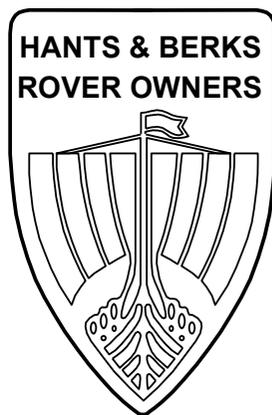


PANTS & BARKS



Chippy Challenge 2002. Paul Homewood thought he would clean the inside of his Rangie as well as the outside. Picture by Rob Cameron.

NEWSLETTER OF THE HANTS AND BERKS ROVER OWNERS DECEMBER 2002



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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....

The HBRO Committee wishes all our members a Happy Christmas and a Prosperous New Year.



OOPS! You'll have spotted last month's deliberate mistook straight away. The RTV at Brick Kiln Farm is indeed on December 1st, and not next March!

Look left for your new Committee.

Exercise Roadmaster on Salisbury Plain was an eye-opener to me as, amazingly enough, I've not been on Salisbury Plain before. Photos from various sources in this issue.

The RTV at Broxhead Common was a great success. Photos in this issue are from the HBRO website.

Committee Meeting minutes will now be a regular feature of P&B. This month sees the October minutes arrive. They will always be a month behind because, for example, the October minutes need to be ratified at the November committee meeting before being published in the P&B following that, December in this case.

Steve Kirby.

This month...

Regulars:-

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

Articles:-

- Alpine Tour report from Nick Woodage.
- Trial by Darkness, report on the night trial by Ed Ellis.
- Belgium National Rally report by Nick Woodage.
- First Aid Courses - Hester Wain.

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

Hi Everyone - back for another fun-filled year of frolicking in the mud !! The AGM saw a good turnout, and some healthy debate about the direction that the Club is going in. More about that in a separate report.

We survived another BAMA Exercise, this time out on Salisbury plain. Entertainment started on the Friday, during setting-out, with the Army Driver training squad doing their best to try to roll a fuel bowser whilst negotiating one of our sections, and the novice Wolf drivers attempting to apply maximum braking on slippery downhills. Friday night was the usual night scatter exercise - with it living up to its name - they were scattered!! On Saturday, HBRO ran the day trial exercise, and having had a relatively dry Friday, clearly Nature had to run its course, so we all got soaked - all day !!! Still the entrants enjoyed it, and the quote from Col' Bob Birrel was "Spot on". He felt it had been a cracking event and applauded the marshals for braving the elements and still looking like they were enjoying it !! Saturday night was another recovery challenge for HBRO, as the 'night navigation exercise' toured Wiltshire. One roll, one flat tyre, one irate farmer and a speed trap kept the HBRO team occupied through to the wee hours. Well done everyone who helped and marshalled!! Don't forget we have another of these BAMA events coming up in January - Rickshaw - centred on the Long Valley area.

Nellies firework and night trial, has been reported as an excellent event, with many comments about how the night trial demonstrated how driving techniques needs to change to adapt to the darkness. Another good turn-out for the trials, and firework display.

Just back from the 'Recovery training day', organised by 'non-stick' Nick and run by 'Off Road Motivations' at their 'Corporate site' in Tangley. The day involved a classroom introduction and explanation of the principles and guidelines, particularly emphasising the 'safety aspects', which provided an excellent basis for the practical exercises to follow. The practicals involved two teams alternating between observing and undertaking a series of recoveries of increasing difficulty and risk. I found the day to be extremely valuable in both awareness of the risks, and how to minimise them through careful planning and management. I would like to thank David Heaton for arranging the training through his 'Off Road Motivations' company, providing the venue/tea/coffee and humour, to Mike who provided just the right level of training for the 'grizzled' bunch of Off-Road enthusiasts from HBRO, and to NickJ for making a great choice in setting-up the whole event with 'ORM'. There will be another training day, and at the time of writing this there is one place left. If there is enough demand, then I am sure NickJ will set-up another session.

The next event is back to the bomb holes of Brick Kiln - always reminds me of the song - 'slip sliding around' - always good for a bit of excitement is Brick Kiln, and I am sure the 1st December trial will live up to expectations.

Don't forget your bookings for the Xmas dinner - you never know, Ed' might be able to squeeze a few extra in !!

Our Xmas trial is at Broxhead on the 22nd December to get you in the Christmas spirit - metaphorically speaking!!!!

Don't forget to make sure you've written your letter to Santa for the new Winch, Engine, Gearbox, Sidebars, 110 Crew cab, RR 4.6HSE, WD40.....you'll probably have to go a buy it yourself, but - you never know.....!!!!????

Have a great Xmas, New Year and 2003.

Ashley Pocock. Chairman

Rights of Way Appeal.

Hi Steve, Ash, (etc)

I wonder if I might place an appeal in the next Pants & Barks mag, and ask for help from the "HBRO Archives" at the same time ?

Wokingham Unitary are now processing a long outstanding byway claim. It's one of those roads that logically ought to be a carriageway, but there is precious little evidence either way. The road is just "there"!

In such cases, user vehicle evidence can just swing the balance.

The road concerned is the triangular junction area, between the northwestern end of Hurst byway 11 (which runs near Bridleway Farm) and the A321. Grid ref SU 802 732, currently shown as "white road" on the OS map.

Does anyone have a record of using the byway - and most likely also used the white part too? I'm looking to pass on such user evidence to the investigating consultant at Wokingham.

Regards

Ross Kennedy

Alpine Tour 2002

Well we have been there and done that and I suppose you want to know all about it.

We had 13 hbro members 2 other cars and the tour operator, which makes up to a fair size group of vehicles while out on the roads so most of the time we had 2-3 smaller groups to keep the convoy more manageable except when there was a very strong possibility of all getting lost. We drove at a sensible speed of about 50-60 mph but could still lose sight of some behind if they were stuck at traffic lights or something.

Fuel stations were fun and always amused the French as they didn't often sell that amount of diesel in one go. Still it was so much cheaper over there that you could afford to use as much as you liked.

The first camp site just outside Calais was nice and clean and tidy and large enough for our party in our own space reserved for us. The toilet block was new and well lit at night providing you remembered to keep pushing the timed light switch. Mind you, you may have got a bit of a shock depending on which way you walked around the back of the building and whether you were male or female as the men's urinals were just in an alcove to the left hand side. The cleaners were quite bold too!

After a wash and scoff we had our introduction to the ways of Atlas Overland Ltd, and if you didn't toe the line then well, goodbye. You will keep up in the convoy but also keep an eye out for those of you behind. You will make camp where we say and erect your tents nice and close together so we save on the amount of pitches purchased!

We had a few words in his shell like at one site which didn't go down to well at the time but did clear the air for future sites. I don't think any of us quite appreciated how far we were going to have to drive each day until we reached the Alps. Still on the good side I think David, that's the tour operator, got confused between miles and kilometres because the distance never seemed as far as he said. They were very long journeys though and the weather was very hot.

I often wondered why Kiran always looked so cool, well I didn't know that his disco had air-con unlike mine which hasn't. Well so what, I've got a CD and a winch.

We had a few problems at the first Alps site as one site person said the area was reserved but then went off duty without telling the other so of course we were again separated from each other by a group of boy scouts or at least the equivalent of.

This site was at Borg St Moritz which was right in the middle of some very tall mountains which some of us were later to jump off the top of wearing only a T shirt and a Frenchman for guidance.

Previous to this site was probably the best site of the holiday at Joinville which might explain why so many Brits were also residing in the same place if only in their tents as supplied by Keycamp. It had an indoor pool, which cooled

us down before we invaded the restaurant and showed the locals how to drink the beer by the jug full, rather than little glasses.

Now where were we, oh yes, in the mountains. The hills were very steep and no handrail to hold onto either in fact no room for others to pass coming down. This sometimes made the heart miss a beat but only when you sat on that side which you had to take turns at as the tracks went up or down in a zig zag way.

We went to the famous Val-d Isere off road playground only to get lost in the clouds, but it's OK, we set a goto on the GPS before we left the base camp just in case we couldn't find our way back to our intrepid guide and mentor, David. Talking of who suggested that we must visit the mud hole to try out my winch! Any volunteers to see how deep this s---t hole is, step forward Bill, Jim and of course Teflon John. Guess who got to pull young Jennings out, and boy was he stuck Yep right in, I think that I had two anchor cars behind me as well. A single line pull, yes superwinch the X9.

So been there and bought the T-shirt.

You will of course by now already read about my rather too close encounter with a piece of elastic and a can of beer. Well if only I had worn a proper pair of jeans and a belt we or rather you would not of had such a lot to laugh about. But then you need to make a name for yourself and that I think I did if only to the amusement of I think the whole camp site and their friends, we had quite an audience in the end only to prove that the Brits know how to entertain.

If you suffered from altitude sickness then you're on the wrong holiday. The hills went up and up so far that even the best behaved engines occasionally lost their cool including mine and yellow peril, yes she boiled up on the very top 9000ft but it did give me an opportunity to pig out on some sweets that just happen to be for sale on top of the very same mountain.

By now we had all become very efficient at erecting a tent even if it was kept in a black plastic bag and always soaking wet! The Disco was always loaded to the top when we left camp but had to be emptied when setting up camp because what ever you wanted out was at the bottom of the load.

We were all offered the chance of some white water rafting so long as you could swim 50m. Well I thought that was a bit excessive so I agreed to go anyway. I'm not a very good swimmer at all and in fact don't like being out of my depth which of course is a lot deeper than most people can stand in anyway but as it turned out being able to swim well was quite important especially when your boat is invaded by another full of lads very intent on throwing you in. So when the lads attempted to climb aboard our boat, which was of a mix of boys, and girls I thought it only courteous to help them on their way straight over the other side. This I managed a few times until it was noticed that I was still there. Still a quick word in their shell like (Kiran) and I remained dry-ish and in my seat. The rafting was very good fun but a love of water was quite important as we were swamped in the stuff all the time and encouraged to fall in at any opportunity as and when rocks appeared in the middle of the river.

To be honest I was quite pleased to reach the end as it was very hard

going from the start.

The best part of the holiday for me was the offroading as the scenery was absolutely stunning. My yellow Discovery may have a lot of miles on the clock but it runs like a dream and allows me to drive anywhere in complete confidence so long as I treat it with respect. The last thing you want way up in the Alps is a breakdown although we did carry a very comprehensive kit of replacement parts kindly loaned to us by Kingsley Cross Country should we ever have the misfortune to break something while we were there.

Teflon John broke a wheel bearing, Hugh blew a battery and Ian had a few problems with his diaphragms (carbs). I re-greased all my disc brake pads with copper grease without much success as the brakes got very hot on very long descents down mountainsides.

All in all it was a fantastic holiday, which only came about from reading an ad in Land Rover Enthusiast and asking a few fellow members if they might be interested.

It took a great deal of organising and arranging but was well worth the effort in the end. With a few special extras i.e. some very special unique clothing and printed rally plate stickers we travelled to the French Alps and back and put HBRO on the map.

Special Events Officer Nick Woodage.



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Trial By Darkness

Well my first event as Comp Sec. was to organise a fun night trial coincident with bonfire night at Nelly's.

Firstly my thanks to those who helped me set out and marshal the sections.

We did four sections in all, three in the dell and one in the woods. I marked the course in the usual way, red and white tops on the canes, but in addition to this I put a fluorescent red marker on the left cane and a nice bright glow stick on the right (white cane). It all looked a little spooky.

Ah, just to make it nice and even for everybody, dipped head lights was the order of the day. That's right no additional spots, search lights and the like. Sorry Nick W.

So it was a fun trial. So in the spirit of fun the long wheelbasers got two shunts and the shorter ones got one shunt. One's whole perspective and visual awareness changes at night, so allowing the extra shunts was a bit of a concession to this. Actually it proved how well the drivers did because I don't think anybody used two shunts.

So what's it like from the drivers/navigators perspective? Well the biggest comment I got was that you really have to memorise the course because you can't see the numbers on the canes until you are really quite close to them. I also think some of the drop offs were perhaps a little more daunting.

I was pleasantly surprised in that we had 9 trailers for the event, oh and one of those a new novice driver, never driven in a trial before and his first run is at night, now there's a man with no fear, well done Rob in the ex-military 90.

I guess you all want to know who won; well first place went to Paul Webb (four clears) and second place to David Knight (with a score of 1).

Now that we have done one I am prepared to organise a full 8 section night trial if there is enough interest, so please let me know and we will see what we can do.

Mr Ed, The Comp.Sec.

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**

Off-Roader's Basic First Aid Course

Sunday 13th April 2003, 10.30-16.30

Hart First Response is running a six hour first aid course specifically designed for off-roaders and their families. If you want to learn more about relevant first aid in a friendly environment, with lots of hands on practical, then this is the course for you.

We will cover managing an incident, with emphasis on safety, the priorities of first aid, and effective life-saving decision-making. This will include dealing with both conscious and unconscious casualties in a variety of situations (including in a vehicle). We will cover how to give rescue breaths and perform CPR on a non-breathing casualty, as well as how to help someone who is choking. We will practice the treatment for bleeding, burns and broken bones, along with other minor illnesses and injuries. We will give particular emphasis on how to deal with possible spinal injuries.



The suggested donation for the course is £25 per person, which includes all tuition and disposables, tea/coffee and biscuits, and a practical first aid guide. The training venue will be in Crondall (between Farnham and Hook). If you would like to learn resuscitation for the child and infant (ages 0-8 years) there will be an additional session from 16.30-18.30 at the end.

If you would like to book a place, or need further details, please contact Hester or Graham, by phone or fax (01252) 629132, or by E-mail admin@hartfirstresponse.org.uk. Places will be limited.

Hart First Response is a registered charity (No.1092333).

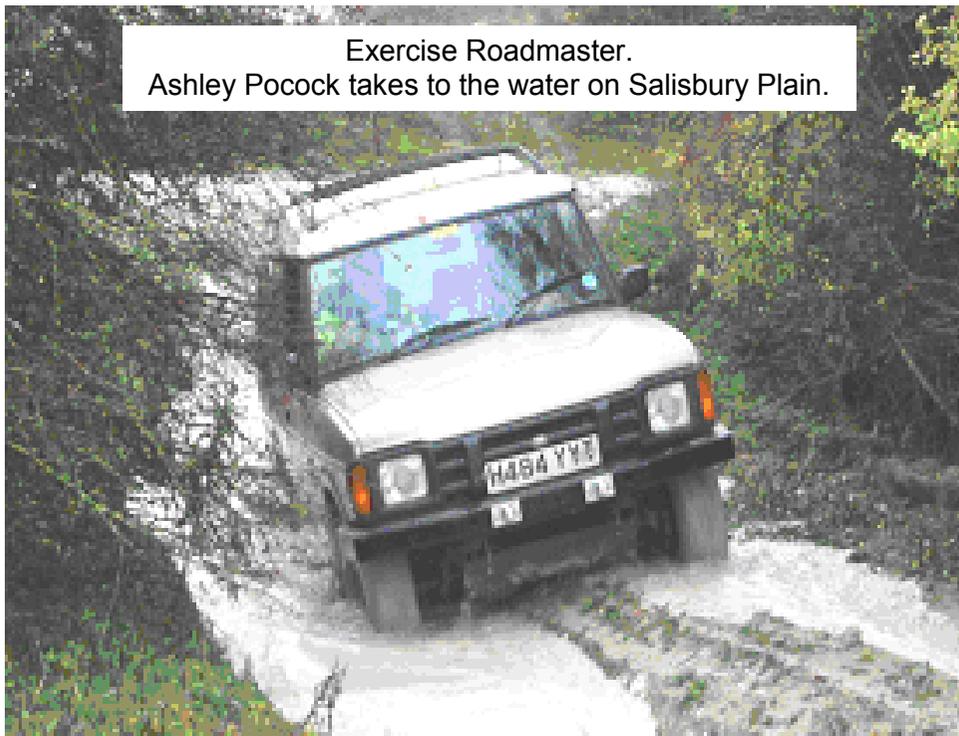
Exercise Roadmaster. John Jennings takes Steve Kirby's 101 for a spin on Salisbury Plain while Steve tries to look nonchalant!



Exercise Roadmaster. Edward Ellis finds that Salisbury Plain isn't as flat as is made out to be.



Exercise Roadmaster.
Ashley Pocock takes to the water on Salisbury Plain.



Exercise Roadmaster. Army Land Rover tackles a hill on Salisbury Plain.

Future Regulations. Fast Track process for urgent changes / clarifications.

When the Future Competition Regulations were submitted for consideration, a process was described and accepted at the time for the Fast Tracking of changes in order to close significant loopholes or to correct errors.

Several items have been identified by various members of the ARC and submitted to the Scrutineering & Off Road Committee. These were collated and submitted to the ARC Council at the Council Meeting on 16th November 2002 for ratification under this process. Not all the items were approved and some were subject to minor additional changes.

The following changes to the Future Competition Regulations were ratified, and come into effect on Jan 1st 2003.

These amend or correct the rules printed on yellow paper in the 2002 ARC Handbook.

- 1.) Rule B.5.2. Delete the sentence **“(This was recorded in the minutes of the AGM of 16th March 1991.)”**
- 2.) Rule B.10.3. Delete the words **“(as per normal commercial practice)”**
- 3.) Rule B.11.4. Delete the sentence **“A butt-strap / strengthening plate must be welded over the join on all four faces of each chassis rail”**
- 4.) Rule C.7.1. Delete 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.”**
- 5.) Add new rule **“C.2.4. Forced induction petrol engines are not permitted.”**
- 6.) E.1.2. Amend rule E.1.2. to read **“Door tops must be in place complete with windows of original design.”**
- 7.) I.5.1. to be re-numbered I.6.1.
- 8.) J.2.3. to be re-numbered J.2.1.
- 9.) Q.2.1. Amend rule Q.2.1. to read **“Vehicles must not be connected at the start or finish, and all equipment used must be completely contained within the vehicles.”**

Details for the reasoning behind these changes are available from the ARC Council. This list is not definitive. Please address any queries to the ARC General Secretary.

Steve Kirby
ARC Liaison.

Hampshire County Council.
Countryside Service.
Recreation and Heritage Department.

Dear Ash,

RE: Hampshire paths partnership.

Thank you very much for your assistance in helping to organise the vegetation clearance work which we carried out on Saturday 12th October 2002 along King's Worthy BOAT 12.

At the beginning of the day it looked like we had quite a challenge ahead of us. Everybody worked very hard and I was impressed with the speed and efficiency of the work carried out. Please pass on my thanks to the rest of the group who demonstrated excellent team work skills, followed and respected the health and safety guidelines put in place and overall did an superb job. I have spoken to Peter Watson - Area Rights of Way Officer, who is very grateful of the work that you carried out. If you are writing up how the day went for your web page, it would be helpful if I could have a copy which I can then pass on to our press officer, hopefully we maybe able to get some good positive coverage through local papers.

Thanks once again for all your hard work, I look forward to working with you again.

Yours Sincerely,

Matt Beal.

Hampshire Paths Partnership Officer
Rights of Way Section.

RTV Trial

Brick Kiln Farm, Alton, December 1st 2002

RTV (Winter Series 2)

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).

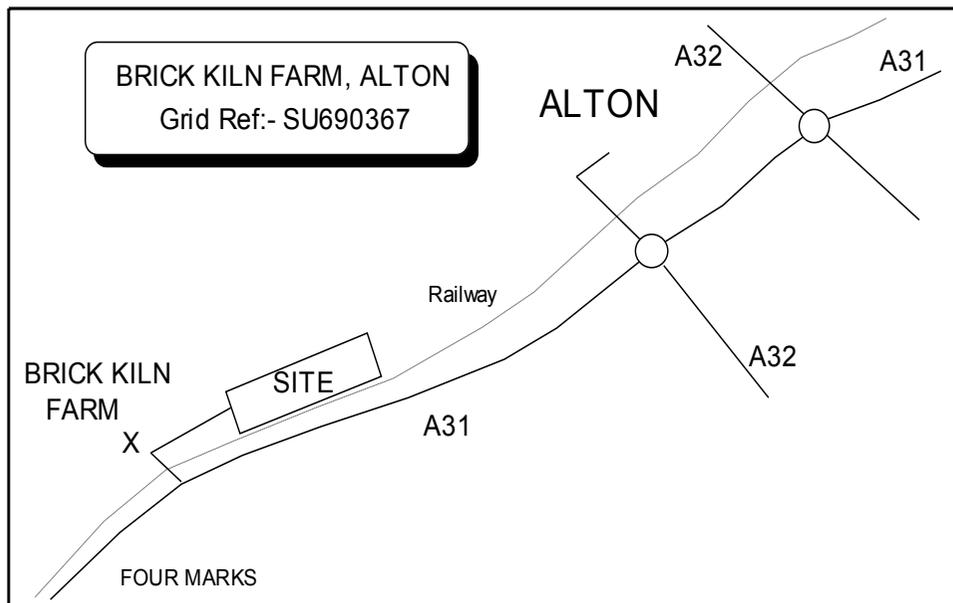
Facilities:- Toilets.

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.



RTV Trial

Broxhead Common, December 22nd 2002

RTV (Winter Series 3)

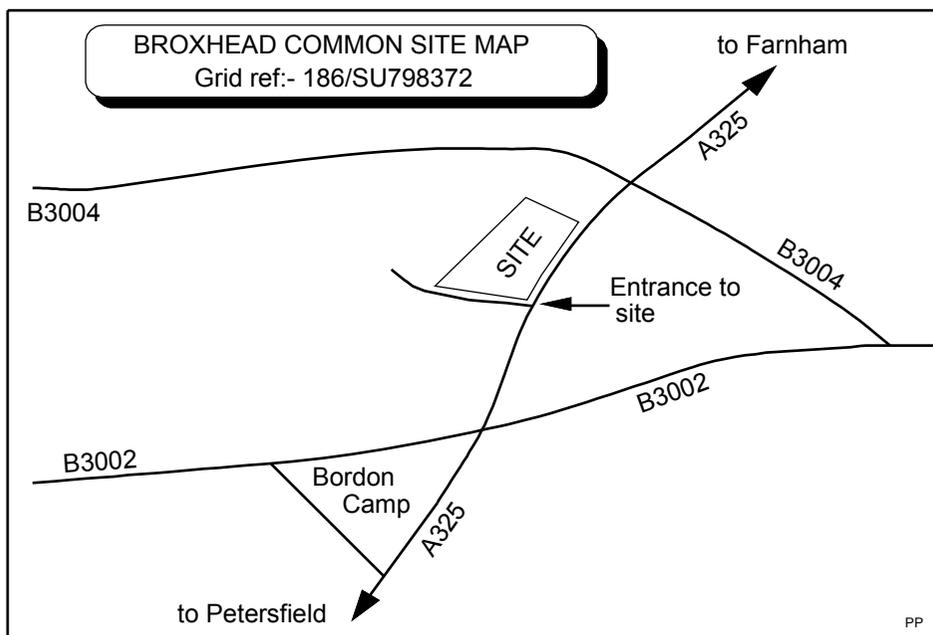
Status	Closed.	HBRO only.
CoC		Ashley Pocock.
Steward		TBA.
Chief Marshal		TBA.
Scrutineer		TBA.
Sec of Meeting.		TBA.
Camping		Ed Ellis
Scrutineering starts at	08:45.	
Drivers / nav's briefing	09:45.	
Marshals briefing	09:45.	
Event starts at	10:00.	

Broxhead Common is on the A325 between Farnham and Petersfield. See map.

There will be a club only drive round on the same day. See details and contact numbers opposite.

Please read the
Competition Event Information
inside back cover.

Payment to Sec of meeting.
£12 on the day. £10 advance (>7 days).
Facilities:- Toilets in trailer.
TBA = To be advised.



RTV Trial

Surrey Saw Mills, Wrecclesham, Surrey.

12th January 2003.

RTV (Winter Series 4).

Status	Closed. HBRO only.
CoC	Ed Ellis.
Steward	TBA.
Chief Marshal	TBA.
Scrutineer	Steve Kirby
Sec of Meeting.	TBA.
Scrutineering starts at	08:45.
Drivers / NAV'S briefing	09:45.
Marshals briefing	09:45.
Event starts at	10:00.

The venue is on the A325, a couple of miles south of the roundabout with the A31 and about a mile north of BirdWorld.

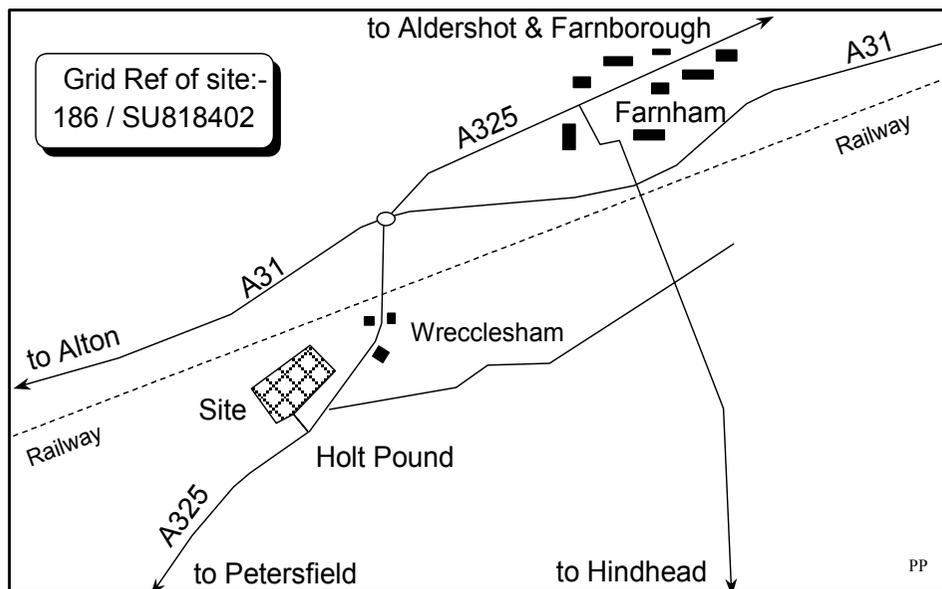
The event is open to all fully paid-up members of HBRO.

Please read the
Competition Event Information
inside back cover.

Fee:- £12 on the day.

Facilities:- Toilet in the trailer.

TBA = To be advised. (which means I don't know yet.)



Belgium National 2002

I'm sorry to say but the numbers were even more depleted this year with just 2 cars from HBRO making the trip, but still, spirits were high as we set off again this year just Bill and I meeting up with Roger, Andy and daughter Elle at Guildford services ready to join the M25 for the trip down to Dover. We decided to take the late boat on Thursday this time so we arrived in better time at Belgium. Well we did arrive early. Very early, in fact there were no signs up to say exactly where the entrance was but we thought that we had found it in the pitch black and decided to try and finish the remainder of the night in the cars. Not very comfortable at all. If only we had been a bit more nosey and looked beyond the fence we would have found the rest of the Brits and been able to make camp with them. Still, in the morning we did find the camping area which was a lot drier and better presented than last year. Proper tent pitches and places to park. We put the tents up and all decided to grab a couple of hours kip as we were really very tired from having no sleep the previous night. Now better refreshed we all headed off to find something to eat in the local town. This also served as sight seeing and getting to know the locals and their language. With a bit of French from Roger and a few hand signals we were pointed in the direction of the local café. We had a great time in there as the owners were very funny and entertaining and the food was very good as well. We came out of there in very high spirits but not drunk as we were all on the coke.

Back at camp and time to look around and make a few friends with the other Brits in the area. I volunteered my services and vehicle to help wind on a new winch cable on the Range Rover camped next to us, as it turned out we spent quite a lot of time with Nigel and his wife as they had a bit of trouble with a fuel pump on his Rangie on the trial day. We went out on Friday night on the road book and found an awful lot of water and mud and some very steep slopes up and down which came as a bit of a surprise in the dark. One minute all my lights were blazing and the next we were in total darkness, "Hey Bill" I said, "what's happened to the lights?" A few more feet forward and they were back, yes the whole of the bonnet went below the water which later I found had blown my side lights and covered everything else in muddy weed and grass. There were drenched Land Rovers every where with bonnets up being dried out and recovered. We got caught up in a big tailback after this and spent a long time just trying to understand why people insisted on going in mud holes only to have to be pulled out by someone else. These foreigners haven't got much idea about off road driving as I've said before. Eventually the Brits took over and got us all out of the woods by cutting short the course and just pushing out to the nearest exit.

We decided to pack it in after exiting these woods as it was getting quite late and we were tired from the lack of sleep from the previous night. I checked the GPS map and matched it up to an ordinary map to see where we were. I also pushed the goto button on the GPS the set a course for returning to camp. When we got back it seemed only natural to stick the kettle on the Colman stove

for a quick brew before turning in for the night.

Saturday morning and the p.a. system said that all Extreme classed vehicles were doing the trials in the morning rather than on Sunday and the daytime road book in the afternoon. This did sound like a good idea because it can be very busy on the trial sections on Sunday with so many cars to go round. I got Bill to sit in the car in the queue to move up as and when so Roger and myself could walk the sections first. They seemed quite difficult to look at but as it turned out were not very hard but were also great fun but if quite severe on the side angles. This year there were no different routes for LWB vehicles which made some of the turns very tight and for which I incurred a few penalties. Still I got through them all including a very hard axle twister up a slope which caught out many better equipped cars with air lockers and traction control.

Unfortunately Nigel our camping neighbour had broken down after only two or three sections with a failed fuel pump. I towed him back to the campsite where we all debated what we should do next. We should be collecting the road book to drive but decided we would all help Nigel remove the fuel tank to check the pump. Well we only took the tank out and in a total of about three times eventually deciding that a new pump had to be found. A very nice man at Mantec said he maybe able to help if he had the right part which he was doubtful about but he would try. In the meantime we thought we may as well make use of the bar and our free drink vouchers before dinner. You know that CHIMAY beer, well it's very strong and blows your head off if you're not careful. At dinner we got a bit of a shock about the evening's entertainment because it was off site down the road in an enormous quarry. This meant driving and we were a bit short on seats. There was only one thing for it, take all the stuff out of the Discovery and all pile in it. That makes eight people altogether and Roger would have to drive. As it turned out I broke my rule and decided to drive anyway as I was feeling a lot better now. I think the local plod might have had a problem pulling over about 300 Land Rovers to see if you were over the limit. We were directed by yet another roadbook to a fantastic quarry which was very big and very deep, it was a fantastic sight with all the illuminated Land Rovers spiralling down into the bottom and parking all together in rows in front of a video screen held up by a giant earth mover machine. The following show was fantastic in every way even though it went on until 1 o'clock in the morning. The we had another amazing spectacle of all the Land Rovers with all our lights on climbing out of the quarry and back to camp. Another quick brew up and a chat and off to bed, what a day it had been, great!

Sunday. Breakfast in the food hall and well what should we do . How about the road book left over from Saturday. Yes we could do it if we wanted but you may find it difficult to follow as some parts had been closed and you would have to recover yourselves if you became stuck, Ha no problem there. We did a couple of hours then packed it in as we were on our own and it didn't feel right. So back to camp and look around the trade stands and spend some money even in sterling. I ordered a snorkel from WH Wheel Carriers and a few more gismos from another stand and the official video from the organisers to be sent to me

when it was ready. Everybody standing about waiting for the closing speeches and the prize giving. No we didn't win anything this year but we had a lot of fun trying. So let's break camp and head for home. We need some cheap diesel and a few beers to take home and a proper bit of nosh on the boat. Back at Dover we re grouped on the M20 and set for home, as usual I was dead beat and suggested to Bill that he might like to drive the final leg as I was feeling the strain and could hardly keep my eyes open.

A big thankyou to Bill, Roger, Andy and especially Elle for their company and support and I'm looking forward to next year's 2003 BELGIUM NATIONAL.

I'm hoping to take a few more club members next year, so if you're interested or want to know more about it , please contact me, Nick Woodage, special events officer.

Nick Woodage.

Urgent Ridgeway news

Throughout 2002, anti-vehicle groups have been campaigning once again to have vehicles banned from the Ridgeway in the south of England. Progress is being watched with interest by Highway and National Park authorities throughout the UK, to see what precedents may be set.

On 19th November, a public meeting was held at Didcot to discuss the National Trails departments proposals for the future. Taking into account past surveys and maintenance efforts, the new proposals can be summarised as;

- * Further surveys and assessment of usage type against damage, and repair effectiveness.
- * Investigate user segregation and alternative agricultural access.
- * Develop an ongoing maintenance policy and detailed proposals for specific areas.
- * Review the Code of Respect and signing.
- * Liaise with Police regarding specialist RoW knowledge
- * and not least, experimental repairs at four sections, comparing effectiveness of seasonal TRO's against voluntary restraint, to allow repairs to consolidate and to minimise wet-weather wear.

The full text can be seen at the government website www.nationaltrails.gov.uk

The meeting was very well attended, mainly by motorcyclists. In general, the proposals were supported by the audience as helping towards sustainable use by all groups.

- * However, the anti-vehicle groups made it clear they will continue to seek a total ban.
- * Motoring groups observed the lack of mention in the proposals of encouraging

and managing effective volunteer labour, even though the Ridgeway management and local Highway Authorities already use voluntary maintenance efforts.

* The relevant Highway Authorities observed that their duties are to all users, not just walkers/cyclists/equestrians like the National Trails management.

The proposals are open to written comment from individuals and groups until 3rd JANUARY only. We can be sure that the anti-vehicle groups will respond strongly.

Take a look at the proposals, and WRITE TO NATIONAL TRAILS (or email).

No form letter is suggested, as individual responses carry more weight.

You might wish to comment on voluntary maintenance work in particular.

It's up to you to speak up for your rights, if the "antis" have a louder voice the Ridgeway will close.

And then next ??

write to:-

The National Trails Office,

Cultural Services.

Holton,

Oxford OX33 1QQ

or email mike.furness@oxfordshire.gov.uk

Ross Kennedy

GLASS East Berkshire rep ross.kennedy@glass-uk.org

Land Rover G4 Challenge

Hello peeps,

Thought I'd pass on the news, I entered the above event, and have so far passed the first 2 stages.

I found out today I have been chosen to compete in the national selections at Eastnor castle next Friday for 3 days. I reckon I don't have much of a chance against the other 50 people that will be there trying for a place in Team UK, but at least I get to play in those orange landies!

Hurrah!

Laters.

Stoo

(Stuart Davison)

HBRO wishes Stuart success in this (ad)venture



Action (or inaction in this case) at the Broxhead Common RTV in October.



More action from the Broxhead Common RTV.



Action from the Broxhead Common RTV.

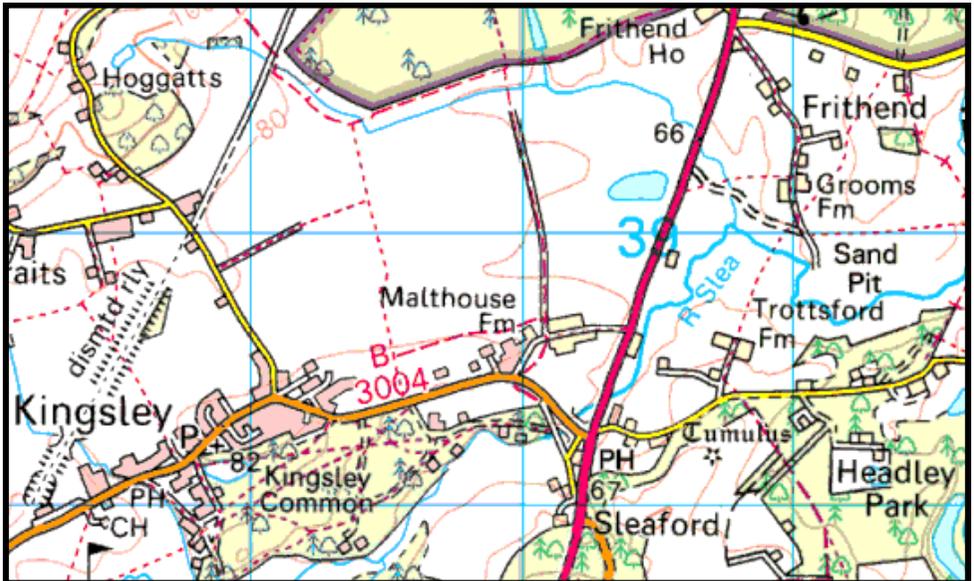
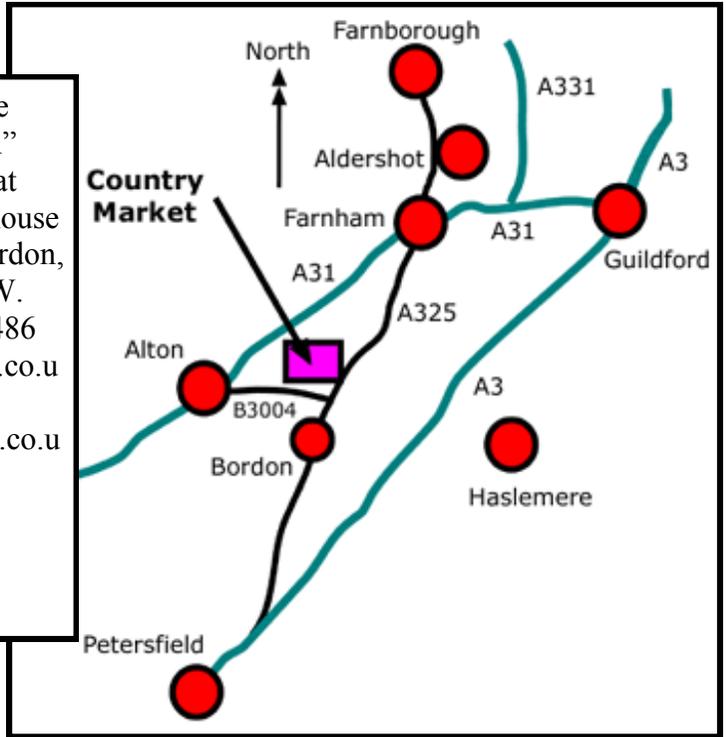


More action from the Broxhead Common RTV.

Christmas Dinner

Location is at the
“CORNUCOPIA”
Country Market at
Osbourne and Malthouse
Farms, Kingsley, Bordon,
Hants. GU35 9LW.
Phone 01420-472486
www.thecornucopia.co.uk
info@thecornucopia.co.uk

NO SMOKING
in the building.



Rickshaw, the Ramble

BAMA has confirmed that Exercise Rickshaw will take place on Saturday 25th January 2003, with setting-out on Friday 24th, and possible night recovery on Friday and Saturday. For those of you who haven't been involved before, it is a series of driving and navigating challenges aimed at providing experience for Service personnel. The event will be run out of Wellington Barracks, near Blackbushe, and operated over the Hawley, Minley, Fleet and Long Valley training areas.

HBRO's role is to organise two of the event disciplines, namely; Trials and Timed Safari (Trial - Regularity). Both of these disciplines will take place over the area of Long Valley during daylight hours on Saturday 25th January 2003. HBRO members will set-out, co-ordinate, marshal, score, man time controls and recover as needed throughout these two exercises. Any member can help, and if your worried about being new to this kind of event, don't be - there are always plenty of experienced hands there to give you advice and help. Setting-out will be on Friday, and then we need to be onsite from around 08.30 on the Saturday. If any members are interested, there may also be a need for recovery on the Exercise - Night Navigation, which will start at around 19.00 and complete at 12 midnight (an early finish !!!). I will release the full details to all interested members in early January when the Military arrangements are confirmed.

The BAMA events always entertain and are full of surprises, but the biggest bonus is getting access to those Military areas for a serious bit of off-road driving.

Please let me know if you want to participate, so that I can sort passes etc., with the Military. If anyone wants to camp or needs a billet for the night, this can probably be arranged, but let me know ASAP. Email me on ashley.pocock@care4free.net

Ashley Pocock.

HBRO Committee Meeting Report

Date of Meeting	14 October 2002
Chairman	Ashley Pocock
Attendees	Steve Kirby, Ed & Angela Ellis, Dave & Maureen Ridden, Kiran Raval
Absentees	Matt Hewitt

Chairman's Report

- Add Driving Day to Broxhead 20th Oct event.
 - Ask those who wrote to committee requesting more driving days to help organise.
 - Stuart Davidson and David White to COC DD with Nick W's help.
 - Ash to COC RTV.
 - Kiran to sort toilets.
- Clearance day
 - 3 lanes suggested.
 - Council ROW officer to assist.
 - Meet at pub. ASH to organise.
 - Ash to do report.
 - Excellent turnout and result.
- Surveying
 - Sunday 22nd September. M4- Kintbury-Andover.
 - Council arranged meeting to discuss results. 6th of November Thatcham Nature centre.
 - Ross Kennedy ROW write up on web site.

Secretary's Report

- Isle of Wight invite to small event 27th October. Ring for ferry arrangements.
- Clanfield Carnival group want to organize an offroad event.
- Ed to check out

Treasurer's Report

- £8499.25 in the bank
- Sarah has quantity of money from shop to bank before AGM

Membership Sec's Report

- 294 full members and 172 social and associates.
- 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.
- Last chance for printer to get billing and timing right.

Competition Sec's Report

- Team RTV event suggested by Mat. All agree. Fit into calender.
 - Need date and venue.
- Next years Comp dates proposed. - full calender including CCV, Comp, DDs
 - RTV+ option run alongside CCV discussed.
 - Should we have RTV+. Not concluded
 - RTV+ not catered for by ARC. NO GO.
- 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. £4/night camping
 - Issue raised about effects of fireworks on animals at farm. Ash to ask Owner again.
 - Kiran to organise officers
 - Ed to scrutineer for night trial and do fireworks.
 - Spend £100 on fireworks to supplement those brought by members.

R.O.W. officers Report

- No insurance for laning
 - Hold on club laning activities.
 - ACCEO give 3rd party cover on the ROW.
 - No hold on laning
- New Explorer 1:25000 maps to buy.
 - Dave to get map nos required to Kiran to buy.
 - 8 Maps bought. £33.

Social Sec's Report

- Christmas Do
 - Accomadation 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.
 - Ten people now
- Medals/keyrings investigated.
 - Pewter shield £1.75+VAT + £125 +VAT setup.
 - To cover 1st and 2nd in class as run out of current stock.
 - Too expensive. Need cheaper alternative.

ARC Liaison Report

- Events discussed for mag calendar.
- ARC 2003 to be held on Matt Lee's land near Doncaster.

Special Events

- Winch recovery event suggested by Nigel Barker.
 - Mat to chat to Nigel Barker.
 - Need date and venue.

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.

Green Lane Clearance News

Hi!

Just to let you know, The Range Rover Register will be at Heddington Steps (South End) Nr Devizes, Wilts. on Sunday the 15th December 2002, to start the clearance of overgrowth etc.

We except that it is very close to Christmas, all the more reason to join in with Christmas Cheer and finish the Off-roading year with a final push Lane Clearing!

If you can not make it, other dates will be set for the future.

Regards

Gary & Vivien Blackmore
 Editors Range Rover Register Review
 Wilts Area Rep - www.rrr.co.uk

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 – Children's 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.

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AUG02

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then 1 mile East from Wickham Church

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 with their first month of publication. When they become 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 or suitability of items or services advertised in this section.

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

Bits & pieces

- * Land Rover 90 Station Wagon, 200Tdi, D reg, full external roll cage, side bars, WH wheel carrier, Steering guard, quick release tow hitch. £4250 o.n.o. Tel Pam on 01237 425402 (Devon, but will deliver!) (DEC02)
- * 1997 Conway Cruiser trailer tent complete with full awning and toilet annexe, porta potti, 3 way fridge, two ring hob and grill. Sleeps six. Currently garaged, good condition £3950.00 ono. Contact Sarah Bridger 02392 349797 after 6pm or email sarah@bridgers.fsnet.co.uk (DEC02)
- * Quality "Ifor Williams" Beavertail twin-axle Trailer, 5 new tyres, and VGC, 3.5 Tonnes Gross Vehicle weight, Offers In the region of £1150 ono, phone : Nigel Barker (Daytimes) 07909 973163, Nigelbarker@btopenworld.com, or Daryl (Evenings) 01428 717291 (DEC02)
- * 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

- * V8 90 hard top with side windows, MOT, good chassis, stainless steel exhaust E Reg, white. **£2,800** Telephone - Mark Ambler - 07831 345485 (DEC00)
- * 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 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:

WARNING

Any adverts dated up to and including SEPTEMBER 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.freeseve.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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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 & camping. Easter Rally at 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 28 / 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
Dec. 1	RTV / CCV trial. Brick Kiln Farm. Details elsewhere. (WS2)
Dec. 7	ARC meeting, Solihull.
Dec. 14th	Xmas dinner. Details elsewhere.
Dec. 21 - 22	RTV (WS3) at Broxhead Common.
Jan 12	RTV Surrey Sawmills. (WS4)
Jan 25	Rickshaw. Ramble. Long Valley. Details elsewhere.
Feb. 9	RTV Brick Kiln Farm or Wedghill.
Feb. 23 / 24	RTV and camping at Nelly's Dell
<i>Mar 9</i>	<i>Drive round day. Broxhead Common</i>
Mar 22 / 23	RTV Hook End Farm. Camping. Pangbourne.