



# DORSET ROVER



## The Dorset Land Rover Club Newsletter

December 2015 - January 2016 Volume 28 Issue 6





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**THE DORSET ROVER**  
**December 2015 — January 2016**  
**The Magazine of the Dorset Land Rover Club Ltd**  
**A member of the Association of Land Rover Clubs**

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

All entries for the next newsletter to be received by  
**Friday 15th January 2016**

**Club Night in December:** Friday 4th December

Skittles at The Frampton Arms, Moreton, Dorchester, Dorset, DT2 8BB

**Club Night in January:** Friday 8th January

Quiz Night — The Bryanston Club Bryanston Village, Blandford, 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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The Editor, authors and Club cannot be held responsible for errors or omissions. Any opinions expressed are not necessarily the opinions of the Committee or the Club as a whole.

## CHAIRMAN'S WAFFLE



One of the many pleasures of being on the committee is getting to look after club equipment. This year has been a particularly good year for that because of other members giving up roles or losing storage etc. My little wooden shed in the garden is presently full of show stand, the temp garage has pretty much all the trials stuff, the old garage has remnants of driving day paraphernalia. Top that off with various official papers in the spare room, a box of newly delivered club calendars in the dining room alongside raffle prizes and the RTV signing-on box on the living room floor that I'm not sure what to do with! Oh, and the trailer chained to a tree in the garden! Yes, we live and breathe DLRC :-)

We're looking forward to the club Awards Dinner; it really is a good night out. Some members were concerned that wives/ partners might be bored with all the Land Rover talk, but it's really not like that. The carvery at The Chequers is lovely and good value too. Great banter with the trophy giving & top prizes on the raffle, even a top ladies prize.

The last RTV of the 2015 championship was held at Bransgore. The woods were as muddy as expected but we still managed 10 sections over the day. Martin won his (so-called) "last trial ever" which was a good for him; well we couldn't let him finish on a bad result. All the top drivers attended the trial so the results were unchanged from last time as nobody drove so badly as to change anything. Next year's scoring will be different and should open things up over the year. It should also help get help with setting up and marshalling.

We have set dates for next year's calendar and it's pretty full. To quote our new Treasurer Chris, "I never knew the club was sooo busy!". I have produced a 2016 club calendar with some lovely photos of members' landies in action along with the events pre-installed. For a mere £10 it would make a lovely Christmas present. There's only 14 left so be very quick.

See you soon,

**Rog**



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

As alluded to in Chairman's Waffle, the calendar (well, the draft version at least!) has now been drawn up and appears in all its glory on page 26/27 of this issue. There will inevitably be changes as we go along I'm afraid, but as you will see, we've done our best to map out the whole year and cater for as many interest groups as possible!

This issue might be out in time for Annual Awards Dinner on Friday 27th November at The Chequers, Lytchett Matravers - in which case, see you there!

And an RTV has been added on to count towards the 2016 season - this will be at Crossways on 13th December. The venues for the RTVs in 2016 have yet to be booked/confirmed, so keep an eye on the website!

You'll notice that we have a new Social Sec - and Jayne is busy organising stuff, especially (at the moment) club nights. So we look forward to seeing lots of you at the Club Night in December: Friday 4th December - Skittles at The Frampton Arms, Moreton, Dorchester, Dorset, DT2 8BB, and then the Club Night in January: Friday 8th January, Quiz Night — The Bryanston Club Bryanston Village, Blandford, Dorset, DT11 0PR. And please also remember that if you would like to organise an event - or would like help to organise something different/new - you should contact a member of the committee.

Above all, we hope to make 2016 a year when as many club members as possible get involved in as many events as possible. And there is an incentive - because we'll be trialling a 'loyalty-card' scheme, where attending lots of events will mean discounted renewal in 2017! 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.

And so lastly, and on behalf of all the Committee, could I wish all DLRC members, their families and friends and loved-ones, a very **HAPPY CHRISTMAS** and a wonderful New Year in 2016

***Andy Wilson, Editor***

### **WELCOME TO NEW MEMBERS**

Patrick Pierson - Gillingham  
Matthew Moore - Upton

## MEMBERSHIP RENEWAL

Yes folks, it's that time of year again! On page 15/16 you'll find the membership renewal form (although of course you can renew via the website using PayPal as was the case last year). The important thing is to remember to get your renewal sorted out as soon as possible. If you renew by the deadline, the cost of renewing (as decided at the AGM) remains the same as it was this year – i.e. **£25** for paper membership and **£20** for e-membership. However, **if you miss the deadline for renewal but nevertheless want to continue as a member, you'll have to pay the new member rate, which – for 2016 – is £30 (paper member) or £25 (e-member)....** Now, there's an incentive to get your renewal done as soon as possible.

**The renewal deadline date is 15<sup>th</sup> January 2016** and for a change, it will be adhered to! It caused massive problems this time last year with late renewals in terms of ordering magazine print runs etc, so **PLEASE** make sure you renew by the deadline (and also avoid paying the new member rate!).

And please make sure you fill in the form on both sides. We need all this information, especially the Data Protection permission, to be able to function efficiently. Even if you think we've got all the information, please complete all sections of the form (you never know, you might have moved, or changed your e-mail address or phone number but forgotten to let the club know...)

Send your complete form, with payment (cheques payable to Dorset Land Rover Club Ltd) to:

**Caz Hart**  
**DLRC Membership Secretary**  
**Boar Hill Lodge**  
**Charborough Park**  
**Wareham**  
**Dorset**  
**BH20 7EL**



## HALLOWEEN

It turned into quite a gathering of ghouls, ghosts at Corfe Castle last night, great to see so many club members getting into the Halloween spirit and making such an effort to dress both themselves and their Land Rovers for the occasion. Rog & Caz laid on a terrific and very tasty BBQ at the Culpeppers Dish picnic site in return for a donation to a very worthwhile charity, before the greenlaners left to complete the second part of the Treasure Hunt.

Here are the Treasure Hunt Results: only one team answered all the questions correctly, which was Ron Hogg/Rich Parfitt with a score of 15/15 who completed the two sections in a blisteringly quick time of 2hrs 33mins. Rob presented them with their prizes at the next club night. As no other team answered all the questions correctly, there was no need to use an 'optimum time formula' in the event of a tie break situation.

Team Pascoe and Team Mears both scored 11/15. There was only 2mins difference in their times of 3hrs 18mins and 3hrs 20mins respectively – however, had they got all the questions correct this would have given Team Mears first place as they were closest to the optimum time of 3hrs 40mins. (Team Pascoe would have been second, Ron and Rich could have been relegated to third place!)

In the escorted group which followed me around in a time of 4hrs 10mins, Team Lapworth scored a terrific 14/15, with Team Matthews and Team 'Blue Whale' both achieving 13/15. Team Power, Team Boase and Team Wood did not finish.

It turned into quite a late night, thank you to everyone that made this such a memorable occasion for all the right reasons.

**Rog**





The final RTV of the 2015 season at Bransgore....



## SHILLINGSTONE RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
Trev Harmer	0	1	1	8	3	8	0	0	0	6	<b>27</b>	<b>1</b>
<b>SWB</b>												
Martin Dover	0	1	0	0	0	1	5	0	0	8	<b>15</b>	1
Ron Hogg	0	1	0	0	3	9	0	0	0	6	<b>19</b>	2
Rog Pardy	0	1	7	0	4	2	6	0	2	1	<b>23</b>	3
Jason McDonald	0	1	7	0	3	1	5	0	2	6	<b>25</b>	4
Nigel Carter	7	3	2	0	6	8	5	2	1	7	<b>41</b>	5
Pete Burns	1	1	7	7	6	8	5	1	2	8	<b>46</b>	6
Rob Burns	7	3	2	9	7	8	5	2	6	8	<b>57</b>	7
<b>LEAF</b>												
Rob Shadbolt	1	6	7	7	7	3	1	2	1	7	<b>42</b>	1
Rob Jenkins	1	1	7	7	6	8	6	2	2	8	<b>48</b>	2
<b>MODIFIED</b>												
Mike Webster	0	1	1	6	0	6	2	2	2	4	<b>24</b>	1
Andy Palmer	0	1	2	7	7	8	6	2	0	6	<b>39</b>	2



*Bransgore was a bit boggy in the woodland sections....*

## FINAL 2015 SEASON RTV LEAGUE TABLE

	Interclub Mannington	Crossways March	Mannington April	Matchams May	Knitson June	Portesham July	Crossways Aug	Shil Sept	Brangore	Total so far	Revised total less highest so far
<b>LWB</b>											
Trev Harmer	32	100	32	2	55	100	86	27	11	445	345
Dan Parker	144	100	35	13	17	50	44	100	31	534	390
Dave Barton	76	100	39	11	15	100	50	100	100	591	491
Brian Strong	144	49	100	100	100	100	100	100	100	893	749
<b>SWB</b>											
Martin Dover	29	25	3	10	3	22	35	15	6	148	119
Jason McDonald	43	20	7	11	8	33	46	25	11	204	161
Ron Hogg	45	37	100	12	5	36	31	19	9	294	194
Rog Pardy	144	100	7	6	6	32	37	23	11	366	222
Pete Burns	144	100	7	8	15	56	46	46	27	449	305
Nigel Carter	69	50	37	14	50	49	41	41	22	373	304
Rich Parfitt	56	31	17	8	100	100	100	100	38	550	450
Rob Burns	144	100	33	20	100	100	54	57	100	708	564
Caz Hart	144	100	38	35	37	100	100	100	100	754	610
Robin Dumbreck	50	100	100	100	100	100	100	100	100	850	750
Trev Harmer	144	100	100	100	100	100	58	100	100	902	758
Adam Ross	95	100	100	100	100	100	100	100	100	895	795
Jack Bewdnesy	144	100	100	100	100	100	100	100	7	851	707
<b>LEAF</b>											
Rob Shadbolt	55	58	35	11	19	33	100	42	42	395	295
Rob Jenkins	144	52	26	28	25	43	100	48	100	566	422
James Grey	88	67	37	100	55	100	100	100	100	747	647
<b>MODIFIED</b>											
Mike Webster	49	14	20	10	18	25	36	24	22	218	169
Andy Palmer	68	48	18	19	38	100	100	39	28	458	358

## **MY MENDIPS 2015 - A COLLECTION OF RECOLLECTIONS**

*Several club members went across the west country to compete in the Mendips RTV challenge event... Here are their recollections (to go with James Pinfield's excellent pictures!):*

I guess in some ways any event that is out of county starts a few days prior to the big day, with planning of details, routes, fuel management (especially with the v8!), times and things like that, apart from checking that everything is up together on the vehicle itself....

So to the day itself: I rose easy and prepared to leave, (in the dark!) at about 6.30am I hit the road, no doubt causing a few neighbours to stir earlier than would be their ideal.... I have travelled in the direction on the Mendips site many times and as such am very familiar with the route and the ideal route for me is north through the lanes, in the dark. It's even easier as wildlife aside you can see if anyone else is around. I arrived on site shortly after Roger, Jason and Nigel at around 7.40. Scrutineering was nearly under way so just about had time to relieve the tyres of some air pressure (22psi minimum for RTV) and queued up to have the obligatory pressure and handbrake checks done before joining the next line for the rest of the vehicle checks. SWLRC are the strictest scrutineers that I have personally come up against, in that they shake all the wheels, check seatbelts, brake pedal, steering and all manner of other things. Scrutineering passed I went along to the sign on tent; I was lucky enough to have a co-pilot for the day for the day - Sam is a Somerset Club member, and rather keen at just 16 years old; he is an ideal co-pilot as he has younger legs, and memory for remembering where we're supposed to be going...

Talking of such things I have a useless memory for sections, the only thing that ultimately mattered by the end of the day was the fact that I had suffered no damage, no breakages, and was able to drive home happy with my performance. I scored a not bad 16 points for the day. Somerset run 12 gates per section, and for the Mendips event 12 sections... I finally got home at about 7pm after leaving part of Somerset in the Jet wash place in Dorchester, and even after that a few days later I still managed to hook off another bucket full of mud once it had dried that got missed with the jet wash.... All in all a good day out.

**Ron Hogg**

### **Mendips & Rog**

A few of the club's regular trailers have been doing some of the national events this year (myself included now I have a 90) & the Mendips Challenge would be the last big one of the year. Run by Somerset & Wilts LRC the event has been going for years. It has traditionally always been a tough event, mainly because of the nature of the site. With big hills, rocks, mud & water, it has it all and S&W make the most of it all.

I was a little nervous because I knew I would be at a disadvantage straight away by not having special tracks tyres, but thought I'd just try my best. Nigel Hutton was in the passenger's seat, ensuring I was going the right way, not getting lost and letting me concentrate on the obstacles. This makes a huge difference and Nige did a fantastic job. So much so that by lunch after 7 sections, I was on a mind boggling 4 points and running about 2nd or 3rd overall! (The winner finished the day on 3!)

Trying not to let this go to my head! I knew it could all so very easily go wrong later. The last 5 sections in the afternoon were by now quite slippery and I made 2 distinct errors to bump my points tally. The section I was first up on, I was too eager to climb over an offset hill that I just slid along with big understeer into the hole the other side and hit a tree. Everyone after me just climbed the hill on tick over. The other blunder was as simple as not taking a wide enough turn. I finished on 22 points giving me 8th place in class 4 (standard 90), 1 point behind Jason who had a great day too, and 11th overall out of 53 drivers; quite pleased!

**Rog Pardy**

**FOR SALE**

**Steel Site Box to keep your valuables in.**

**Will fit between the rear wheel arches of your Land Rover.**

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**750mm L x 380mm W x 350mm H.**

**Complete with 2 padlocks with suited keys.**

**Solid box but could do with repainting.**

**£35**

**David Clasby**

**Gillingham.**

**01747 838786 or 07836 342296**



*Martin's big tour this year was to Italy, so here's a potted version (which continues after the colour pages) of his adventures...*

## **EUROPE BY DEFENDER CAMPER 2015**

For a change we had a fairly defined plan this year for our three week summer trip as we had decided to visit central and southern Italy.

Despite concerns about the migrant situation at the Channel Tunnel we booked outbound on the afternoon of Sat 29 August and return at lunchtime on Sat 19 September. Our idea was to head south as quickly as possible by using the Belgium, German and Swiss motorway networks. I had divided the route into roughly 4-5 hours travelling per day and four days and seven counties after leaving home we descended from the St Gottard tunnel and arrived on the shores of Lake Maggiore in the Italian Lake district – beautiful! The sun had been out all the way from home and as soon as we had arrived in France the temperatures had risen into the mid to high 20s.

The Defender was, thankfully, performing well and the replacement standard turbo I had fitted just before leaving home seemed to have given the 300tdi a lot more mid-range torque which was really noticable on the alpine assents. The only problem we had was a squeaky brake which became really irritating particularly in stop-start driving in towns.

We reluctantly left Lake Maggiore the following day and headed south to the Mediterranean at Genova before heading south east down the coast to Tuscany our first “real” destination. We spent four days in Tuscany visiting places like Pisa, San Gimignano (awesome -look it up on the web) and Siena before heading further south to Rome where we spent an afternoon doing the sites – The Colosseum and St Peters Square at the Vatican being two of the highlights.

We saw a lot of military and national police (Carabinieri) using Land Rover products in Pisa and Rome. Most were soft-top Defender 90's but also quite a few were SDV6 Discovery 4's. The photo attached was taken right next to the Leaning Tower of Pisa with the crew on a security detail..

We continued our journey yet further south to the Bay of Naples, where my Dad was stationed towards the end of WW2 as the Regional Transport Officer. We then drove as high up the volcano Mount Vesuvius as we were allowed reaching an altitude of 1130 metres before stopping for lunch on the way down in a car park overlooking Naples. We then moved on to a campsite at Pompeii spending the afternoon and early evening exploring the ruins of the old town which was famously covered by ash when Mount Vesuvius erupted in 79AD wiping out the entire town and its population. Heading further south we visited the pretty seaside town of Sorrento before having lunch near Termini on a headland overlooking the sea. Next was to drive the Amalfi coast route to Salerno - we had already driven some awesome “drivers” roads, both along the coast and in the mountains, on this trip but this was the icing on the cake – its the sort of road you drive one way and then want to turn around and drive again in the opposite direction.

# MEMBERSHIP RENEWAL

## Membership Renewal Form 2016 Dorset Land Rover Club Ltd.

(Membership is for you, plus partner, plus children up to 18 yrs of age.)

Please complete **all** sections on **both** sides of this renewal form!  
Your renewal must be received by the Membership Secretary  
by 15th January 2016

Current membership No:

Name.....

Address.....

.....

.....

.....

Post Code.....

Phone.....Mobile.....

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Please make your cheque payable to **Dorset Land Rover Club Ltd.** and write  
**your address on the back** and send it, with this form to:

**Caz Hart - DLRC Membership Secretary**

Boar Hill Lodge

Charborough Park

Wareham

Dorset

BH20 7EL

***please complete overleaf as well!***



# MEMBERSHIP RENEWAL

## Membership Renewal Form (contd) Dorset Land Rover Club Ltd.

(Membership is for you, plus partner, plus children up to 18 yrs of age.)

Under the terms of our Child Protection Policy, publication of images including Children attending our Land Rover Events is prohibited unless we have their parent/guardians consent to do so. **Please tick the box if you are happy for images taken of children in your care to be used in the promotion of our club.**

☐ I hereby give permission for images of children in my care to be used in the promotion of DLRC *(please tick the box to indicate agreement)*

Signed; .....

Print Name: .....

Date: .....



\*\*\*\*\*

If you are an e-member (or a paper member, come to that!), you can renew and pay *(via PayPal)* electronically. Go to the website and follow the tabs!

\*\*\*\*\*

### DATA PROTECTION

☐ **Please tick this box if you are happy for the club to use the information in this form to contact you regarding forthcoming events.**  
*(We will not pass any of this information on to anyone else!)*

**Please feel free to add any comments or suggestions:**

**Your renewal must be received by the Membership Secretary  
by 15th January 2016**

## THE CHIP RUN - GREEN LANE TRIP



## JAMES PINFIELD'S MENDIPS PICTURES





## OPEN DRIVING DAY AT MATCHAMS



## GREEN LANING BY NIGHT



Stunning, extraordinary, unbelievable – these are just words as really you cannot put into writing the beauty of this challenging winding road with its amazing views. The road follows the contours of the cliff and in some places is cantilevered precariously away from the cliff face. In every area where it is conceivably possible houses have been built into the rock and where there are larger areas available hamlets and villages have been established.

We were now two weeks into our three week trip so decided we'd better not go any further south. We, therefore, headed across to the east coast of Italy to start our return trip up the Aegean coastline. Our first destination was the Parco Nazionale del Gargano a beautiful area of high ground jutting out into the sea. On the northeastern shore we found a quiet sandy cove and after lunch went snorkelling along a rocky promontory. That night we found a real gem at Ortona - the Ripari de Giobbe campsite – free electric, free wifi, a lovely location, a superb restaurant and only 11 Euros for the night. We could have stayed at that site for days but had to keep moving northwards. We reluctantly left the coast at Rimini and headed northwest via Bologna and Milan, then northwards to Lake Como.

Before returning into Switzerland we stayed on the shores of Lake Lugano and overnight it started to rain – hard! We had decided to return via the St Bernard pass but due to the bad visibility we went the more direct route and retraced our steps up to the St Gottard tunnel in steady rain. Entering the tunnel it was really nice to switch off the wipers and we were really surprised that we didn't have to switch them on again as we came out of the 11 mile long tunnel into bright sunshine. We had a relatively dry night in Germany but another wet one in Belgium, where we had to take Anya for her necessary vet-check. Our final night was spent just west of Dunkirk and we set off to the Channel Tunnel in overcast conditions. As we arrived back on British soil we were very pleasantly surprised to emerge from the tunnel into bright sunshine, and so it stayed all the way home to Dorset.

A little bit about driving in the major Italian cities like Milan, Genova, Rome and Naples. On the city streets mopeds outnumber cars about two to one and they squeeze through impossibly small spaces and weave between the larger traffic often travelling on the wrong side of the road at well above the speed limit. Most of the cars on the streets have dents on at least one panel and I must say I probably received more respect than most with my bull bar and tree sliders. To the uninitiated it looks like mayhem but actually if you stick to the "rules" (which do not conform to any highway code) you should survive unscathed. The main rule is whoever has any part of his vehicle in front of another has right-of way – this goes for vehicles in adjacent lanes that may suddenly cut across you. If you leave even a small gap between your vehicle and the one in front that gap will inevitably fill with mopeds.

# Pictures from Martin & Jan's Italian adventure



In the Tuscany mountains



Lake Lugano in the rain



Portofino



The Amalfi coast



The campsite at Ortona



Police 90 in Pisa



There are signs on some routes saying in English “Give way to overtaking traffic”. This is so counter intuitive to us Brits where the onus is on the overtaking vehicle to ensue it is safe to do so - Italians expect the vehicle being overtaken to yield and let them in before any oncoming vehicles hit them.

In Rome I drove across quite a few really busy junctions with no road markings whatsoever. This results in cars pointing in all directions which, somehow, always seem to sort themselves out – you just have to be decisive and try to follow the rule.

One thing that has noticeably changed since I first drove in Italy in 1976 is that the use of the horn is now frowned upon and they are very rarely heard.

Strangely, after any initial reservations, I actually really enjoyed driving in the Italian cities. It is stressful and you do end up with your eyes out on stalks as you try to spot and avoid the next potential collision!

Distance travelled: 2830 miles

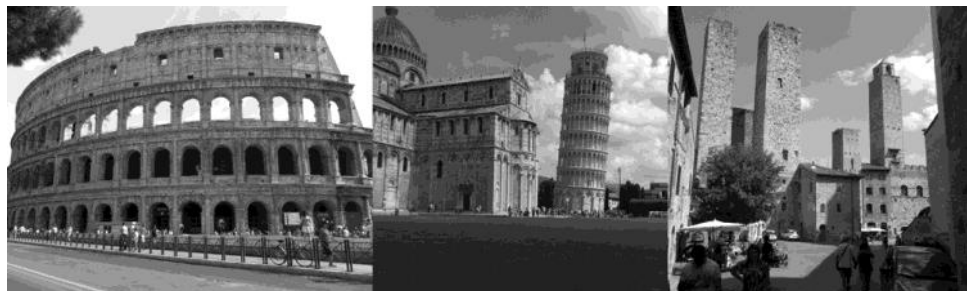
Average fuel consumption: 25.7 mpg

Highest altitude reached: 1205m

Lowest fuel price: 70.3p per litre in Luxembourg

Highest fuel price: £1.10 per litre in Switzerland

***Martin Dover***



## THE END OF THE ROAD...

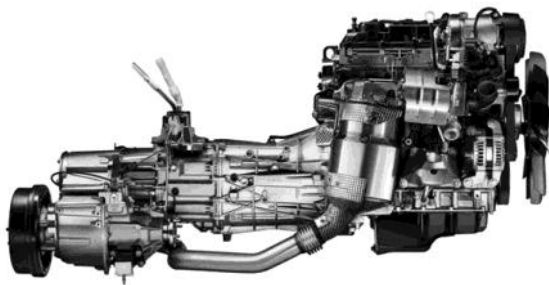
From Spring 2007 a series of changes were made to the Defender, most of which were implemented to meet emissions and safety legislation. The biggest change was to the drivetrain. The Td5 engine was replaced by an engine from Ford's DuraTorq line (AKA the Puma engine), built in their factory in Dagenham, making the Td5 the last Land Rover engine to be built in-house at Solihull. The engine chosen was from the ZSD family, being a version of the 2.4-litre four-cylinder unit also used in the highly successful Ford Transit. The engine was mated to a new six-speed gearbox. First gear is lower than the previous gearbox for better low-speed control, whilst the higher sixth gear is intended to reduce noise and fuel consumption at high speeds.



The other major changes were to the interior. The dashboard layout of the original 110 from 1983 was replaced with a full-width fascia and different instrumentation. Instruments came from the Discovery 3, and some of the centre panels come from the Ford Transit. Other interior changes were to the seating layout. Legislation from the European Union outlaws the inward-facing seats used in the rear of previous Land Rover 4x4s. The 2007 Defender replaced the four inward-facing seats with two forward-facing seats. The only external changes were detail changes. The bonnet was reshaped with a bulge to allow the new engine to fit in the engine bay whilst meeting pedestrian safety rules. The new dashboard and ventilation system necessitated the removal of the distinctive air vent flaps underneath the windscreen which had been a feature of previous Land Rover utility models since the 1950s. While the flaps were deleted, the bulkhead pressing remained the same, so the outlines of where the flaps would be are still present.

### 2012 updates

The main change for the 2012 models was the installation of a different engine from the Ford Duratorq engine range. The 2.4-litre engine introduced in 2007 was not capable of meeting the upcoming Euro V emissions standards and so was replaced with the ZSD-422 engine, essentially a 2.2-litre variant of the same engine. Although smaller than the existing unit the power and torque outputs remained unchanged and the same six-speed gearbox was used as well. The engine included a diesel particulate filter for the first time on a Defender.



So that's about it really. Ironically, since the announcement of the demise of the Defender, sales have rocketed, and with no more being made, those that were not specifically ordered obviously command a premium price. Land Rover has acknowledged it's the end of an era (and an icon) – or

cashed in, depending on your point of view – by releasing three highly priced 'special editions'. And maybe it's the potential rarity or investment value that has led to an explosion in after-market conversions (Kahn etc) on the one hand, and an exponential rise in thefts of Defenders on the other. With no replacement expected before late 2017 (although there are rumours – inevitably – that one exists) one is therefore left wondering if JLR have made a bit of a mistake; after all, will the people who want a utility Land Rover really wait for one, or will it simply enhance sales of Toyotas?



*Scrutineering is necessarily a very thorough process at RTV events*

# DLRC CALENDAR 2016

## So here it is - the draft calendar for 2016!



4th December  
13<sup>th</sup> December 2015

Club Night - Skittles at The Frampton Arms  
RTV Crossways



1<sup>st</sup> January  
8<sup>th</sup> January  
10<sup>th</sup> January  
5<sup>th</sup> February  
14<sup>th</sup> February  
20<sup>th</sup>-21<sup>st</sup> February

New Year's Day Green Lane run  
Club Night – Quiz at Bryanston  
RTV venue tba  
Club Night – Royal Oak, Bere Regis  
Inter-Club RTV at Mannington  
Wales Green Lane Trip



4<sup>th</sup> March  
20<sup>th</sup> March  
25<sup>th</sup>-28<sup>th</sup> March

Club Night – Black Dog Broadmayne  
Open Driving Day – Matchams (prov)  
Easter Camping Weekend



1<sup>st</sup> April  
3<sup>rd</sup> April  
10<sup>th</sup> April  
17<sup>th</sup> April  
22<sup>nd</sup>-24<sup>th</sup> April  
29<sup>th</sup> April – 2<sup>nd</sup> May

Club Night  
Newbury 4x4 Autojumble  
RTV venue tba  
BPCC New Forest Road Run  
Convoy for Heroes  
Abbey Hill Steam Fair



6<sup>th</sup> May  
7<sup>th</sup>-8<sup>th</sup> May  
15<sup>th</sup> May  
22<sup>nd</sup> May

Club Night – Green Lanes & Maps (Bryanston?)  
Exmoor Trip (prov)  
RTV venue tba  
New Forest Cream Tea Run



3<sup>rd</sup> June  
3<sup>rd</sup>-5<sup>th</sup> June  
3<sup>rd</sup>-5<sup>th</sup> June  
12<sup>th</sup> June  
18<sup>th</sup>-19<sup>th</sup> June

Beaulieu Autojumble  
Club night  
Bournemouth Wheels  
Malvern 4x4 Show  
RTV venue tba  
Newnham Charity RTV



1<sup>st</sup> July  
2<sup>nd</sup>-3<sup>rd</sup> July

Club Night  
Chickerell Steam Fair



9<sup>th</sup>-10<sup>th</sup> July  
10<sup>th</sup> July  
15<sup>th</sup>-17<sup>th</sup> July  
15<sup>th</sup>-17<sup>th</sup> July

Stevens Farm event (prov)  
RTV venue: Portesham (prov)  
Langport  
Transport & Heritage Wimborne



22<sup>nd</sup> July  
23<sup>rd</sup> July  
5<sup>th</sup> August  
5<sup>th</sup>-7<sup>th</sup> August  
7<sup>th</sup> August

Quay for my Car (prov)  
Wareham Carnival  
Club Night @ Purbeck Rally  
Purbeck Rally  
Beaulieu – Simply LR



12<sup>th</sup> August  
12<sup>th</sup>-14<sup>th</sup> August  
21<sup>st</sup> August

Quay for my Car (alt date – see above)  
Gala Camping Weekend  
RTV venue tba

31 <sup>st</sup> August – 4 <sup>th</sup> September	Great Dorset Steam Fair
2 <sup>nd</sup> September	Club Night – Barbecue – Kimmeridge (prov)
9 <sup>th</sup> Sep – 11 <sup>th</sup> Sep	Harmans Cross Show
18 <sup>th</sup> September	RTV venue tba
1 <sup>st</sup> – 2 <sup>nd</sup> October	L2B
1 <sup>st</sup> – 2 <sup>nd</sup> October	Mendips RTV
7 <sup>th</sup> October	Club AGM – venue TBA
16 <sup>th</sup> October	Open Driving Day
29 <sup>th</sup> October	Halloween Night Lane Trip
4 <sup>th</sup> November	Club night
13 <sup>th</sup> November	RTV venue tba
26 <sup>th</sup> November	Annual Awards Dinner
2 <sup>nd</sup> December	Club night
11 <sup>th</sup> December	RTV (prov) venue tba

We hope that there will be something for everyone here! Remember to look out for further details of how to obtain free passes to the shows! Remember you can come along to the RTV events as a spectator! Please try and come along to support club nights.

And please also remember that if you would like to organise an event - or would like help to organise something different/new - you should contact a member of the committee. Details are at the front of the magazine.

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!

Not yet listed 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!**

**13th December Crossways**

**10th January**

**14th February (Inter-Club event) at Mannington**

**20th March Open Driving Day**

**10th April**

**15th May**

**12th June**

**10th July Portesham (prov)**

**21st August**

**18th September**

**16th October Open Driving Day**

**13th November**

**11th December (prov/reserve date)**



*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.*

**13th December 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**

**10th January venue to be confirmed**

## 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**

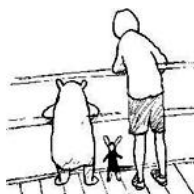
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

### 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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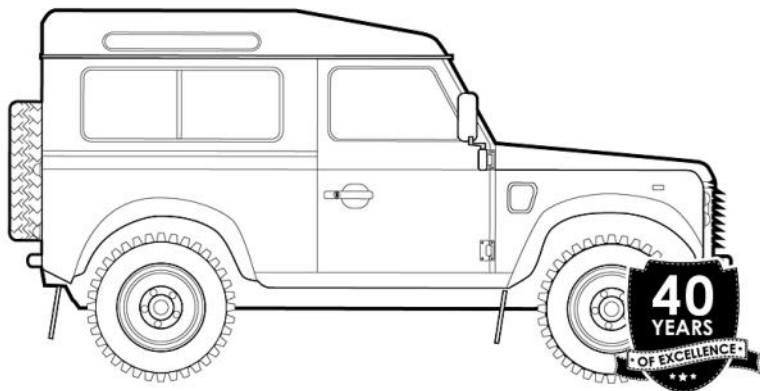
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