was a blown head gasket due to me not re-torquing the heads after a rebuild, and the Land Rover problem was a faulty coil.

Don't you just love Rover products!

Steve Kendall.

HBRO On-Line

Don't forget to visit our Web site at:-

www.hbro.co.uk

Also see the ARC web site at **www.the-arc.co.uk**

Hants and Berks Rover Owners Newsfeed. Web Site Update www.hbro.co.uk

New Feature....

HBRO are pleased to announce the addition of an online forum to www.hbro.co.uk

Thanks to our friends at Darksiderz you now have the facility to chat online and post queries on all things Land Rover and Club related.

The Forum can be accessed from the main index page.

Take the time to register to get the full functionality of the Forum/Bulletin Board.

Enjoy

HBRO Online

ARC EGM, 14 September 2002

Report from HBRO's ARC Liaison Officer, Steve Kirby.

There is much detail discussed at these meetings so I am showing only the edited highlights this month. A full set of minutes for this meeting is available upon request.

6. Secretary's Report. Simone Birch.

ACCEO Public Liability Insurance has been renewed until 1st August 2003. ACCEO can provide very competitive rates for Public Liability Insurance for all member Clubs.

Fine received from the MSA for late paperwork submitted after a trial. When applying for permits from the MSA in the ARC's name, Clubs must also forward the details to the ARC Secretary so that when fines are issued she can determine which Club they need to be passed on to!

Simone now has a list of the NFU Mutual Sales Managers for the country and she will be trying to contact local Clubs with these so that perhaps sponsorship of one form or another could benefit the Clubs. This could take the form of adverts in Club magazines or maybe trophies for events.

A copy of the 3-in-1 Safety Video has been received from the MSA. This should have been received by all competitive Clubs registered with the MSA. It covers motorsport in general and should raise members awareness as to what could potentially go wrong at events. Do we have ours?

As there have been numerous changes to names and addresses of ARC Club Secretaries since the Green Book has been published, an up-to-date listing is available by e-mail on request.

7. Treasurer. Nick Chinery.

Nick is still considering the matter of club subscriptions, and what increases may be necessary - if any. Clubs will be receiving e-mails requesting the number of members so that he can put together next year's invoices which he is determined to send to clubs early in January. These will include any caravan permits issued to clubs during this year.

8. New Club Applications.

Aylesbury Land Rover Fanatics Club have now joined the ARC. They are non-competitive, established for two years, 85 members, pay-and-play sites mostly so far. They run caravan rallies, family/social events, and their charity fund raising events are very successful.

9. Rule change proposals.

The following Rule Change Proposals are for discussion by member Clubs, amendments can be made at the December ARC EGM and voting will take place at the ARC AGM in March 2003.

(a) Roll cage tube specifications.

Roll Bar regulations para 3.1. to read:-

"The minimum material specification for all tubing will be nominal 38mm / 1½" bore steel 'blue band' tubing to BS 1387. Tubing which exceeds this specification is recommended where the outside diameter at least matches the above type and a minimum nominal wall thickness of 2.5mm where the quality and origin can be traced."

Note that tables of dimensions elsewhere in the Roll bar regulations will need to be amended accordingly.

(b) Chassis joint patch plates requirements.

The Future Competition Regulations B.11.4. and C.7.1. both require that where a chassis is cut and joined, a butt-strap / strengthening plate must be welded over the join(s) on all four faces of each chassis rail. This has never been required previously and we have never had a problem with chassis breakage at joins. Consequently, we request that the sentence **“A butt-strap / strengthening plate must be welded over the join on all four faces of each chassis rail”** be deleted from rule B.11.4. and the sentence **“Where a chassis is cut and joined, a butt-strap / strengthening plate must be welded over the join(s) on all four faces of each chassis rail.”** be deleted from rule C.7.1.

(c) Roll bar mounts spreader plates.

“We propose that the Scrutineering Committee should re-look at the thickness of the Roll Bar spreader Plate with a view to reducing the thickness in line with the Blue Book to 1/8” or 3mm.”

(d) Scrutineering and Off Road Committee to suspend process for rule changes for 3 years.

“We propose that the Scrutineering and Off Road Committee should ask the ARC Council to suspend the process for vehicle regulation changes for a period of 3 years with 3 exceptions:-

MSA regs,

Safety matters

ARC Council and Scrutineering panel relating to the Future ARC Competition Regulations.”

(e) RTV rules. Proposed by YROC.

The Yorkshire ROC wishes to propose the following rules for setting out a RTV:

(i) **The terrain chosen should be such that vehicles should not catch the bodywork on approach, ramp breakover or departure angles. Care should be taken that should a vehicle fail a gradient, the vehicle should not catch its bodywork when reversing.**

(ii) **Vehicles must be capable of traversing sections without contacting any trees, bushes or other natural features.**

(iii) **No features may be included within sections which are likely to cause damage to the underside of competing vehicles.**

(iv) **Transverse gradients should be such, that no vehicle shall tilt more than 25 degrees from the vertical.**

(v) **The maximum depth of any water shall be 0.5metre.**

The administration of the above rules is simplified by requiring that vehicles should not catch bodywork, rather than quote all the approach and departure angles for each vehicle.

The only stated angle is for transverse gradients, which can be measured easily using an inclinometer. Thus measuring the angle of the vehicle, which is crucial, rather than the angle of the ground or the axle.

(f) Change to rules on tyres. MROC .

I am concerned that we may lose land for our sport because of damage in the long run.

I therefore propose the following:

B.7.2 be amended as follows: insert after “maxicross”:- “Diamond Pattern”.

10 Section Reports.

(a) Caravan. Simone Birch

Clubs are reminded that for caravan rallies held in National Parks applications need to be sent in

by April or May the previous year. These applications should be sent to ACCEO with copies to Simone so that any queries can be sorted out easily.

(e) Countryside Access. Tony Kempster.

Good news about the 14/28 day rule! You'll probably all now be aware that the temporary uses provisions are to be retained – at least until the next review of the planning system!

We have LARA's officers to thank for making us aware of the planning review and for their efforts on our behalf.

The Ridgeway is attracting attention from the "antis" again and Swindon BC was proposing a TRO on part of the route in its area to exclude recreational vehicles users. Swindon has now applied the TRO which applies to the stretch between Foxhill and Ridgeway Farm, Bishopstone and is effective for six months from 1st August.

(j) MSA Liaison. Harold Carman.

A new class of trial to fit between the Tyro Trial and the Cross Country Vehicle Trail is to be defined by the MSA Off Road Committee.

Junior Trials Vehicle (JTV). regulations are now published and the MSA chief executive has rubber stamped it.

(l) Scrutineering & Off Road Committee (S&ORC.) Steve Kirby.

RTV Issues.

The MSA specify rules for a Cross Country Vehicle Trial in the MSA Yearbook. The ARC subdivides this into RTVs and CCVs in the ARC Handbook. So any "fixes" for perceived problems lie with the ARC, not the MSA, who dropped the idea of sub-dividing the Cross Country Vehicle rules some time ago. So long as both sets of rules / SRs are followed, then there's no problem. If we want to change the RTV SRs, then we can do so without consultation with the MSA.

The view was that we do not have a problem and do not need to carry on discussing additional RTV SRs. Note that YROC have proposed some rules for RTVs.

Fire extinguishers.

A new gas is now available. This is ViRo3. As soon as information becomes available, Harold Carman will advise on the date that this type of extinguisher is approved by the MSA, and the minimum size (kg or litres) for a hand held unit.

Technical Topics:

New lightweight front radius arms are available from a well known accessory maker. They are made with a flat plate web (which is perforated) and a strip around the periphery welded together making an arm the same size and shape as the original. Doubt was expressed that this would have the same strength as the forged original Land Rover part which, although heavy, is immensely strong. Consequently, they cannot be considered to be the same basic design and so not acceptable as replacement items.

Dorset LRC raised the question of the necessity of having a Safety Officer as they are thinking of becoming a Limited Company and they have been told they would need one to comply with Company Law.

13. Next meeting December 7th.

HBRO Committee Meeting Minutes, 16th September 2002

Chairman:- Ashley Pocock. Attendees:- Steve Kirby, Ed & Angela Ellis, Dave & Maureen Ridden, Kiran Raval. Absentees:- Mat Hewitt.

Chairman's Report

- Marshals recovery training
 - Nick J. investigating various options.
 - Some club sponsorship possible dependent on price without taking away the commitment from trainees.
 - Ongoing as most places not accredited or very expensive.
- Club Insurance
 - £586 A lot but the best price. -Paid
 - The various cover HBRO require discussed.
 - Maureen to get policy doc. - Outstanding.
- Rickshaw
 - Now moved one week later. Will clash with Chippy challenge.
 - New date 25th January. BAMA apologies for change.
- Road Master
 - 2nd November. Camping on the Salisbury Plains.
- Summer Rally - Went well. Well done to all involved.
- Friends of the Ridgeway are reforming. Meeting soon.
- Add Driving Day to Broxhead 20th Oct. event.
 - Ask those who wrote to committee requesting more driving days to help organise.
- Southern ROC event invite
 - SROC not going ahead . Another event Suggested. Ash discussing.
- Clearance day
 - 3 lanes suggested.
 - Council ROW officer to assist.
 - Meet at pub. ASH to organise.
- Surveying
 - Sunday 22nd September. M4- Kintbury-Andover.
- Hart First Response (HFR)
 - Now a registered charity.
 - Payment discussed. RTV could be loss. Public driving days make large payments.
 - First aid course for members by HFR.
 - issue of club responsibility and liability discussed.
 - Ed to ask HFR for course advert.
 - Pass on calendar to Hart.

Secretary's Report

- Mail discussed.

Treasurer's Report

- £8078.81 in the bank
 - £1500 spent on recent events (defence estates).

Membership Sec's Report

- 295 members.
 - Actual number of members required as opposed to mag mailing list.
New printers organised
- Steve to contact about which format to send mag to printers in.
 - Very good so far, using PDF format to send.
 - Bulk mailing option to be investigated.
 - Printers charging too much. Ang to investigate.
 - Steve requesting more mags than price calculated on.
 - No. required including extras 295.
 - Still need to moan about printers being late also. Ang.
- Trevor Jones membership payment traced. Confirm to Trevor our problem.

Competition Sec's Report

- Summer/Winter series scores to run by points for positions . - Agreed.
- Winch recovery event suggested by Nigel Barker.
 - Mat to chat to Nigel Barker.
- Team RTV event suggested by Mat. All agree. Fit into calendar.
- Next years Comp dates proposed. - full calendar including CCV, Comp, DDs
 - RTV+ option run alongside CCV discussed.
 - Should we have RTV+. Not concluded
- Bonfire night at Nelly's
 - Night trial. Ed COC. start at 6:00PM then fireworks.
 - Request for wood to go in mag.
 - Ash to confirm camping with Matt.
 - fees :£6 night trial; £12 RTV; £15 both.

R.O.W. officer's Report

- No insurance for laning
 - Hold on club laning activities.
 - ACCEO give 3rd party cover on the ROW.
- New Explorer 1:25000 maps to buy.
 - Dave to get map nos required to Kiran to buy.
- Map marking session booked at Hants council 20th August.
 - Maps marked. Not complete. Volunteers required to complete.

- Dave not standing again at the AGM as ROW officer.

Social Sec's Report

- Christmas Do
 - Accommodation not being organised.
 - Disco with Buffet only.
 - Suggested disco & buffet + 70's theme with Corn U Copia.
 - Subsidise to £20/head.
 - Booking details to go in mag.
 - £150 budget for raffle prizes.
 - only one person paid so far.
- AGM 26th October.
 - Ed to organise place and quiz for after.
 - AGM to be held at the Blue Bell in Liss. (cost £65)
 - 6 for 6:30.
 - Speeding and litter on camping/event site becoming a big problem.
 - Reminders to all.
 - Medals/keyrings investigated. Pewter shield £1.75 + £120 setup. To cover 1st and 2nd in class as run out of current stock.

ARC Liaison Report

- Events discussed for mag calendar.
- rule changes
 - change 3000 class limit to 3600. Accepted.
 - Tank material change. Not accepted.
 - allow removal of bump stops. Not accepted.

A.O.B..

- HBRO becoming a Ltd company discussed.
 - pros: reduce liability of members and committee in some ways.
 - cons: add extra work and costs.
- Trailer options discussed.
 - Ashley to price up proposed option.
 - Looked at suggested trailer 2.2x1.4m and price £500. ongoing.
 - Ash to investigate hinged side options
- Ensure hand held CBs get to trials.
- Discussed change name to Hants and Berks Land Rover Club.
 - Need proposal
- Next meeting 14th October at Lawns.

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MAR02

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 Kiran 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

- * 4 Tyres BFG All Terrain 265/75 R16. Lovely and chunky. Look great. Fairly new with lots of miles left on them. Pick your own colour for the rims! £250. Bob Derham 07801 730465 Near Jolly Miller meet. bob@closemaster.co.uk (OCT02)

Vehicles for Sale

- * 110 County 12 seat Station Wagon 1986. 2.5 litre. Blue. 59000 miles. MOT to Aug. 2003. Taxed to Jan 2003. VG original condition. Some spares. £3250 ono. Call Adrian Conway in Sandhurst on 01276-600234. (NOV02)
- * Series 2A SWB Land Rover. It's 1968 and tax exempt and in reasonable condition (good tilt, etc). You've probably seen it parked up in School Lane, Sheet, and you've probably also seen me driving round in it. Mechanically it's in good condition, the biggest plus being a new gearbox and clutch. It's also had a new brake master cylinder, carburettor, distributor, fuel tank and a few other things I can't remember. It's taxed and MOT'd until December, and I'm looking for around £1500 for it, basically because that's what all the above cost. However, you've got to be realistic and it may have to go for less; I'd be sympathetic if some young enthusiast who'd get a lot of use out of it wanted it, for example. Anyway, can you help? Many thanks. Colin Jackman. 01730 269620 or Crjsheet@btopenworld.com (AUG02)

- * Series 3 SWB SW 2.25L Petrol with overdrive.19K miles only S-reg. marine blue. Long MOT. No tax. Excellent runner, good condition with recent work e.g. new master brake cylinder but the odd bodywork knock. Bucket seats and four point harness. Very good condition off road tyres General Super All grip. Only £1400 Call Bob Derham 07801 730465 Near Jolly Miller meet. bob@closemaster.co.uk (OCT02)
- * 110 Petrol 3.5L V8 White Station Wagon. E Reg. Long MOT and Tax. 172K and still going beautifully. Used everyday. Bodywork showing its age but great as a working vehicle. Only £1500 Call Bob Derham 07801 730465 Near Jolly Miller meet. bob@closemaster.co.uk (OCT02)

Wanted:

- * Wanted - Roof Tent suitable for Range Rover Classic. Contact: Steven Rose - stevenrose@hotmail.com Tel 01256 773115 (evens) (JUL02)
- * Range Rover Grab handle. The sort that screws to the roof above the doors. I need just the one. Contact Steve Kirby in Twickenham on 020-8287-0377 or e-mail to SteveKirby@waitrose.com or Steve.J.Kirby@BritishAirways.com. (JUL02)

WARNING

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

Services

- * VIDEOS Professionally made videos produced and distributed. Contact Dave Jeffery of "4-WHEEL FILMS" on 020-8715-4861 or e-mail David@fwfilms.freemove.co.uk.
- * Welding and Fabrication Rollover protection, fuel tanks, & any other metal fabrication. BS4872 certificated. Welds all steels and aluminium alloy. Examples:- LR full external cage £280. Steel fuel tanks from £65. Dave Middleton. Frimley Green. Mobile 07773770448.



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Disclaimer

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01264 711014

See website: www.trailersontow.co.uk

AUG02

Competition Event Information

- Events are open to all paid-up HBRO members. Bring your membership card.
- Entries to be on an official HBRO Entry Form.
- ARC rules apply. 2002 ARC Handbooks are now being sent to all HBRO members this year.
- 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

DATE	EVENT
<i>April 6</i>	<i>Tyro trial and Winch Challenge Slab Common.</i>
<i>April 20</i>	<i>RTV / Tyro / HBRO drive round. Nelly's Dell.</i>
<i>May 4</i>	<i>RTV / Tyro / HBRO drive round / camping. Pucknall..</i>
<i>May 23 - 27</i>	<i>ARC National Rally. Yorkshire. Doncaster.</i>
<i>June 8</i>	<i>RTV / Tyro / camping. Location to be advised.</i>
<i>June 22</i>	<i>LRW Show</i>
<i>June 29</i>	<i>RTV / CCV / camping. Hook End farm.</i>

Events for Your Diary

- * First Wednesday of each month, Noggin & Natter at Four Horseshoes, Long Sutton, Nr. Odiham Grid Ref SU747470. From 7:30 p.m.
- * 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).

DATE	EVENT
Nov 2	"Roadmaster" on Salisbury Plain. Details elsewhere last issue
Nov 9 - 10	Bonfire do, Day and night RTV (WS1) and camping (Friday to Sunday) at Nelly's Dell. Programme of events elsewhere this issue.
Dec. 1	RTV / CCV trial. Brick Kiln Farm. Details elsewhere.