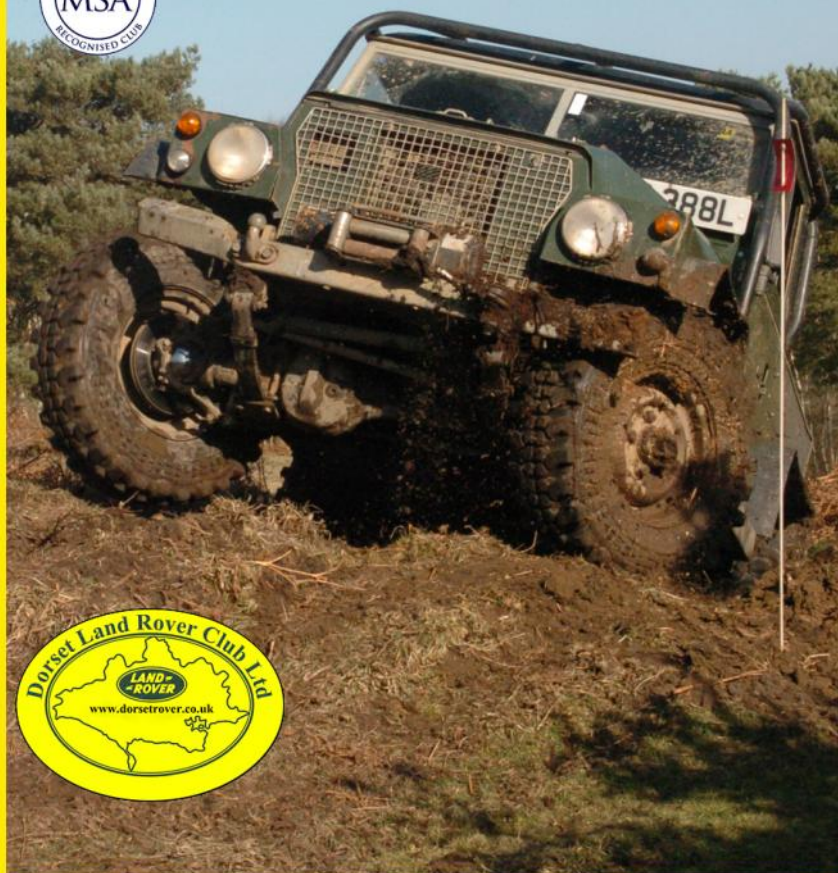




DORSET ROVER



The Dorset Land Rover Club Newsletter

April - May 2015 Volume 28 Issue 2





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THE DORSET ROVER

April — May 2015

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 15th May 2015

Club Night in April: Friday 3rd April
Noggin & Natter at The Red Lion, Winfrith

Club Night in May: Friday 1st May
Noggin and Natter at The Countryman, East Knighton, DT2 8LL

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...

Are you bored with reading the same old stuff? Then act **NOW!**

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!

And have you got a 'top' cover picture? It must be in portrait format, and
preferably with light tones top and bottom.

The 'Dorset Land Rover Club Limited'

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BH 2 6LR

Disclaimer: Whilst reasonable efforts are taken to ensure the accuracy of information in
this newsletter, readers must be responsible for their own actions and safety.

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
whole.



The biggest event the club has ever organised was the interclub RTV in February. It was a huge success, thanks mainly to the marshals that gave up their time to help run the day. DLRC set up 6 sections in the woods while HBRO did 6 in the quarry; all 12 sections ran with 12 gates. Quite a learning curve when we are used to 10 gates per section. 32 drivers signed on including a few S&WLRC members and we split into 3 manageable groups each with 3 marshals. Everyone had a great day and HBRO driver Tim Whishal took top honours as standard class. Club driver's points went towards the driver of the year trophies.

Finding myself still Landy less for the Crossways RTV, I was yet again chief marshal. The site was unsurprisingly wet so it was tricky squeezing 10 safe sections in; as it turned out, 1 was un-drivable and had to be scrapped and remade. Only 12 drivers came out to play but we had great fun. Mike Webster was driver of the day scoring 14 points.

Only 4 families have taken up the Easter camping weekend near Bridport! I can't think why more of you wouldn't want to get away for the weekend, relaxing, exploring and spending time with Landie friends.

Some of the shows have had some booking taken but there are still plenty of spaces left with free tickets available for most of them. Our shows include: Abbeey Hill Steam Rally, Muddy Good Weekend, Malvern 4x4 show & Langport. I have a couple more to add but the shows can be booked via the website at Member pages/shows & Rallies. You'll need to be logged in to see the page and instructions are there to help you book. These are a great way to spend a weekend with loads to see and do; we even have a little offroad course to play on at Langport. You can camp or day trip, you don't even need a show vehicle to exhibit.

Club night skittles went down well at the Clay pipe. It's a nice little pub that does good food. The mapping evening had some members swapping information at the Bryanston club near Blandford. It was a fairly quiet do but very enjoyable. Our next club night will be at the Red Lion, Winfrith, and will be a noggins & natter night.

Our struggle finding offroad sites is ongoing. Mike and I went to look at a huge one near Bovington but it didn't come off and I had a phone around to 4 farms I'd heard might have something. Those of you that get the Blackmore Vale mag might have seen our advert this week; with a bit of luck a farmer with a suitable bit of ground might see it too and get in touch. The site we were hoping to use for our summer party didn't come off either so that's somewhere else to try and find but we have a few ideas about that.

Continued overleaf

Our next RTV will be back at Mannington on the 26th April, followed by a trial at Matchams on a different than advertised date of 18th May, then Portesham on 21st June. Getting the use of Matchams for a trial has allowed us to push our summer sites like Portesham & Knitson further into the year when the weather will hopefully be a little drier and less likely to get cancelled. That has to be worth moving the May date.

I know we keep on about it but please keep checking the website, it is a valuable tool for us to keep you informed of events and changes. Hope to see you soon!

Rog

FROM THE EDITOR...

Forthcoming Club Nights

April - Red Lion, Winfrith

May - The Countryman, East Knighton

June - Film Night at The Bryanston Club

July - Stevens Farm, Martinstown

August - The Thatch, Ferndown

If you are at an event - whether trialling, laning or just chilling, don't forget that I'd love to get some details and photographs (especially if you remember to take the camera that you out of the truck!) Articles don't have to be hugely long - 200-400 words is fine; pictures should be jpegs - ideal size is 7"x5" @200ppi.

Your attention is also drawn to date & venue changes for the next few RTV events—see page 28 for more details. And please have a look at the invitation to take part in this year's Piston Broke Trophy event—see page 15 for more details.

Andy Wilson, Editor

WELCOME TO NEW MEMBERS

Tim Brinton - Burley

Bryan Strong - Sturminster Newton

Steve Dart - Poole

Simon Webb - Bridport

Simon Kercher - Sturminster Newton

Leigh Finch - Corfe Mullen

Barry Sweetman - Wool

Robert Burns - Bournemouth

Debbi Gilbertson - Wareham

Richard Boase - Shaftesbury

Andrew Stocks - Bridport

Keith McKenna - Chard

Russ Fisher - Bournemouth

Joe Cleall - Wareham

URGENT MESSAGE TO ALL RTV DRIVERS

Please be aware that as a member club of the ALRC we have to abide by the regulations set out by them. Please make sure your vehicle complies or you might be excluded from taking part in trials. The rules are in the green book (I still have some if you need one) & on our website & the ALRC website. They're very easy to stick to so please comply.

Rog



CLUB MERCHANDISE



We're always open to ideas for Club Merchandise, and our popular 'lines' are doing very well. If you've already ordered something, hopefully you've paid and collected! Our new supplier is able to supply the usual range of shirts, sweats and fleeces. We have also got a few remaining Special Edition 25th Anniversary mugs (dark green with yellow printing, and they make tea taste much better....) - bargain price of £5.00

Just to be going on with though, at the moment, clothing consists of:

Polo shirt with logo, flag & website	£20.00
Summer-weight fleece with logo, flag and website	£29.50
Hoodie with zip with logo, flag & website	£28.00
Hoodie (no zip) with logo, flag & website	£26.00

In the meantime, 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. And she's the person to contact to place an order as well.

"I made a new discovery at work today," I said to my wife with a chuckle.

"You've worked at Land Rover for a week, and that joke's already wearing thin," she groaned.

I was driving around the industrial estate in my Land Rover and saw a sign on the roundabout advertising a "4 x 4 specialist" so I pulled in. Apparently, the answer's 16.

Why is a Land Rover the best vehicle for overlanding? If you break down you never have to walk very far before finding another broken down land rover you can steal parts from.

LETTER FROM ALRC

Reproduced opposite is a letter that the club has received from ALRC (to which we are affiliated). It's the result of a long running correspondence sparked off when we received a demand from ALRC for names and addresses of all our members. Now, as you know, we take Data Protection very seriously, and so we pointed out to the ALRC that we were unhappy with this demand. They have now clarified the issue. Basically, as a club The Dorset Land Rover Club *has* to affiliate to ALRC if we want to enable members to compete in ALRC regulated competitions, whether our own RTVs, or external events (Mendips, Nationals etc). Membership of ALRC also allows us to apply for permits (and thereby insurance) for camping weekends and other non-competitive events where at least Third Party Liability is required. Our affiliation to and membership of ALRC includes a nominal payment of 1p per member, which makes all individual members of DLRC also individual members of ALRC (and thus entitled to attend the ALRC AGM if you really want to do so!). Under Company regulations (Companies Act 2006 Section 113), just as we as a club have to hold names and addresses of all our members, so too does the ALRC. The critical part of the letter from ALRC is in the penultimate paragraph, which states: *All clubs can be reassured that the ALRC Ltd will not use any personal information provided on club members for marketing purposes either directly itself or through third parties.*

So that's it really. The Committee debated this whole issue at great length. What it amounts to is that just as DLRC (as a limited company) has to abide by regulation, so too does ALRC – which is why if you are a member of DLRC you are also a *de facto* member of ALRC and therefore your name and address has to be given to ALRC. Be assured we shall monitor this situation very carefully, and any breach of ALRC's assurance (reproduced above) will be taken extremely seriously.

AN APPEAL FROM THE COMMITTEE

As a committee we try ever so hard to put on a wide ranging programme of activities and events, and try to bring to the attention of members the existence of other events (shows, external competitions etc) so that members can access these as well. Quite often, booking for an event (whether one of our own, or an external one) has to be completed by a deadline....

We also ask you to respond from time to time to questionnaires or surveys – purely so that we can see whether we are providing what the membership wants. For example, we asked members to make suggestions and nominations for venues for the monthly club meetings – and you may (or may not) be surprised to learn that a total of zero suggestions have been received.

The membership renewal forms were put into the December/January edition of The Dorset Rover with a published deadline for renewal of 23rd January. This was the last possible date that the February/March edition of the magazine could go to the printers, and rather than waste money printing too many copies, an accurate number was needed. To those who did renew by the deadline - many thanks. To those who did not (and who still have not, but intend to do so), there are a few spare paper editions left, and these will be sent out with membership packs. Thereafter, the current issue will only be available as an e-magazine.

So please – to help us to run the club for the benefit of all, please (pretty please!) respond to requests for information or bookings or renewals by the published deadlines.

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



Please Reply to: Simone Birch
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Leics
LE9 3AN

E-mail: tonyburch@btinternet.com
0116 286 7913

25th February 2015

Dear Club Secretary

The Companies Acts 2006/2013

I am writing to ALRC Club Secretaries to explain why the Association of Land Rover Clubs Ltd is required to keep a register of its members and to seek your club's help in assisting the ALRC to meet these legal requirements by providing a list of your club's current members. This follows detailed consideration at the ALRC Council meeting, held on the 21st February 2015, at which the Council resolved that I should write to clubs on this subject. The ALRC has also taken legal advice which has confirmed that the ALRC does need to hold a register of individual club members.

The Companies Act 2006 section 113 requires each company to keep a register of its members which must be entered as;

- a) Name and address of each member,
- b) Date registered as a member, and
- c) Date membership ceased.

To be clear, both Clubs themselves and its individual members, are separately members of the Association, and this is irrespective of the type of membership be it individual, family, or junior.

To avoid unnecessary work for clubs I recognise that this will have to be gathered on a set date each year and for each club on the date when annual club memberships fall for renewal which in most but not all cases will be 31st December each year. It is also difficult for clubs to provide information on c) above so in the first instance this information is not being sought from you.

I am grateful to those clubs who have already provided their membership information but know from correspondence received by the Association's Honorary Secretary that there are concerns in one club that to provide the information would compromise the Data Protection Act 1998 requirements for a club to protect personal information.

All clubs can be reassured that the ALRC Ltd will not use any personal information provided on club members for marketing purposes either directly itself or through third parties.

If your club hasn't done so yet, please will you provide club membership information by the end of March 2015.

PR Barton

Yours sincerely

Paul Barton

Chairman Association of Land Rover Clubs Ltd

Director of the company The Association of Land Rover Clubs Limited

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INTER-CLUB RTV A GREAT SUCCESS

32 drivers from three different clubs signed on to compete in the Inter-Club RTV trial event organised by The Dorset Land Rover Club at the site near Mannington, just north of Wimborne. As well as the 'home' team, there were drivers and vehicles from The Hampshire and Berkshire Rover Owners Club and also from The Somerset and Wiltshire Land Rover Club, and there was a great range of vehicles spread across seven different classes (giving the scorers plenty to think about!).

The site at Mannington has something for everyone – from thick mud to loose sand and everything in between, and plenty of steep twists and turns and axle-twisters to trap the unwary or overconfident. Although there had been no significant rain for a week or so, there was still plenty of water in some of the lower areas of the site, and so the competition was very intense.

Split into three groups, all the drivers rotated through twelve sections, each of twelve gates – which meant of course that each group at least had the opportunity to drive a section before it got 'modified' by the other groups. DLRC Deputy Events Officer Jason Macdonald and his team of helpers set some fiendishly difficult sections, but there was enough to keep all the top contenders interested throughout the day, with the final result in most classes being in doubt right till the end.

The winner of Class 1 – Dave Moore from SWLRC – racked up no fewer than five clear sections in his very tidy leaf-sprung 80-inch, whilst DLRC's Robert Shadbolt won in Class 2 for leaf-sprung 88-inch. The most open competition was in Class 4 for unmodified SWB coil sprung, and was won by Tim Wishaw from HBROC with a total of only 17 penalty points, just pipping club mate Jack Dewdney by one point. Best placed 'home' driver in Class 4 was DLRC's Martin Dover in third place.

In Class 5, 'home' honour was restored with Trevor Harmer coming home in first place in the LWB coil sprung competition, whilst in Class 7 (modified 88-inch leaf sprung) Alex Moore from SWLRC recorded the best score of the day across all the classes, accruing only 14 penalty points. For the record, Class 9 (modified coil 80 inch) was won by Nial Banyard representing HBRO, whilst in Class 10 (modified coil 88 and 90 inch), Gary Kenworthy emerged as the winner.

At the end of a really enjoyable, sunny-if-cold day, Rog Pardy, Chairman of The Dorset Land Rover Club, presented a beautiful and well-deserved trophy for the best drive in an unmodified vehicle to Tim Wishaw from HBRO. Rog Pardy commented that the day had been a great success and he thanked all the drivers, marshals, spectators, course-setters – in fact everyone who had contributed to making the day go so well – for all their hard work.

Full results from the event are on page 12.

Several competitors made comments on the website, some of which are reproduced here: Superb day in fantastic weather. Shame we were rather shown up by the other two clubs! I'm still smarting from a couple of my errors. Thanks to all the setters-uppers and other officials. *Martin Dover*

Had a cracking 2 days @mannington. Set up on Saturday and driving on the Sunday. Well done to all for the help over the weekend and although my score was not one of my better days I still had a big smile on my face *Jason Macdonald*

Thanks to everyone involved in making this happen. Just being able to focus on driving with dedicated marshals taking care of business was a welcome treat. It was certainly good to be back in the driving seat and once I work out the basic operation of the various levers in the truck I'm hoping for some good scores later in the year *Rich Parfitt*

From a marshals point of view it was also a great day we could not have asked for better weather or better company. Great to see all the other clubs getting involved. Best part of the day was watching Mike buckle his wheel if only I had a video recorder I know light weights are used to flying but seeing the back end nearly going past the front end was quite spectacular. Good effort Mike *James Pinfield*



Lots of colour pictures from the Inter-Club event at Mannington in the centre pages, but here are a few more!

INTER-CLUB RTV RESULTS

Class 1	Club	1	2	3	4	5	6	7	8	9	10	11	12	TOTA	RANK
Dave Moore	SWLRC	1	7	0	0	0	3	9	1	9	0	0	5	35	1
Class 2															
Robert Shadbolt	DLRC	2	7	3	0	0	3	9	1	9	8	6	7	55	1
James Gray	DLRC	10	8	5	0	10	5	9	8	9	7	8	9	88	2
Class 4															
Tim Wishaw	HBRO	1	7	0	0	0	3	2	1	2	0	1	0	17	1
Jack Dewdney	HBRO	1	4	0	0	0	3	6	0	2	0	1	1	18	2
Martin Dover	DLRC	1	7	0	0	0	3	0	1	8	3	1	5	29	3
David Lindsay	HBRO	1	7	0	0	9	2	1	7	1	0	1	2	31	4
Hugh Duffett	HBRO	8	10	0	0	0	2	1	1	2	1	1	7	33	5
Kevin Wood	HBRO	8	7	3	0	0	3	5	1	3	1	0	2	33	5
Neville Dewdney	HBRO	1	7	5	0	0	3	4	1	11	5	0	0	37	7
Jason McDonald	DLRC	4	7	3	0	0	2	4	1	9	7	1	5	43	8
Ron Hogg	DLRC	4	7	5	0	10	2	9	6	1	0	1	0	45	9
Robin Dumbreck	DLRC	1	7	3	0	10	4	4	1	9	3	1	7	50	10
Rich Parfitt	DLRC	1	8	3	0	5	3	9	7	3	8	2	7	56	12
Nigel Carter	DLRC	10	7	3	0	10	2	7	7	9	8	1	5	69	13
Adam Ross	DLRC	10	7	5	10	10	10	9	10	9	7	1	7	95	14
Martin Millerin	HBRO	12	12	12	12	12	12	12	12	9	4	1	12	122	15
Class 5															
Trev Harmer	DLRC	1	8	0	0	1	3	1	7	1	1	9	0	32	1
Joe Stacey	HBRO	4	8	5	0	1	2	1	1	3	1	1	5	32	1
Hannah McMillan	HBRO	4	8	0	0	1	3	5	1	3	0	9	5	39	3
Russel Smith	HBRO	8	8	5	0	9	5	3	1	2	1	1	2	45	4
Ashley Bartlett	HBRO	1	1	3	0	12	12	12	1	2	0	0	1	45	4
Hugh Davies	HBRO	8	7	5	0	1	3	9	0	2	3	7	2	47	6
Dave Barton	DLRC	5	11	5	0	10	3	9	9	11	7	1	5	76	7
Kelvin Wilmott	HBRO	2	8	2	0	11	3	9	11	9	8	9	5	77	8
Barrie Webb	HBRO	12	12	12	12	8	4	6	1	7	12	12	12	110	9
Class 7														0	
Alex Moore	SWLRC	8	0	0	0	0	3	0	0	1	0	0	2	14	1
Andy Palmer	DLRC	1	7	3	0	10	3	9	7	9	7	4	8	68	2
Ashley Bartlett	HBRO	12	12	12	12	1	2	9	12	12	12	12	12	120	3
Class 9															
Nial Banyard	HBRO	1	4	3	0	0	3	2	0	2	3	6	5	29	1
Class 10															
Gary Kenworthy	SWLRC	1	7	0	0	0	3	1	1	2	3	0	1	19	1
Mike Webster	DLRC	1	0	4	0	10	2	8	7	9	3	0	5	49	2
Claire Kenworthy	SWLRC	3	8	3	0	10	3	1	1	11	7	0	5	52	3

CROSSWAYS RTV

I don't think I've ever seen quite so much water curdling and swirling at Crossways before, so there was quite a challenge for the eleven drivers who signed on for the March RTV. Jason and his merry band had managed to find some awkward twists and turns, but the ground conditions proved the real arbiter, with one section having to be abandoned because it was simply impossible.

The course and the ground conditions proved to be great levellers, with Jason scoring a great first place in the SWB competition, pipping second placed Martin Dover by a clear 5 points.

It was clearly a venue and day for SWB and modified, because the LWB winner (Brian Strong) scored more than double the penalty points accrued by Jason, whilst Rob Jenkins (and the other leafers) lacked the grunt and articulation, with Rob winning his class, but racking up 52 penalty points.

Top plaudits though go to Mike Webster who recorded the lowest score of the day driving in the Modified class.

It's always interesting to read what the competitors thought about it:

Martin Dover thought that he *"Had a really good morning but conditions conspired against me in the afternoon! On one section I was running first and tipped into the 7 cane on an innocuous turn - which others were then were able to avoid. On the last section, when I was running last but one, previous competitors had dug a huge hole which it was impossible to cross resulting in another yet another 7. Still enjoyable day and Mike and Jason were chuffed to have taken first and second."*

Andy Palmer had a *"Very enjoyable day and the prize for the most scared looking face I've seen in years has to go to Rob Jenkins and his two wheeled action on the early stage."*

And the last word(s) go to Jason, who wrote: *"Thank you to everyone that helped set up yesterday and to everyone that came today and had a go. Well done Mike for lowest score today and everyone for helping clear site. see you all at the next event."*



*More Crossways pictures
in the centre colour
pages!*

CROSSWAYS RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
Brian Strong	3	6	8	3	1	2	6	7	6	7	49	1
SWB												
Jason McDonald	3	1	0	5	1	1	1	1	6	1	20	1
Martin Dover	0	1	7	2	1	0	7	1	6	0	25	2
Rich Parfitt	3	1	3	5	1	1	7	2	8	0	31	3
Ron Hogg	3	7	7	5	1	1	6	1	6	0	37	4
Nigel Carter	3	7	8	6	8	2	7	3	6	0	50	5
LEAF												
Rob Jenkins	8	6	3	5	9	2	6	3	9	1	52	1
Rob Shadbolt	4	8	8	6	9	6	7	1	8	1	58	2
James Gray	3	7	8	6	9	7	7	3	9	8	67	3
MODIFIED												
Mike Webster	3	1	0	5	1	1	1	1	1	0	14	1
Andy Palmer	3	5	8	6	1	7	7	4	6	1	48	2

THE (BY)WAY IS CLEARER AHEAD

Members of The Dorset Land Rover Club are doing something positive and proactive to help keep some of Dorset's beautiful byways open. Part of the club's policy to promote 'Responsible Rural Recreation' has seen a series of meetings between the club's Rights of Way Officer Jim Welch and members of the Highways Department at Dorset County Council to investigate how The Dorset Land Rover Club can be involved in helping to preserve and maintain the byways open to vehicular traffic and some of the county's unclassified country roads. Once the insurance problems were sorted out, DCC Highways gave the DLRC the go-ahead to start work – even lending warning signs to the club.

The first clearance day began with a rendezvous at Corfe Castle, before the work-crew, travelling in Land Rovers of course, and equipped with saws and loppers and secateurs drove up over Rollington Hill to West Hill to start clearing the masses of encroaching vegetation that was all but blocking Ridgeway Hill at Cocknowle (DCC Byway no. 5). By the end of a very hard day, the DLRC members had cleared a stretch of just over 400 yards of the trackway, and they were very pleased when every person using the lane on that Saturday all said how nice it was to see DLRC members helping to keep the lanes clear. They also commented on the fact that no lane clearing or maintenance had been done for years!

Club Rights of Way Officer Jim Welch said afterwards: "If we want to keep using these byways we owe it to other users – whether on cycles, horseback, in vehicles or on foot – to do what we can to help to maintain this vital part of our county's heritage. We'll be organising more clearance days, and we hope that by so doing we can demonstrate that The Dorset Land Rover Club's mantra of 'Responsible Rural Recreation' has real meaning and value."



Lane clearance Day on the byway at Cocknowle

PISTON BROKE TROPHY



You might have read in the calendar about the third running of the Piston Broke Trophy Treasure Hunt that Willem & Andy are organising for **Sunday May 10th**. The route will be different from last year's event, but will again take in some non-damaging green lanes and some spectacular Dorset scenery and in total will be 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. The Treasure Hunts are open to all paid-up members of the DLRC, and if you are interested in taking part, please e-mail Andy as soon as possible (editor@dorsetrover.co.uk) and certainly by **Friday 10th 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 numbers to 12 + 12. You will need to have a navigator, and a suitable vehicle!

Don't leave it till the last minute to e-mail Andy for an entry form!

GETTING GOING IN THE RIGHT DIRECTION

Although the turn-out to the March club meet was quite small, those that did come along now have a much better idea of which BOATs, UCRs and other routes are legally driveable and thanks to the encyclopaedic knowledge possessed by Jim Welch and Rob Elliott (not to mention their well marked maps) and a flurry of highlighter pens, those members who did attend with their maps have now got plenty of clearly delineated routes to drive and explore.

Jim had also brought along some 1950s vintage Bartholemew maps – pictorially beautiful, but not a great deal of use nowadays, they did however show really clearly just how many byways have been lost due to various legislative processes.

Hopefully with new routes and ideas, members will be inspired to get out and about and drive the legal tracks – not forgetting of course that when they do they should fill in the club Green Lane report form (downloadable from the website). There was plenty of emphasis during the evening on ‘keeping it legal’ and also the club’s new mantra of ‘Responsible Rural Recreation’; there was also plenty of urging to keep the reports coming in, so we can prove usage when the Deregulation Bill again rears its ugly head!

Many thanks on behalf of all those who came along to Rob and Jim!

Andy Wilson



March Mapping evening at the Bryanston Club

DRIVING DAY AT MATCHAMS



THE DORSET ROVER

INTER-CLUB RTV AT MANNINGTON



INTER-CLUB RTV AT MANNINGTON



CROSSWAYS RTV



THE END OF THE ROAD...

Each issue of *The Dorset Rover* this year will feature a short and necessarily very potted history of each significant stage of the Land Rover's development, continuing this month with Series 2

The successor to the successful Series I was the Series 2, which saw a production run from 1958 to 1961. It came in 88 in (2,200 mm) and 109 in (2,800 mm) wheelbases (normally referred to as the 'SWB' and 'LWB'). This was the first Land Rover to receive the attention of Rover's styling department. Chief Stylist David Bache produced the familiar 'barrel side' waistline, introducing the curved side windows and rounded roof still used on current Land Rovers. The Series II was the first vehicle to use the well-known 2.25-litre petrol engine.

The 109-inch (2,800 mm) Series II Station Wagon introduced a twelve-seater option



on top of the standard ten-seater layout. This was primarily to take advantage of UK tax laws and made the twelve-seater not only cheaper to buy than the 10-seater version, but also cheaper than the seven-seater 88-inch (2,200 mm) Station Wagon. There was some degree of over-lap between Series I and Series II production. Early Series 2 88-inch (2,200 mm) vehicles were fitted with the old 2-litre petrol engine to use up existing stock from production of the Series I 107-inch (2,700 mm) Station Wagon continued until late 1959 due to continued demand from export mar-

kets and to allow the production of Series 2 components to reach full level. The S2 and the S2A are very difficult to distinguish. The most significant change was under the bonnet in the guise of the new 2.25-litre diesel engine. In 1967 a 2.6-litre in-line six cylinder petrol engine was introduced for the long-wheelbase models which also have servo-assisted brakes. 811 of these were NADA (or North American Dollar Area) trucks, which were the only long-wheelbase models made for the American and Canadian markets. From February 1969 (home market), the headlamps moved into the wings on all models, and the sill panels were redesigned to be shallower a few months afterwards. The Series 2A is considered by many the most hardy Series model constructed. It is also the type of classic Land Rover that features strongly in the general public's perception of the Land Rover, from its many appearances in popular films and television documentaries set in Africa throughout the 1960s, such as *Born Free*. In February 1968, just a few months after its manufacturer had been subsumed, under government pressure, into the Leyland Motor Corporation, the Land Rover celebrated its twentieth birthday, with total production to date just short of 600,000, of which more than 70% had been exported. Certainly it was whilst the Series IIA was in production that sales of utility Land Rovers reached their peak, in 1969–70, when sales of over 60,000 Land Rovers a year were recorded. (For comparison, the sales of the Defender in recent years have been around the 25,000 level since the 1990s.) As well as record sales, the Land Rover dominated many world markets- in Australia in the 1960s Land Rover held 90% of the 4x4 market. This figure was repeated in many countries in Africa and the Middle East.

DISCO-TECH



So I needed to take the Freelander to Westover (don't ask – it's to do with extended warranty renewal at LR's expense) and I'd requested a loan car for the day, so I turned up expecting the usual Euro-Box and was asked if I minded taking a brand new 15-reg Discovery (with only 60 miles on the clock) instead. As you can imagine, this was a very difficult decision, but in a nano-second

I'd grabbed the entry fob (no keys of course) before they changed their mind. All they said was that they'd rather I didn't take it off-road....



So here's a little review.... First impressions were fantastic. OK, they'd lent me a top of the range leather-lined SDV6, but I imagine the feeling of spaciousness and near-Defender height and driving position would be exactly the same whatever the model. Keyless ignition of course, and the moment you

start the engine, the 'gear-change' knob pops up. I've driven an Evoque with this on, and I still don't like it – I prefer the backwards-forwards arrangement of the auto-change on the Freelander, but I guess that this is only a very minor quibble.

The V6 engine is eerily quiet. I was driving through rush-hour traffic to get home, and the Eco-Drive system therefore cut in quite frequently. I found this a bit off-putting at first, but again, I guess you'd get used to it. Whatever, it seemed to work very efficiently with only a very slight pause before the engine restarted. How much fuel (or baby polar bears) the system would save is a moot point, but I guess it's a good thing in principle.

Having said that the V6 engine is eerily quiet, the downside is wind-noise. Anything above 60mph and you can't hear the engine at all compared to the wind – no idea what it sounds like above 70mph of course...



So principally I was loving driving it, until I had to turn the steering wheel to full lock at a junction, at which point I made a negative discovery (see what I did there!). Behind the steering wheel are flappy-paddles to put the gear box effectively into manual mode. The up changer on the right hand side is very close to the wiper switch assembly, and a couple of times I accidentally knocked the paddle, putting the car into manual drive. It sorts itself out

quite rapidly, but I think they've put the paddles in the wrong place.

On the outside, it looks lovely. Purists might object to the word DISCOVERY across the bonnet, rather than LAND ROVER, but this of course is to align the vehicle more with the Range Rover. But it certainly retains lots of Landy DNA – there's a reassuringly green oval on the grille, and the air-vents on the side confirm its heritage.



Inside it's positively cavernous. Having it for only a day I can't attest to what would fit in the back, but even without the back seats folded down, the load space is about the same as my Defender 90. The arm rest and cubby box were perfectly positioned for each elbow, and the seats are of course electronically adjustable in every possible direction – all meaning that it was a very comfortable vehicle to drive. It looks big, but funnily enough doesn't feel at all unwieldy.

In short I loved it, and I didn't really want to give it back. If money were no object, I'd buy one tomorrow. So thank you very much for the experience Westover, and no... I didn't take it off-road.

Andy Wilson

COMMITTEE MATTERS

It might quite often be the case that unless there is some kind of crisis that the general assumption by the majority of members is that things are just ticking along nicely, so from time to time through the pages of *The Dorset Rover*, there's an opportunity to let members 'read between the lines' by letting the wider membership know what the committee has been up to.

So in no particular order:

The club's membership of the MSA (essential in terms of insurance for most of our events) has been renewed, and we even secured a rebate so that £423 of MSA credit has come back into club funds. In addition, our ALRC membership (which allows members to compete in national events) has also been renewed.

As soon as booking forms have become available for the various shows, committee members have taken on allocated responsibility for getting bookings (and therefore free passes for DLRC members) sorted out. Shows booked so far include the Transport and Heritage Show on 11th/12th July, Bournemouth Wheels, Abbey Hill, the Muddy Good Weekend and the all-new Malvern 4x4 Show. This is a really good deal for members who book passes on the website – you get free entry and camping in exchange for running the club stand for a few hours over the weekend.

The decision to make club nights peripatetic (passed at the AGM in October 2014) has meant that committee members have taken on responsibility for organising, booking or nominating and publicising different venues and activities. The skittles night at The Clay Pipe was very successful, and by the time you read this the Mapping Evening at The Bryanston Club will have happened.

Committee members organised the Awards Dinner, and work is currently ongoing for the Easter Social Weekend and the Summer Gala Weekend.

None of the RTVs (including the brilliant Inter-Club event) could take place without a team that books the venues, arranges the insurance, sets up the courses (and clears up afterwards), and more or less the same team takes charge of the club's Driving Days (a vital source of club income).

Those members whose penchant is for Green Laning have enjoyed the New Year's and Halloween Runs, and – advancing our philosophy of 'Responsible Rural Recreation', the first Lane Clearance Day has taken place.

None of these things could happen without the efforts of a very committed and hard-working committee, and so on behalf of all the club's members, here's an opportunity to say a big 'thank you' to all of them. As a committee, we're always keen to hear new ideas and suggestions – whether it's for a venue for a club night, or an activity (whether social, driving or both!). Contact details are in the front of the magazine.

MATCHAMS DRIVING DAY

Not so many drivers as usual in terms of signing on— perhaps it was the clash with Mothering Sunday (although surely a day off-road would have been a much better present than a bunch of flowers!). Anyway, those that did turn up had a really good day over the very varied terrain on offer.

Huge thanks go to the marshals and setting-up team. Not only were the safe (and somewhat more challenging routes) well marked, but there was also a tyro trial course laid-out, this latter much enjoyed by birthday boy Caleb MacDonald who scored only 4 penalty points (Jason, please take note...).

Although the enforced lunch-break might be seen by some as a bit of an inconvenience, it was a great opportunity for chatting and enjoying the excellent fare on sale at the refreshment van.

The club was boosted by several new members joining on the day, along with which it was a pleasure to welcome members of HBRO and SADLRC and S&WLRC (who all benefited from our reciprocal arrangement in terms of signing-on fee!).

The next driving day is not until October - provisionally back at Matchams, but a glance at the calendar will show that there are lots of other opportunities to get wheels muddy.

Thanks to everyone who came along and helped make the day such a success.



Birthday boy Caleb who enjoyed his first tyro event





The venues for club nights have not all been decided yet - look out for details in future magazines and on the websites (and don't forget that if you have a suggestion for a club night venue, let Caz know!). Similarly, not all RTV venues have been confirmed yet - further details will be published in due course. And inevitably there will be changes and additions - so watch these pages in future editions!

3rd April	Club Night Red Lion, Winfrith
2 nd - 6 th April	Social Weekend (Easter Weekend) Venue and details TBA
	Convoy for Heroes Stratford
26 th April	RTV Mannington
	Bournemouth Preservation Soc Heritage Run
1 st May	Club Night The Countryman, East Knighton
2 nd - 4 th May	Abbey Hill Steam Fair
10 th May	Piston Broke Challenge TBC
18 th May	RTV Matchams
29 th -31 st May	Bournemouth Wheels
5 th June	Club Night - Film Night/Lecture Bryanston
6 th -7 th June	Wessex Classic Cars @ Lulworth Castle TBC
14 th June	Ladies Day Venue TBA
20 th -21 st June	Malvern 4x4 LR Show
21 st June	RTV Portesham
27 th -28 th June	Newnham Charity Event RTV
3 rd July	Club Night - Stevens Farm, Martinstown
4 th -5 th July	Stevens Cider Festival TBC
5 th July	Club Green Lanes Day
11 th -12 th July	Wimborne Heritage Show
18 th -19 th July	Langport
19 th July	RTV Venue TBA

DLRC CALENDAR 2015

24 th -26 th July	DLRC Summer Gala Weekend	Details and venue TBA
7 th August	Club Night—The Thatch, Ferndown	
7 th -9 th August	Purbeck Rally	
15 th -16 th Aug	Yesterday's Farming	TBC
23 rd August	RTV	Venue TBA
4 th September	Club Night – Activity & venue TBA	TBA
5 th -6 th Sept	Dorset County Show	
11 th -13 th Sept	Harmans Cross Show	
19 th -20 th Sept	LRO Show	TBC
27 th Sept	RTV	Venue TBA
2 nd October	Club Night	Venue TBA
4 th October	L2B	TBC
9 th October	AGM	Venue TBA
10 th -11 th Oct	Mendips Challenge	
18 th October	Driving Day Matchams	TBC
6 th November	Club Night - Activity & venue	TBA
15 th November	RTV	Bransgore TBC
4 th December	Club Night	Venue TBA

And obviously if you want to arrange an event or organise something, let a member of the committee know and we'll do everything we can to help.

Not listed yet are the club's regular green lane trips. These will be added in due course and will be published in the Green Lane section on the website. They can't be organised too far in advance because of the need to observe possible TROs and also short-term climate-induced factors!



RTV CALENDAR 2015

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!

PLEASE CHECK THE WEBSITE BEFORE TRAVELLING!

26th April Mannington

18th May Matchams

21st June Portesham

19th July TBA

23rd August TBA

27th September TBA

15th November Bransgore



URGENT MESSAGE TO ALL RTV DRIVERS

To all RTV drivers. Please be aware that as a member club of the ALRC we have to abide by the regulations set out by them. Please make sure your vehicle complies or you might be excluded from taking part in trials.

The rules are in the green book (Rog still has some if you need one) & on our website & the ALRC website. They're very easy to stick to so please comply.

If you want to access StreetMap to find the venues, go to the club website, then go to categories > trial results > trial site list and click on the appropriate link.

26th April 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.

18th May Matchams

PLEASE NOTE THE CHANGE OF DATE AND VENUE

Matchams Leisure Park

Hurn Road

Ringwood SatNav postcode: **BH24 2BT**

RTV INFORMATION

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**

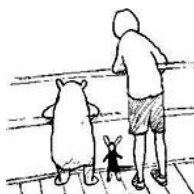
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

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.





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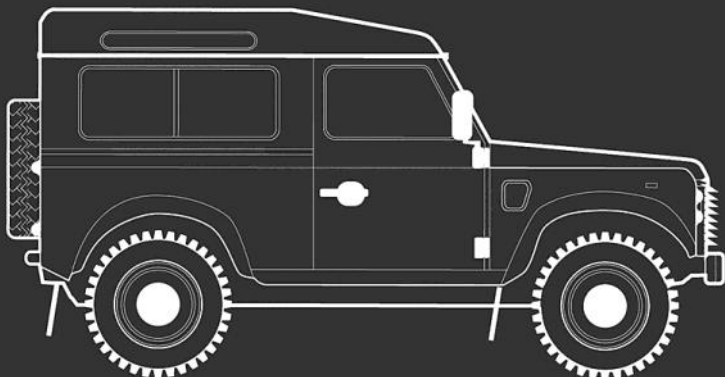
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