



# DORSET ROVER

## THE DORSET LAND ROVER CLUB NEWSLETTER

AUGUST - SEPTEMBER 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

**August 2013 — September 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 13th September 2013**

Club Night in August: Friday 2nd August

Club Night in September: Friday 6th September

At The Cock and Bottle, East Morden, Wareham, Dorset BH20 7DL

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)**

### **A PLEA FROM THE EDITOR...**

Hopefully you're still enjoying the 'full-fat' *Dorset Rover* 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](mailto: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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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

## CHAIRMAN'S WAFFLE



First a bit of news I have you'll all probably have seen on the website anyway. Change of venue for our open driving day in Sept. This will now be held at Matchams Park nr Ringwood. It's closer & cheaper, no contest. Members will now get to drive for a mere £20. We have also secured a discount for their pay and play dates which are published on our website.

We've had discussions at committee meetings regarding running green lane trips. We used to run these in the past when we've had enthusiastic members who liked doing it, but we did get up to 20 vehicles & to get around the max 5 vehicle limit & not just put a 10 minute gap between groups was to arrange 4 different routes. We'd stopped running organized runs because of the logistics of finding 4 different routes & getting people to want to lead those groups. Letting the members organize themselves seemed like the answer.

However, some of the membership have been asking for us to organize green lane runs. This will require a green lane officer to join the committee. They will have responsibility of organizing runs & liaising with our rights of way officer.

Our AGM is forthcoming and this newsletter will have all relevant info regarding that and posts that need filling on your committee. The trials scoring system has been mentioned and may come up at the AGM.

Our teams that went to Plymouth to compete in the charity team trial did very well. We did our best and I for one really enjoyed it. It was good to get another angle on other clubs trials, I think we all found them hard. Rich has a report later.

I couldn't drive the trial at Knitson because of the damage on Bertie from Devon but I stayed around to score after set up. It was a fairly quiet trial but fun none the less.

Our set up team is getting really peeved off with the lack of help with the trials. The same old people are setting up and it's not fair. It has to change and if we're forced into a system of penalties on the scores for not helping then that's the way we'll go. We'd rather have volunteers and to that end, we'd like a list of helpers who we can organize to help at certain trial set up's. "It's my day off" doesn't cut it I'm afraid whether setting up or marshalling; it's our day off too funnily enough! Nige will be collecting names so call or email him.

The Stevens Farm beer fest was a quiet do this year. Much better weather than last year where we got flooded in! We had a nice time and the club bbq came out Saturday night. Next weekend is Langport steam rally. We've been going here for a few years and it's a great social event. This was another one that got washed out last year and they've been struggling to put the event on. This will mean a small charge to exhibitors this year but it's well worth the £10. We have bought an event shelter for the shows so that attendees can sit out of the sun or rain without blocking the stand. Unfortunately it was too windy to use at Bristol & West show but we had used it at Abbey hill.

The new club night venue seems to have gone down well despite quite a few of us not being around for 2 due to shows. We'll be at the next one though promise. See you soon.

**Rog**

## **IMPORTANT INFORMATION**

### **CANCELLATIONS AND POSTPONEMENTS**

For various reasons (cited) the following events that had been planned will no longer be taking place (so please delete them from your diaries/calendars!):

23<sup>rd</sup> – 26<sup>th</sup> August – Green Laning trip to Wales – cancelled due to lack of take-up

1<sup>st</sup> September – Ladies Driving Day at Tincleton – cancelled because venue is no longer available, and no alternative date was possible.

We had hoped to have a club stand at the Dorset County Show, but it has proved to be prohibitively expensive, so we won't be going as a club after all.

On the subject of Ladies Day (which was such a success last year and raised loads of money for Ickle Pickles), the DLRC committee hopes that this year's event having to be cancelled will merely be a 'rest'. Any ladies who'd like to get together to form a little group to think about planning and organising the event for next year should contact Caz – her e-mail address is on page 3

*Great weather at this  
year's Stevens Farm Beer  
& Cider Festival*



## **WELCOME TO NEW MEMBERS**

David Delve - Templecombe, Somerset

Jackie Foley - Poole

Andrew Murley - Beaminster



## CLUB MERCHANDISE



Having encountered problems with getting new merchandise into stock, because our previous supplier could not be contacted, we are going to resume our supplies shortly. If you've already ordered something, we'll let you know about availability. The new supplier will be able to supply the usual range of shirts, sweats and fleeces.

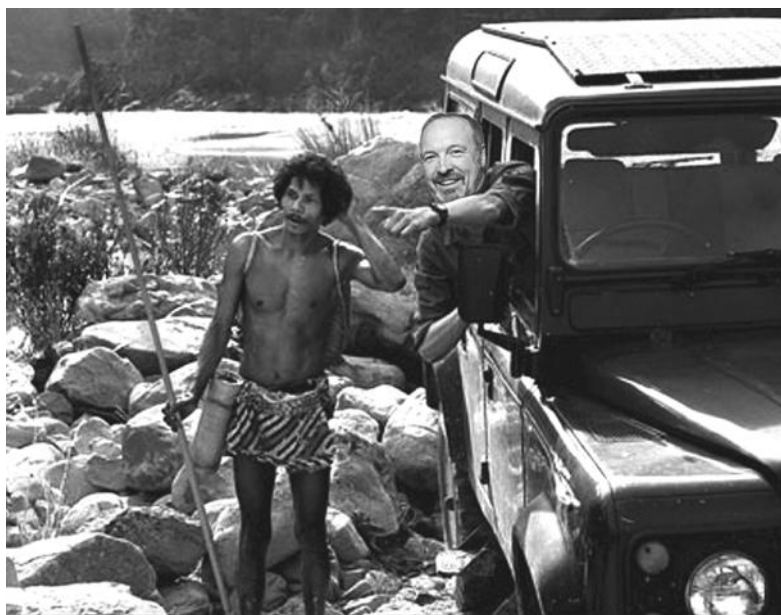
A full list of items (and prices) will be published in a forthcoming issue of The Dorset Rover. Just to be going on with though, at the moment, clothing will consist of:

|  |        |
|--|--------|
| 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.

We're planning to release a special piece of club memorabilia to mark 25 years of the DLRC. Ideas so far have been for either a china mug (suitably and tastefully decorated) or a special edition tee-shirt. There'll be something on the website about this soon, so look out for it and add your responses so we can judge whether it's worth taking the idea further.

*Tony says  
where he  
wants the  
section marker  
placed at a  
recent RTV*



NOTICE OF DORSET LAND ROVER CLUB LTD  
**ANNUAL GENERAL MEETING**  
FRIDAY 4<sup>TH</sup> OCTOBER 2013 @ 20:00 HRS  
LOCATION TBC

Please come along and show your support for the committee, bring ideas to the forum, suggest improvements for the club, it's your chance to shape the future of your club. The format will be as below. Anyone who wishes to raise an issue for the meeting please let Caz (caz22hart@gmail.com) know prior to the meeting so that it can be included in the agenda.

For those of you new to the club, each position within the committee has to be re-nominated each year and therefore if you would like to give it a go you can apply for any position, it doesn't have to be vacant. All you will need to do is nominate yourself at the AGM then two other fully paid members need to vocally support you. The entire club will then place their vote, a majority would win. If two people apply then there would be a vote against the other, the majority wins.

As always, we're looking for volunteers or nominations for your 2013 committee. **Only current full members are permitted to attend the AGM. One vote per couple unless two membership cards are held.** Just by coming along you will show your support for the club and the committee. We look forward to seeing you there. Reading of the notice convening the meeting.

## **AGM - AGENDA**

- 1) Apologies for Absence
- 2) Reading and signing of minutes 5th October 2012
- 3) Matters arising from above minutes
- 4) Reading of Chairman's Report
- 5) Reading of Secretary's Report
- 6) Reading of Treasurer's Report
- 7) Any other Business
- 8) Resignations & Elections to the committee
  - Membership Secretary – Tony Butterworth has resigned. If you would like more information about this vacancy please contact Rog Pardy muddy90rog@googlemail.com
  - New committee role of Green Lanes Officer (see the article elsewhere in this magazine)
- 9) Date and time of next AGM
- 10) Close of meeting



# **OPEN DRIVING DAY**

**organised by  
The Dorset Land Rover Club  
to be held at  
Matchams Leisure Park**

**Hurn Road  
Ringwood  
BH24 2BT**

**on Sunday 15th September 2013**

**10.00am - 4.00pm**



**Acres of trails, lots of mud, woodland sections  
A great opportunity to try your 4x4 in a safe environment.  
Suitable for experienced and novice drivers. Experienced  
members on hand to offer advice, plus marshals to ensure a  
safe experience.**

**Suitable terrain for shiny as well as not-so-shiny vehicles!**

**Helpful marshals & free recovery - Wide non-scratchty tracks available**

**DLRC members - £20 per driver**

**Non-members - £25 per driver**

**Additional driver - £5**

**Join the DLRC on the day and pay the member's rate!**

**No need to book - turn up, sign on, pay up and drive!**

**All vehicles must be road legal, but can be trailered to the venue**

**For more information visit the club website**

**[www.dorsetrover.co.uk](http://www.dorsetrover.co.uk)**

### **Beaulieu "Simply Land Rover" Day - 11th August**

A gathering of Land Rovers of all shapes and sizes at the National Motor Museum. Featuring a cavalcade and display of 10 cars chosen from all rally entrants - one of these selected cars will be the winner of the People's Choice Award

LRE West Country will be heading to Beaulieu in August to manage the "Forest Drive", where visitors to the event can drive their own Land Rovers around the Off Road track, or drive on of our Land Rover vehicles. Please note the Forest Drive is separately charged and prices do not include the entrance fee to the Simply Land Rover event or Beaulieu attraction. The first group will leave at 10am with the final rotation leaving at 4.30pm.

For more details and information, see the Beaulieu website:

[www.beaulieu.co.uk/beaulieu-events/club-rally/simply-land-rover](http://www.beaulieu.co.uk/beaulieu-events/club-rally/simply-land-rover)

*As editor of the Dorset Rover, I get quite a lot of spam, but occasionally, I get requests to help in a worthwhile cause. Here's one such request:*

My name is Jim Baumann-- 25 years ago while living in Poole I owned a series I for 10 years; it was a 1952 sidevalve 2 litre original reg ODE 783--I foolishly ( back then!) sold the plate to fund the fixing up of the rear crossmember... re-registered as ALJ 709A. When I moved to Southampton in approx 1995 or so I foolishly (again) --in order to fund the mooring for my boat ( arghh!) - sold the car for a mere £ 250.00 (!!!) to a Wareham chap called Mike Churchouse (old chum=> now lives in France) who decided he did not want to proceed with repairs and he sold it on.

I now would be interested in seeing/ buying the car back ( nostalgia - and deeper pockets for keeping my old cars alive) and I wondered if any DLRC members knew of my old landie. The car is still registered as off-road but not scrapped and it was originally red. I'm hoping it is under cover somewhere, and not beyond saving. If anyone has information please contact: Jim Baumann 01489 572487 or 07775 594949 or by e-mail to: [jbysl@tiscali.co.uk](mailto:jbysl@tiscali.co.uk)

### **NEW DATES FOR YOUR DIARIES**

**Sunday 15<sup>th</sup> September** – Open Driving Day at Matchams Leisure Park, Ringwood

**Friday 4<sup>th</sup> October** – DLRC Annual General Meeting – your chance to have your opinions heard and to let your committee know what you think and want. Details elsewhere in this magazine.

**Saturday 18<sup>th</sup> January 2014** – Club Awards Dinner. Venue yet to be arranged, but we thought you might want to have something to look forward to after Christmas!

## QUAY FOR MY CAR

Given the forecast of fairly atrocious weather, it's hardly surprising that the turnout of vehicles and viewers was well down on last year's event as a variety of 4 x 4 vehicles trundled onto Poole Quay for this year's Quay for my Car event. Nonetheless, in the teeth of a strong (and rather chilly) northerly wind, and the omnipresent threat of rain, 54 vehicles turned up, amongst them no fewer than 12 to represent The Dorset Land Rover Club.

The strength of the wind meant that putting up the show shelter was not going to be viable, so we were unable to do our usual display of pictures and the like, but we did manage to give out some of the club's new publicity leaflets to potential new members. Although the majority of the vehicles that did attend were Land Rovers of various types and age (including a lovely 101FC accompanied by its Series 1 "little brother"), there was also a pristine Austin Gipsy, an authentic looking Jeep and a smattering of oriental offerings.

Full marks to the DLRC members who did show up – not least to the hardy souls who seemed determined to make the best of the evening chill by consuming ice-cream (temperature is only relative I suppose, and there was little chance of the comestibles melting prior to consumption), and big thanks as ever to Jim for coordinating the rendezvous.

## GREEN-LANES – a new initiative

The DLRC committee is well aware that one of the key areas of interest for members of the club is green-laning. Members will be aware that there is a green-laning section of the website that can only be accessed by members, and after lots of discussion, we'd like to develop and extend this facet of the club's activities.

Reported previously is that Jim Welch is now (in addition to his existing role on the committee) the Dorset representative for GLASS and also a member of the DLAF, and we have therefore created the role of Rights of Way Officer that Jim has very kindly agreed to undertake (as he has access to lots of information that we mere mortals do not have!).

**What the committee is proposing is that we should also create a new committee post of Green Lanes Officer.** This person would take on responsibility for organising, coordinating, planning and generally facilitating green-lane trips. By working closely with the Rights of Way Officer, the Green Lanes Officer would be able to advise members who are planning trips of the latest status of UCRs and BOATS (ensuring that DLRC members drive legally and responsibly); we would also hope that the Green Lanes Officer would help to organise (and lead!) trips – especially for new or less experienced members.

As a committee we are often told that there is a perception (and it *is* only a perception, rather than a truism) that *"the club is just about the trials"*. By creating the committee post of Green Lanes Officer, we hope to put this perception to bed once and for all, because appointing someone to this role should enable the club to expand this part of its activities. **But to do this, someone needs to put themselves forward for the post** so that he (or she!) can be formally elected at the AGM on 4<sup>th</sup> October. If you think you might be interested, or would like to know more before committing, please contact Jim Welch (his contact details are on page 3 of this magazine).



**GR: SY828869**

**Open 7 days a week  
10.30pm - 3.00pm  
& 6.00pm - 11.00pm**

**Food served  
12pm - 2pm and  
6.00pm - 9.00pm**

**(Saturdays until  
9.30pm)**

## **The Seven Stars (Freehouse)**

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**Dorset**

**DT2 8RL**

**Tel: 01929 462292**

Set in its own 9 acres of land. Steve, Gill and family invite you to discover all that is best in one of Dorset's most beautiful countryside Inns. There is an extensive garden with terrace and a children's play area. There is ample parking for 150 cars

Our two large restaurants provide a wonderful range of meals to suit all tastes and pockets. Ranging from snacks, starters, steaks, fresh fish, vegetarian meals and specials of the day, complemented by a fine selection of wines from around the world. We also offer a choice of 9 beers, lagers and ciders including 4 real ales (alternating regularly) Over the years we have had 450 guest ales.

**When you've driven though the Moreton Ford (SY806895), or potted along the Jubilee Trail (SY 788884- SY 809882) why not have a well earned break at The Seven Stars?**



## COOKING WITH THE CLUB AT KIMMERIDGE

What a lovely way to spend an early summer's evening – warm(ish) sunshine, spectacular scenery great company and loads to eat as twenty or so club members, friends and family met up at Kimmeridge (by kind permission of the Smedmore Estate) for a barbecue.

Huge thanks must go to Jim and especially Nicky for all the organisation, and for setting up the barbecue, and of course to Nicky for slaving for ages over a hot spatula, flipping burgers, turning sausages and generally stopping things from burning.

It was great to welcome along new members Clive and Jackie (it'll be interesting to see if the lovely Range Rover Sport has a go at the next RTV...possibly not!), and there was even an opportunity to give out some of the club's leaflets to other Landy drivers who just happened to be in the car park area whilst we there.

Apparently previous get-togethers at Kimmeridge had been characterised by foul weather and attempts to cook under tarpaulins – but this time the weather was so good that we didn't even need to put up the new club show-shelter. And the four or so hours that we were there was a great advertisement for the social side of the club, again reinforcing the idea that it's not all about trialling!



*A lovely evening at Kimmeridge*



*A few pictures from the Portesham RTV—more on page 17*

## PORTESHAM RTV

What a lovely day at a lovely venue! It's easy to see why the event had to be cancelled last year after all the rain that would have made some of the steep bits plain dangerous, but this time around, the dry conditions made for not just good spectating conditions, but also – to judge from the scores – excellent driving conditions.

Given the number of side-slopes needing to be negotiated, along with some very sharp turns at the tops of some of the steep bits, the number of sections cleared faultlessly speaks volumes for the skill of the drivers, and is a tribute as well to the traction-packed surface (although first thing there was still a need to be a little wary of the dewy herbiage in places). Because there were complications caused by an event at the site the previous day, the course-setters had to get everything done on the Sunday morning, entailing a silly o'clock start, so even more thanks than usual should go to them for their efforts, as was noted by Ashley Baume, who said: *"Thank you to the early starters for setting up a good days trial. Glad it was dry for a change."*

Perhaps it was the fact that it was a Bank Holiday weekend, but driver numbers were down for the first time this season with only 15 drivers signing-on. In the LWB class, Jon Riddle continued his winning ways from the last trial at Tincleton, and must have been heartbroken to pick up just one point on the last section completed, but he nevertheless finished in first place. After his good day out at Tincleton, Nigel Hutton showed what a fickle mistress the RTV goddess can be, because this time round he found himself propping up the table at the end of the day.

The usual battle ensued between Ron Hogg and Martin Dover in the SWB class, with Rich Parfitt also giving them a run for their money; remarkably, all three drivers finished the day on two points, leading to a three-way-tie for first place. Newcomer Jason MacDonald was especially chuffed with his improvement, noting that it was his *"Best result so far for myself, can only get better with practice."*

Robert Shadbolt and Rog Parady had their own private battle in the SWB leaf-sprung class, with Robert emerging the winner at Portesham – but the good news is that 'Bertie' will be ready for the C&D charity RTV.

| LWB              | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total | Post'n |
|------------------|---|---|---|---|---|---|---|---|---|----|-------|--------|
| Jon Riddle       | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1  | 1     | 1      |
| Tony Butterworth | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2  | 3     | 2      |
| Trevor Harmer    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0  | 7     | 3      |
| Ashley Baume     | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0  | 7     | 3      |
| James Pinsfield  | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0  | 8     | 5      |
| Nigel Hutton     | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 1 | 1  | 17    | 6      |
| SWB              |   |   |   |   |   |   |   |   |   |    |       |        |
| Ron Hogg         | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 2     | 1      |
| Martin Dover     | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 2     | 1      |
| Rich Parfitt     | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 2     | 1      |
| Tim Cox          | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2  | 3     | 4      |
| Jason Macdonald  | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 6     | 5      |
| Harrold Goodland | 0 | 0 | 0 | 8 | 4 | 6 | 3 | 0 | 2 | 0  | 23    | 6      |
| Tim Gibbens      | 2 | 6 | 1 | 3 | 0 | 6 | 0 | 0 | 0 | 9  | 27    | 7      |
| SWB              |   |   |   |   |   |   |   |   |   |    |       |        |
| Robert Shadbolt  | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 5     | 1      |
| Rog Parady       | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6  | 8     | 2      |

## KINTSON RTV

As has been the case the last few times the RTV 'crew' have descended (or should that be 'ascended'?) on Knitson, the number of drivers signing on reduced somewhat relative to other less side-slopy venues, but those who did compete were blessed with fine weather, even though the grass was rather greasy first thing (which caused a certain amount of hilarity when the event photographer [that'll be me then] ran out of traction trying to drive to the top of the course to get some pictures).

With some very steep inclines, loose surfaces, tight turns and some radical side-slopes, the Knitson venue is not one for the faint-hearted or beginner, but as ever, the competition to clear as many 'gates' on as many sections as possible was intense.

Winner of the long wheelbase class was Trevor Harmer driving his Range Rover. Of the ten sections driven, Trevor managed to clear three of them, and finished top of his class with a very creditable 12 penalty points altogether.

There was a very close-run contest in the short wheelbase class, with Ron Hogg and Tim Cox tied in second place on 9 points each, but the victory went to Martin Dover who managed to rack up only 6 penalty points thanks to some superlative driving that resulted in six 'clear' sections.

| LWB             | 1 | 2 | 3 | 4 | 5  | 6  | 7 | 8 | 9 | 10 | Total | Post'n |
|-----------------|---|---|---|---|----|----|---|---|---|----|-------|--------|
| Trevor Harmer   | 1 | 0 | 0 | 0 | 1  | 3  | 3 | 2 | 1 | 1  | 12    | 1      |
| Jon Riddle      | 0 | 1 | 0 | 6 | 10 | 10 | 3 | 2 | 1 | 1  | 34    | 2      |
| Ross Turner     | 9 | 1 | 1 | 0 | 1  | 1  | 1 | 2 | 0 | 10 | 26    | 3      |
| SWB             |   |   |   |   |    |    |   |   |   |    |       |        |
| Martin Dover    | 0 | 0 | 0 | 0 | 1  | 3  | 1 | 0 | 0 | 1  | 6     | 1      |
| Ron Hogg        | 0 | 1 | 0 | 0 | 0  | 3  | 1 | 2 | 0 | 2  | 9     | 2      |
| Tim Cox         | 0 | 1 | 1 | 0 | 1  | 1  | 1 | 1 | 0 | 3  | 9     | 2      |
| Rich Parfitt    | 1 | 1 | 1 | 0 | 3  | 4  | 2 | 2 | 1 | 1  | 16    | 4      |
| Jason Macdonald | 0 | 1 | 0 | 0 | 1  | 3  | 2 | 2 | 6 | 2  | 17    | 5      |
| Matt Ricketts   | 1 | 5 | 1 | 0 | 1  | 6  | 7 | 2 | 0 | 3  | 26    | 6      |
| Tim Gibbens     | 1 | 8 | 2 | 0 | 4  | 6  | 4 | 1 | 6 | 2  | 34    | 7      |
| SWB             |   |   |   |   |    |    |   |   |   |    |       |        |
| Robert Shadbolt | 1 | 3 | 1 | 0 | 1  | 4  | 7 | 2 | 1 | 5  | 25    | 1      |
| James Gray      | 1 | 6 | 1 | 6 | 6  | 3  | 7 | 7 | 6 | 4  | 47    | 2      |
| Graham Glover   | 4 | 9 | 4 | 6 | 3  | 6  | 7 | 7 | 6 | 8  | 60    | 3      |

*Jon Riddle gets airborne; Ron Hogg looks worried!*





## CORNWALL & DEVON LRC NEWNHAM ANNUAL RTV CHARITY EVENT

Dorset Land Rover Club entered two teams, each consisting of 3 vehicles, into this two day charity event. I set off on Friday with Martin Dover at the helm of his 90, filled to the roof with a change of tyres minimal camping kit and of course a crate of beer. On arrival at the site just outside Plymouth Nigel Hutton was kindly serving up pork stroganoff to order, a good start to the weekend. The following morning Caz sent us off with a cup of tea, which was required to help us get over the cider she had given us the night before and before long we were on the start line to the first section.

The sections were 12 gates long and certainly very challenging. Even getting to gate 11 looked quite daunting on several sections and frequently you couldn't see the next gate from one you've just driven through. I think those vehicles without navigators were certainly at a disadvantage, particularly on the first few sections without tracks to follow. Our first day was spent in a quarry, similar to our own Crossways site. The turns were tight and coil sprung vehicles were regularly waving wheels in the air. Certainly no place for a Series 2a and I think Rog and Mike struggled to be competitive. Conversely Martin, Rog and Trevor were having a great day and the team was running 2<sup>nd</sup> at the end of the day.

Day 2 was spent in the woods with very different terrain. By now some 40 vehicles had driven the sections and certain parts had become undriveable. Which was a pity as a felt up to this point a standard 90 was capable of clearing every section (not with me driving though!). Special mention has to go to Trevor "I'll do anything for a clear" Harmer who on the last section of the day made a slight navigational error. Undeterred he proceeded the wrong side of a tree and under a substantial branch which you would duck to walk under. Pressing on, it ripped the snorkel off, followed by the light bar, ripped a hole in the roof and with the suspension squatting down he went on to clear the section. Despite some impressive driving we steadily slipped down the rankings over the day to finish 9<sup>th</sup> overall out of 24 teams.

I'll end on the words written on the back of the land rover we followed over the weekend "It's a Land Rover thing, even I don't understand!"

**Rich Parfitt**



*DLRC members at Newnham*

*Many thanks to Rich for pictures and words, and Nigel for pictures*











## C&D CHARITY EVENT AT NEWNHAM





*Out and about with the DLRC: above - Quay for my Car; below - Stevens Cider Festival*



## MEDIA WATCH

The Dorset Land Rover Club (or at least some its members' trucks) has enjoyed a sudden splurge of media coverage in various magazines recently. Always good publicity for the club (and all the more reason for having a window sticker prominently displayed...), and it's good to know that the club is well regarded and its members known for their helpfulness in providing magazines with copy!

The July edition of Land Rover Monthly featured various vehicles as part of a green-laning in Dorset spread (reported briefly in the last issue of the Dorset Rover). It was a great day out and the pictures were incredibly good (although to be fair, so was the weather most of the time!).

(Range Rover P38A)



"The P38A Range Rover is as close to perfection as it's possible to get without being its predecessor"



**B** Land Rover Owner International lived up to its 'international' flavour by running a nice feature on Martin and Jan's trip to the Iberian Peninsula (seems ages ago that the full length article featured in *this* magazine), but it was nice to re-read a

It seems that LRM likes us a lot, because that publication also did a whole feature on Tom's Range Rover (though how they managed to get Dfor to sit still long enough for a picture beats me). One of the strap-lines reckoned that *the P38A has a calm, casual approach to off-roading...* bit like its owner then.

few details of their exploits.

The July issue of Land Rover World featured the DLRC in its club pages, with a couple of pictures and a brief article highlighting the Bransgore RTV. The

BRITAIN



pictures used were taken by your editor, but interestingly, next to the DLRC article was one about the Series 3 Club, which reproduced the cover picture from the club's magazine, which also happened to be taken by your editor!

Jim's 110 was featured again in LRM, this time in the June edition, as usual as part of another greenlaning story, this time travelling through Wiltshire – though unlike the Dorset article already mentioned, this trip seemed to encounter lots more mud.



*this is a good road and the scenery is lovely*

YOUR LAND ROVER



HAPPY CAMPERS (EVENTUALLY)



Continued overleaf



## **MEDIA WATCH (contd)**

And finally – and partly on the back of the ‘Five Go Mad in Dorset’ feature – the August edition of LRM was kind enough to feature DLRS as ‘Club of the Month’. Nice to revisit some pictures and read some words about a very successful and busy year in the life of the club. So it seems that if you want to be famous, you need to be a member of DLRC!

**Andy Wilson**



## **SPREADING THE NEWS**

Each month there's a little appeal from the editor of this august (see what I did there?) journal for members to send in any contributions – and it appears that with one or two exceptions, the appeal is falling on deaf ears! So the editor is now taking up space which could be devoted to much more interesting stuff, by appealing at greater length for much more interesting stuff!

Anyone been on a green lane trip recently? Well, if you have, why not share the experience and the route with other members? How driveable was it? Was it genuinely non-damaging? Were there any access problems?

Anyone been trialling recently? (Actually, that's easily answered by looking at the list of names that appear in the results!). It would be great to get a driver's-eye 'view' of the event (as opposed to the ruminations of a spectator).

And there are lots of shows and beer & cider festivals taking place this summer which are going to be attended by members, and it would be lovely to have some write-ups from these events (especially from those who attend for free courtesy of the club's passes).

And what about a few articles about members' trucks? What have you done to them to make them better/faster/stronger? What were the problems you encountered? Did the modifications give you the desired improvement? Share your knowledge!

If you've got anything to say or share, just send your article to **editor@dorsetrover.co.uk** and if you'd like to send in some pictures to illustrate your article (or just pictures for their own sake) then that would be great as well. When sending pictures, please send them as jpegs rather than pasting them into word documents; if you can resize the pictures it might make them easier to send (and to receive... Wool does not yet have superfast broadband!) – 7" x 5" at 200ppi is ideal. And please add a caption if it's relevant or required.

The deadline to get stuff to me is always printed on page 4 of the magazine, and now all I've got to do is clear my inbox in readiness for the inundation!

**Andy Wilson, Editor**

## TICKFORD ESTATE CONVERSION

I'm fascinated by all the variants that have been built over the years of LR development, but I suppose one of my favourites (and one that I'd most like to own if I had the where-withal) would be the Tickford estate car conversion. In 1949 Land Rover launched a second body option to go on to the Series 1 called the Station Wagon, fitted with a body built by Tickford, a coachbuilder known for their work with Rolls-Royce and Lagonda. The bodywork was wooden-framed with an aluminium skin and had seating for 7 people.

Because it was realised that some buyers would want a Land Rover's abilities without the spartan interiors, Tickford station wagons were very well equipped in comparison with the standard Land Rover, having leather seats, a heater, a one-piece laminated windscreen, a tin-plate spare wheel cover, some interior trim and other options. The body frame was made from Rosa Peroba wood from Brazil, but the wooden construction made them expensive to build and tax laws made this worse - unlike the original Land Rover, the Tickford was taxed as a private car, which attracted high levels of Purchase Tax. As a result, just 641 Tickford built vehicles were sold, and all but 50 were exported. 100 went to Poland with others going to other European countries as well as Argentina and Brazil. For the 'home market' as well as private sales, the RAF and the Royal Navy were also supplied. Today these early Station Wagons are highly sought after and less than two dozen are known to survive.



The advertising that accompanied the Tickford's launch was interesting, showing the vehicle coming to a rural station (the picture suggests that it was either GWR or possible Southern Railways) presumably to pick up a party going to their country estate for a long weekend. The vehicle illustrated in the advertisement has the wooden frame picked out in a contrasting colour to the rest of the bodywork, whilst the one that I photographed at last year's Steam Fair display is an all bronze-green version.

**Andy Wilson**



## A FEW FACTS AND FIGURES...

...to make your eyes water....

Thanks to all those discerning people who decided to invest in the green oval over the last year or so, Jaguar Land Rover has reported an 11 per cent increase in profits for the 2012/13 fiscal year. I don't suppose that this is largely due to the buying power of the members of the Dorset Land Rover Club, unless they happen to have holiday homes (and trucks) in the Far East, because revenue and sales also increased, partly driven by rapid growth in China and the Asia Pacific markets.

Total revenue for the past tax year reached £15.8bn, up 17 per cent year on year. Retail sales improved by 22 per cent while profits reached £1,675m before tax. Sales grew most in China, up 48 per cent to 77,075 units. However, Jaguar Land Rover also performed well in markets where many car makers are struggling. Sales in Europe were up 18 per cent to 80,994, while in North America sales grew by 9 per cent to 62,959.

Now, just imagine - if you will - that Land Rover was still in 1948 mode.... in other words, only produced one model (which today would be the Defender 90). If that was the case, and assuming the average price for a Defender 90 to be not unadjacent to £20k (average new price for a County spec vehicle), then to get the revenue that the company is reporting would have required them to sell (if my rudimentary maths is correct) 800,000,000 Defenders.

So given that in 2007, the 4,000,000<sup>th</sup> Land Rover was built (a Discovery, apparently), to get the revenue that is reported, based purely on selling Defender 90s, would require LR to have sold 20 times more vehicles in one year than they have produced in more or less the company's entire history.

Doubtless someone will find fault with my calculations – but one might hope that the quoted pre-tax profits of £1,675,000,000 might include a few pounds to spend on developing a genuine and worthwhile replacement for the Defender!

## THE HISTORY MAN

I'm thinking of compiling a short history of the club – not least to mark DLRC's 25<sup>th</sup> anniversary (more about that later and elsewhere!). What I'm hoping is that some of the longer-joined members might have copies of the newsletter (pre-2011), minutes from the AGM over the years, photographs from the start of the club, any other documents that I can research, or failing all of that, anyone's anecdotes, memories (preferably factual!). I'd be grateful for the loan of anything that members might be able to lend me – I promise to return everything and to take care of stuff. I'm usually at the club meet at The Cock & Bottle, or you can e-mail me at [editor@dorsetrover.co.uk](mailto:editor@dorsetrover.co.uk) to let me know what you've got.

We're also thinking about producing some sort of special memorabilia for members to purchase – ideas so far include a china mug with the club logo and suitable inscription or perhaps a 'special edition' tee-shirt. What do you think? What would you want to buy? And how much would you want to spend? Let me know and I'll pass the information on to the committee! Many thanks.

*Andy Wilson*



## ALWAYS LEAVE THEM WANTING MORE.... Or how to get involved!

Groucho Marx reportedly said: "Who'd want to belong to a club that would have me as a member?" Clearly the seventy or so members of the DLRC don't share his reservations, but that said, it has to be acknowledged that probably all of those seventy or so members have joined for different reasons – however marginal those differences, and however much they might overlap.

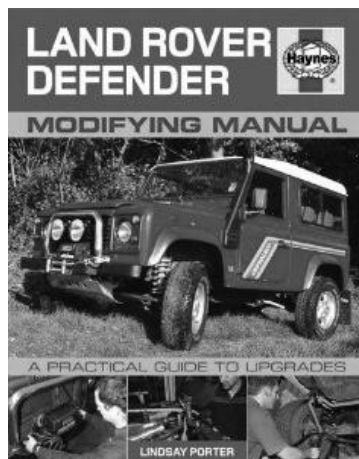
The committee that meets regularly to run the club on behalf of the members is always open to suggestions as to how they/we could improve the club, make it more appealing, more enjoyable, more inclusive, more fulfilling .... and so on, but to do that, **we need your input and suggestions**. We think we know why most members join, but each year, it's disappointing when members don't renew their membership. It might be that they've got other, more pressing, interests or demands on their time (and money!), but as a committee, we have to accept that it might also be because we haven't given those members what they wanted, or that if we have, perhaps we've left them wanting more.

There seems to be a lingering perception that "DLRC is only really about trialling..." but you only need to read the pages of this magazine and look at all the events that are being organised by club members or which invite participation to realise that it is definitely not the case!

So here's an idea: if there's something you'd like to do, or to do more of, and you think other members would share your view and endorse your idea, then let us know! If you'd like to organise something – an event, a trip, a social evening – then contact a member of the committee (the contact details are on page 3 of this magazine); you can be assured that we'd give you any assistance or advice that you might need to organise something for other club members to enjoy.



*Braving the elements at the Bristol & West LR Show*



## Land Rover Defender – Modifying Manual by Lindsay Porter

### A book review

The front cover claims that this book is “a practical guide to upgrades”, and being written by Lindsay Porter - who was for several years the Technical Editor of the Land Rover Monthly magazine, and is highly active with advice on the various online Forums – one might hope that it should live up to its billing.

Each section begins with a detailed but easy-to-understand description of how that system works, what you should consider when planning a modification, where one might be advised to think carefully (and in most cases, arguments are advanced for questioning the modification), and then each

section continues to give well-illustrated details as to not only how that particular modification was carried out, but the alternative modifications available. As well as the step-by-step verbal description, there are plenty of clear, colour photographs – a great improvement in the rather murky monochrome pictures that characterised old Haynes manuals.

The book makes it clear that these modifications were not necessarily carried out by the vehicle owners. This is perhaps a two-edged sword in that if the modification is one of the ones carried out by a major company - Extreme 4x4 features quite regularly – then this might suggest that it lies beyond the scope of the mere enthusiast; on the other hand it could also suggest that the way the manual suggests that a job is tackled is the ‘right’ way.

Defenders are now some 30 years old in terms of the very first ones – and the book doesn’t really have the scope to differentiate between a 90 or a 110 for example, or between a 200TDi or a Td5, but it is certainly up to date in that it mentions TDCi variants, although it does acknowledge that the electrickery of the newer versions makes modification more complicated.

Published in January 2012, it is as up to date as it could reasonably be – and it covers changes in law and regulation regarding LED lights for example, and MOT testing. The modifications covered by the book are by no means exhaustive, but the main areas are certainly covered – for example, the section on transmission looks at limited slip differentials, auto-transmission conversion and how to fit heavy-duty half-shafts. Other sections include engine mods, interior improvements, comfort enhancement and matters electrical.

In many ways, the book might be useful simply in terms of implicit practicality of a dreamed-of modification, whilst for other owners, it’s likely that in tandem with the Haynes workshop manual for the relevant model, there would be enough information to do the job – given the time, money, facilities and dexterity! As a starting point, the book has much to recommend it, and at £21.99 it could avoid an expensive mistake being made.

*Land Rover Defender Modifying Manual* – publ Haynes – ISBN 978 0 85733 093 2

## 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!

|   |   |
|---|---|
| 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           |
| 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 – Mstchams Leisure Park, Ringwood |
| 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                           |

## 2014

Saturday 18th January - Club Awards Dinner - venue tbc



### LUCAS ELECTRICS

As most LR owners are aware, for many years, most of the electrical systems and switches and lights on LRs were made by Lucas... and they had a bit of a reputation for unreliability... which has spawned some Lucas based LR humour:

- The Lucas motto: "Get home before dark."
- Lucas - "Inventor" of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- Land Rover three position headlight switch - Dim, Flicker and Off
- The Original Anti-Theft Device - Lucas Electrics.
- "I have had a Lucas pacemaker for years and have never had any trou..."
- If Lucas made guns, wars would not start...
- Q: Why do the British drink warm beer?  
A: Because Lucas makes their refrigerators...

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!

18<sup>th</sup> August Shillingstone

15<sup>th</sup> September *Driving Day*

13<sup>th</sup> October Mannington

17<sup>th</sup> November Bransgore



*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.*

### **18th August - Shillingstone**

Spectacular views of Dorset from the top- of the hill (and an interesting route to get there as well!). Challenging yet achievable hill-climbs; fun in the wooded sections and not too much mud (usually!). Come and give it a go! From the south, at Shillingstone on the A357, turn left into Gunn Lane, then bear right into Brodham Way, then turn left at T-junction (Puxey Lane) then look for club signs. OS reference for the site entrance is ST821101 – nearest postcode for SatNav is **DT11 0TE**

**15th September - Driving Day at Matchams Leisure Park.** 10.00am - 4.00pm. Cost: members £20; non-members £25; additional drivers £5. No charge for non-driving passengers. Loos and catering on site. Fully marshalled. Free recovery available. Vehicles must be road legal but can be trailered to venue. Suitable terrain for shiny and not-so-shiny vehicles! For more details, see the DLRC website

# 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**

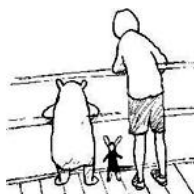
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

## 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 4

Hope you enjoyed last issue's quiz – here are the answers to Trivia Quiz – part 3:

41 1,000,000<sup>th</sup> LR built; 42 all had assembly plants for CKD LR's; 43 cut and collect grass in a single vehicle; 44 Sq Ldr Tom Sheppard; 45 Half-track based on a V8 LR; 46 The 'Road Rover' – forerunner of the Range Rover; 47 Gordon Bashford; 48 Thomas Wilks; 49 Birmabright; 50 The Times – 20<sup>th</sup> April 1948; 51 Royal Bath & West Show, May 1948; 52 The Snowy Mountains Authority; 53 The Brockhouse; 54 Belgium; 55 PUE 602; 56 Gripkarosserier AB; 57 Jack Swaine; 58 Generalissimo Franco; 59 Support vehicles for Donald Campbell's 'Bluebird'; 60 Martin Walter of Folkestone

So here are this issue's questions...

- 61 Which country's army used a LR derivative called the Sabre?
- 62 In 1961 the Army asked LR to build the APGP – what was it meant to do?
- 63 Which LR had the first all-synchromesh gearbox?
- 64 What was the 1,000,000<sup>th</sup> LR built?
- 65 Which LR was used as the team vehicle in the 1983 Camel Trophy?
- 66 Which Belgian company was the official importer of LR's to Belgium in the 1970s?
- 67 Prior to production of the Lightweight, what air-portable vehicle were the Royal Marines using?
- 68 If the last letter of a LR VIN code is a 'Y' (rather than the usual 'A') where was it built?
- 69 What did the teams drive in the 1986 Camel Trophy?
- 70 And what did they drive in the 1987 event?
- 71 And where was the 1988 event held?
- 72 Which company produced the luxury LR derived Cazorla?
- 73 Which Japanese 4x4 did the Santana company build under licence for the EU market?
- 74 What was the code-name for the turbo-diesel engine later known as the 200Tdi?
- 75 What was the project code for the new coli-sprung Defender?
- 76 Which foreign company continued to manufacture the 300Tdi when it failed to comply with EU regulations?
- 77 Which Canadian rock-star drove the 1,500,000<sup>th</sup> LR off the production line?
- 78 And what sort of vehicle was it?
- 79 Which was the first Defender range built with an automatic gear-box as standard?
- 80 Who was the heroine of the 'Tomb Raider' film who drove a highly modified Defender 110?

Another 20 questions in the next issue, along with the answers to this one!



Maurice Wilks found himself cast adrift in a boat in the Indian Ocean with his dog. After many days (and nights ) he eventually spotted a small island. "Look!" he said to his dog, " Land, Rover!"

Maurice Wilks was on holiday in America. Driving through the countryside his dog said "Look at the cows on that farm". Maurice replied: "In America they don't call them farms. It is a range Rover"

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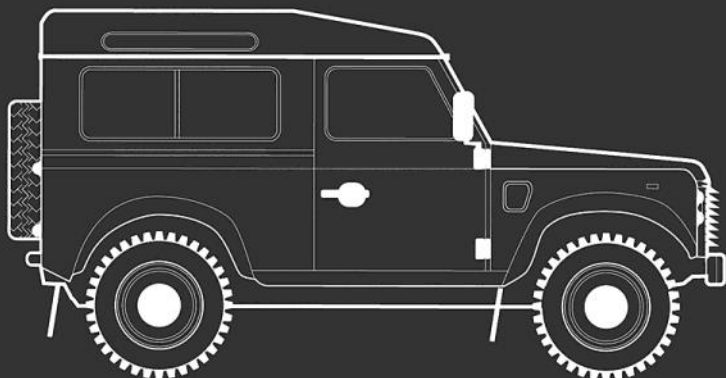
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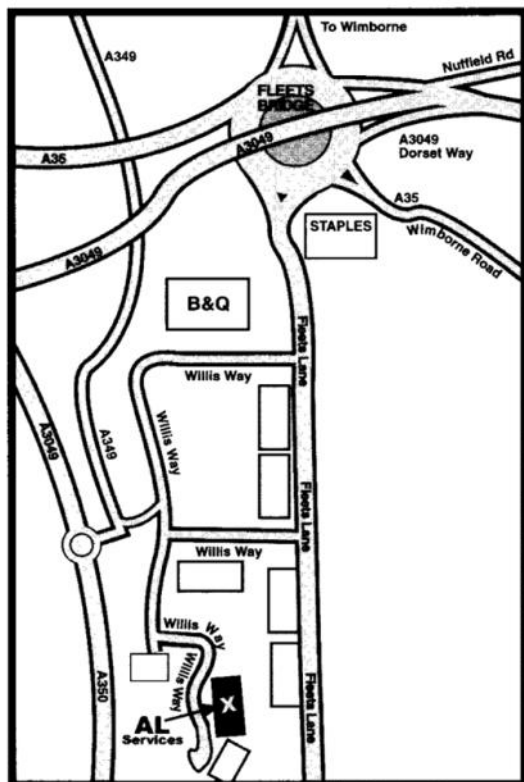
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