



# DORSET ROVER



## The Dorset Land Rover Club Newsletter

August - September 2015    Volume 28    Issue 4





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**THE DORSET ROVER**  
**August — September 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 11th September 2015**

**Club Night in August:** Friday 7th August  
Noggin & Natter - The Old Thatch, 285 Wimborne Rd W, Wimborne,  
Dorset BH21 7NW

**Club Night in September:** Friday 4th September  
**Film Night** - Bryanston Club, Bryanston Village, Blandford Forum,  
Dorset DT11 0PR

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...**

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](mailto: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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As is the norm with my waffle, it's last minute again. I'm sat writing this at Langport Steam Rally on my tablet (so please forgive any typos etc). The club stand is here with us along with a few members taking advantage of free tickets & the off road course. It's a great show, so much to do & see, & hopefully attract a few new members. I might watch some tractor pulling today. ..

It's been a manic few weeks for us (hence last minute ) with the normal club trials as well as C&D weekend trial, the club gala weekend which took huge organisation & 2 shows in 2 weeks, we've been rather busy!

The C&D charity 2 day rtv was a fantastic event. It's a 3 vehicle team trial & I was joined by Jase & Nigel. We did ok, finishing 11th out of 21 teams. I'm sure that there will be a write up so I won't bore you. I did this event 2yrs ago in Bertie & found it very hard, but in Lightning it was so much more doable, even driving to & from Newnham. I will certainly be putting this in the calendar for next year.

When we came away from that one we were already planning the next. On August Bank holiday week-end, Jase, Nige, Ron & me will be travelling to Wales to take part in the Baskerville challenge. This is a 3 event trial covering ccv, rtv & tyro (might even be a time trial) & we're doing the rtv on the Sunday. As well as that, some of us have already booked into the Mendips!

Putting the gala weekend on took a lot of hard work & planning & we raised £350 for Julia's house. Well done to those that made the effort to come & support us & for digging into your pockets. I had as much fun watching you do the games in the gymkhana as I did joining in.. It was gratifying to see the games work in practice as some of them were just crazy ideas the week beforehand.

The club facebook page has taken off really well & is a valuable tool to keep everyone informed on club stuff. There have been quite a few non members join the group so hopefully they will see what a great club we are & want to become members. Until then they will just have to sit & watch what we get up to. I never did wastebook until this year, I thought it a waste of time, but now I'm slowly warming up to it despite some of the drivel that gets shared around! (except for the club page).

I know it's a few months away yet but the AGM is nearly upon us. There may be some changes to the committee this year so we could be needing some new blood. There will also be a change to the rtv scoring system to come in next year. The committee have also been discussing members fees & discounted prices for members that come to events & support us, watch this space. ..

**Rog Pardy**

## **FROM THE EDITOR...**

### **Lots of date/venue/activity changes of which to take note!**

RTV n Sunday 23rd August is provisionally at Crossways - but check the website nearer the time!

Some club members are entering The Baskerville Challenge in Wales during the weekend of 29th/30th August - contact Jason Macdonald to find out more. 07713 588632 trial@dorsetrover.co.uk

RTV on Sunday 27th September - venue TBA - check the website nearer the time!

Club Night in August: Friday 7th August Noggin & Natter - The Old Thatch, 285 Wimborne Rd W, Wimborne, Dorset BH21 7NW

Club Night in September: Friday 4th September Film Night - Bryanston Club, Bryanston Village, Blandford Forum, Dorset DT11 0PR

Sunday 18th October - Open Driving Day at Matchams is now confirmed!"

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.

***Andy Wilson, Editor***

## **WELCOME TO NEW MEMBERS**

Ron Darwoo - Fordingbridge

John Hassall - Shatesbury

Richard Isaacs - Ilminster

Maurice Williams - Stoke sub Hampden

David Fuller -

Daniel Parker - Dorchester

Roger Lapworth - Bournemouth

Steve Pascoe - Yeovil

Anthony Brown - Sixpenny Handley

## NOTIFICATION OF AGM

**The Annual General Meeting of The Dorset Land Rover Club will take place on Friday 9th October 2015**

**Venue:** The Bryanston Club, Bryanston Village, Blandford Forum, Dorset DT11 0PR

**Time:** 8.00pm

Whilst it's not going to be as exciting as an RTV, as enjoyable as a Green Lane trip or as relaxing as a barbecue, it's a vital event in the running of the club: it's a chance for you to have your say and to influence the way the club is run, so please make every effort to attend! There are full details of the agenda later in this issue, but you are asked especially to note the following:

1. The minutes of last year's meeting are on the website. Please read them! There will be an opportunity during the AGM to discuss any matters arising.
2. If you have anything that you want to raise as an agenda item, this must be sent by e-mail to the Secretary to arrive no later than 6.00pm on Tuesday 22<sup>nd</sup> September.
3. The Committee of the DLRC is re-elected at each AGM. This year there are several vacant positions. If you wish to stand for election to **any** of the committee posts, you must ensure that nominations are e-mailed to the Secretary to arrive no later than 6.00pm on Tuesday 22<sup>nd</sup> September

## YOUR CLUB COMMITTEE NEEDS YOU!

You'll notice from the draft agenda for the forthcoming AGM (page 23) that whilst **all** the posts on the committee are open for nomination and election, there will definitely be three vacancies on the committee which will need to be filled at the AGM. Remember that the club can only function through the work and commitment of the committee – and that's why nominations for the following positions would be especially welcome:

**Company Secretary**

**Social Secretary & Shows Coordinator**

**Rights of Way Officer**

A full 'job description' of these committee posts will appear in the next edition of the magazine, but please take the trouble to read the announcements regarding the forthcoming AGM (not the most interesting articles this time around, but important nonetheless) and give a bit of thought to whether you'd like to join the committee. If you can't wait for the next edition, and want to find out more immediately, drop the Editor an e-mail requesting more details!  
[editor@dorsetrover.co.uk](mailto:editor@dorsetrover.co.uk)

**Andy Wilson**

## **VARIOUS REPORTS AND THOUGHTS FROM THE GALA WEEKEND & GYMKHANA....**

### **Gala weekend Treasure Hunt for the green phonebox**

Loving the Dorset countryside and greenlaning we thought the Club Treasure Hunt on July 5<sup>th</sup> would be an enjoyable day out combining both of these. It was!

Being fully convinced of the imaginative powers of Caz and Rog we arrived at Steven's Farm in our Defender 90 at 10am armed with OS maps, satnav, camera, binoculars, compass with roamer, pencil, sticky notes, several pairs of glasses, wellies, loppers, morning coffee, lunch.....

Participants were set off at 5 minutes intervals and we were somewhere in the middle of the 7 vehicles taking part. However, other than Team Blue Whale driving in the opposite direction at one point it was the last we saw of any of the others.

When our time came it was contribution into the charity bucket (well done Rog and Caz for raising £350 for Julia's House over the weekend). The briefing then included the all important tulip directions route sheet, the questions sheet and the information that the end point was not the same as the start point.

Basically tulips were 80 boxes each one showing the directions for the next turning, including the greenlanes, along with any side roads along the way. Pretty straight forward once you get started. Two sealed envelopes A and B were provided which would help out with directions if you got lost (with a penalty if used). Optimum values had been set by Raz for time taken and mileage; points would be adjusted for variation from these.

There were a few questions relating to specific places on the route plus many more in a random order, including the location of a green telephone box, you needed to look out for along the way. The last one was 'how many bridges do you go under along the route' so it paid to read the questions before starting out! About 10 items of treasure needed to be collected along the way including a feather and a precise measure of spring water plus photos of several items including a bull, fort, castle, giant, a selfie of your group and a silly photo. Lots for us to look out for along the way whilst following the tulip directions carefully; particularly where greenlanes were indicated as we wanted to make sure we had the right ones and were not going down restricted bridleways having come unstuck on one a few years back.

With the weather gradually improving from the drizzly start we set off brains hurting from all the details to remember. The tulips were easy to follow and we were soon covering miles, driving greenlanes and fords, picking up 'treasure' and counting bridges (turned out only 1 in the whole 47miles!) and looking out for the required photo opportunities. It was soon morning coffee time so we spent a few minutes admiring the scenery before setting off again.

A visit to Cerne Abbas and its Giant provided answers to several clues and photo opportunities including, Les decided, the perfect silly photo required; me standing next to a sign saying 'Would you give £2 for a body like this?'

We had our navigating challenge after this as our map had a no through route greenlane marked whereas the tulip directions had one that continued right through to the next road junction. We decided it was time for a lunch stop to admire more scenery and study the map again. The only option was a leap of faith in Raz so we set off and sure enough the greenlane of the tulip did go through and we were on our way again.



We were still many tulips from the finish and we had been on the road for 4 hours (too much scenery admiring?). As we had no idea where the finish was the only option was to continue following the tulips although we couldn't resist continuing to look for missing photos and solving clues particularly the location of that elusive green phonebox....

In all this time we had seen no other Treasure Hunters although squashed grass told tracker Les that others had driven the route earlier in the day.

Three o'clock came and we were close to the finish looking forward to meeting all the others seeing how we had done. We got to the finish at the West Bexington beach carpark; no one to be seen and no one we recognised at the café either. We felt rather despondent that maybe we had taken so long we had missed the cream tea and handing in our treasure and answers. Reason took over and we decided to head back to Steven's Farm to see if Caz was still there. Arriving back at the farm Caz was waving wildly at us from the café relieved to see us finally turning up. The rest of the teams were there (when did they get past us?) so we handed in our answers, treasure, photos, mileage (47 miles) and time. We were rather embarrassed that team Ron finished in just over 3 hours and we took over 5 hours! We had been enjoying the driving, scenery and clue solving along the way rather too much! Luckily Caz had persuaded the Steven's Farm café to stay open so we still had our (delicious) cream tea whilst chatting with the others about the route and answers to clues.

A fabulously organised day out and very enjoyable, thank you Caz and Rog.

PS It turned out no one located that green phonebox; it is in Portesham not on the tulip route but on the route back from West Bexington to the farm that none of us took, we all went via Hardy's Monument instead!

**Jane Wilkins**

## **GALA WEEKEND**

We started off by getting the caravan and two discovery's ready. Including putting the wing back on one! Checking the fluids in both. We set off after school. Had a great light show on the first night the rain was louder in the caravan. I woke with great excitement and expectations. After our slap up breakfast, we helped blow up the balloons to use during the day. I was excited to be able to take part in the gymkhana! Dad's navigation skills need work! But I did manage to clear 6 gates blindfolded.

In every game I got better at driving. Increasing my skills as the day progressed. Yes the pillow did help! I was ecstatic, and felt it was Christmas and my birthday in one day. We ended the day with a brilliant BBQ. Making new friends. And more rain!

The treasure hunt was fun until the water then it got serious! There was a little puddle under my brother's door was that because he didn't shut it properly?! The green lanes were great! When we got to the beach we thought we had done something wrong because there was no one there! Then had Dad shouting at the driver in front of him most of the way back. Well even I could drive faster than him! We ended the day with great cream tea! Oh well back to two wheels for bit Until the next time!

**David Hassall**

*Continued overleaf*

## **DLRC Gymkhana at Martinstown**

On arriving to the site at Stevens Farm it became apparent that a fun weekend was ahead of us. The site was a nice working farm with excellent facilities for caravans with electrical hook up and a fantastic little shop/cafe. With the added bonus of a short walk to the village shop and Public house. Norman made us feel welcome and showed us the site and the field all ready for our setup of fun and games.

Roger and Caz had us all help setting up the gymkhana circuits with some very odd items which had us talking! After the initial evening of a Quiet club meeting at the pub with a good group of family's and non campers. Saturday was a nice start breakfast at the cafe and then on with the games. Nigel Carter kindly bought a bouncy castle for the younger children to enjoy and it was used continuously throughout the weekend.

Starting with the Blindfolded trial with co-drivers making the tough decisions. All man-aged and with a handful of younger drivers Ben Lapsworth, David Hassell and Caleb Macdonald getting involved everyone was happy. Next came the the slalom which many drivers showed various driving skills to achieve the quickest times from Caz in her Defender 90 reversing back and forth then Rob Elliott and the Red Turd (Mitsubishi Colt) showing how to handbrake turn through the course - field of laughter comes to mind! Considering some of the youngsters had never reversed they did great. The Ball in the net was brilliant and with various rules in place the event was one of the most humorous with balls leaving the small fishing net setting some into competition frenzy freaks. And as for the fill the Jugs of water game scenario this showed some very good cheating tactics ranging from doors being removed for pas-senger access to co pilots tied into the backs of trucks! Health and safety was upheld at all times! Again Rob Elliot's antics highlighted the fun to have in this event from inside the boot of Nigel's P38 as well as losing the jugs of water all over himself the ele-gant stance of legs/arms flaying around in the boot was hilarious. Following the games on with the BBQ which thanks to Cazs personal donation of food and Rogers home made wine and beer led to a very pleasant fun filled night. The evening gener-ated £350 for Julia's House which will greatly received.

The Sunday Treasure Hunt was set and even with the lack of trucks a fun time was had by all the drivers. With Ron Hogg nearly getting his V8 Defender 90 stuck on Chesil beach and various other trucks finding their way through the treasure hunt clues some taking a little longer than anticipated!! A nice Cream tea awaited all those who took part and following a cracking weekend we all said goodbye and went on our merry way!

All I can say as a mum, wife, DLRC member here's to many more turning up next time and fun fun fun!

***Polly Macdonald***



## TOM'S BIRTHDAY BOUNCEABOUT

### Salisbury Plain greenlane trip – 10<sup>th</sup> May 2015

It wasn't actually Tom's birthday but close enough to qualify. As we were meeting near Salisbury at 10:00 it was an early start for some. Alarm at 5:30, shower, breakfast for self and Greenlane Dog, walk GL dog, collect sarnies, fill flask and in truck at 7:45 to pick up Marjorie in Dorchester. After an altercation with the Sat-Nav in Salisbury resulting in a trip out to Stonehenge we finally met up with the rest of the group to be told we were picking up the first lane at Stonehenge.

Things could only get better and they did. We drove a route of around fifty miles enjoying lanes over all surfaces and terrains, open countryside and tree lined, even a tunnel! Conditions were pretty dry and dusty in places, but being Salisbury Plain this was not universal and plenty of puddles were in evidence. We passed a lane which had been the cause of the particular area being the subject of a recent TRO. Three of the group drove a way along this section (carefully) and although the recovery could be seen, so could the damage caused by off-piste and lead wellie driving. Why is this considered a good thing to do? We drove on toward the "German Village" at Imber (a bit like Tyneham in its history) past the grass airstrip and the "Impact Zone -unexploded ordnance – stay on the carriage-way" signs and pictograms of lorries and tanks. Seemed like a good safe place to play! Lunch was taken at the "Bush Services" and we continued in the same vein round the perimeter road and back to tarmac along some grass surface tracks passing a John Deere dealership to feed Rob's passion. Needed something like that to reach it. Many thanks to Rob for his organisational skills and encyclopaedic knowledge of the legal routes and the best avoided in prevailing conditions areas. After another confrontation with Salisbury's traffic system finally arrived home at about 19:30. A long day but well worth it. Photos courtesy of Marjorie – I can shoot dash mounted video but not stills while I'm driving!

**Graham Glover.**



## IT'S SHOWTIME!

Have you ever wondered what happens and what you have to do if you volunteer to attend a show?

Well most importantly we're there to have fun, there's a lot of relaxing, tea, chat, cider, bbq's, family time, social time, snoozing, playing, driving, sunbathing, watching, laughing, shopping, eating, comparing, joking and enjoying. Let's take the Somerset Steam & Country Show, this year an extra special 60<sup>th</sup> Anniversary show with our own off road area to play in. Time to get your buzz watching the supped up tractors blast their V12 Merlin Engine charged machines up the track, whilst sipping a locally produced scrumpy cider with the Indian's and Cowboys charging around dodging the pop pop's of the stationery engines. In the distance you can see a cloud of puffy smoke rising from the impressive Showman engines warming the entire site with their glowing boilers, charging the dodgems and fair ground fun whilst the kids run around with whisps of cotton candy. Vrrrrrooom, time to see the amazing wall of death where you can make out the rocking rendition of Mustang Sally in the fully stocked Ale and Cider bar with a full crowd of warm and welcoming, laughing, happy faces all looking just a little sooty.

This weekend along with many others over the summer show season offer us free exhibitor weekend passes and even throw in camping too!

The typical but flexible plan normally sees us mooching our way to site after work on a Friday afternoon the only rule being that the first person gets the beer cold or puts the kettle on! Gradually we mass with our various, tents and caravans in a little huddle with the event shelter acting as a centre stage and bbq ready for any club member who wishes to use it. Friday night is a mixed affair, most pile down the Beer tent to watch the local bands and sample the various thirst quenching delights – others opt for a chillax in their van or a natter with their next door neighbour. Next morning we are normally required to get our landy's up to the stand by 9am, whilst there we all chip in to put the gazebo and stand up then one or two members take the first 30 mins to hour whilst others go back to base to top up on bacon sarnies. If we have enough volunteers all we need to do is spend one hour per couple on the stand the rest of the day you'll be free to come and go as you please, the only exception to this is if there is an invite to drive round the main ring that you join us in showcasing DLRC to the public. Last official duty of the day is to help out around 4-5pm to take the stand down then the evening is yours to do as you wish although most of us love nothing better than to get together for an American style buffet bbq where we all bring something to the table and whatever meat we want for dinner – the night is finished by a good old boogie, chit chat and mill around the warming and popping steamers up at the beer tent.

Whilst on the stand take a pew and just natter with passers by, those who engage and are interested just need to know how you got involved in the DLRC, what events have you been to, what do you use your landy for what things have you heard us talk about in the magazine – Green Laning, Social club nights, shows, trialling the pictures are all on the boards in the gazebo with you so point out one or two of your favourites. If someone is particularly interested we've devised a 'instruction sheet' on how to sign them up – simply put though, get them to fill in a membership form, give them their pack and member card and take cash payment passing this and the member details to the DLRC host of the weekend – Simples, promise.....

## SOMERSET GREEN LANES

Saturday 13th June was a great day out; There was Lisa and I in the 'Special Vehicle', Tom in his replacement Discovery, Rich Milne in his Series 2, Keith from Chard in his Defender, Graham Glover with Discovery and last but not least, Rich's Uncle Jim and his very nice old Series 1.

We met at 10:30 in the spacious car park at Dobbies Garden Centre in 'Sh\*t n' Smellit' and headed north up the A37 before starting the first lane close to the village of Oakhill, it was the first of many hard surfaced tracks of the day and sadly the one of the day where we were to see damage to a lane caused by illegal off piste activity. It looked fairly fresh and I wonder if this had occurred before or after the location of the lane was published in LRM?

From there we had two very nice surfaced lanes that led us down the east side of Shepton Mallet with views across to Glastonbury Tor and of the old railway viaduct.

We progressed on towards Higher and Lower Alham, which were again, two very nice lanes with some interesting views, or should that be moos....as our intended 'peaceful' lunch stop was completely the opposite due to the blaring bovines that had fairly stampeded across the field towards us. Maybe the farmer has a 300tdi or Td5 engined Land Rover and they associated our similar engine noise with tasty treats?

There was a nice little ford on the Lower Alham lane which eventually and quite steeply exits by a house in the quiet backwaters of the village of Batcombe. From there we had a little road trip down to Bruton, (which had an incredible westerly view across Evercreech) and then on to Wyke Champflower for our next lane, which was a well made farm track which turns to concrete further on before exiting just north of Castle Cary.

East of Castle Cary is a little network of well made farm tracks which are pleasant to drive, again with nice views across to Alfreds Tower and incredibly, despite the slightly sticky surface, we encountered a Transit Minibus which was carrying children from one of the local private schools on a photography lesson!

To finish the day off we had a trip through the tiny backroads into Dorset and to Sandford Orcas where I knew of a couple of nice little lanes that I'd not driven in a while, upon which the sun came out about five hours late as we were nearly finished!

I thoroughly enjoyed the day, many thanks to Tom, Rich, Graham, Keith and Jim for coming along, for being such super company and excellent ambassadors for both the club and our hobby.

**Rob Elliott**  
**Greenlanes Officer**

## KNITSON RTV TRIAL REPORTS

My trial weekend started on Saturday morning at about 8.30. I left home in order to get to site for about 9ish to assist with setting up, well, i got as far as Corfe Castle before the truck spluttered to a stop on the roundabout, luckily i was able to coast onto the verge, as, being an auto, there isn't a way of using the key to instigate movement using the starter. I had no spark, having had all sorts of issues getting the 'new' truck to run right thankfully i was carrying a few essential spares, one of which was an ignition amplifier, sadly fitting it means removing the distributor, which i was reluctant to do at the side of the rd, but there was no choice, that fitted thankfully the truck fired back into life and burred merrily down to the site. Due to my mishap i was late, so i had already missed three sections, however i soon took out my trusty cordless drill along with a long drillbit and set about drilling holes in the Purbeck hillside, I kid you not!!

Set up done I burred off home again, sadly I didn't get any time driving around, which was half the reason i went in the truck, i could have just gone in my van.... however that would have meant that i would have broken down on the Sunday morning instead!!

So, Sunday dawned and I was up early making lunch, and i once again burred my way down to the site, i arrive after a few, and before many others, there were a couple of quite late arrivals, just as well they hadn't aimed on assisting with set-up, we'd have finished before they arrived!! However on that point, i feel that its becoming more and more unfair that more people don't help setting up the sections, and even marshalling, assistance and guidance can easily be arranged if needed, sadly it always seems to be the same people doing all the work, ALL the drivers take part in the events, so why shouldn't they/we all assist in the running of them!! Anyways, it was very nice to chat briefly to our editor, the day after he drove his Defender for the first time post knee surgery.... excellent progress Andy.... keep it up!!

And to the trial, i was in the 'odds' group, (no surprise there)... we opted to start at section 6, which was quite a tight twisty section just off the bridleway that we use to access the main site, there was a nasty little hump between 6 and 5 that would result in a couple of the early runners failing at that point, once some of the grass had been chewed away there was more grip and the later runners fared better, thankfully i was no 13 and so the grip had appeared before i got there and i ended up with a clear, a good start...

The next section was in what is a giant chalk pit, or was, its slowly getting filled with piles of various types of rubbish.... anyway, another tight twisty one with lots of potential for cross axle moments, but thankfully i avoided all that, (as did most) and scored another clear...

Section 8 was the first of three in the area of the site towards the Corfe Castle end, yet another tight section, (can you see a trend?!!) Nigel Carter was i believe first on this one, and he came to grief on gate 7, and thats what he scored...once again, once it had been driven it became easier and grippier and most people got towards the finish gate, with yet another clear for me.

Section 9 was kind of mixed in with section 10, so the numbers on 10 had been lowered so as to hopefully avoid confusion. It worked and no-one went wrong, the 1 gate was a really very tight turn from the three and two, and no-one made it past the one, and stopped, therefore the lowest score given was a one.....

Bearing in mind i had done a trial with Somerset and Wilts a week before, i was already quite pleased with my scoree, seeing as the week before i had beaten by a 16yr old on his first ever trial!! Section 10 numbers were raised and we walked the course, slight confusion to start with as the route between 5 and 4 looked virtually impassable, Dan parker was first up, and even with careful use of his shunt, he became grounded on a hump spanning gate 4.....

Next up was Trev in his trusty Range rover, (with just 1st, 2nd and 5th gears!) he started off well, however a slight misjudgement at gate 5 saw his approach to gate 4 end up less than ideal, and thats what he ended up with, however, having then driven to a safe point to park up there was a rather ominous noise from the truck, we suspected that something was amiss in his transmission.... next up was me, and having an auto i was able to apply power but control the speed with the brake so my approach to gate 5 was as perfect as was possible, turning as soon as i could i still couldn't get to gate 4 without touching the ten, at this point the decision was made to change it slightly as it was seemingly no do-able as it was, so canes were moved and we carried on, when i once again became trevors turn to try, it became apparent that he had indeed broken yet another rear diff, sadly in trying to just drive up the hill to the ten gate, the front diff then popped. DAMN. We now had an indriveable range rover stopped on a grassy slope with no handbrake, or drive, i quickly positioned my truck in front and as rope was attached, but it soon became apparent that a 90 was not going to heave over 2 tonnes of dead Range Rover up a grassy slope, Mike Webster positioned himself in front of me and another rope was hooked on, we now had 8 spinning wheels and still no sign of movement from the Rand Rover, thankfully Trevor has a winch fitted, so the only option was to winch itself up the hill towards a truck positioned on the track so that that vehicle was effectively pulled down the hill.... thankfully, although quite slowly that worked and Trevor was able to then be towed to his trailer that he bought the range rover on. We carried on and this time around most people did better, but i managed to collect and annoying 3.... it 'was' going so well....

Then it was food time, and a chance to see how the other group were getting on.....

Food done we moved to section 1, this started with a slopey little turn around a tree, done it loads of times but that doesn't make me like it any more..... up down and around and across top the one gate, another clear, happy bunny..

Section 2 started with a steep downhill descent, a tight twist and side slope around a few trees, and a tight turn through gate 3 followed by a steep incline through gates 2 and 1..... most seemed to be able to get though the 1, however holding it there didn't seem so simple, so when i got there i decided upon a different approach..... full throttle lots of noise a drive right through the gate and up to the top of the hill, another clear and lots of clapping..... perfect. Section three was a tricky one, starting with a downhill section then steep uphill, tight turn, downhill section followed by a very steep chalky climb, with a really nasty turn right on the crest to the one gate, bump the ruts take you left, which is where i ended up.... scoring the one!

Section 4 is a relatively nice little area, with a few little ridges and bumps, but thankfully nothing too taxing, most scoring quite well, with a couple of exceptions.... another clear for me....

The last section for our group was on an area that i have now nicknamed 'Websters crest' due to him rolling his truck on its maiden trial, (not this event). Its basically a ridge up the hill, not a lot to tell about this one, it was relatively straight forward, and from memory all our group cleared it apart from one just snagging the one on the way through.....

That left me with a total score of 5, which i was happy with, i am still teaching myself how to drive the truck since the rebuild. (which will be detailed another day) as it was before a 3.5 tired manual, and its now a knarly 3.9efi auto.... left foot braking is not an easy thing to teach yourself, however it seems i am slowly making progress!!

**Ron Hogg.**

*Continued on page 21*





## GREELANING IN SOMERSET





## HERITAGE & TRANSPORT AT WIMBORNE



## GALA WEEKEND PICTURES



## MORE KNITSON RTV PICTURES!



## KNITSON – LEAFER REPORT

Sunday 21st of June, the sun arrived and we were provided with stunning views over Swanage and the Purbeck coastline. 4 'leafers' turned out to compete, in what is turning out to be a fairly tight but very friendly competition so far this year (even if one of them is modified...). At the start of the day, the biggest challenge appeared to be the side slopes, dispensing with the fear of rolling and getting on with it. Actually the first section showed that despite it being dry, the tightly cropped grass offered very little grip with all competitors struggling for traction. As the day went on, Martin Dover stole his usual march, although on the first section, there was little between the 90's and the 88's. The course that was set out was driveable by both the Series and Defenders with very few turns that the Series with their reduced steering locks could make. James Gray and Andy Palmer have both established that compared to the other competition in class, their steering lock to lock requires work, especially for James, whose Landy prefers right hand corners to left. Andy Palmer nearly exited the trial prematurely after an oil pipe became detached, but fellow competitors rallied around to help get him going again.

At the lunch stop, the score card was tight. Andy decided to take his new 90 on road tires for a quick drive of 3 of the morning sections, returning to say that driving a Defender is much easier than driving a Series. Power steering, better steering, brakes that work and a soft ride. Going into the final section was tight, there were only 2 points separating Rob Jenkins and me. Gates 5 to 4 were impossibly tight, only a 90 could have got through; fortunately Rob picked up an 8. (I'm not very good at blowing smoke up my own behind, but I won :o)

6 Months to go until the end of the year, both Andy and James left claiming they are going to sort out their steering. The final trials of the year are likely to remain tight, it would be good if we could take it to the wire like Martin and Jason did last year in the easy driving coilers!

### **Rob Shadbolt**

<b>LWB</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>TOTAL</b>	<b>RANK</b>
Dave Barton	2	0	0	0	1	5	6	0	1	0	<b>15</b>	<b>1</b>
Dan Parker	0	1	1	0	0	5	0	1	8	1	<b>17</b>	<b>2</b>
Trev Harmer	10	10	10	10	10	0	0	0	1	4	<b>55</b>	<b>3</b>
<b>SWB</b>												
Martin Dover	0	1	0	1	0	0	0	0	1	0	<b>3</b>	<b>1</b>
Ron Hogg	0	0	1	0	0	0	0	0	1	3	<b>5</b>	<b>2</b>
Rog Parry	2	0	1	1	0	0	0	0	2	0	<b>6</b>	<b>3</b>
Jason McDonald	0	0	1	0	0	5	0	0	2	0	<b>8</b>	<b>4</b>
Pete Burns	8	4	0	1	1	0	0	0	1	0	<b>15</b>	<b>5</b>
Caz Hart	3	5	6	7	0	0	0	6	1	9	<b>37</b>	<b>6</b>
Nigel Carter	1	4	1	7	1	5	8	7	7	9	<b>50</b>	<b>7</b>
<b>LEAF</b>												
Rob Shadbolt	0	1	5	1	7	0	0	0	1	4	<b>19</b>	<b>1</b>
Rob Jenkins	3	4	1	1	1	0	0	0	7	8	<b>25</b>	<b>2</b>
James Grey	6	4	2	7	6	6	8	7	1	8	<b>55</b>	<b>3</b>
<b>MODIFIED</b>												
Mike Webster	8	0	0	0	0	0	0	0	1	9	<b>18</b>	<b>1</b>
Andy Palmer	6	4	1	1	0	4	8	6	7	1	<b>38</b>	<b>2</b>



## NOTIFICATION OF AGM

### NOTICE OF DORSET LAND ROVER CLUB LTD ANNUAL GENERAL MEETING

FRIDAY 9<sup>th</sup> OCTOBER 2014 @ 20:00 HRS

The Bryanston Club, Bryanston Village, Blandford Forum, Dorset DT11 0PR

Please come along and show your support for the committee and for the club! All members of the club have the right to attend the AGM, but please note that only current members are permitted to attend. Where there are matters requiring a vote, please note that only one vote per family is allowed unless two membership cards are held. Bring ideas to the forum, or 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 the Secretary know **by 6.00pm on Tuesday September 22<sup>nd</sup>** so that it can be included in the agenda; please e-mail any agenda items to: [secretary@dorsetrover.co.uk](mailto:secretary@dorsetrover.co.uk) by the deadline. Please note that a copy of the minutes from the 2014 AGM has been posted on the website in the members area: you are urged to read these minutes prior to this year's AGM.

For those of you new to the club, each position within the committee has to re-nominate 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. Nominations must be received by the Secretary **by 6.00pm on Tuesday 22<sup>nd</sup> September**. Nominees must be willing to stand and nominations must be seconded; only full members of the club may nominate and second. In the event that there is more than one nominee for a committee position, there will be a vote at the AGM. Please e-mail nominations to:

[secretary@dorsetrover.co.uk](mailto:secretary@dorsetrover.co.uk) by the deadline

**Just by coming along you will show your support for the club and the committee. We look forward to seeing you there.**

## AGM – DRAFT AGENDA

- 1) Apologies for Absence
- 2) Acceptance and signing of minutes from 3rd October 2014
- 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) Agenda Items

☐ Reading of PR Report

☐ Membership Fees

☐ Trial Scoring

☐ *Others TBR*

### 8) Resignations & Elections to the committee

All committee posts are available for nomination. Those in italics signify the current post-holder is willing to re-stand; those in bold are vacant and require nominees:

*Chairman*

*Vice-Chairman*

**Company Secretary**

*Membership Secretary & Treasurer*

*Events Secretary*

*Deputy Events Secretary*

*Newsletter & PR Officer*

*General Committee Member*

**Rights of Way Officer**

*Green Lanes Officer*

**Social Secretary & Shows Coordinator**

Nominations must be received by the Secretary by 6.00pm on Tuesday 22<sup>nd</sup> September. With the exception of the emboldened committee posts, all other incumbent members have signified their willingness to continue in their posts.

9) Members Forum (agenda items must have been submitted to the Secretary before the meeting)

10) Date and time of next AGM

11) Close of meeting

As is required by the Club Rules, copies of the club accounts must be made available to all members: these will be published in the next issue of the magazine, and will be available at the AGM.

# OPEN DRIVING DAY

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

**Hurn Road  
Ringwood  
BH24 2BT**

**on Sunday 18th October 2015  
10.00am - 4.00pm**



Acres of trails, plenty of mud, woodland and open sections.  
A great opportunity to drive your 4x4 in a safe environment.  
Suitable for experienced and novice drivers. DLRC members on hand to offer advice and marshals to make sure everything runs smoothly and safely. Suitable terrain for shiny as well as not-so-shiny vehicles.  
Free recovery, and plenty of wide, non-scratchy tracks available.

Burger van and toilets on site - ample parking.

DLRC members - £20 per driver

Non-members - £25 per driver

Additional driver - £5

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

Join the DLRC on the day and pay the members' rate.

All vehicles must be road-legal, but can be trailed to the venue

For more information, visit the club website

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



## THE END OF THE ROAD...

This installment of the End of The Road series was originally intended to look simply at the introduction of the 110 and 90 vehicles – the start of the coil sprung era, but as Dale Roff has correctly pointed out, it would be wrong to leave out the 'missing link', so this part of the potted history of our favourite vehicle goes off at a bit of a tangent in order to include the Stage One V8.

In the late 1970s, British Leyland (then owners of Land Rover) were in deep trouble, and faced with increasing competition from Japanese 4x4s, the government (who owned British Leyland) decreed that a more competitive LR should be built.

The solution was to take the existing Series III long wheelbase vehicle, and fit the 3.5 litre V8 engine and matching four speed LT95 gearbox from the Range Rover. This solved the power problem, and provided a more robust gearbox as well. The new vehicle was intended to be the first stage of Land Rover's recovery plan - hence it became known within the company as the 'Stage One V8', although it was officially described as the 109 V8 (109 referring to the wheelbase in inches).



The 109 V8 introduced two new features which would be carried forward to the 90/110 range. Using the Range Rover gearbox made this the first utility Land Rover with permanent four wheel drive, and the need to move the radiator forwards to clear the water pump pulley gave the flat fronted appearance still seen on the current Defender. The vehicle went into production in 1979, with the first year's supply all going for export. It was available in either utility (hard top or pickup) or Safari station wagon body style, and later with the new high capacity pick up (HCPU) body, which was introduced in 1982. Relatively few V8s were sold in Britain, due partly to the poorer fuel consumption, but also because most users had no real need for the larger engine, even though the engine was detuned to 91 hp (68 kW) from the 135BHP of the contemporary Range Rover. Although the V8 was only officially available in the long wheelbase chassis, Land Rover produced a very small number of short wheelbase (88 inch) Stage Ones - a single prototype, followed by a batch of four vehicles, then a larger batch of 24 station wagons which all went to Trinidad.

In production for only a short time (1979-83), the Series 3 certainly led the way towards to 110 and the 90, and there is some evidence to suggest that Stage 1 LRs were still being sold as late as 1985, thus overlapping with the new coil-sprung models.

### **Land Rover 90 and 110**

Production of the model now known as the Defender began in 1983 as the Land Rover 110, a name which reflected the 110-inch (2,800 mm) length of the wheelbase. The Land Rover 90, with 93-inch (2,362 mm) wheelbase, and Land Rover 127, with 127-inch (3,226 mm) wheelbase, soon followed. The vehicle was a quantum leap forward in comfort and usability, despite being initially little more than a Series III body on an old Range Rover chassis. Coil spring suspension gave a vastly improved ride and handling; Interiors were better trimmed, wind-up windows were fitted on all but the very first One Tens; the turning

circle, though still large, is far more manageable than a Series III.

Outwardly, there is little to distinguish the post-1983 vehicles from the Series III Land Rover. A full-length bonnet, revised grille, plus the fitting of wheel arch extensions to cover wider-track axles are the most noticeable changes. Initially the Land Rover was also available with a part-time 4WD system familiar to all derivatives produced since 1949. The part-time system failed to sell and was quickly dropped from the options list by 1984. While the engine and other body panels carried over from the Series III, mechanically the 90 and 110 were modernized, including:

Coil springs, offering a more comfortable ride and improved axle articulation

A permanent four-wheel-drive system derived from the Range Rover, featuring a two-speed transfer gearbox with a lockable centre differential

- A modernised interior
- A taller one-piece windscreen

A new series of progressively more powerful and more modern engines

The 110 was launched in 1983, and the 90 followed in 1984. From 1984, wind-up windows were fitted (Series models and very early 110s had sliding panels), and a 2.5-litre (153 cu in), 68 horsepower (51 kW) diesel engine was introduced. This was based on the earlier 2.3-litre (140 cu in) engine, but had a more modern fuel-injection system as well as increased capacity. A low compression version of the 3.5-litre (214 cu in) V8 Range Rover engine transformed performance. It was



initially available in the 110 with a four-speed transmission with integral transfer case, then later in conjunction with a high strength "Santana" five-speed transmission.

This period saw Land Rover market the utility Land Rover as a private recreational vehicle. While the basic pick-up, station wagon and van versions were still working vehicles, the County station wagons were sold as multi-purpose family vehicles, featuring improved interior trim and more comfortable seats. This change was reflected in Land Rover starting what had long been common practice in the car industry — detail changes and improvements to the County model from year to year in order to attract new buyers and to encourage existing owners to trade in for a new vehicle. These changes included different exterior styling graphics and colour options, and the introduction of new options, such as radio-cassette players, styled wheels, headlamp wash and wipe systems, as well as accessories such as surfboard carriers and bike racks. The switch from leaf spring to coil spring suspension was a key part of the new model's success. It offered improved off-road ability, load capacity, handling, and ride comfort.

The next installment in this tale will look at what many perceive as the hey-day of the Land Rover — the TdI and Td5 evolution.

# DLRC CALENDAR 2015

The venues for club nights have not all been decided yet - look out for details in future magazines and on the website. 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!

7 <sup>th</sup> August	Club Night—The Old Thatch, Ferndown
7 <sup>th</sup> -9 <sup>th</sup> August	Purbeck Rally
15 <sup>th</sup> -16 <sup>th</sup> Aug	Yesterday's Farming TBC
23 <sup>rd</sup> August	RTV Crossways
4 <sup>th</sup> September	Club Night – Film Night - Bryanston Club
5 <sup>th</sup> -6 <sup>th</sup> Sept	Dorset County Show
11 <sup>th</sup> -13 <sup>th</sup> Sept	Harmans Cross Show
19 <sup>th</sup> -20 <sup>th</sup> Sept	LRO Show TBC
27 <sup>th</sup> Sept	RTV Venue TBA
2 <sup>nd</sup> October	Club Night Venue TBA
4 <sup>th</sup> October	L2B TBC
9 <sup>th</sup> October	AGM Venue— The Bryanston Club
10 <sup>th</sup> -11 <sup>th</sup> Oct	Mendips Challenge
18 <sup>th</sup> October	Driving Day Matchams
6 <sup>th</sup> November	Club Night - Activity & venue TBA
15 <sup>th</sup> November	RTV Bransgore TBC
27 <sup>th</sup> November	Annual Awards Dinner
4 <sup>th</sup> December	Club Night Venue TBA

## Additions and amendments to the calendar:

Looking further ahead, some of you might recall (if you read it from cover to cover) that the **Annual Awards Dinner** this year will be held on **Friday 27th November 2015**. This is now confirmed, and more details will appear when things are arranged. The booking form for this absolutely excellent evening will be in the next issue of the magazine - but put the date in your diary now!

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!



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!**

**23rd August Crossways**

**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.*

### **23rd August Crossways**

A favourite with our members. Ideal for the less experienced along with the experts. Good mixed site with water runs, wood and quarry settings. The site is off Redbridge Road—nearest postcode is **DT2 8DY**

### **27th September Venue TBA**

**PLEASE CHECK THE WEBSITE FOR POSSIBLE CHANGE OF DATE AND CONFIRMATION OF VENUE**

## 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**

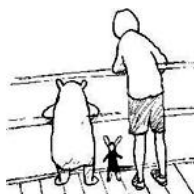
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

### Site Directions

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





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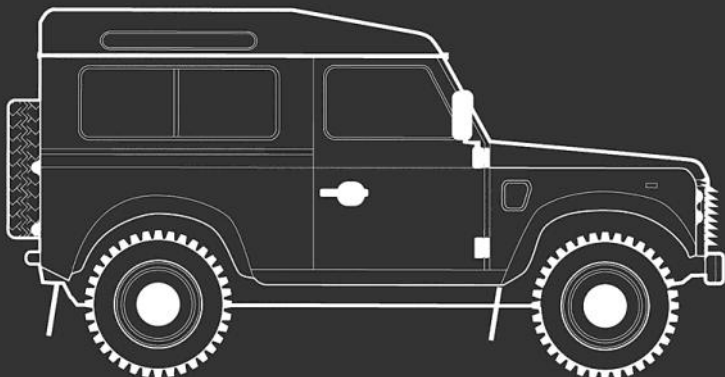
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Quality, Value and Performance

**Unit G, 25 Willis Way, Poole, Dorset BH15 3SZ**

**OPEN 6 DAYS A WEEK**