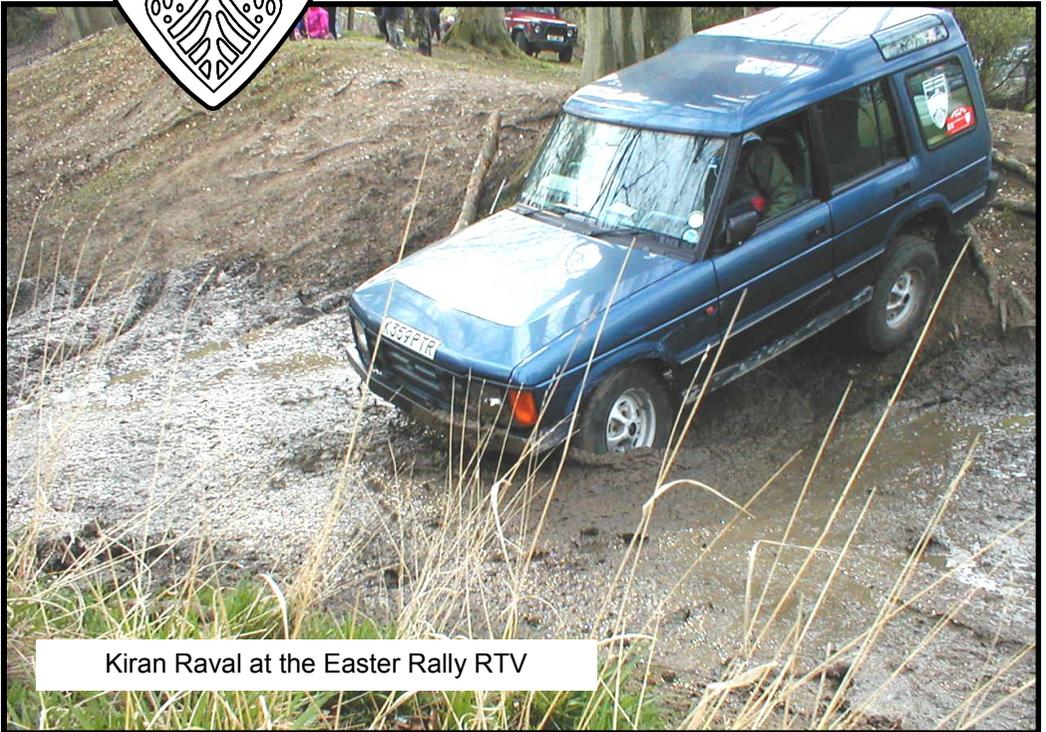


Pants & Barks



Kiran Raval at the Easter Rally RTV

**Newsletter of the
Hants and Berks
Rover Owners
May 2003**



Officers of the Club

*CHAIRMAN

Ashley Pocock, 14 Kingsmead, Little Ann, Andover, HANTS. SP11 7PN
Tel: 01264-710546, Fax: 01264-710973 Mobile: 07867 554724
e-mail ashley.pocock@care4free.net

*SECRETARY

Jenny Davis, 2 Highland Close, Emsworth, HANTS. PO10 7JP
Tel 01243 430070 e-mail bobjen.davis@virgin.net

*COMPETITION SECRETARY

Ed & Angela Ellis. 26 Khandala Gardens, Purbrook, HANTS, PO7 5UA
Tel: 02392 268114 e-mail ellisrover@yahoo.co.uk

*TREASURER,

Sarah Bridger, 8 Lombardy Rise, Waterlooville, Hants PO7 8EB
Tel: 02392 349797 Mobile 07899 032664
e-mail sarah@bridgers.fsnet.co.uk

*RIGHTS OF WAY OFFICER

Ashley Pocock (temporarily!)

*SOCIAL & CAMPING SECRETARY

Brenda Taylor, 25 Eden way, Winnersh, Wokingham, BERKS. RG41 5PQ
Tel: 01189 775748. E-mail brenda.taylor@nectech.co.uk

*MEMBERSHIP SEC & NEWSLETTER DISTRIBUTION

Ed & Angela Ellis. See above.

*ARC LIAISON & NEWSLETTER EDITOR

Steve Kirby, 244 Staines Road, Twickenham, MIDDX. TW2 5AR
Tel / fax: 020-8287-0377
e-mail SteveKirby@Waitrose.com or Steve.Kirby@care4free.net

SPECIAL EVENTS OFFICER

Nick Woodage, 22 Sherwood Close, Liss Forest, Liss, HANTS GU33 7BT
Tel: 01730-894418 e-mail nicholas.woodage@ntlworld.com

WEB SITE EDITOR

Ian Parker, 82 Abbeyfield Drive, Fareham, HANTS. PO15 5PF
Tel: 01329-516400 Mobile: 07766508991
e-mail hbro_online@hotmail.com or sammy.parker@ntlworld.com

CLUB SHOP

Sarah Bridger, 8 Lombardy Rise, Waterlooville, Hants PO7 8EB
Tel: 02392 349797 Mobile 07899 032664
e-mail sarah@bridgers.fsnet.co.uk

ACSMC REPRESENTATIVE

Nick Jennings, 1 Gayhurst Close, Caversham Park, Reading, BERKS. RG4 0QW
Tel: Home 0118-954-3056, mobile 0788-4066643. E-mail Nick@jencav.co.uk

SCRUTINEERS:-

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....



Well it's National Rally time again. I'm not sure if I will be there this year due to my medical condition but if you want to go and haven't booked yet, then do so now. I know the official closing date has passed, but I'm sure they will take late entries. Contact any HBRO Committee member for a form or go to the rally website at ARC2003.co.uk

The Easter Rally seems to have gone off OK. We have a taster of the event with some pictures on the cover and elsewhere; more next month hopefully.

We have part 2 of the Rights of Way research series. Part 1 was a while back now!

I'm not sure yet how the production of the newsletter will fit around the ARC National Rally towards the end of May.

Steve Kirby.

This month...

Regulars:-

- Chairman's Comment.
- Competition Secretary's Update.
- Green Lane / Rights of Way News.
- Committee Meeting Minutes.
- For Sale.
- Events Diary.

Articles:-

- Isle of Wight Day winning and navigational test with pictures.
- ARC AGM Report.
- Major's Memorial Trial info.
- News from Yorkshire LROC.
- Hook End RTV letter.
- Rights of Way Research part 2.
- UK Rhine Charge info.
- Assorted photos.

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 (I can return the disc afterwards if needed) or by e-mail. If you send an attachment with the e-mail, please use Microsoft Word (up to version 2000), Publisher (up to version 2000), plain Text (*.txt file), or Rich Text Format (*.rtf file) preferably. Please include a brief explanatory message in the e-mail.

My e-mail addresses are:-

SteveKirby@waitrose.com and steve.kirby@care4free.net

Thanx.

Chairman's Comments

Hope you all made the most of the Easter weekend, and Tyro'd, RTV'd, Drove or marshalled at Nellies for the Easter Rally - the weather turned-out fine in the end - there's nothing like a chilly day to remind us we're in England. Trevor Jones did a splendid job introducing some new twists to the sections over some new areas of the site, and the Tyro and driving day went well.

The New site at Langrish is the next event, so should be interesting to see how this 1,000 acres of woodland suits our off-road activities. Note, the camping is not actually on the site, but conveniently located nearby.

Another new site has been identified and booked, this time in the in the New Forest, near Minstead - convenient for the sea and other holiday activities, as well as the inevitable dose of trialling and off-road frivolity.

Are you all set for ARC2003!? It's a long haul up to Doncaster, but well worth the trip if you have time. This is a joint event supported by the ARC and a number of local and national member clubs so should make for an interesting Rally. There are normally late bookings available for camping, and it is worth trying for competition entry - even if the list is full, sometimes you can get in on a cancellation.. Hit the ARC2003 website at www.arc2003.co.uk for latest news.

Starting to hit the Show period - Sodbury set's things in motion, and then they just follow with the ARC2003 in May, LRW Show in June and the LRE show in July.

Roadmaster 2003 is back on the agenda for HBRO this year, despite being planned for the North of England, BAMA has re-arranged the venue to allow us the pleasure of experiencing once again Longmoor!!! This is a site that we very rarely get the opportunity to enjoy, as the restrictions over access are now very tight indeed. However, we shall be back to run the Rickshaw Trials Exercise on 28-30 November 2003.

The New Club trailer has now arrived at Nellies, and is ready for service. Any ideas on how to best kit it out would be welcomed by the committee.

Ashley Pocock. Chairman

Competition Secretary's Update

Well folks it's been an interesting 6 months since I took office as Competition Secretary. So what have we been up to on the competition front and what are the issues that face us in the coming 6 months and well into 2004. Yes we are planning that far ahead already.

Some of you may recall from the AGM that the club recognised that we did not appear to be running sufficient RTVs. I think this was a hang up from the Foot and Mouth and some poor weather early in 2002, which lost us a couple of events. Well this year we targeted 17 RTVs. So far our success rate has been good, only losing one on the 6th of April 2003 due to non-availability of MOD land. So now we are down to 16. That still averages out at more than one a month and I believe we are on target to achieve that.

It is also proving difficult to get commitment from members to act as CoC for events and the number of marshals as always is a problem. So please do step forward and have a go.

I am also hearing on the grapevine that some sites are getting overplayed, e.g. Nelly's. So if we are to improve on this situation we need to source more cheap sites that can provide variety at a reasonable cost. I only raise this as a discussion topic and ask for feedback and opinion from those who wish to say something constructive.

Having said all that this year I think we have managed to introduce 4 new sites. Pingewood, near Reading (thanks to Non Stick Nick), Froxfield Green, near Petersfield (thanks to Roger Brummel), Steep Marsh, near Petersfield (Comp Secs own find) and Minstead, in the New Forest (thanks to Kieran Raval) (I Think).

So far we have tried Pingewood, a small gravel pit site that is similar to Surrey Saw Mills, but the event was well attended despite the freezing conditions.

Next new site up is Froxfield Green. This is virgin land and boy there is lots of it to go at. So for this weekend we will be running a Tyro, RTV and club only driving day, as advertised elsewhere in this issue. As with all new sites there is bound to be some trepidation as to the type and condition of the ground etc. However the landowner has kindly consented to let one or two of us preview the site and ensure we provide a good weekend for those that come.

Oh! I have pre booked a camp site at Steep, the nearest place available, for those who want to make best use of this long weekend. The camp site is only 2 miles from the trial site and can be reached mostly by green lanes.

Steep Marsh, again another virgin site, wooded, is on the programme for mid July. Once again we will try to ensure that we get best use out of this land, the owner is more than willing to let us use this more than once a year if this first run out is a success.

As for Minstead. Well this site, situated near Lindhurst in the New Forest (just 30 miles from Portsmouth), has something like 300 acres of forestry land to go at. Looks to me as if it could provide plenty of fun for trials and drive rounds.

The landowner has a rally field available for camping. So I have booked this for the summer rally in August, the Bank Holiday weekend.

However, we have lost a number of old favourites. Harroway Farm has now been given over to Quad Bikes (spit when you say it). The Electricity Board has cut up Surrey Saw Mills, Manor Farm Charlton is now being used for something else, (sorry I don't know what).

So that's roughly it on the RTV front.

Tyros, are about to kick off with the first of the season being held at Nelly's Easter Rally. So lets see how that goes and encourage our younger or novice members to have a go.

CCV, it was intended that the first CCV would be held at Hook End in March, sadly there were no takers; no calls of commitment. We will however give it another try later in the year. But please if you want a CCV stand up and be counted. They cannot be run without your support.

Comp Safari. Our current programme shows our first Comp. Safari programmed in December at Brick Kiln. So if you are interested in competing please do let us know well in advance. We can then make sure we get adequate support. The right scrutineers etc are in place to run this event.

Finally I would like to thank all those who have competed throughout the winter season, all those marshals and officials who have volunteered their time and stood out in the cold to ensure the smooth running of the events and of course the CoCs, Scrutineers, first aiders and other officials, well for just being officials and doing a damn good job.

That's it for now, enjoy the rest of this years trialling and please do give feedback, good or bad.

Ed Ellis. Competition Secretary.

Green Lane Info

Richard Fordham, the LARA deputy chairman [RTPI member] is intending to write a professional paper on behalf of LARA for circulation to National Park and Local Planning Authorities regarding the implications of illegal motor activities on organised motorsport/recreation. The problem is that organised motorsport/recreation can be penalised at the expense of illegal motor activity and he is asking whether any club competitive event or green road use has been affected by hooligan riders/drivers. The idea is to include examples of any such instances in his paper. Any anecdotal evidence or letters, newspaper cuttings etc would also be appreciated.

If any club can assist with any information please get in touch with Tony Kempster on 01797 252371 or e-mail him at tony@settpoint.co.uk

Majors Memorial Trial 2003

This year we are limiting the entries to 40 teams, So get your entries in early to avoid disappointment. If you require a copy of the entry form please do not hesitate to drop me a line, or check out our Web site (www.mroc.co.uk) where you can download a copy if required, all entries will also be posted on the website so you can check if you have been booked in.

Many Thanks

James Halstead

Project Engineer

Tel +44 (0)24 7635 5262

Fax +44 (0)24 7635 8262

james.halstead@mira.co.uk

MIRA Ltd

Watling Street, Nuneaton, Warwickshire, CV10 0TU, England

Tel +44 (0)24 7635 5000

Fax +44 (0)24 7635 8000

www.mira.co.uk

Yorkshire Land Rover Owners & Rover Owners Club Press release

On the 13th & 14th September 2003, The Yorkshire Land Rover Owners & Rover Owners Club will be holding their Annual 4x4 Event at Langley Farm, near Huddersfield.

This will be the Event's 22nd year, and includes an off-road course of over a mile long, trade stands, auto jumble, vehicle line up and family entertainments.

This year sees the wedding blessing of two club members at the Farm. Camping is available from Friday 12th September, and the Club welcomes all makes of 4x4's to take part in the fun.

Further details available from:-

Camping & Caravan bookings; Muck Moses 0113 2860586

Email; muckmoses@freeserve.co.uk

Trade & auto jumble; Jon & Sarah Ackroyd; 01274566672 (after 6pm)

Yours sincerely

Rosie Makinson

Press and PR

theyorkie@ntlworld.com

0113 2296915

RTV and Tyro Trial and Drive Round. Langrish, May 3rd - 5th.

TYRO Trial. Saturday 3rd

Status Closed. HBRO only.
CoC Dennis Keen
Scrutineering starts 12:00 (ish)
Drivers / nav's and marshal's briefing
just before 2 p.m.
Event starts at 2:00 p.m..
Payment of £5 to Sec of meeting.
Please phone Ed Ellis to pre-enter.
Drivers can be from 14 years and up.
Please read the Tyro regulations in the
ARC Handbook pages 191 and 205/6.

RTV Sunday 4th.

Status Closed. HBRO only.
CoC Ed
Ellis. Scrutineering starts
09:00.
Drivers / nav's briefing 09:45.
Marshals briefing 09:45.
Event starts 10:00.
Payment to Sec of meeting.

This is a brand new site for us. There is a lot of land to have a go at. This site has never been trialled on before, it's virgin territory.

The site is just off the A272 Petersfield-Winchester road. Just to the west of Langrish up the wooded hill, 50 yards past the 40 signs on your right is a wood and old quarry.

From the Winchester direction along the A272, go past the Froxfield Green turning, head down the hill and through the woods. 50 yards before the 40 signs into Langrish, there is a wooded quarry on the left.

Please read the
Competition Event Information
inside back cover.

Driving Day, Monday 5th.

Status Closed. HBRO only. CoC Nick Woodage.
Start at 10:00 Fee £10.

All vehicle occupants must be seated & wear an approved seat belt at all times. The passenger sitting along side the driver must be at least 14 years of age.

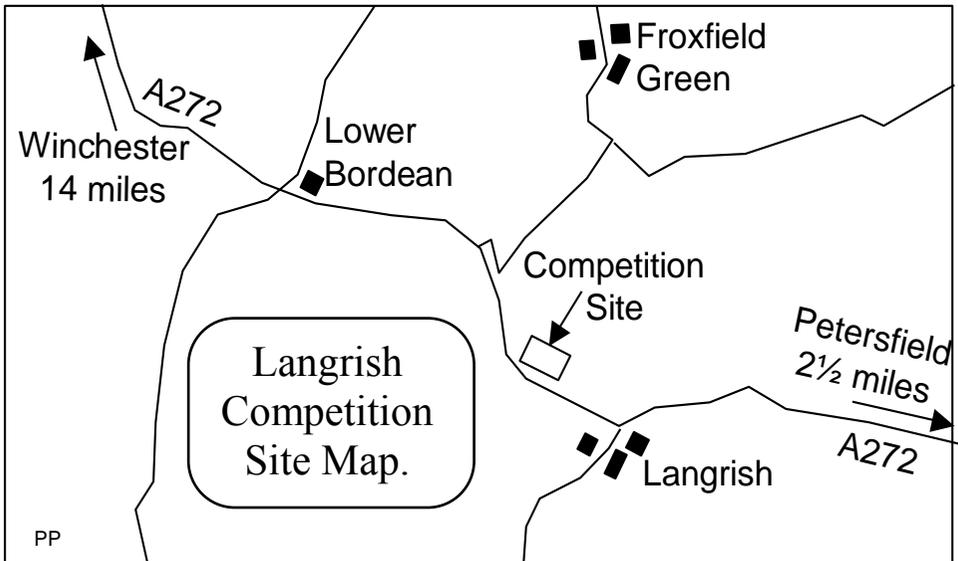
Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 4 years of age must be seated in a CE approved "child seat".

May Bank Holiday Weekend Camping

The Camping for the May Bank Holiday weekend is at Ridge Farm, Steep, near Petersfield, Hampshire GU32 1AG. OS Sheets 186 or 197. GR 734255. Camping costs £5 per night. The club has pre-paid £100 to reserve the site.

Directions>

From the A3. Take the A272 junction (Petersfield/Winchester road). head in towards Petersfield. You will pass a McDonalds drive thru' on your left. After about 800m at a roundabout, take the first exit left to STEEP. Follow this road through Steep. Pass the Cricketers Pub on your right. After about another 400m just as you are about to leave the village there is a small track to your left. You will see a small Caravan Club Site sign on a pole. The site is about 200m down this track on the right. I have made the booking from Friday to Monday 2nd to 5th May.



4 Go to the Isle Of Wight

The IOW Winch Challenge event had been in the forefront of my mind since I was told about it, and I had booked and had a small number of other HBROers joining me for the event.

Until recently most of these events have been far flung 'North' based, Wales, or Scotland, more recently the popularity of these events has been increasing and so too have the number of events more locally.....

The cost was also a main attraction, 'full blown' Winch events can be upwards of £200, whereas the IOW was £20, plus the ferry, a bargain, however I only just made it !....

This was due to "bad Luck" (the Hybrid is well named as "the Hybrid from Hell"), as the previous weekend saw me officiating at an AWDC event, I was VERY CAREFUL and all was well until on the way home driving from the garage having filled up with petrol my Centre Gearbox Diff went BANG...

The IOW some 6 days away was now not such a certainty !.

I went shopping, 5 gearboxes and Centre diffs later, (much skipped having stripped them to find knackered bits !) plus much midnight oil burnt during the week, with my good friend Daryl the gearbox was repaired, and 5.00 a.m. (Aaaaargggghhhhhh) on Sunday 2nd March my alarm clock woke me for the day ahead jollies....

Winch Challenge events are becoming more and more popular, they



give entrants the chance to test out (if they want) mild to extreme off roading, the vehicles are normally modified heavily - often well outside 'ARC' specs, top entrants often as standard have traction control devices (lockers etc) and other things to help them drive and winch around this sort of terrain.

In simple terms most 'Winch Events' have a series of "Punches" to obtain. These are little steel clamps which make a mark on a card attached to the passenger side of your Vehicle, these punches are sited in such locations that just walking / climbing to see them can be a challenge enough, let alone working out just how you can get your Vehicle there !

This is one of the most extreme types of event you can do, the difference between this and say Comp safari etc is that speed is not an issue, neither is time, and you can chose which "Punches" you want to do and which you might rather not – therefore you find some people who are unsure as to the severity of a punch merely moving on until then find what they feel an easier (maybe less points etc.) and which they are comfortable with doing, damage is usually more mechanical than body, the harder you try the more risk of something "parting company" – especially if the vehicle is not prepared too well ! Getting to the punches is one thing, you may well find getting out again more difficult !!

These events are as much about thinking, planning and skill as much as vehicle prep and spec, big right foos and brains removed will get you absolutely nowhere fast !

Anyway, 4 L/Rs arrived on the IOW where we met up with the 'James French' team and a marshal who guided us to the site. After a briefing (and breakfast) we were ready(ish) !

The 6 L/Rs were in 3 teams, the 2 guys from James French in one, Myself and Niall as Team 6 and Bob and Stuart as Team 7. The 2 sites were severe, soft sand, mud, no grip and frightening slopes and descents... looked like a good day ahead.

This event had 2 main parts, 10 'Punches' and 5 'Tasks', each 'Punch' completed won you 100 points, when you had 2 punches completed by both vehicles you could then do a task, a completed task was 200 points (and much much, much harder), you could choose what you both did, didn't do, and in what order to do them.

Penalties would be awarded for anything deemed either "Unsafe" "Bad practise" or just plain "Stupid !", this included EVER being seen touching a winch wire at all, rolling over, EVER stepping over a cable loose tight or even plasma etc.

The other main rule was "If you get stuck – you get yourself out"

Safety 1st at all times was the message and everyone understood this, winching can be dangerous but not if you take care, switch your brain on, and listen to others who know.

Team 7 (Bob and Stuart) got off to a good start, 2x punches down they entered a "Task".

Both of them unfortunately spent the vast remainder of the day in there



totally bogged down, we made sure not to be seen by them and ignore the pitiful cries of help we gave them. Nial's Bridging ladders, and half an hour later we wish we hadn't!, despite best efforts for over 4 hours they only finally got out when the marshals took pity on them. They won the "team spirit" award though for the fact they remained happy and laughing all day but stuck!, very stuck!! I also suggested that John Jennings could no longer go under the name "Teflon John", and explained it should now be JSJ "Jammed Solid John" !!

Us (Team 6) managed 9 of the 10 punches, and 3 of the 5 tasks, gaining us 2nd place overall, James French even though one 90 suffered 2x broken CVs and a broken rear halfshaft came 1st overall; us foreigners did good!

A fantastic event organised by the IOW 4x4 Club, a big thank you to Daryl for putting up with my grumbling and muttering under the gearbox of the hybrid, to Lee Argyle and his marshals, to Tracey for going and getting me petrol when I ran out (oh yes I did winching up a hill!) , the grub wagon, and all the other competitors who all agreed it had been a superb day.

I for one will be returning next year, and, if you want a great safe winching challenge then keep a eye on the calendar, Lee has promised even more for next year.

Nigel & Jon, Niall & dad, Bob and Stuart, and Jammed Solid John !

Hook End RTV.

Hook End is a long way for most HBRO members, but for us it is only 10 minutes down the road. This time we had 13 competitors, not a bad turn out really. We had set out 5 sections on the Saturday, which reminds me, thanks to Matt Hewitt, Mark Ambler and Mark Furnell for all their help setting out. For those of you who have never been to Hook End before it is rather tight between the trees. This is something Bob Seamen found out with rather a large crunch, I think he is after boobs bust this year and it's a good effort. He still managed to will the trial though. There was another attempt by Martin Pike, have you ever seen a Series 1 doing a wheelie? Well I had a front row seat, and it was highly impressive, especially since there were no broken bits. This was all in the morning, and then in the afternoon not wanting to be left out, Nick Woodage had a mechanical failure and was driven home courtesy on the AA. It was an eventful weekend. Thanks to Mark Ambler COC, Matt Hewitt for Scoring and Marshalling and to Hart First Response who could have needed to perform first aid on one of their own.

See you next time

Teflon John

Rights of Way research the mess on the DMS

Part 2 of an occasional series

In part 1, I talked about the origin in the 1950's of the "master map" of public footpaths & bridleways, the Definitive Map & Statement. How there were RUPPs – physical roads which were being used by the public like a footpath or bridleway, but also how the RUPP term led to confusion, because it was not clear if the road concerned was a public or private road. Bear in mind that, say, a public bridleway can co-exist with a private cart road, for farm access etc.

The Countryside Act 1968 introduced the term Byway Open to All Traffic (BOAT), so that a clear indication could be given where public vehicle rights existed. Highway Authorities (county councils) then had a duty to review their RUPPs and reclassify as BOAT, bridleway, or occasionally footpath. It was a grand ambition, but in practice the results were patchy to say the least. The 1968 Act allowed determination on "suitability" grounds; in effect a public carriageway could end up being shown on the DM&S as a bridleway, where someone considered it "unsuitable" for modern motor traffic. It's very important to note that didn't actually change the rights that existed, what's shown on the DM&S is definitive only in so far as the public have *at least* that level of rights (on the date of the map). It does *not* say that higher rights do not exist. But it's up to you, potential researcher, to show that they do exist!

The Wildlife and Countryside Act 1981 actually supersedes the 1968 Act in this regard, and consideration for BOAT is now based solely on evidence of the public's rights; the deprecated "suitability" clause is no longer considered. But it's likely that some public all-purpose highways are currently shown on the DM&S as bridleways after reclassification from RUPPs under the 1968 Act terms.

In practice, some Highway Authorities (county councils, or more recently unitary councils) forged ahead and reclassified their RUPPs. Others found more pressing demands on their limited resources and effectively did nothing.

There is also the issue that the Parish Councils, who in most cases supplied the original input to the DM&S in the 1950's, might have supplied duff info; in the sense that:-

a) they may have suggested a route was, say, currently used as a footpath, when it historically had higher rights,

b) any level of route might have genuinely been forgotten, or omitted due to pressure from a landowner – if this sounds unlikely, please understand that in the 1950's it was still common for Lord Muckaluck to own 80% of the land in a rural parish, employ 50% of the inhabitants, AND to be chairman of the Parish Council!

c) by the spirit of the 1949 Act, a route known to be a public carriageway might be omitted altogether – that Act's aim was the recording of footpaths and bridleways, not all-purpose highways.

So, the bottom lines are -

(i) Anything shown on the DM&S as BOAT has public vehicular rights.

(ii) Anything shown on the DM&S as RUPP, Bridleway, or Footpath may still have public vehicular rights – but the user must be prepared to prove that.

(iii) Just because it's not on DM&S doesn't mean there aren't public rights (at any level). Consider the A3 trunk road, which is not shown on any DM&S.

In practice, many Highway Authorities accept that RUPPs have public vehicular rights. Based in large part that it's not an offence as such to drive a RUPP – whereas it is an offence to drive a footpath or bridleway, and you would have to show in court that vehicle rights existed as your defence. Don't expect an Authority to admit any particular RUPP definitely has vehicle rights though – if they knew that for certain they'd be duty-bound to start a reclassification process to BOAT!

The Countryside & Rights of Way Act 2000 (CROW) is set to change all that. It provides for the creation of a new class of way – the Restricted Byway. All remaining RUPPs will automatically become RBs, and the confusion will be abolished at a stroke. Unfortunately it won't be to the vehicle user's advantage; RBs are for walkers, horse riders, and horse-carriage drivers only ... it will be an offence to drive a motor on a RB. And it seems likely that in this case, you won't be allowed to produce any evidence you may have that public vehicle rights exist, as your defence. The RUPPs you may have driven for years will become firmly out-of-bounds.

Feeling hard done by, fellow byway users? Good ... there are opportunities for anyone to help redress the balance! There is an overriding legal principle, "Once a Highway, always a Highway". The public can't abandon their rights, even if they don't use them, or are prevented from using them. Some legal intervention has to take place to cancel a right. So, forgotten or hidden vehicle rights can still be found and claimed.

Next time ... we still haven't found out what these ORPA and UCR thingies are!

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

**THE
BASINGSTOKE
PRESS**

Hants & Berks Rover Owners
Committee Meeting - 10th March '03

Present: Ashley Pocock Jenny Davis
 Sarah Bridger Ed Ellis
 Angela Ellis John Jennings
 Nick Woodage Nick Jennings

Apologies: Steve Kirby Brenda Taylor

Chairman's Report

- AGM minutes not yet verified. **Action AP**
- Received communication from Nigel Barker expressing disappointment at not having a winch event in April. Ashley explained that the club needs to confirm the rules and regulations first and maybe run one later in the year.
- No progress as yet from BAMA re charity event, still waiting for a date.

Secretary's Report

- Minutes from Feb'03 all agreed. Jenny to pass to Steve for mag. **Action JD**
- Received several items of publicity, all discussed and to put in club publicity folder. Invitations to other club's events to be passed to Ian Parker for the website. **Action JD**

Treasurer's Report

- Current balance stands at £8884.38
- Once all invoices paid, Driving Day should bring in profit of approx £300
- Received bill from website host for over excessive "hits". Suggested that Ian look at a different host for the future. Ashley to talk to Ian. **Action AP**
- Investigations from Corporation tax still ongoing **Action SB**
- Investigations re membership fees still ongoing **Action SB**

Competition Secretary's Report

- Ed reported that in general, a lot of the canes are getting too short and hard to see when trialling. Ashley has purchased some new ones which are 5ft & 6ft in length, so problem can be resolved.
- Langrish 4/5th May - no camping on site. Need to locate local campsite for bank holiday weekend. **Action AE**
- Slab 6th April - clashes with Sodbury Sortout. Committee concerned for support for the event, and after much discussion all agreed to cancel. Jenny to contact Steve to put info in mag. **Action JD**

Membership Secretary's Report

- Currently have 287 full members including 14 new from Driving Day and 19 not renewed. All memberships have been logged and up-to-date.

Rights of Way Officer's Report

- Club Green lane Clearance Day booked for 16th March. Ashley has 11 vehicles booked in so far plus an offer of help from the Jeep Club. This has been accepted with a limited number of vehicles only.
- HCC have requested we have a co-ordinator for the clearance day. As we have no Rights of Way Officer at the moment, Ashley has volunteered.

Social Secretary's Report

- Skittles evening 15th March - only 8 confirmed places as yet. Need to get at least 15 to keep the event.
- Hog roast provisionally booked for Easter rally. At a cost of £380 committee decided to cancel, and maybe have one for Summer Rally when hopefully more people will be in attendance. Ed to cancel. **Action EE**

Magazine Report

- Nothing to report

ARC Report

- Committee discussed rule change proposals received from ARC. It was all agreed to vote FOR items A, B & C and AGAINST items D & E. Jenny to inform Steve and send official voting form to ARC **Action JD**

- ARC have requested the return of the Team Challenge trophy won at last year's nationals. Jenny to ask Steve to find out when and who to at ARC AGM. **Action JD**

Special Events Report

- Navigational Nightmare 12th April - start/finish point has changed to Eurotech Car Park. Committee agreed to make a donation to charity as a thankyou for the use of the car park.
- Nick W raised question of whether or not the new trailer should have a lockable box with sign-out book for consumables such as staple guns, marker pens etc as they always seem to go missing. Nick volunteered to make the box. **Action NW**
- Nick W asked if the club could buy some more bunting. Ashley will make a point of asking all members to return any rolls of bunting/ consumables they may have, and then the situation can be reviewed again at the next meeting. Nick was asked to get some prices of bunting. **Action NW/AP**

Training Report

- Nick J issued all committee members with an up-to-date list of recovery marshals.
- Next course 30th March - fully booked. Course 5 Jun 1st - 7 already booked.
- Nick suggested an advanced course on July 6th as a response to several requests form members. To be considered.
- First 30 members now got vehicle stickers. Looking at having marshals vest sponsored by KCC, with potential for individuals to purchase their own coats etc. Samples being sourced at the moment.
- Course that our members have undertaken is now being used as a Code of Practice and will become fully accredited.
- Nick has planned a "marshalling Awareness" session for the Easter Rally. It will be open to anyone and will cover all aspects of marshalling, from signing on & paperwork, traffic management, scoring and clearing up etc.
- Nick reported that he has a fully mapped and clued treasure hunt set on Salisbury plain for the club to use in the future.

Any Other Business

- Trailer - ready to be fitted out. Suggested to bring it to Easter rally where more people will be available to help.
- Regulations - Jenny raised issue of vehicle regulations for children in the vehicle. She suggested the wording be reviewed for future driving days to ensure it reflects that passengers in the "front seats" should be over 14, not just "next to the driver". This would avoid any ambiguity as occurred at Broxhead. All agreed.
- Health & Safety Officer - Ed raised issue of Health & Safety policy still not been presented. Ashley to talk to Mike Woods.

Action AP

- Sponsorship - committee discussed sponsorship of members when entering events & representing the club. It was agreed that the committee would carefully consider each application, and if accepted would pay only the entry fee. All cheques will be made payable to the event organiser. Ashley to put some details in the magazine
- It was agreed by all that the committee need to discuss the charges /costing for running the club. It is becoming increasingly obvious that events are being run at a loss, and maybe membership and/or entry fees need to be increased. This issue will be discussed in detail at the next meeting.

Action ALL

**Next Meeting: Monday 14th April '03
Crown Hotel, Alton**

UK Rhino Charge 2003

Anyone looking for a fun day out in their 4x4 should consider entering the 2003 UK Rhino Charge due to be held at Pippingford Park in Sussex on Saturday 4th October. The event is excellent fun, for either friends or family groups. I know as I have participated in the past 2 UK Rhino Charges in 2000 & 2002 (the 2001 event was cancelled due to foot & mouth), and I would definitely recommend it to other HBRO members. The main part of the event is non damaging and can be accomplished in any road-worthy 4x4; the emphasis is on navigation, brains and team working, rather than gruelling off road abilities.

The Rhino Charge is not only a good laugh, it also a very worthwhile event; as it aims to raise money for the Rhino Ark Charity to help protect the Black Rhino in the Aberdares in Kenya.

The whole event is very well organised by John Bowden, Brian Hartley and their respective helpers; and maintains a relaxed and friendly atmosphere which allows both entrants and organisers to enjoy the day.

As well as the main money raising event there is also the optional "Tiger Lines" event for vehicles that do not mind the odd scrape. There is a separate prize for this section and it also provides an added viewing bonus for the spectators and challenge for the drivers.

Each team has 2-6 members. The cost of the event is £100 vehicle entry fee (£50 for the second vehicle of two team entries sent in together). Minimum sponsorship £400. Although this sounds a lot; with a team of 4: an entry fee of £25 and minimum sponsorship of £100 individually is not a massive target.

Perhaps the most enticing part of entering the UK Rhino Charge however is the chance to win the Victor Ludorum prize; given for a combination of sponsorship money raised and main event position. The winners will again be offered the unique opportunity to use a fully prepared competition vehicle to enter the 2004 Kenyan Rhino Charge. This event is said by many to be the toughest one day event to be found anywhere and certainly like nothing else in terms of the competition, experience and location.

Find out about the Rhino Ark Charity, the Aberdare Conservation Area and information from last year's event at:-

<http://www.rhinovices.co.uk/>

<http://www.rhinoark.org/>

For further information & entry forms contact:-

UK Rhino Charge coordinator: John Bowden, Fallbrook, Plumpton, Lewes, East Sussex, BN7 3AH.

Tel: 01444 241455/7 (08.00 – 18.00)

Fax: 01444 870678

E-mail: gumtree@ukonline.co.uk

Mark Jeffery (mark-jeffery@supanet.com)

ARC AGM 15th March 2003

These minutes were compiled from notes taken at the time. The official set of minutes can be obtained from the secretary when they are produced. Numbers are from the agenda; any missing ones are not relevant.

4. Matters arising:-

Range Rover Register – they seem to wait until they have paid their subs as a non-competitive club and then register with the MSA. They did this last year and the ARC Treasurer sent them an invoice for the difference, which they have yet to pay. If they don't pay up they will be invited to the next meeting to explain themselves. Clubs registered with the MSA are taken to be Competitive ARC Clubs with consequently higher fees.

5. Chairman's Report. Denis Bourne.

Where did the year go? Tanks go to the Council for their support. Land Rovering is a way of life and this leaves very few free weekends. I attend ARC meeting a month plus all the major shows. Thanks to Cornwall & Devon for the National Rally last year. Hopefully we can put on another good show this year.

The new Competition Regulations are now in place. There is no instant fix for the problems that we are bound to encounter so keep the comments coming.

Land Rover is settling in with its new owners and the factory visits will restart later this year. More information in due course.

Denis re-iterated that the main point of contact, both ways, is via the club secretary.

6. Secretary's Report. Simone Birch .

In the year since I took over from Caroline as Secretary I have learnt a lot about how the ARC is run and how much work really goes on behind the scenes that I am sure many Clubs do not realise. Information passing on has been made much easier with the use of e-mails and this system seems to be working well with Clubs letting me have changes of names and addresses. An updated list with changes to the ARC Council & Executive Committee, Scrutineering & Off road Committee and Club listings will be sent to Club Secretaries.

We have received the Certificate of Registration 2003 from MSA and details of Vallance By-Ways Summer Show 2003 – 21st & 22nd June, near Gatwick Airport. I have had a query from one club re RAC Breakdown Services. To get up to 15% discount you need to ring 0800 716 976 and quote DT1000. The RAC may be willing to advertise in Club magazines – the contact is Maria Sulman, e-mail – msulman@rac.co.uk.

7. Treasurer. Nick Chinery.

Another year has gone by, this time with full ARC activity, including a National Rally. Also I have had the year to get used to the task of being treasurer. There

are still some things that I'm finding out as I go along, but at least this year the invoices, and accounts went out to clubs much more efficiently than last time. With the resumption of full activities has come the resumption of full expenses, increased by the Chancellor of the Exchequer putting up fuel, and other costs. The Fighting Fund retains its healthy balance with no income (except for interest) and no expenditure in 2002, and the CCMSA account remains dormant. 2003 promises to be more expensive than 2002, with many more journeys being done to organise the National Rally. If things stay as they are, we will have a shortfall when it comes time to pay for the Handbook early in 2004.

How can this shortfall be made up? The clubs and their members are the foundation of the ARC income, and after 3 or 4 years of a fixed subscription, the time has come for me to announce an increase for the 2004 subscriptions. This will need to be a large rise to ensure the ARC can continue to function, and so I have settled on 10%. However, to sweeten the bad news, the ARC Council have decided to let you have your Caravan Permits free of charge. We still need to examine other ways in which the ARC can gain revenue. Some of these may be explored at the National Rally to test their viability.

At the time of writing the following have yet to return their subs:

Overseas clubs:- Swedish LRC, LRC St Petersburg, Dutch LR Register, LR of Switzerland, LROC Japan.

UK clubs:- Discovery, Hants & Berks, Series II, Newcastle & Nantwich, RRR, Somerset & Wiltshire.

Retain the same auditors. This was Michael Rudd but now with a new name Four Oaks Taxation & Accounting Services.

8. Election of ARC Management Team.

Denis Bourne, Colin Council, Harold Carman, Steve Kirby and Ken Knight are due to stand down this year.

No alternatives were proposed so the existing members were voted back in *en bloc*.

Scrutineering & Off Road Committee. Those who hadn't attended at all since the last AGM were deemed to have retired from it. There were 7 applicants for the resulting 6 positions. The new scrutineering committee consists of :-Steve Kirby, Mick Gillet, Harold Carman, Colin Parry, Ray Sykes, Tony Lockwood, Malcolm Wilson, Matthew Basire, Frank Champion and Dennis Wright, the log book secretary.

9. Rule change proposals.

Subject	F	A	Abs
Roll cage tubing material.	17	2	1
Spreader plates thickness	14	2	4
Rule change moratorium	15	2	3
RTV extra rules	2	18	0
Tyres, diamond pattern	1	19	0

These will be considered for ratification at the next Council meeting.

10 Section Reports.

10 a) Caravan. Simone Birch

41 permits so far.

10 b) Overseas Liaison Officer. Derek Spooner.

Quiet year. I went to two overseas events, Sweden and Holland.

The club in Italy want old style AA badges to put on their early vehicles. Any offers?

10 c) Non Competitive Clubs. Post Vacant.

Heritage run is up and running again this year. This is no longer an ARC event, it having been taken over by the Heritage centre. Pat & Geoff Miller are involved this year but this is their last one.

10 d) Car Clubs Co-ordinator. Post Vacant.

10 e) Countryside Access. Tony Kempster.

The LARA Workshops on motor sport and planning matters will be held later in the year.

The Royal Town Planning Institute (RTPI) have made a training video about motorsport and the planning process which is being sent to Chartered Town Planners around the UK. The paper that goes with the video was written by LARA's deputy chairman who is a local authority planning officer. The initiative should be seen as the RTPI's way of demonstrating that motorsport is a legitimate activity.

There will be two National Green Lane Days this year in the form of two weekends of high profile voluntary work carried out by vehicle-based groups around the country. The first one is on 22/23 March with another one in October.

The national co-ordinator in LARA is Ray Clayton, the Green Lane Association secretary, who should be informed of all work done by e-mail to

ray.clayton@glass-UK.org

Some weeks ago, Simone circulated to clubs a request from the Ridgeway Management Group for LARA to consider the idea of licensing recreational vehicle use on the Ridgeway. Only a few clubs responded before the deadline saying that the general principle was acceptable but that policing would be a problem and these views were passed back to LARA. The Management Group have considered the idea further and it will be discussed at the next LARA meeting.

Simone also informed clubs of a meeting in Sussex on the 1st March arranged by the TRF to inform users of the effects of the CROW Act on rights of way.

Speakers from LARA and the TRF addressed the meeting which was well attended, but it was noticeable that I was the only ARC member present!

The emphasis was on the need for byway claims to be made on RUPPs before these become restricted byways in order to try and safeguard vehicular status

for future generations. The blanket legislation reclassifying RUPPs as restricted byways could happen as early as this year but byway claims would prevent this from happening.

Another concern referred to was the provision in the CROW Act for a new section [s34A] in the Road Traffic Act. This provision is not yet in force but it may have human rights implications as it would prevent anyone charged with driving on a footpath, bridleway or restricted byway from proving that mechanical propelled vehicle rights exist.

This is an issue that LARA is discussing with government.

A further point made at the Sussex meeting was that the Police Reform Act 2002 enables a vehicle to be confiscated if it is driven on a footpath or bridleway without lawful authority so be careful!

It was also reported that GLEAM [Green Lanes Environmental Action Movement] continues to be very active in trying to exclude vehicles from green roads.

It is an extremely influential group with over 80 MPs as honorary members. Its ranks also include a prominent TRF member - useful for obtaining inside information!

You may have heard of the National Forest project located in the Birmingham, Derby, Leicester triangle. The intention is for provision to be made for motorsport in the new Forest and its meetings have been attended on behalf of LARA by David Kersey of the ACU but unfortunately ill health currently prevents him from doing so.

Consequently I've been asked whether someone within the ARC could stand in for him to represent the interests of motorsport. Tim Stevens can provide further information.

10 f) National Rally Sub Committee. Steve Wells.

All is going well. Entry numbers are down, a bit disappointing. The closing date is officially the end of March. Please publicise this in your newsletters.

10 g) ARC Handbook.

Decision to go ahead is on hold until the Rally is out of the way.

10 h) Press & Publicity. Paul Barton.

Many thanks to Nick Chinery for managing the website.

10 i) ARC News. Paul Barton.

I need info for publication – events, dates, etc.

Thanks go to Chris and Bonnie Savidge for the distribution of the hard copies of ARC News.

Thanks also to those newsletters who print all or part of ARC News in their newsletters.

10 j) Rover Company Liaison. Derek Spooner.

Derek has now retired from Land Rover and has lost some of his contacts. There has not been much correspondence. He will investigate to see if Land Rover can offer us a meeting room outside Lode Lane.

10 k) MSA Liaison. Harold Carman.

(Note:- These are MSA topics which do not necessarily have a direct effect on ARC activities.)

The Junior Trials Vehicle (JTV) has now been accepted by the ARC Council. The MSA is very pleased about this.

Fire extinguishers. ViRo3 and AFFF are the two choices you now have. If you have any faulty firex's, please let the MSA have them for examination.

Damper tops – at the front, these must be covered. At the rear, these must be kept clear of the vehicle occupants. Where remote reservoirs are used, these must also be covered.

If we need proof that the driver has had driving training of some sort then a Competition Licence or a DVLA licence. The driver signs a statement that they have a licence and / or a MOT certificate. DVLA Licences – No need to inspect; just the statement that they have one will suffice.

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

Shock absorbers being attached to the roll-cage – this really needs a direct load path from the point of attachment to the rear brace down to the chassis. The wording of the MSA statement on this is full of loopholes.

10 l) Shows & Displays. June & Jack Green.

The exhibition unit has 5 bookings so far this year. Please report any damage or if it's dirty.

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

New Competition Regulations.

Probably the biggest task the S&ORC has ever had was to create a whole new set of vehicle regulations. The S&ORC was given 5 years starting in September 1996. We all took a year out to run the 50 years of Land Rover event at Eastnor, so if you add a year, we come up to September 2002, so that makes us only 3 months late in practical terms. The implementation has not been without problems, which are being addressed. Several vital early changes were "fast-tracked" by the ARC Council and these changes have been sent to all club secretaries for publication in club newsletters. These are effective straight away. This is the first General Meeting since the implementation of those new regulations and we are rapidly approaching the first National Rally to be run under these rules. It's odd that only now are many queries being raised as you have all had the new rules available to read for over a year now. However, I'm sure we can use common sense and that scrutineers will need to be fairly tolerant, except on safety matters.

I would like to thank the Scrutineering Committee members past and present, and all those club members who have contributed in creating these rules.

Log Books and the Log Book Scrutineers

The second major issue revolves around Log Books and the Log Book Scrutineers.

We've had log books for about ten years now and we had been discussing the possibility of making log books renewable. To manage this we would need make a start by enrolling more Log Book Scrutineers. A general call for submissions has resulted in about 15 meeting the requirements and they were all invited here today. Thirteen arrived and we gave them a teach-in prior to this meeting. We'll be able to catch up in due course with those that couldn't make it today. If we have dropped any keen applicants along the way, then we can surely reconsider them.

Management of the Meetings

In order to give the meetings a better structure, Denis Bourne had been chairing the meetings and as a result we have achieved more in less time. I thank him for this. He has experienced the continuing poor attendances first hand, and the problem was brought up at the Council Meetings. The Council felt that as the S&ORC position is an elected one, complete lack of attendance by several S&ORC members is unacceptable. The whole point of the committee is that the members do attend and prevent a takeover by just a few. The Council felt that those that had not attended any meetings in the last year were deemed to have retired themselves from the Committee. Denis Wright was considered too be a special case as he has managed the log books and the records all on his own and has issued every log book. He will continue to be a member of the S&ORC with particular interest in Log Books.

The voting today will have established the 9 members and we hope these will be able to attend the meetings on a regular basis.

The S&ORC has been looking at:-

Management of protests / appeals. Harold Carman

Recovery points for Discovery and Freelander. Derek Spooner has been advising us on that but as he has now retired from Land Rover we may be able to establish a new contact in the technical department for this advice.

Fuel tanks mounted under the bonnet with the engine.

The main outcome of previous discussions and reports was that the tank should have a cover to the same specification as any other tank that has been moved from its original location. We will be changing the rules accordingly.

Other queries.

We have also been dealing with an assortment of other queries both technical and event management. These are covered in detail in the minutes which will be circulated to the secretaries of all competitive clubs as usual.

Next Scrutineering & Off Road Committee meeting will be on April 26th 2003 at the NFU HQ.

10 n) Cross Country Motor Sports Agency. (CCMSA) Andrew Neaves.

Nothing to report.

11. AOB

Large engines and TVR engines. Can we use them? Rule C.2.1. stands. The max capacity of the engine will be 4600 cc as shown in the vehicle dimensions chart in the handbook. Land Rover makes parts for its own use and also makes parts for other companies. TVR is one such company and the TVR engine is not permitted.

12. Club reports – No reports.

13. Next meeting 14th June 2003.

Steve Kirby. ARC Liaison.





Neil Read at the Easter Rally RTV



Neil Tomlinson at the Easter Rally RTV. Are those tyres legal or not? See next month's issue!

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Sweatshirts with Collar

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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

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Rugby Shirts – Short Sleeve

Embroidered Shield	Black, Navy, Burgundy	£25.00
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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
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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 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

- * High Ratio Transfer gear box suitable for series gear box. Supplied originally by L.E.G.S about 18 months / 10000 miles ago.(33% higher in high ratio - standard low ratio) Offers around £100. Contact Alistair Yule, 01344 305094 evenings or leave a message and I'll ring you back. E-mail Yulefamily@btopenworld.com (MAY03)
- * 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 Vechile weight, Offers In the region of £1150 ono, phone : Nigel Barker (Daytimes) 07909 973163, Nigebarker@btopenworld.com, or Daryl (Evenings) 01428 717291 (DEC02)

Vehicles for Sale

- * 1996 "N" Reg Discovery ES TDI. Rioja Red. All leather interior. Auto changer CD player. 2 Electric Sunroofs. Electric Windows. Electric Seats. Air Conditioning. Roof Bracket. 77,000 Miles. VGC. £10,500. Contact Steve 07764 229476 (FEB03)
- * 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)

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WARNING

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

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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 whenever possible.
- ARC rules apply. 2002 ARC Handbooks are available to all HBRO members. (There isn't a 2003 ARC Handbook. Use the Vehicle Regulations on the yellow pages; page 65 onwards.)
- 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)
- All TYRO bookings must be confirmed 3 days before the event. The CoC needs to make sure that there are enough entries to make it viable.
- 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 to look for. A Scrutineering Guide booklet is available on request.

Events - Forward Planner

DATE	EVENT
Sept 7	<i>Major's Trial. Eastnor. Teams wanted.....</i>
Sept 13	ARC meeting at NFU HQ Tiddington.
Sept 14	<i>Public driving Day and possible Comp Safari at Broxhead Common.</i>
Sept 21	<i>BAMA Rickshaw Ramble 2003. Camping / barracks.</i>
Oct 5	<i>RTV. Venue to be confirmed.</i>
Oct 19	<i>Chippy Challenge at Slab Common.</i>
Nov 9	<i>RTV at Nelly's Dell with camping.</i>
Nov 23	<i>RTV and camping at Wedgehill.</i>
Dec 6	ARC meeting at NFU HQ Tiddington.
Dec 7	<i>RTV and Tyro at Brick Kiln Farm.</i>
Dec 21	<i>RTV and Driving Day at Slab Common.</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(s) elsewhere for details of the next trip(s).

DATE	EVENT
May 3 & 4	RTV / Tyro / HBRO drive round. Langrish / Froxfield. New venue. See map elsewhere this issue.
May 23 - 27	ARC National Rally. Yorkshire. Doncaster.
June 8	RTV / Tyro / camping. Pingewood. No camping.
June 15	ARC Meeting at NFU HQ, Tiddington.
June 22	Land Rover World Show. See LRW magazine for details.
June 28 / 29	RTV / CCV / camping. Hook End farm. Volunteers wanted for CCV, please.
July 18 / 20	Land Rover Enthusiast Show See LRE magazine for details.
July 11 - 13	Roundhills camping social weekend. Near Beaulieu.
July 27	RTV Steep Marsh. New site. Details later.
<i>Aug 10</i>	<i>Battlehurst Farm. RTV and camping.</i>
Aug 24	August Bank Holiday Rally. Minstead Manor Farm Lyndhurst. Tyro and Gymkhana on the Saturday, RTV on the Sunday and club only driving day on the Monday. Plus camping. Maps and directions later.