



DORSET ROVER

THE DORSET LAND ROVER CLUB NEWSLETTER

APRIL - MAY 2013



THE DORSET ROVER

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If you use the services offered by our advertisers, don't forget to mention to them that you saw the advert in the Dorset Rover!

And if you'd like to advertise in the Dorset Rover, contact the Editor for details of page rates.

THE DORSET ROVER

April 2013 — May 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 10th May 2013

Club Night in April: Friday 5th April
Club Night in May: Friday 3rd May
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

A PLEA FROM THE EDITOR...

There's lots to read in this edition (it's four pages longer than before!) but if I'm going to maintain this volume of content, I need your contributions! Please e-mail articles, reports, pictures (original jpegs please), jokes, stories etc to **editor@dorsetrover.co.uk** to arrive by the deadline given in the box above. I'd rather have too much than too little!

The 'Dorset Land Rover Club Limited'

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CHAIRMAN'S WAFFLE

Hello again everyone. Spring seems to be here at last, our snowdrops have been out for a few weeks & the daffs are on their way. Snow is still giving us a few problems on the road though. Our latest member list is looking ok for the beginning of the year & quite a few (around half) have taken up the 'E' membership. We've had an influx of new members keen on joining in, which is good. Makes a change from ones we never see! That reminds me, I must remove the log in's from the website for those that haven't paid their membership.

I've been busy adding a couple more pages to the website. ALRC matters (which has a consultation paper in it) & a contact page. I've also put up a page for old 'E' magazines. The 2 trials we've had are Mannington & Bransgore. It poured with rain at Mannington making it really miserable. The 21 drivers made the most of it & seemed to enjoy it all the same. It makes marshalling a real chore so thank you if you did.

Bransgore is one of our smaller sites but we still managed to get 10 sections set out. Unfortunately our first had to be scrapped as it was too boggy. The remaining 3 in the woods were also tricky & we spent a bit of time recovering vehicles. Caz's first section in the quarry wasn't good! I think she'd decided that Bertie's wings needed evening up & drove straight into the bank (not even trying to steer away from it!). That was after I'd spent the previous weekend with a borrowed Andy's porta power, straightening it from her last trial at Crossways when she drove into a tree.

23 drivers attended Bransgore with a couple of newbies who did very well. Attendances are going up & certainly makes for a more enjoyable trial. Reading the consultation paper (Alrc matters), quite a few clubs are recording dwindling numbers at trials so what are we doing differently?

Our last club night was a quiz night, organized by Nicky. It was great fun, we came second. April will be a talk by Kit, one of our members who has done some extensive travels.

Having booked the first of our 2 driving days at Tidworth, 7th April, the MOD promptly pulled the plug! We're urgently looking for a replacement venue, so have a look at the website for updates.

We're away at Easter with some of our good club fiends. It'll be our first outing in the new caravan, we're very excited. I haven't towed for a while but the d2 has now been chipped so I'm looking forward to how well it goes with the van on the back. It wasn't really a slouch before but you knew you had a bit of weight on the back. Andy (AL services) has done the work & also installed the up-rated torque converter from Ashcrofts. It has totally transformed the vehicle, I'm very happy.

We have some really exciting events coming up. Andy Wilson has organized a treasure hunt in association with Willem, more details elsewhere in this issue of 'Dorset Rover'; I'm sure it'll be fun but spaces are limited so follow the instructions and get in quick.



Continued on next page

CHAIRMAN's WAFFLE - *contd*

Some of the shows are filling up too. Most of the shows we attend have a limited number of free entries, so again get your names down as they will be first come first served. There is a page on the website to add your names, please use it. I look forward to seeing you at an event soon.

Rog.



Ron and Rich take a wrong turning at gate 7

WELCOME TO NEW MEMBERS

No new members this month - but with the shows starting up soon, and with the e-membership up and running and available through the website, we hope to be swelling our membership. Watch this space!



CLUB MERCHANDISE



We've encountered problems with getting new merchandise into stock, because our previous supplier is no longer in operation. We're currently holding negotiations with a new supplier, and hope to be able to resume our supplies shortly. If you've already ordered something, we'll let you know about availability, but we hope that our new supplier will be able to supply the usual range of shirts, sweats and fleeces. The items that we used to stock consisted of:

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

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

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

Forest Green, Buttoned polo shirt with embroidered logo left breast

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

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

Whilst we're negotiating a (hopefully) great deal with our new supplier, 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.

Rumour has it the Landies have reliability issues, so some of the quips may strike a chord...

I heard the other day that with every Landy sold they give you a dog for free. This is done so that the dog can keep you company while you are waiting for the AA to come tow you

Why do LR's always drive in convoy?

The are playing 'Who's the weakest Link'

Landrovers have the best fuel consumption of all 4x4s.

That's because they are always being towed by something else.

Q: What goes on pages 4-5 of the Landy's users' manual?

A: The train & bus timetable

MANNINGTON RTV – February 2013

To say that it rained incessantly would be a complete lie – it sleeted instead for ten minutes or so.... It was the sort of day (especially with England playing rugby) that sitting in front of the TV/fire had distinct merit, so even more thanks than usual ought to go to the course-setters, marshals and scorers. And in spite of the weather, twenty drivers signed on – underlining that Mannington is a popular site (whatever the weather!).

The usual sections in the trees further down the hill were omitted because they'd have simply been an impassable quagmire, but there was plenty of fun to be had in the quarry area, where apparently firm sand remembered its thixotropic nature and turned into porridge at the mere touch of a tyre. Rich Parfitt seemed to be on an initial roll, with three 'clears' on the first three sections; in contrast, Martin Dover seemed to be finding it difficult to get into any sort of groove (though getting into *ruts* was not a problem...), which makes his eventual 11 points at the end of the day all the more creditworthy.

The top sections (in the 'car park' area) provided the usual blend of short, steep slopes with sharp turns (that inevitably seemed to favour the SWB triallists) but although there was plenty of standing water, the chalky clay bits seemed to allow for a bit more traction than had been anticipated (or perhaps the morning group and removed all the loose stuff before lunch).

But it was cold, and it was wet, and although there were plenty of drivers competing, inevitably there weren't many spectators to take in the action. Hopefully we will enjoy the benefits of a drought between Mannington and the next event at Bransgore (reported elsewhere in this issue), and look forward to some of the to-and-fro rivalries developing in what looks like being a great championship, especially if we can maintain the numbers signing-on to compete (and especially if the weather improves!).

Andy Wilson



*Ron Hogg getting
down and dirty at
Mannington*

MANNINGTON RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	Tot	Pos
Trevor Harmer	1	1	3	5	6	0	0	4	0	7	27	1
Tony Butterworth	1	2	6	0	1	0	1	4	7	7	29	2
Keith Poulton	1	9	1	0	7	5	4	0	0	7	34	3
Ross Turner	1	1	3	8	6	5	1	8	2	9	44	4
Ashley Baume	2	9	6	3	3	4	4	4	3	7	45	5
James Pinfield	1	2	4	8	6	4	10	8	0	7	50	6
Tim Gibbens	6	9	3	8	6	4	6	3	4	7	56	7
Willem VD Horst	2	2	10	10	10	4	6	8	1	8	61	8
Andy Wilson	2	9	10	10	10	4	1	5	2	8	61	9
SWB												
Martin Dover	0	0	0	0	0	0	4	0	0	7	11	1
Ron Hogg	0	1	0	0	3	0	1	4	0	7	16	2
Rich Parfitt	0	8	6	0	0	0	0	0	0	7	21	3
Dave Poultney	7	2	0	0	3	4	0	8	0	7	31	4
Mike Mears	7	2	1	0	3	4	0	4	4	7	32	5
Mike Webster	1	9	2	0	6	0	4	0	6	7	35	6
Robin Dumbreck	1	9	7	0	3	0	4	5	0	7	36	7
Tim Cox	0	2	3	0	1	4	10	10	10	10	50	8
Matthew Ricketts	0	2	3	3	6	5	10	10	10	10	59	9
SWB												
Robert Shadbolt	0	1	6	6	3	4	6	4	0	7	37	1
Rog Pardy	7	9	3	0	6	4	4	0	6	8	47	2
James Gray	10	10	10	10	10	7	8	4	4	7	80	3

DID YOU KNOW????

Safety

Model-by-model road accident statistics from the UK Department for Transport show that the Land Rover Defender is one of the safest cars on British roads as measured by chance of death in two-car injury accidents. The figures, which were based on data collected by police forces following accidents between 2000 and 2004 in Great Britain, showed that Defender drivers had a 1% chance of being killed or seriously injured and a 33% chance of sustaining any kind of injury. Other four-wheel-drive vehicles scored equally highly, and collectively these vehicles were much safer for their passengers than those in other classes such as passenger cars and MPVs. These figures reflect the fact that drivers of large mass vehicles are likely to be safer, often at the expense of other drivers if they collide with smaller cars.

BRANSGORE RTV—March 2013

It was certainly better weather than Mannington the previous month. An outstanding turn-out of 23 drivers turned up to drive. The first section in the woods was pretty straight forward through the trees and out along the bank and ended by poking your front hubs up a bank. Which everybody but myself managed. I jokingly said to Ashley that if I drew with anybody I would be hopping mad. And surprise, surprise I tied with Ashley! Mike decided to put his rear hubs through the end of section as well. The next section caught a few people out with what looked like a straight forward right handed bend but the bank was enough to lift one rear wheel if you didn't loop it. A few fell foul of that. The far section in the quarry was near impossible for SWB to make the turn. LWB took full advantage of their shunt to make the turn and clean the section. Only a couple if SWB managed the almost vertical step and hard right turn. Next up was a short run down a gully and round a small bank of earth up over a tree stump. Which I did manage to miss but demolished a small tree and the last set of canes when my front wheels landed. After a brief cup of tea and sandwich we began on the muddy gloppy sections. Of which section one had been abandoned due to poor ground. so section two was the start for our afternoon. A bit of driver error made me score a dismal 9 but most drivers managed low scores even if the drop down the bank was like a skid pan; most managed and managed the climb back up a steep step. Next up was a really boggy part which out of our group only Tony managed to score a decent low score. I did as most drivers did and went as far as you could without dropping into the muddy carnage left by other drivers. However I did manage to get completely bogged down up to my prop shafts in some quite funky smelling glopp and ended up getting winched out sideways. Most drivers were caught out by the big mud hole that was in the next section however a few had a successful clean run, coming out the trees and up the bank in very muddy vehicles. The V8s made full advantage of the loud pedal trying to power through the mud. The other group had similar scores to us by the end of the day so it was a good day had by all. Caz kept up her habit of rearranging Bertie's front wings, and James managed to lose a wing mirror and pick up a lovely tree-shaped dent down his door by brushing a tree. All in all a good day had by all.

Dave Poultney

You may or may not know this, but the landowner of the RTV site at Bransgore donates the fees that the club pays to charity. Thanks to a really good turn-out, we made £345 which will go towards his chosen good cause – Leukemia Busters. So a big thank you and well done to all those who came to trial, and a huge thank you to Richard Frampton the landowner. As an added note... we had 23 drivers taking part! Despite other clubs reporting dwindling numbers, our last 3 or 4 RTV events have been getting busier. Lets hope it continues & we keep doing something right.

Rog

BRANSGORE RTV - RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	Tot	Pos
Tony Butterworth	0	3	3	0	1	0	0	3	1	0	11	1
Keith Poulton	0	0	4	0	6	0	0	9	0	0	19	2
Trevor Harmer	0	0	4	0	0	0	1	8	8	0	21	3
Nigel Hutton	0	0	5	5	1	9	0	5	0	1	26	4
Ashley Baume	0	4	7	7	1	0	1	8	3	0	31	5
James Pinfield	0	7	5	8	1	0	1	7	1	8	38	6
SWB												
Martin Dover	0	2	5	0	1	0	0	0	1	0	9	1
Tim Cox	0	0	6	1	1	0	0	3	0	0	11	2
Ron Hogg	0	3	5	0	1	0	0	1	8	0	18	3
Matthew Ricketts	0	3	6	0	1	0	0	1	8	0	19	4
Mike Webster	0	0	6	4	1	0	0	7	7	0	25	5
Robin Dumbreck	0	2	5	3	1	1	0	7	8	0	27	6
Mike Mears	0	9	5	1	1	0	0	9	3	0	28	7
Dave Poultney	0	9	6	5	1	1	1	0	8	0	31	8
Jon Riddle	0	6	5	1	1	0	1	9	8	0	31	9
Jason Macdonald	0	2	5	2	1	0	1	9	8	6	34	10
Harrold Goodland	0	2	7	2	1	9	0	8	8	3	40	11
SWB												
Robert Shadbolt	0	1	6	0	1	0	0	0	8	0	16	1
Rog Pardy	0	1	5	0	3	0	1	7	8	1	26	2
Seth Loder	0	2	6	1	1	0	5	8	8	0	31	3
James Gray	0	6	6	5	1	0	1	6	8	0	33	4
Keith Jamieson	0	9	6	5	1	0	4	3	8	1	37	5
Caz Hart	0	6	5	3	9	1	0	9	8	0	41	6





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When you've driven though the Moreton Ford (SY806895), or potted along the Jubilee Trail (SY 788884 - SY 80982) why not have a well earned break at The Seven Stars?



DATE CHANGES AND ADDITIONS

Here's a summary of all the changes:

The Driving Day on 7th April arranged for Tidworth will now **not** be at that venue - see the website for replacement venue (if we can find one in time!)

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

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

May and June seemed to have caused your new Editor a bit of a problem, because The **Bristol & West Land Rover Show** should read 22nd — 23rd **June**

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!

WILLEM & ANDY'S TREASURE HUNTS

You might have read about or heard rumours of a Treasure Hunt that Willem & Andy have organised for Sunday May 12th.

The route that has been planned takes in four non-damaging green lanes and some spectacular Dorset scenery and in total is just over 35 miles and should



take somewhere between 2 and 3 hours to complete. Participants will be given a road book and a question book. The 'event' is actually *two* events; to comply with rules and regulations, there will actually be *two* Treasure Hunts, and there will be a maximum of 12 vehicles for each. Willem's Treasure Hunt will start at 10.00am (with signing-on at 9.30) and Andy's will start at 2.00pm (with signing-on at 1.30). Each event will start and finish at Willem's house in Pulham, and lunch will be provided between events. To cover admin and permit costs, each participating vehicle will cost £5.00 and in addition the organisers would like to ask those who come along to make a contribution to charity (Willem has chosen to support Dorset Air Ambulance from this event).

The Treasure Hunts are open to all paid-up members of the DLRC but you must go through the booking process - you can't just turn up on the day! If you are interested in taking part, please e-mail **Andy** as soon as possible (vanda.avalon57@btinternet.com) and certainly by Friday 12th April at the latest. You will then be sent more details including a 'booking-form'; it will then be very much 'first come, first served', because of the need to restrict vehicle numbers to 12 + 12. You will need to have a navigator, and a suitable vehicle!

FORTHCOMING SOCIAL EVENTS – APRIL – JUNE

Club Night – Friday 5th April – Chequers Inn – Lytchett Matravers BH16 6BJ – ‘Life on Wheels the Land Rover Way’. At this club monthly meeting I have arranged for Kit Constable-Maxwell to give a Pictorial Presentation on his travels around the world in his Land Rovers, along with his passion for photography. The presentation will start at 8pm prompt to ensure that there is time for member's questions at the end. Those members wishing to eat first, please can I suggest that you arrive in good time for the start of the presentation? **Kit Constable Maxwell is a photographer, traveller and military historian. He is an Associate of the Royal Photographic Society (ARPS) and a Fellow of Royal Geographical Society (FRGS). He is married and lives in Dorset. He is a fellow club member and does these talks professionally so I am certain this will be one not to be missed!!**

Social BBQ – Kimmeridge – Saturday 1st June from 6pm. Enjoy a family evening BBQ and social get together overlooking the shores of Kimmeridge Bay. Arrive from 6pm with your food and drink, the Club BBQ and Event Shelter will be on site; please remember to bring something to sit on though. Depending on the weather warm clothing may be advisable. By kind permission of the Smedmore Estate.

LADIES DAY – Royal Ascot – Thursday 20th June.

I thought it was about time that we had a social outing for the Ladies of the club that would be a great day out and a chance for us to have some fun and maybe a small bet or three. Not to mention the chance for us to dress up and wear an extravagant hat and of course the infamous picnic.

For those of you who have not been to this prestigious event it is a fantastic day out, with a great atmosphere and lots of fun.

We have been given a fantastic price for a 16 seater coach from Turners Coaches for the return trip, with the Coach staying on site and providing we fill all 16 seats then the cost of the coach will be £28.00 each, (this includes the £90 Coach Park Fee). The cost of the Entry Ticket for the Silver Ring at Ascot will be £26 providing we book at least 10. I am anticipating that we may not fill the seats from within Club so spare seats, if they are available, can be filled with family and/or friends.

Ascot Tickets will need to be purchased by Mid-April and the cost of the coach is payable to the driver on the day. Pick-up points and the picnic etc. will be arranged depending on those coming. Please could you email me @ jimnickywelch@sky.com if you are interested? Places will be allocated on a first come first served basis.

For further details on any of these events please contact me either by email on jimnickywelch@sky.com or 07884 347856 – Nicky Welch (Mrs) – Social Secretary

DLRC 4 X 4 GREEN LANE WEEKEND

CAMBRIAN WAY MID – WALES

FOLLOWING THE TREMENDOUS SUCCESS OF THIS WEEKEND OVER THE PAST 3 YEARS WE HAVE DECIDED TO RETURN, AS THE MEMBERS ENJOYED IT SO MUCH.

Date: 23rd – 26th August 2013 – inclusive.

Accommodation: Llanerchindda Farm, on the Cambrian Way in the Brecon Beacons.
www.cambrianway.com

4 double/twin rooms and 1 single room have been reserved In the Farmhouse and a further 3 double rooms and 1 single room in the Guest House, including one with additional facilities.

There is also a Camping/Caravan Site for those who would prefer to camp or bring their caravans at: Erwlon Camping and Caravanning Site at Llandovery with electric hook-up for both caravans and tents. <http://www.erwlon.co.uk/>

Meal Arrangements: Bed, Breakfast and 3 course Evening Meal will be provided for those staying in the guesthouse; lunches can be provided if required at an additional cost. Evening Meals maybe available for those staying off site, providing the Farm is not fully booked as they can only cater for the maximum number of guests they have accommodation for. Meals will be chargeable and price to be confirmed.

Dogs: Llanerchindda Farm are happy for owners to bring their 'well-behaved' dogs with them, at an additional cost of £5.00 per dog per day.

Price is £197.00 per person for the weekend which consists of the following: 3 nights Bed & Breakfast and three-course evening meal on the Friday, Saturday and Sunday evening. Arrival from 3pm on Friday 23rd August 2012, Depart 10pm on Monday 26th August 2012. There is an additional charge of £5.00 per night per dog.

Please contact me if interested. I will then send out to you a Booking form for your completion, this needs to be returned to me with a deposit require to secure your booking of £84.00 for those staying in the Guesthouse and £20 for those who wish to camp. Cheques are to be made payable to Dorset Land Rover Club Ltd and be received by me with your booking form by the 15th April 2013

Llanerchindda Farm has a Map Room with large wall mounted Land Ranger Maps marked with the Legal Rights of Way and Green Lanes. There is also an onsite 4 x 4 Course and a covered workshop, pressure washer and drying room. The Farm is family run, has a lounge bar, fantastic views and scenery and the owners have an extensive knowledge of the area. The famous Strata – Florida is also close by amongst many other areas of outstanding driving and scenery.

Please see articles written by members in our previous Club Magazines.
For further information and a booking form please contact either:

Jim Welch Show Co – Ordinator or Nicky Welch Social Secretary
Tel: 01202 469154 Mobile: 07768 585081 or 07884 347856
Email: jimnickywelch@sky.com

See overleaf for some pictures to tempt you even more....

DLRC 4 X 4 GREEN LANE WEEKEND

CAMBRIAN WAY MID – WALES



For further information about this year's trip to Wales, and to request a booking form please contact either: **Jim Welch Show Co – Ordinator or Nicky Welch Social Secretary** Tel: 01202 469154 Mobile: 07768 585081 or 07884 347856
Email: jimnickywelch@sky.com

DID YOU KNOW?

Pushchairs

Land Rover gave UK pram company Pegasus a license to produce a three-wheeler range of Land Rover ATP pushchairs. The design reflected the heritage of the marque, with a light metal frame with canvas seating, held together with push-studs and tough simple parts like brakes and hinges. They could be collapsed completely flat, with wheels removed in seconds. The basic frame could be adapted with modules to allow a baby to lie flat or a bubble windscreen to completely enclose the child. The frame also came in long or short-handled versions, and could be repaired with home tools. The design was simple, light, and rugged and able to travel in all terrains (hence the ATP for all-terrain pushchair.) It came in three military looking colours: a light blue, a sand colour and olive drab. Production was discontinued in 2002.

MANNINGTON RTV



THE DORSET ROVER

BRANGORE RTV



BRANGORE RTV



THE DORSET ROVER



In the last edition of The Dorset Rover, we published Ashley's winning photo in the 'DLRC in 2012' competition. Here are two of the runners-up. The top one is from Jackie Dumbreck (do you miss your Defender, Robin?) and the one below is from Caz. Thanks again to everyone who sent pictures in!



JLR IN THE NEWS

Jaguar Land Rover to build cars overseas for first time

Jaguar Land Rover is hoping to manufacture cars outside the UK for the first time, including at a new plant in China, as the carmaker confirmed plans for more production in export markets.

JLR has expanded rapidly in its home UK market in recent years, adding 8,000 jobs owing to strong demand from markets such as China and the US. Its chief executive, Ralf Speth, said the Indian-owned company had to "go where the markets are". Speaking as JLR launched a new Range Rover built in Solihull, Speth said the next JLR plant will be near Shanghai if it receives approval from the Chinese government. "That is absolutely clear – the next one will be outside the UK," he said.

Speth added that plans to open an assembly plant in Brazil, similar to a JLR facility in India, where parts are shipped over and assembled, had been stymied by regulatory problems. "We really intend to go to Brazil and do something there. At the moment it is on hold because of the regulatory schemes, in terms of taxes and duties," he said. Speth declined to comment on reports that the Tata conglomerate, JLR's owner, is also interested in opening a car plant in Saudi Arabia. Tony Woodley, the former joint leader of the Unite trade union, has raised concerns that JLR's expansion plans appear to be focused on the Bric nations, but Speth said JLR had underlined its commitment to the UK in recent years, including the introduction last month of 24-hour shifts at its Halewood plant on Merseyside. JLR owns three car plants in the West Midlands and Merseyside and has announced plans for an engine plant in Wolverhampton.

"Two and a half years ago we discussed closing plants here in the UK and I am happy we did not do so," said Speth. However, he refused to commit himself to further expansion in the UK. "A new plant is a huge investment, a huge commitment."

The Chinese project is a joint venture with China's Chery and will see JLR launch a new car alongside its own products.

Speth said a £370m upgrade of JLR's manufacturing facilities had enabled the birth of the fourth-generation Range Rover, which was unveiled on Thursday night in London. The Range Rover Sport was JLR's biggest seller last year, when the company sold more than 314,000 vehicles, up 29% on the previous year. Pre-tax profits increased by 35% to £1.5bn.

COLLECTOR'S PIECE - POLICE LAND ROVERS

In a previous article I mentioned that I was finding it difficult to find good quality, accurately modelled police Land Rovers, which is why I've been looking out for them especially at auto-jumbles and in various up-market toy-shops... and I've managed to find a few, so I thought I'd add an article to go with the previous one entitled 'Collector's Piece 999' (April/May 2012 issue).

In Britain, police forces largely saw the Land Rover as a support vehicle and tended to buy hardtop models for use as vans to carry equipment to otherwise inaccessible areas. Long wheelbase Land Rovers were used as incident response vehicles, but it wasn't really until the advent of the Range Rover that police forces were able to use Solihull products as pursuit vehicles. That said, from the early 1950s, the police – especially in rural areas – seem to have been making use of Land Rovers of various sorts.



*Series I hard-top 88" version as used by
Liverpool City Police*



*Series 2 LWB, as used by the Kent
Constabulary*

The earliest representation in my collection is a Series I hard-top 88" version as used by Liverpool City Police. I suppose it would have been handy for getting around some of the rougher areas of the city! This die-cast version is 1/76th scale, and was produced by Oxford Die-Cast. Another Series Land Rover is the Vanguard Series 2 version, as used by the Kent Constabulary. The Kent white-horse is nicely printed on the side of the vehicle, and this model was produced as a 1/43rd scale limited edition of 5000 (mine is number 3676, so they're not very rare!); in the box there is a little packet containing the limited edition card, and also some miniscule wing-mirrors. As a side-issue, if you decide to start collecting these scale models, always make sure that they haven't lost any of the 'bits' that should be in the box!

I've amassed four different Defender variants to add to my collection. The first to get a mention is the 1/76th Irish Garda Defender 110 produced by Oxford Die-Cast. This is an un-armoured version (the armoured version used by the police is usually referred to as the Tangi). If you look at with a magnifying glass, it even gives you the confidential telephone number to report any suspicious incidents!



1/76th Irish Garda Defender 110



Nine Double Nine series, Corgi 1/43rd scale Defender 110

As part of their Nine Double Nine series, Corgi produced a 1/43rd scale Defender 110 as a limited edition of 'only' 2,900 (so at number 964, mine is a *little* bit unusual). It's a nice little model, especially in terms of the chequer-plate on the bonnet and the moulding of the interior to show some of the equipment carried on the vehicle. More generic is the Burago 1/50th scale (bit of an obscure size) Defender 110, produced as part of an 'Emergency Force' series. Interestingly, it's an Italian designed model, so perhaps it's inspired by the Carabinieri fleet of Defenders.

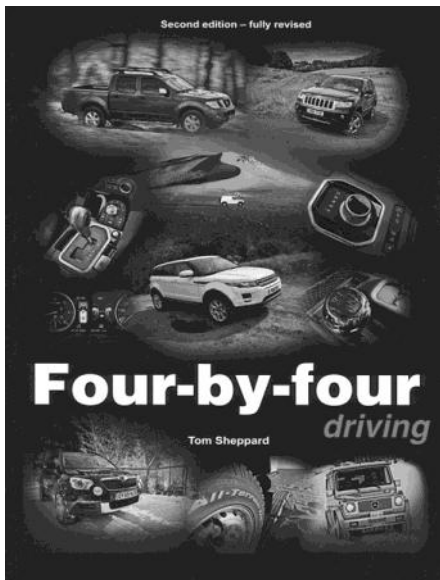
The final Defender model is a bit closer to home, as it's another special edition Corgi 1/43rd model (mine is 1497/1500) produced to mark 150 years of service of the Dorset Police. The model comes in a well-produced presentation box with the Land Rover (from the Marine Section of the Dorset force) 'parked' alongside a Ford Granada. Inside the box there are some interesting notes about the Dorset Police – apparently it came into being in October 1856, and was first motorised in 1922. Another nugget of information that might be of interest to anyone who has been stopped by the Constabulary is that in 1935 the traffic department was 'launched' with precisely three vehicles.



Corgi 1/43rd model - 150 years of service of the Dorset Police

So there we are, another section of my collection has been documented, and I'll therefore round this article off with my usual plea: if you are de-cluttering, I can probably find a home for models and other ephemera that you'd like to recycle!

Andy Wilson



FOUR-BY-FOUR DRIVING – a book review

Many of you will probably be familiar with Tom Sheppard's iconic tome entitled 'The Land Rover Experience – a guide to off road driving', and although it can still be found at auto-jumbles (and even through Amazon's second-hand booksellers) he's now updated and revised it – and it's well worth acquiring for a number of reasons.

Firstly, the original book was devoted entirely to Land Rovers, and then only barely scratched the surface of the techniques required for driving automatics off-road. The new edition, in its fully revised form, is much wider in its scope. Not only does it now include some thorough examination of driving techniques of up-to-date automatics, it also has a chapter on what Tom refers to as 'soft-

roaders', and as such, includes the individual idiosyncrasies of a wide range of vehicles, including Freelanders along with various Suzuki models, BMWs, Mercedes and even the Skoda Yeti. Whilst you don't necessarily have to understand the difference between different types of driveline, it can't do any harm!

In keeping with these politically correct times in which we live, frequent emphasis is placed on responsible off-roading and the TreadLightly campaign – and in this reviewer's opinion, that's no bad thing. There is even a whole section devoted to Mind-Set, looking at the psychology of off-roading, and emphasising mechanical sympathy... there's even a bit entitled *Pride – when to back off*.

It's one of the very few books that I've read that looks closely at towing off- and on-road using a 4 x 4, and there's some very well explained and jargon-free stuff on every imaginable type of terrain. As an example, if you had a failed hill-climb, and had time to read the book (assuming that you had it with you) it explains very clearly the sequence of actions needed to get down safely – it even incorporates the appropriate technique if you're in an automatic (although if you're driving an automatic, how did you manage to stall anyway?).

There is even a whole section devoted to Expedition Basics – and much of that is as applicable to driving the Strata Florida as to travelling across the Sahara.

It's a very readable book. Yes, there is necessarily some techno-babble from time to time, but this is minimal, and Tom clearly had in mind the need to make the book entertaining as well as informative. I can think of several different sorts of reader that would enjoy the book – someone who is thinking of buying a 4x4 but doesn't know which one would best suit their needs (bit of a no-brainer in my opinion...); someone who is new to 4x4 driving and wants to understand how things work, and how best to utilise the vehicle's capabilities; and lastly someone who thinks that they

don't need to read a book like that.... I suspect that they need to read it the most! The only down side is the price - £22.00 seems quite a lot of money for a paperback, but it's well-written and exceptionally well illustrated. In short – *Four-by-four driving* by Tom Sheppard has much to recommend it!

Andy Wilson

Four-by-four driving by Tom Sheppard
publ Desert Winds ISBN 978-0-9532324-8-2



*“Should the engine fail to start . . .
ascertain why.”*



Not many people know that the manufacturer of Land Rovers attempted to market a computer. Why did they stop? They could not find a way to get it to leak oil!

Did you hear about the man whose Land Rover didn't leak oil?

The factory took it back and worked on it until it did.

Collectors of Land Rover ephemera will be aware that over the years Land Rover advertising has become almost as iconic as the vehicles themselves. So from time to time, some of the very early adverts will feature here... Just don't try to go out and buy on the basis of the advert - they might be out of stock!

By Appointment to
the late
King George VI



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CVS-74

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!

5 th April	Club night
7 th April	Driving Day tbc
3 rd May	Club night
3 rd – 6 th May	Abbey Hill Steam Fair, Yeovil
12 th May	Willem & Andy's Treasure Hunts
24 th May	Quay for my Car, Poole
1 st June	Club BBQ
7 th June	Club night
15 th -16 th June	Dunsfold Collection Weekend
22 nd -23 rd June	Bristol & West LR Show
5 th July	Club night
6 th – 7 th July	Stevens Farm Show, Martinstown
19 th – 22 nd July	Somerset Steam Spectacular, Langport
2 nd Aug	Club night
9 th – 11 th August	Purbeck Rally
17 th – 18 th Aug	Yesterday's Farming Show, Crewkerne
23 rd -26 th Aug	Laning Trip to Wales
1st Sept	Ladies Day at Tincleton
6 th Sept	Club night
6 th – 8 th Sept	Harmans Cross Vehicle Rally
6 th – 8 th Sept	LRO Show Peterborough
15 th Sept	Driving Day – prov Tidworth
4 th October	Club night
5 th – 6 th Oct	London to Brighton LR Run
1 st November	Club night
6 th 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 website!

7 th April	<i>Driving Day</i> <i>Please note—no longer at Tidworth—new venue TBA—see website for more details</i>
28 th April	Tincleton
26 th May	Portesham
30 th June	Knitson
28 th July	Crossways
18 th August	Shillingstone
1st September	Ladies Day at Tincleton
15 th September	<i>Driving Day</i>
13 th October	Mannington
17 th November	Bransgore



7th April—Driving day at venue TBA—see website
Please note - no longer at Tidworth

28th April - RTV at Tincleton

A schizophrenic site - definite case of two personalities, depending on the weather. Really good trial for newbies since it's nice and open with no scratchy branches to worry about. If you haven't had a go before, this is the one to try! Nearest SatNav postcode: **DT2 8QW**

26th May - RTV at Portesham

A site of ups and downs. Grippy when it's been dry, but on a drizzly day (or after a bit of rain) it's a very different story! Loscombe Farm, Coombe Road, Winterbourne Steepleton - SatNav postcode: **DT2 9HD**

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**

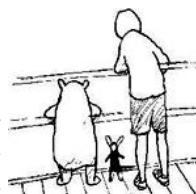
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

Site Directions

For a list of current site directions and up-to-date event information, please visit the club website: www.dorsetrover.co.uk, 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 2

Hope you enjoyed last issue's quiz – here are the answers to Trivia Quiz – Part 1:

1. Amsterdam 1948; 2. 1968; 3. 88 inch Lightweight; 4. 101 Forward Control; 5. Carmichael of Worcester; 6. They built ambulances; 7. Colonel Leblanc; 8. 1955; 9. 'First Overland'; 10. Colonel John Blashford-Snell; 11. Range Rover; 12. 1981; 13. King George VI; 14. Royal Claret; 15. Emperor Haile Selassie; 16. Salmons-Tickford of Newport Pagnell; 17. General Motors Buick Division; 18. Range Rover; 19. Hollywood; 20. Spencer and Maurice

And here are the next 20 questions:

21. Who was in charge of the design team for the first Land Rover?
22. And who was the planning engineer who worked out how to pre-fabricate the chassis?
23. What is the famous registration number of the oldest extant Land Rover?
24. What was the registration number of the Land Rover given to Winston Churchill on his 80th birthday?
25. Which Land Rover stylist was principally responsible for the Series II body shape?
26. Which town in Spain was the home of the LR derived Santana?
27. Who made the overdrive system launched in 1974?
28. Who is credited with being the 'inventor' of the Range Rover?
29. What do the letters NAS stand for in connection with Defenders?
30. What was the name of the 1987 concept vehicle that eventually became the sporty 90SV?
31. What did the 'Jay' project become?
32. How much did an entry level Discovery cost in 1989?
33. At which motor show in 1994 was the rest-of-the-world-spec launch of the Discovery?
34. What was the project name for Discovery 2?
35. Who owned Land Rover when Discovery 2 was launched?
36. Who was the managing director of Land Rover when Discovery 3 was launched?
37. Which Land Rover project was code-named CB40?
38. Apart from having four wheels what connects a Ford Cortina, a Ford Escort and a Freelander 2?
39. What connected the Austin Champ with LR Series I for a little while?
40. On which island was the Land Rover supposedly 'invented'?

... Answers will be published in the following edition!



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- If you go to get the Sunday paper and come back on Monday without it.
- If you use a hose to clean the inside and the outside.
- When the best route from point A to point B is through the mud.
- When a scratch or a dent is a beauty mark.

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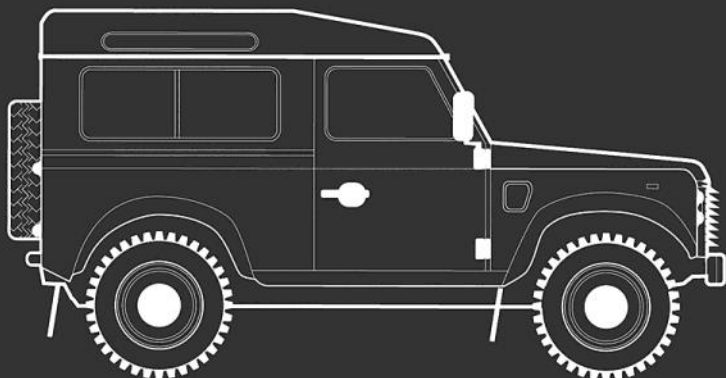
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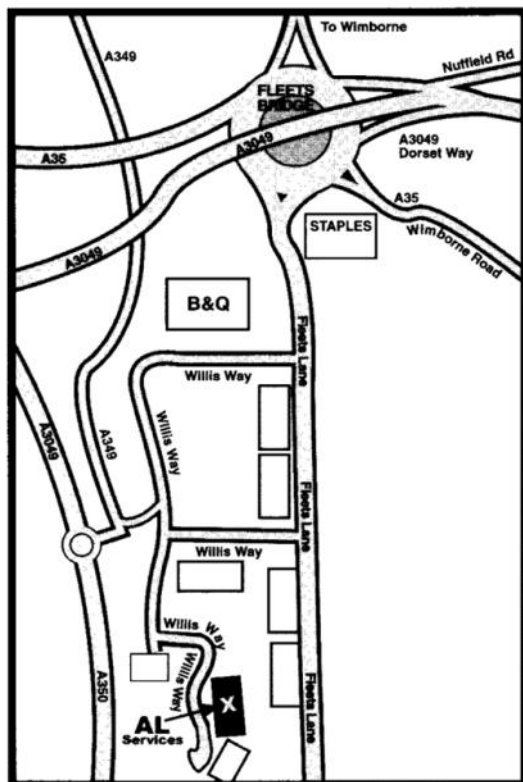
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