



# DORSET ROVER

## THE DORSET LAND ROVER CLUB NEWSLETTER

FEBRUARY - MARCH 2013



THE DORSET ROVER

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## CORRECTION

In the outline calendar that appeared in the last edition, a couple of dates were sadly incorrect. The **RTV Trial at Knitson** is to be held on the 30<sup>th</sup> **June**, not the 30<sup>th</sup> May! May and June seemed to have caused your new Editor a bit of a problem, because the **Bristol & West Land Rover Show** should have read 22nd—23rd **June** (not May). Apologies for any confusion!

## STOP PRESS—NEWS FLASH

**Mannington RTV Trial in February will now be on the 10th February, not the 3rd.**

**THE DORSET ROVER**  
**December 2012—January 2013**  
**The Magazine of the Dorset Land Rover Club Ltd**  
**A member of the Association of Land Rover Clubs**

If you need to contact a committee member please try to do so before  
**9.00pm**

All entries for the next newsletter to be received by  
**Friday 8th March 2013**

Club Night in February: Friday 1st February  
Club Night in March: Friday 1st March  
At The Chequers Inn, Lytchett Matravers, BH16 6BJ

Up to date information and more contact details can be found on the  
Dorset Land Rover Club website:  
**[www.dorsetrover.co.uk](http://www.dorsetrover.co.uk)**

**Have you renewed your membership yet ?**

If you haven't, then this will be the last magazine that you  
will receive. The membership renewal details (for both  
paper and E-membership were all printed in the last issue,  
so there's no excuse!

**The 'Dorset Land Rover Club Limited'**

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The Editor, authors and Club cannot be held responsible for errors or omissions. Any  
opinions expressed are not necessarily the opinions of the Committee or the Club as a

## CHAIRMAN'S WAFFLE

Christmas over, a new year of club activities lie ahead of us. We have set out the calendar of events & think there's a good mix of something for everyone. By the time you get this, we'll have had our annual prize giving dinner. This is more than just a trophy dinner, it's a great social & chance to get to know other members.

We also had our first trial. The scores will be published soon but show a huge coo from Hoggy scoring an amazing win on just 8 points, beating Mike into 2<sup>nd</sup> & Martin into 3<sup>rd</sup> by a huge 12 points. Has Martin lost his knack? Or has Hoggy found his? Trevor drove well too in Lwb class to 9 points, gaining his first win of the year over rivals Keith & Tony. The site at Crossways was well waterlogged & proved tricky to set up, but proved to be mostly drivable with an amazing 19 drivers who braved the mud & water. If we can keep up these sorts of numbers we should have a cracking year.

Last year's score table has been a bit awkward to administer. The average score given for the first high score has given Caz a bit of a nightmare to get a table together. The final outcome too has proved a bit controversial! & has made a difference to the final outcome. Of course, we wanted a fair system that would give everyone a chance to miss at least one trial without penalizing themselves. The only other system I can think might be fairer is to score the best 8 out of 10 trials but I've just worked that out & it made no difference to last year's positions.

I've added a few pages to the website. 2 Pages off the trial scores menu; a list of our sites & a new one '2013 scores' which will be a whole load easier to read. Club rules have been added as has one for 'Shows & rallies' (off the Greenlane menu) which is to book spaces at any of our shows. If anyone is using an Ipad & experiences any issues with the site, please let me know. I have a few problems with windows phone 8 so windows 8 might have some issues?

Club nights seem to have settled nicely at the Chequers Inn. The pub has a nice room for us & a large car park. Hopefully now we can get some social activities organised. Food is not bad too.

Caz & I have bought a newer caravan so that we can enjoy the shows that we attend in a bit more comfort, as well as a few weekends away. Now we have enough room to take Mae (my daughter) away with us. I need to get her Toylander finished so she can show it with us. Of course, the beauty of being Land Rover fans means we have the perfect tow vehicle. The club has also purchased a new gazebo for our shows. There's nothing wrong with the old one & it will still get used, the problem we had was that everyone wanted to sit in it which blocked the display, so the new one will give us more space & a bit more comfort at shows.

As I'm writing this we're getting snow warnings on the news. Again, we have perfect vehicles to cope. In the last snows we had, I found no problems getting around, the problem was all the other vehicles getting in the way! Very frustrating. All the rain we've had has left the ground very sodden so greenlaning might be better left until it dries up a bit to avoid unnecessary damage. I've seen one video of New



### **Chairman's Waffle (contd)**

Day on Salisbury plain with a few idiots 'playing' in the floods. There were allegedly up to 100 vehicles out that day! Thankfully our members are a sensible lot & adhere to our code of conduct.

If you haven't renewed your membership this will be your last newsletter, so get your finger out & do it. The 'E' membership is now available which will give you the benefit of a reduced fee & receiving the newsletter in pdf form by email. So far, around half of those who have rejoined have taken up the offer. We'll have a better view how it affects printing costs later in the year.

Lastly, just a couple of date changes. Mannington is a week later as well as the last trial at Bransgore, & the treasure hunt has been postponed till May but has fantastic benefits for those that want to do it. More on that later no doubt.

**Rog**

## **CAPTION COMPETITION**

*What is Rog **actually** saying/thinking?*



*No prizes, but if you can think of a suitable caption, then e-mail it to the Editor!*

## **WELCOME TO NEW MEMBERS**

Steven Godfrey - Poole  
Graham Knight - Wimborne  
Matthew Ricketts - Blandford Forum  
Roger Patrick - Swanage



## CLUB MERCHANDISE



Forest Green, round neck short sleeved T-shirt with embroidered logo on the left breast £12

Forest Green, round neck sweatshirt with embroidered logo on the left breast £14

Forest Green, full zip, hoodie with embroidered logo left breast £22

Forest Green, Buttoned polo shirt with embroidered logo left breast £13

Forest Green, full zip, no hood, fleece embroidered logo left breast £22

Forest Green, no zip, hoodie (with neck tie trim) £20.00

Dorset flag embroidered on right sleeve on any of the above – add £4.00

Web address address “[www.dorsetrover.co.uk](http://www.dorsetrover.co.uk)” – printed on price and embroidered price please add £4.00

If you have any other ideas for club merchandise that you think might be good sellers (and good advertising for the club!), please contact Caz with your ideas.

### NEW RULES FOR RECOVERY POINTS DURING RTV EVENTS

After events at Mannington, we feel we have to tighten up on recovery points at trials. The use of shackles will no longer be acceptable. This will of course mean that tow balls are the only obvious recovery point available. ALRC regulations state that they must be bolted to the vehicle (not welded) with h/t bolts 8.8 or higher. If using a standard bumper or bolting direct to the rear cross member, a 6mm min backing plate must be used to prevent bolts pulling through.

On RRC or Disco rear, the best option is a drop plate bolted in the factory position & triangulated back to the chassis legs. If you don't want to restrict the departure angle, the drop plate can be cut down but must retain the triangulation pieces. I understand the fitting of tow balls to the front bumper of these vehicles can be awkward! If you have difficulties I suggest you phone or email me (or catch me or Nige at a trial), I can even help with fabrication if needed.

Defenders & Series front bumpers are strong enough to take a ball bolted directly to them (with backing plate), the strongest position being in front of one chassis leg. Those of you with winch bumpers with built in recovery eyes will still need to attach a tow ball because shackles will not be allowed.

If you have time, it will be nice if you could arrange you recovery points before the January trial but I realise that time is short. A more realistic time would be the February trial. You have been warned!!

**Rog**

## **MANNINGTON RTV – December 2012**

It's not at all unusual to see the odd truck being hauled out if the mire at trials – especially if it's been wet for a prolonged period; what is perhaps a little more unusual is the sight of the DLRC photographer (and magazine editor) having to be towed out of the morass (leaving a boot behind as well) – so thanks to everyone who helped recover vehicles – and special thanks to Derek and Robin for dragging me out too!

It was a tremendous turn-out for the last trial of the year – and special thanks go to Nigel for organising the permit at such short notice, and particularly as well to the course-setters (whose sense of humour never ceases to amaze me in terms of where they put some of the gates) and especially to so many drivers who answered the call... and it was great to see lots of spectators too.

If there was a special festive award (given the time of year) it would have to go to Dave Clasby whose Disco sported a very lovely Christmas Tree (though rumour had it that the lights on it and the extra traction it gave afforded some advantage in the mud and gloom down in the woods). There was much excitement and anticipation down in the quarry on the first section of the day as the first vehicle started.... and then stopped midway through the first gate, solidly stuck on a bank; still, when eventually dragged clear, it had planed a bit of the protuberance down making it easier for everyone else thereafter – so thank you Derek (oops, didn't mean to mention names).

The 'usual suspects' did well, with Jon Riddle's Rangie chugging and thrashing its way around, although a 'short cut' to get to the start of the next section did involve did involve a tow out of a hole, and Trev Harmer did well too, improving on his third place at Bransgore to take second – but special mention must go to Willem 'The Flying Dutchman' van Der Horst who stepped onto the metaphorical podium for the first time with a well-earned third place in the LWB class.

Ron Hogg calmly negotiated the various obstacles in his green machine, with Tim Cox second in the SWB class, followed by Martin Dover (who managed to contend with the distraction of his steering wheel falling apart during one of the morning sections). Route finding was essential on some sections, especially in the lake at the bottom of the woodland course – with the moral and literal high-ground showing the way to go. Perhaps we need to have a club policy that headlights should be illuminated when driving sections involving water-splashes, because it makes for great pictures, though why Dave felt the need to have his hazards going as well as the Christmas tree is a mystery.

The leafers had an enjoyable day with their relative lack of weight compensating for their relative lack of articulation in some of the very soft ground, and Rob Shadbolt repeated his success at Bransgore by winning the class followed by Rog Pardy with James Gray being pipped into third place.

So all in all, a really good day's trialling, and a great finale for the RTV season as a whole.

***Andy Wilson***



## MANNINGTON RTV RESULTS

	1	2	3	4	5	6	7	8	9	10	Total	Post'n
<b>LWB</b>												
Jon Riddle	0	6	0	0	2	0	2	2	1	1	14	<b>1</b>
Trevor Harmer	0	5	0	4	2	0	2	1	0	1	15	<b>2</b>
Willem VDHorst	0	5	0	4	6	1	2	1	1	1	21	<b>3</b>
Keith Poulton	1	5	7	0	2	2	4	0	0	1	22	<b>4</b>
Dave Clasby	7	6	0	4	6	0	1	0	0	1	25	<b>5</b>
Tony Butterworth	6	5	8	4	2	0	2	1	0	1	29	<b>6</b>
D Pollard	5	6	7	5	3	0	4	1	0	1	32	<b>7</b>
J Pinfield	0	5	0	5	7	1	2	7	8	1	36	<b>8</b>
Tim Gibbens	2	6	5	5	6	6	2	1	7	5	45	<b>9</b>
<b>SWB</b>												
Ron Hogg	0	0	0	4	2	0	3	0	0	0	9	<b>1</b>
Tim Cox	0	5	1	0	2	0	1	0	0	1	10	<b>2</b>
Martin Dover	0	5	0	4	2	0	1	0	0	1	13	<b>3</b>
Mike Webster	0	1	8	0	2	0	1	1	0	1	14	<b>4</b>
Mike Mears	1	4	0	1	2	1	4	1	0	1	15	<b>5</b>
N Ricketts	0	4	6	1	6	2	2	0	3	0	24	<b>6</b>
<b>SWB Leaf</b>												
Robert Shadbolt	0	1	0	0	2	2	1	1	0	1	8	<b>1</b>
Rog Pardy	1	3	0	4	6	2	1	1	1	1	20	<b>2</b>
James Grey	8	5	1	6	7	2	5	5	5	1	45	<b>3</b>



*Plenty of mud at  
Mannington in December!*

## CROSSWAYS RTV – January 2013

After the wettest year on record, it was hardly surprising that wherever the first trial of the year was staged would be a bit soggy – but the pond in the middle of the quarry area was a veritable lake (with some of the trees that in the past have been part of the course actually being in the middle of the lake) and the woodland section's boggy bottom was rather more bottomless than usual... which all made for some interesting trialing. Great turn out for the first trial of the year as well, with 19 drivers signing on; all the usual suspects and a few newbies as well.

There were the usual laughs to be had – the magazine's intrepid editor (photographer/reporter/etc) trying without success to get behind a tree as Bertie crawled inexorably towards him (thank heavens for steel toe-caps), and Bertie also featuring in another encounter with a tree, though this time piloted by Caz – but as the tree was in the lake, poor old Rog had to get his feet well and truly wet in order to get a tow-rope out...

The usually fairly grippy sandy surface in the quarry area covers some really slippery mud, most of which was rapidly revealed – it's not often that someone has to be towed to the start of a section, and lack of traction in the boggy area of the woodland sections caused a few problems on the steep slopes.

All that said, everyone seemed to be enjoying themselves, with plenty of mutual assistance going on and relatively few breakages (Rog said he had a spare front wing somewhere anyway). The winner in the LWB class was Trevor Harmer with 9 points, whilst the SWB class was won by Ron Hogg with 8 points. The SWB leafer class was won by Rog on 29 points.

**Andy Wilson**



*Water, water everywhere....*

## CROSSWAYS RTV RESULTS

<b>LWB</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>Total</b>	<b>Post'n</b>
Trevor Harmer	1	1	0	0	0	1	1	0	5	0	9	1
Keith Poulton	2	1	0	0	0	1	1	0	0	8	13	2
Tony Butterworth	3	2	6	0	0	1	1	1	0	0	14	3
Ashley Baume	2	4	5	0	8	1	4	4	5	1	34	4
James Pinfield	2	2	4	0	2	1	9	4	9	1	34	5
Gary Morris	2	8	5	0	7	9	1	4	8	5	49	6
Nigel Hutton	8	7	5	1	10	1	9	0	7	8	56	7
<b>SWB</b>												
Ron Hogg	1	2	0	0	1	1	1	2	0	0	8	1
Mike Webster	0	2	5	0	1	1	1	0	5	0	15	2
Martin Dover	1	2	2	7	1	0	1	1	5	0	20	3
Rich Parfitt	2	2	6	2	1	1	4	4	4	1	27	4
Tim Cox	0	9	0	0	1	1	0	4	4	9	28	5
M Ricketts	2	3	2	0	1	1	9	6	6	0	30	6
Mike Mears	9	2	5	0	1	9	1	4	5	1	37	7
Dave Poultney	10	10	10	10	10	4	2	7	4	1	68	8
<b>SWB LEAF</b>												
Rog Pardy	3	2	5	0	1	0	9	0	8	1	29	1
Robert Shadbolt	3	2	0	0	1	9	1	7	3	8	34	2
Caz Hart	2	3	5	9	1	5	8	7	4	7	51	3
James Gray	8	2	7	6	2	9	9	7	5	8	63	4

## DON'T FORGET....

If you haven't renewed your membership , this could be the last time you'll receive a magazine.

Do it now!

You know it makes sense!

## 2012 SEASON RTV CHAMPIONSHIP RESULTS

Congratulations to the top three in each class. The full list is available to view on the website, but here's the 'roll of honour':

### LWB

1st Tony Butterworth	122 points
2 <sup>nd</sup> Jon Riddle	156 points
3 <sup>rd</sup> Trevor Harmer	164 points

To put the achievement of the top three in some kind of context, the fourth placed driver scored 257 points, which underlines the commitment and consistency of the top three.

### SWB

1 <sup>st</sup> Martin Dover	107
2 <sup>nd</sup> Mike Webster	123
3 <sup>rd</sup> Ron Hogg	143

As in the case of the LWB championship, the fourth placed driver amassed almost double the points collected by Ron – proof if it were needed of the skills and consistency of the top three once more!

### SWB - LEAF

1 <sup>st</sup> Rog Pardy	295
2 <sup>nd</sup> Robert Shadbolt	459
3 <sup>rd</sup> James Grey	644

Getting a leafer round some of the courses is obviously rather more difficult than the more modern Landies!

### LADIES TROPHY

Caz Hart



*Trophy winners at a very enjoyable awards evening*

## DATE CHANGES AND ADDITIONS

It was probably inevitable that being ambitious and publishing the club's calendar for the whole year would end in tears....

Here's a summary of all the changes:

Mannington RTV Trial in February will now be on the **10th February**, not the 3rd.

Willem & Andy's Regularity **Treasure Hunt** will now be on **May 12th** (and not 23rd Feb)

The RTV Trial at **Knitson** is to be held on the 30<sup>th</sup> June, not the 30<sup>th</sup> May!

May and June seemed to have caused your new Editor a bit of a problem, because the **Bristol & West Land Rover Show** should have read 22nd — 23rd **June** (not May).

**Ladies Day** has been added to the calendar - **1st September** (at Tincleton)

**Bransgore RTV** is now on **17th** November (not as previously published)

*Hopefully that's it....but watch this space!*



*New club member causes a bit of a stir at a recent RTV*

## HARDY CLASSIC TRIAL 2012

It seemed such a good idea at the time... Willem spotted the Hardy Classic Trial on the net, got all the details and as there was a separate class for 4x4 vehicles, we decided to put an entry in for the Disco. Arriving at the starting point – the Southern Counties Shooting School just south of Yeovil – we met up with two other DLRC vehicles, and spent a bit of time looking at the strange array of other vehicles taking part.

And if we were in a Disco, what chance did the Citroen Xantia and the 2CV on standard road tyres have in the mud that everyone was expecting? Anyway, we set off on time – start number 70 out of 75 vehicles – drove about 200 yards to the start of the first observed section.... and then waited for two hours while all the 2 wheel drive standard saloons with road tires were hauled out of the mire in the woods, Very frustrating, but at least the sun was shining, but we knew that we were in for a very frustrating day if the first trial section was anything to go by.

And the impression was reinforced at every section thereafter, where the 4 x 4 'column' was consistently held up by frankly completely unsuitable and unprepared vehicles. There were seventeen sections to the trial and by the time we had completed only seven, it was starting to get dark, and marshals were closing sections (but not telling anyone that they'd done so, meaning the Skoda and the 2CV had no recovery service when they got stuck halfway up a very muddy and tight green-lane, with all of us behind them of course).

Our 'incident' with the tree on one of the sections meant that the passenger door was inoperable; that wasn't so worrying as the leak from the front diff, and then the complete loss of drive halfway up a very steep, muddy, slippery bit through some woodland was the final straw. It took about twenty minutes to winch out, then get the transfer box to communicate with the rest of the gearbox, after which, headlights blazing we went back to the start point to sign off.

So an interesting first classic trial experience for me, and lots of work to do on the Disco.

**Andy**



*DLRC members who took part in the Hardy Classic Trial*









## ANNUAL AWARDS DINNER

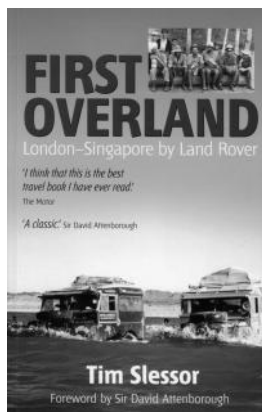


## PHOTO COMPETITION WINNING ENTRY!!!



*This was the winning picture, chosen by the whole committee from a good entry - so thanks to everyone who sent pictures in. We thought that this picture best summed up 'DLRC in 2012', so congratulations to*

*Ashley Baume!*



## FIRST OVERLAND – a book review

Most of us probably have various Land Rover-themed books, but I suspect that most of them will be of the oily, well-thumbed 'Haynes-How-To...' variety, or perhaps general history of the marque books. So I thought I'd write about a book that features Land Rovers (almost as characters) but which also entertains and inspires – Tim Slessor's *First Overland*.

This book is a brilliant and very readable account of six young men's adventure of a lifetime. Driving from the UK to Singapore and back is an adventure nowadays; imagine what it must have been like in the mid-fifties when most people's idea of going abroad was to visit one of one's neighbouring countries! As the 'blurb' on the back of the book says: *Why not? After all, no-one had ever done it before. It would be one of the longest*

*of all overland journeys-half-way round the world, from the English Channel to Singapore.*

Part of the enjoyment of the book comes from reading about the preparations for the journey. As mere undergraduates, they had no money, no cars, no nothing. But with a cool audacity, which was to become characteristic, they set to work, wheedling and cajoling. First, they coaxed the BBC to come up with some film for a possible TV series. Then they gently "persuaded" Rover to lend them two factory-fresh Land Rovers. A publisher was even sweet-talked into giving them an advance on a book. By the time they were ready to go, their sponsors (more than 80 of them) ranged from whisky distillers to the makers of collapsible buckets.

It's when you read books from this era you realise how publishing and writing styles have evolved. It's so classical in its narrative; it gives a beautiful perspective on the values of both the young men involved and the socio/economic/political structure of the countries they passed through. For this reason alone it was actually a very entertaining read. The team displayed a lot of initiative, were wise enough to look after their sponsors and have left us with a record of times and places which have, in many instances, now changed beyond recognition. There is also a good deal of practical advice for others contemplating overland trips, which is just as valid today. The writing style is excellent - dry, British wit and some pretty clever observations, jumping from anecdote to anecdote as they make their way to Singapore. At times while reading, it's almost as if you're there with them in the Land Rover as it skips along a muddy rut in the thick of the jungle! The story told focuses more on their experience of the trip than on the sights they see; ample room is devoted to -say- off-road driving techniques, the challenges of impromptu vehicle repairs or of encountering various officials and red tape while en route. Read as such, it is an excellent travel book. It's also fascinating from an historical perspective, not least in terms of the giving an insight into the way geo-politics have – in many ways - not really changed in the passing years – and it certainly puts green-laning on Salisbury Plain into perspective!

I thoroughly enjoyed it. The illustrations are good – although in keeping with the period, they are monochrome only. It's very readable, it's about Land Rovers.... what's not to like!

**Andy Wilson**

## MARTIN DOVER'S TOUR de SPAIN (and Portugal)

*Hopefully you enjoyed the first instalment of Martin & Jan's little trip to Spain to Portugal featured in last month's edition, and having left our happy campers lounging on the beach, here's the final stages of the journey...*

Due to the time lost we did not spend as much time in the south as anticipated and all too soon it was time to head north, the weather too was turning against us with forecasted rain all across Portugal and Spain. We mainly used the motorways heading home and in Portugal, due to the tolls, these roads are hardly used. Mile after mile we drove without seeing any other vehicles. If they halved the expensive tolls they would likely more than double their usage and subsequently take more revenue. We drove for two hours then stopped for coffee or lunch and a doggy walk then moved on. On the afternoon of the first day heading north it started to rain and it then rained continuously for 30 hours. On the evening of the second day we arrived in Salamanca in Spain in the dark during the evening rush-hour. Finding our aire for the night proved difficult and stressful – especially as we went to the wrong “Avenida de Salamanca” address in the town centre. Due to the rain it was impossible to make out the road markings and I got into the wrong traffic lane on two occasions and was forced by the heavy traffic to head off in the wrong direction. At 8:30 at night we eventually found the aire and pulled in for well-earned rest. (Jan will no doubt tell some of you that the reason we were so late on this leg was that we ran out of diesel on the motorway and had to wait 90 minutes for the Portuguese equivalent of the AA to bring us some fuel – but I was going to gloss over that).

The dispute within Brittany Ferries had been resolved just a few days after we should have sailed on our outbound leg and we were, therefore, able to return home on the Bilbao to Portsmouth ferry. Poor Anya had to stay in a kennel overnight, which she didn't really seem to mind, but Jan spent most of the daylight hours sitting with her in a chair on the doggy-deck and also smuggled her into our cabin for a while.

An interesting fact about the ferry home – or at least the vehicles using it. There were more Land Rovers on the ferry than any other make of vehicle. The most number of any one model was of Defenders, mostly 90's and only one 130 (mine), closely followed by Discovery 1's and 2's. The majority of these LR's were returning from adventure travel, mostly from Morocco. Apart from at LR dealerships and various LR shows I have never seen such a concentration of Solihull products in one place. It was great to see these vehicles being used in such a way and being so thoroughly enjoyed by their owners. On the adventure travel front we shared the ferry with just three Toyotas, two 80 series and a Delicia!

Total distance travelled: 2545 miles

Jose's route: Totalled 860 miles of which we actually did only about 450 miles

Average fuel consumption: 24.2 mpg

Cost of repairs: £1100

Number of times low-range engaged: 8

Number of times diff-lock engaged: 10

Cheapest fuel: Spain at 1.39 Euros per litre

Dearest fuel: Portugal at 1.46 Euros per litre

Highest Altitude reached: 1909 metres



*Pictures from Martin & Jan's  
tour of Portugal and Spain  
in their Defender camper*



Q: What do you call a Landy with brakes?

A: Customized

Q: What do you have to do if your Landy gets in the way of a swarm of killer bees?

A: Stop pushing and take refuge in the car

Q: How do you make a Landy go faster uphill?

A: Throw out the passenger.

Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night? They all look the same."

He replied, "It doesn't matter which one you use, nothing happens !"



## HOLIDAY SAVED!

**A visitor to Dorset has contacted the magazine (which he said was “a great mag”), with this little story...**

Can I use your magazine to say a big thank you to one of your advertisers please, namely, Evans Garage in Crossways, for providing outstanding service when our Disco 1 threw a huge spanner at the start of our holiday. We were on the second day of our holiday in Dorset, when the usual LR Heralds of Doom made their presence known. Our Disco 1 started to blow hot & cold air, then briefly up flicked the temp needle. Great..... Next morning it was top up the water and drive to the nearest Land Rover dealer that we knew, at slow speed and in convoy with my mate in his Defender.

David Ford was already snowed under, but he made a few phone calls and pointed us towards Evans Garage, and thanks for the help you gave us David. When we got to Evans Garage, we were already sure we had a blown head, and were looking at having to be put on a lowloader all the way back to Kent. At reception, Mr Evans senior was excellent. Not only did he manage to fit us in, but he even had a loan car available. Long story, cut short. After pressure testing, two faults were found. Once the head was removed it was obvious that a skim would achieve nothing. The head was suffering from corrosion that had allowed water to leak across between the jacket and the cylinder. Not wanting to take on other people's problems by getting a second hand head, we opted for a new one. Jerry, and Nick discussed the options with us, and we decided exactly what the mechanics needed and ordered away. Obviously this added extra time to the work, but Jerry kept insisting that we should leave the worry to him and just enjoy our holiday.

Well, despite extending our holiday by a couple of days I had to get back to work in London. Once again this wasn't a problem, and we were told to keep the loan car and bring it back when we collected the car. We duly collected the car a week later, after adding another couple of jobs to the list, because it was already in a place with all the right equipment and, truthfully, I'd had enough of working in rain. I did wash, polish, clean and vacuum the loan car before returning it though, 'cos I felt a bit guilty at having had it for over two weeks.

So, for providing a quality of service that we don't see around our neck of the woods, keeping us informed of work at all times, providing a loan car for an extended period (that they don't mind allowing dogs in the boot!), having a friendly and helpful contact with customers at all times (even when the loan car broke an egr pipe late in the day, Jerry drove us all back to Lulworth in his own motor, then picked us up again the next day), we'd like to say a huge Thanks and we would recommend their garage to anyone. So much so, that my mate with the Defender has already driven back down there from Surrey to have some work done.

If you find a garage that you trust and value, then you'll always go back. Too often people don't pass on credit for good work.

**Dave & Gill Edwards**

*Always nice to have a good news story—and especially one about great service from one of our advertisers. We know that club members do use the services provided by the lovely people who advertise in The Dorset Rover - but do remember to tell them where you got the details! Ed.*

## DLRC CALENDAR 2013

So that members can plan ahead, the Committee has tried to gather together as many dates as possible for 2013. The dates and venues for all the RTV events appears on the following page, whilst this page highlights shows and social events, laning trips, driving days and driver training days. It is possible that some of the dates may change, or the venues for RTV might be shuffled around (depending on weather and availability) so please check the website or subsequent issues of the magazine for updates. It's also likely that more dates will be added, so keep your eyes peeled. More details of each event will appear in relevant issues of the magazine. If you're interested in going to any of the shows, please contact Jim Welch for more details and availability of club tickets/passes.

And if you know of any events that should be added, please e-mail the Editor!

1 <sup>st</sup> February	Club night
1 <sup>st</sup> March	Club night
29 <sup>th</sup> – 31 <sup>st</sup> March	Laning Weekend – Devon/Cornwall?
5 <sup>th</sup> April	Club night
7 <sup>th</sup> April	Driving Day tbc
3 <sup>rd</sup> May	Club night
3 <sup>rd</sup> – 6 <sup>th</sup> May	Abbey Hill Steam Fair, Yeovil
12 <sup>th</sup> May	Regularity Treasure Hunt
24 <sup>th</sup> May	Quay for my Car, Poole
1 <sup>st</sup> June	Club BBQ
7 <sup>th</sup> June	Club night
15 <sup>th</sup> -16 <sup>th</sup> June	Dunsfold Collection Weekend
22 <sup>nd</sup> -23 <sup>rd</sup> June	Bristol & West LR Show
5 <sup>th</sup> July	Club night
6 <sup>th</sup> – 7 <sup>th</sup> July	Stevens Farm Show, Martinstown
19 <sup>th</sup> – 22 <sup>nd</sup> July	Somerset Steam Spectacular, Langport
2 <sup>nd</sup> Aug	Club night
9 <sup>th</sup> – 11 <sup>th</sup> August	Purbeck Rally
17 <sup>th</sup> – 18 <sup>th</sup> Aug	Yesterday's Farming Show, Crewkerne
23 <sup>rd</sup> -26 <sup>th</sup> Aug	Laning Trip to Wales
1 <sup>st</sup> Sept	Ladies Day at Tincleton
6 <sup>th</sup> Sept	Club night
6 <sup>th</sup> – 8 <sup>th</sup> Sept	Harmans Cross Vehicle Rally
6 <sup>th</sup> – 8 <sup>th</sup> Sept	LRO Show Peterborough
15 <sup>th</sup> Sept	Driving Day – prov Tidworth
4 <sup>th</sup> October	Club night
5 <sup>th</sup> – 6 <sup>th</sup> Oct	London to Brighton LR Run
1 <sup>st</sup> November	Club night
6 <sup>th</sup> December	Club night
December (date & venue tbc)	Driver Training Day

## RTV CALENDAR 2013

Please be aware that dates and venues could be changed dependent on weather and ground conditions, and availability of venues. For up to date information, including any changes, please see the web-site!

10th February	Mannington
3 <sup>rd</sup> March	Bransgore
7 <sup>th</sup> April	<i>Driving Day</i>
28 <sup>th</sup> April	Tincton
26 <sup>th</sup> May	Portesham
30 <sup>th</sup> June	Knitson
28 <sup>th</sup> July	Crossways
18 <sup>th</sup> August	Shillingstone
15 <sup>th</sup> September	<i>Driving Day</i>
13 <sup>th</sup> October	Mannington
17 <sup>th</sup> November	Bransgore



### 10th February—RTV at Mannington

A very popular site, with a great variety of terrain. A good one to attend if it's your first 'outing'. Can have some 'interesting' watery sections! If you're using a SatNav, BH21 7JX gets you more or less to where Burt's Lane meets Horton Road. The entrance to the venue is on the other side of this crossroads.

**NB—please note change of date!**

### 3rd March—RTV Bransgore

A cracking little site, ideal for the non-experienced along with those with lots of experience! Good mixed site with mud, water-splashes, wooded sections and quarry settings. Nearest post-code settings for those using SatNav is BH23 8JE—then follow the DLRC signs



# FUTURE EVENTS

## Important information for competitors

If you wish to take part in events please take note of the following points:

1. Vehicles must have front and rear recovery points
2. Seatbelts
3. The battery must be secured
4. Any load must be securely tied down
5. The hand brake must work
6. No passengers under 14 years (except for Tyros)
7. MOT or photocopy of your MOT must be shown (if an MOT is required for your vehicle)
8. An additional return spring is required on mechanical throttles
9. Steering linkages will be checked
10. Rear springs on coil-sprung trucks to be jubilee clipped (or similar) to prevent springs dislocating
11. Wheel spacers are not to be used
12. A 24mm, 3 strand, 8 ton tow-rope in nylon or polypropylene and suitable shackle to be carried for recovery user
13. Fire extinguishers are advised but not essential



## THESE THINGS WILL BE CHECKED

**Will vehicles please be at the site by 9.15am for scrutineering  
Anyone arriving after 10.00am will NOT be allowed to compete**

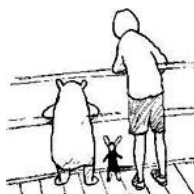
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

## Site Directions

For a list of current site directions and up-to-date event information, please visit the club website: [www.dorsetrover.co.uk](http://www.dorsetrover.co.uk), or contact a committee member.

## SPECTATORS

It's never really mentioned that much, but the committee would like to remind you all that spectators are always welcome at any event. Feel free to bring along any friends or family to help make the trials an even better day out. Children are welcome at all sites and dogs at most, so long as they are kept under control. Please be aware that at most events people will be taking photographs which could be used in web or paper-based publications.



## LAND ROVER TRIVIA QUIZ – Part 1

Over the next few issues, there will be a quiz (space permitting) to keep you thinking... Answers will be published in the following edition!

So here are this month's questions...

1. At which motor show did the first Land Rover appear?
2. In which year did Land Rover become part of British Leyland?
3. Which military Land Rover went into production in 1968?
4. Which military Land Rover entered service in 1978?
5. Which specialist firm got the contract to build fire tenders in the late 1950s?
6. What did Pilcher-Greene do to LR Series IIIs?
7. Who famously drove a Land Rover from Britain to Abyssinia in 1949?
8. In which year did the Oxford & Cambridge Far East Expedition set out for Singapore?
9. And what was the name of Tim Slessor's book about the expedition?
10. Who led the 1971 Darien Gap Expedition?
11. And which vehicle did the expedition principally use?
12. In which year were Land Rovers first used for the Camel Trophy?
13. Which member of the royal family was presented with the 100<sup>th</sup> production vehicle?
14. What official colour was the 1953 royal review Land Rover?
15. Who was the only non-British royal to receive a specially built royal review Land Rover?
16. Which company built the first proper Land Rover station wagon?
17. Who sold the rights to the first proper V8 petrol engine to be used by Land Rover (in 1964)?
18. What are P38A and L322 better known as?
19. Where did Land Rover decide to build Freelander 2?
20. What were the christian names of the Wilks brothers who saved the Rover company?

Another 20 questions in the next edition – along with the answers to these first questions!



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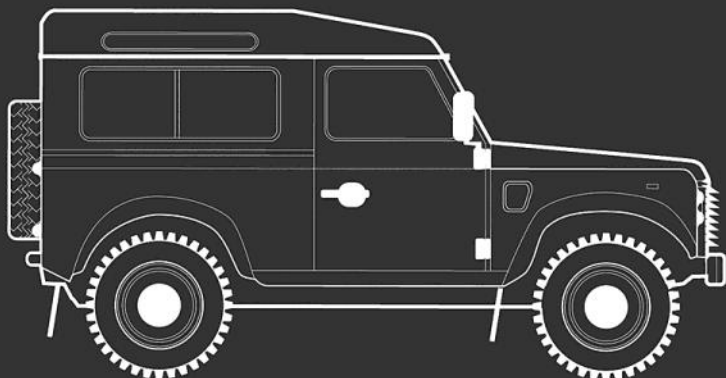
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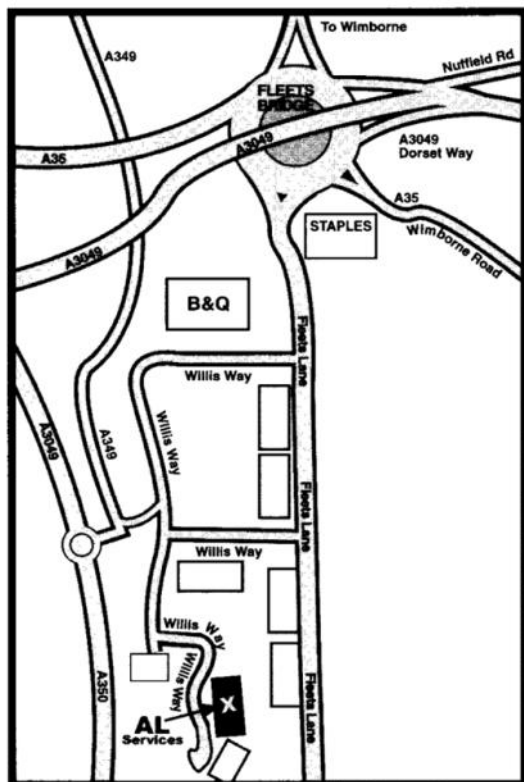
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