



DORSET ROVER

THE DORSET LAND ROVER CLUB NEWSLETTER

DECEMBER 2013 - JANUARY 2014



THE DORSET ROVER

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GO anywhere... DO anything

THE DORSET ROVER
December 2013 — January 2014
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 17th January 2014

Club Night in December: Friday 6th December
Talk by Kit Maxwell - venue Bryanston Club DT11 0PR

Club Night in January: Friday 3rd January 2014

NOTE - NEW VENUE

Wimborne Football Club, Cowgrove Road, Wimborne, BH21 4EL

Club Annual Awards Dinner - Saturday 18th January 2014
At The Seven Stars, East Burton

Up to date information and more contact details can be found on the
Dorset Land Rover Club website:
www.dorsetrover.co.uk

FROM THE EDITOR

Thanks for all your kind words and contributions - hope you've all
enjoyed the magazine this year! Have a very **HAPPY CHRISTMAS**

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Disclaimer: Whilst reasonable efforts are taken to ensure the accuracy of information in
this newsletter, readers must be responsible for their own actions and safety.
The Editor, authors and Club cannot be held responsible for errors or omissions. Any
opinions expressed are not necessarily the opinions of the Committee or the Club as a
whole.



After what must have been one of the longest committee meetings last night, we have put down all of next year's events onto the calendar. This has now been added to the website in the usual place (future events). Hopefully there should be something for everyone & there will also be the odd green lane run thrown in here and there courtesy of Rob. I will get around to updating the shows page soon so anyone who's interested in booking places will be able to. I also aim to hand website log-ins over to Charlie (membership sec) who should be able to keep on top of it a bit better than I do!

This Sunday will see the final trial of the year and a fight to the end between two old adversaries. It will be an exciting climax to the year with only 2 points between Hoggy & Martin. The annual prize giving dinner will no doubt be an event full of friendly banter and rivalry. Don't forget though that the dinner is not *all* about trials. It is a great social event. This year's dinner (held next year!) will be at the Seven Stars in East Burton. We thought we'd give them a try as they advertise in our mag. See the menu and book your place on pages 15 and 16 of this magazine.

If you've been away to mars for the last 2 months you may not have realized that we have some new committee members. Charlie has taken on memberships, Tom is now shows coordinator and Rob is here to organize our green lane trips, while Teresa will be organizing social events. Thanks to them & the rest of the team we should have a lot of fun next year.

Bertie is back trialling again after a short holiday and I was shocked and excited to find he was behaving himself at Mannington. Only a silly mistake by myself when I forgot to tie the high/low lever back; he jumped out of low range on one section meaning I didn't beat Rob.

I will try to remember that at Bransgore; I must try harder!

We had 4 entries at the Mendip challenge which I'm surprised wasn't more given the number of trialers in the club. Trev, Hoggy, James & myself in Trev's truck all struggled with the sections; getting lost or stuck meant we all scored high. I did better than the others much to Trev's dismay but we all made a good representation for the club.

I have added another Paypal button on the website to allow online membership renewals. This is on the 'Join' page and will hopefully make things easier for everyone. The paper renewal form can be found on pages 21 & 22; bear in mind that if you don't renew by mid-January, this will be your last *Dorset Rover*!

The Driver training day is booked on the 8th December at Matchams but we have only had a few take this up. If you intend to come, I need to know so that we can arrange enough instructors. If you turn up on the day without pre-booking, we may not be able to help. Obviously you're all super off road drivers but if you think you might get better by a little instruction or just want to come along for the day, let us know.

Continued on next page

You'll be aware that the December Club Night is at the Bryanston Club in Blandford (rather than at The Cock & Bottle), and after a lot of discussion over space and versatility, we've decided to move yet again! The new venue that we're going to be trying out in January (Friday 3rd January 2014) is therefore going to be Wimborne Football Club (BH21 4EL). Their bar menu looks very reasonable, and there's lots of space!

See you soon – and have a very Happy Christmas!

Rog

IMPORTANT INFORMATION

On the subject of Ladies Day (which was such a success in 2012 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 2014 (provisionally 13th September at Tincleton) should contact Caz – her e-mail address is on page 3



CLUB MERCHANDISE

We are now able to resume our supplies! If you've already ordered something, hopefully you've paid and collected! The new supplier will be able to supply the usual range of shirts, sweats and fleeces.

We are also getting some samples of a 25th Anniversary mug produced - we hope to have them at the Club Dinner - price to be confirmed!

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.



WELCOME TO NEW MEMBERS

Philip Guest - Weymouth
Ian Simmons - Wool
Ken Pilbrow - Gillingham
Anthony King - Bovington
Adam Ross - Hanworthy
Steve Barker - Poole
Peter Hussey - Lyndhurst
Ben Hussey - Lyndhurst

“HELLO” FROM YOUR NEW GREEN LANES OFFICER

Hello everybody, my name is Rob Elliott and firstly I would like to say thank you for the leap of faith taken by the committee and those present at the AGM by electing me to the new post of DLRC's first Green Lanes Officer; it's an exciting new challenge for me and I'm looking forward to sharing some great days with some of you in the future.

I'm a native of Dorset, born and raised into an agricultural background though nowadays can be found behind the wheel of a 44 ton refrigerated truck. In 2006 I realised that my life was dominated by work and that what I desperately needed was a hobby. So I bought my first of 'Solihull's finest' - a rusty nail of a 3.9 V8 Discovery along with some OS maps and some WD40 and took my first tentative steps into greenlaning driving routes that I was already familiar with from my days as a roaming agricultural contractor. I am fortunate enough to have built up an extensive knowledge of the legally driveable rights of way within Dorset and I was completely unaware of just what my new hobby was going to lead me into; I joined the Landyzone internet forum and through it made some very good friends, this led on to some large trips being organised within the county and so the 'Chip Runs' were born....

The first Chip Run was in October 2008; it was three months in the making and ran from North Dorset, criss-crossing the county in a southerly direction to its climax at West Bay for fish and chips. The second Chip Run, which became known as 'The Great Dorset Chippie Run – Part Deux' ran in aid of charity on the fourth anniversary of the original, except this one started in the east at Purbeck and ran westerly to West Bay. This trip was six months in the making and was very much planned to the 'N'th degree with wet and dry routes mapped out to protect the more susceptible lanes in the event of bad weather. I was particularly proud of this trip as it yet again proved what a small team can achieve and that thorough route planning with consideration given to other lane users, landowners and local people is the way forward with any greenlaning trip. It portrays our hobby in a more positive light and lends itself to my own mandate of promoting 'RESPONSIBLE, RURAL, RECREATION' whenever I go out.

This now brings me on to DLRC and why I joined. Unfortunately whilst there are some fantastic people that frequent Land Rover internet forums it also appears to be where the idiotic minority who blight our hobby hang out. There is an ever increasing gung-ho attitude to greenlaning where some believe that they are beyond reproach and can do what they like, ignoring all voluntary codes of conduct and are trashing lanes across the country, even some remote areas in Dorset are being subjected to misuse, trespass and damage and it both angers and saddens me. It was therefore time for me to distance myself from internet forums, to join a recognised club with a reputation for 'doing things right' and associate myself with other like-minded people who are both passionate and responsible with their hobby - luckily for me DLRC is that club and those of you that I have met so far have been extremely welcoming in my role as Green Lanes Officer. I'd very much like to know from you all what you expect from me as your Greenlanes Officer, where you would like to go on a trip out, whether you'd like a weekend away somewhere etc. Please let me know what your thoughts are and I'll do my very best to deliver the goods! I look forward to meeting more of you soon,

Rob ☺

(4x4)+(6x6)=Deep Joy

4x4 - Whilst away recently (my nickname is onelongholiday!) we wanted to see bears – sadly Parks Canada have a policy of keeping people and wildlife apart – thus ensuring bears and other wildlife stay “wild”. When you have travelled so far and are keen to see a bear you have to pull out all stops! We were aware that the Kicking Horse Resort near Golden has a grizzly bear in a 24 acre enclosure – normally allowing the public to possibly view the bear through the electric fence. When we arrived the place was closed for the season. We were not put off by this – resorts close but bears need to be fed most of the year. I managed to contact the ranger and he agreed to take us up to try and see “Boo” the grizzly bear. The cable car was closed for maintenance so we went up the mountain in his 4x4. This GMC pickup costs about \$27,500 (Canadian) – that is about £17,000! It has a very impressive V8 5.2Ltr engine. The vehicle is fully automatic and went up slippery terrain with ease and comfort that your average Defender driver can only dream about. Unfortunately I wasn’t allowed a go, but I did ask. Anyway our mission to see the grizzly was successful. The grizzly came out of the woods to see who might feed him – we spent two hours watching him feed and root about. He has escaped twice – both times during the mating season. His offspring have been seen about the mountains. He digs under the electric fence – has his fun and then comes home a few weeks later.

It was then time to go back down the mountain in the 4x4 – it went down with no slipping or sliding although by now it was pouring with rain and the tracks were awash with water and thick mud. A very impressive vehicle – however the 10 MPG might put you off!

6x6 – We wanted to visit the Columbia glacier icefields and to do this you have to go in a 6x6 all terrain vehicle specially designed for Brewster’s the tour company. They have 28 of these vehicles taking people up to the ice fields over very steep muddy terrain and of course glacial ice. The vehicle seats about 50 people and is powered by a similar 5.2Ltr V8 engine as the GMC pickup truck. In fact it seems to be the engine of choice for a lot of the vehicles we saw in Canada.

The 6x6 climbed steep and very slippery mud and ice without any problems – either going up or down. The Australian driver was entertaining – he asked what speed we thought the vehicle could go down the hill flat out at. Various numbers were offered by the passengers and he then accelerated up to a top speed of just over 5MPH! It is a lot bigger than it looks and could easily wade through 6ft of water without getting your feet wet. These vehicles all belong to Brewster’s – except one that belongs to the US Arctic survey team!

Ron Fisher



L2B 2013

Five vehicles owned by club members took part in this year's London to Brighton Run. Organised by the South London and Surrey Land Rover Club, the event (the 15th run organised by the club) started (as last year) from the Hook Arena in Epsom.

We all met up at Fleet Services, and then travelled together in a fairly swift convoy the rest of the way. Perhaps too swiftly (or perhaps it's just that Charlie's Defender has an issue with the London to Brighton run, because her throttle cable went u/s just coming off the M25 (good job it waited that long). She managed to struggle the rest of the way to the campsite, where a member of the organising club put her in touch with a spares supplier in Redhill, who duly delivered a new throttle cable to the campsite (and only charged her for the part) and then Tom fitted it – good as new. Then Tom looked round to find one of his tyres had gone completely flat, but someone else from the organising club lent him a compressor. Aren't LR people nice to one another?

It wasn't nearly as cold overnight as last year, and new member Adam (with his mum) didn't have too bad a night in his new tent, and it was the usual before dawn wake-up call in order to set off as soon after 8.00am as possible. We decided this year not to stop at the services on the A23, instead pushing on to get to Brighton (mind you, a navigational misunderstanding did mean a couple of laps of the one way system in Reigate). Nevertheless, the prompt getaway and non-stop run (except for a tyre inflationary stoppage) meant that when we arrived at the sea-front we were much closer to the action than last year.

And what a blissfully hot, sunny day it turned out to be, with plenty of Land Rovers of all shapes, sizes and vintages to ogle. The 'Harvester' restaurant probably won't get our patronage next year, but there was nothing wrong with the fish & chips on the sea-front anyway.

So a very good weekend, and huge thanks to Jim and Nicky for leading the convoy, and to Adam and Jenny, Charlie, and Tom and Tarina for the great company, and to Tom for fixing Charlie's Landy and to Jim for sorting out the passes as his Shows co-ordinator 'swansong', and if anyone from SLSLRC happens to read this on the website when the e-version gets there, thanks very much for organising another really good L2B.

Andy



MENDIP CHALLENGE

There's not much that will get me out of bed at 5.15am but a day trialling with Somerset and Wiltshire Land Rover Club in their annual Mendip Challenge will do it. I was riding shotgun with Ron following Rog in his Disco on our way up to West Hartree. I can only assume Rog had his sat-nav set to shortest route as our off-roading started a little before everyone else's! On arrival a daunting 12 sections lay ahead, each made up of 12 gates covering greasy mud, bomb holes and trees waiting to catch the unwary. Just remembering the route seemed challenging enough, and even some of the more experienced members of the club made the odd navigational slip up. The sections were technically very difficult and most were scoring high. The rain cleared up by late morning and I was amazed how quickly the site dried up. Within a couple of hours slopes that were previously undriveable were being driven with comparative ease. Trevor found his form on the last section getting past gate 8 that tripped up most of the group and went on to clear the section. Unfortunately it was too late to catch Rog who consistently scored well throughout the day. Thanks to their talent (and no one else entering class 11 modified long wheel base) it was a 1, 2, 3 from Roger, Trevor and James respectively. Ron also scored well but with the high standard of driving which has become associated with the event wasn't in for a trophy. As a member of an ALRC club you're eligible to enter so why not join us next year?

Rich

Many thanks to especially Rich (& others!) for the pictures and words!



*More pictures of the club taking part in the Mendip Challenge are on
page 18*

MANNINGTON RTV

Lots of interest, and lots of thrills (and a few spills....) characterised Mannington RTV this time around. Looking at the results table (below), it suggests that the later sections proved tough in the afternoon (as ground conditions deteriorated following the rain), but it also shows where Ron Hogg has been able to make up a little bit of ground on Martin Dover, pegging back the differential between them to leave all to play/drive for in the deciding trial at Bransgore.

In the LWB class, Trevor seemed to put the lessons learned in the Mendips event to good use, going clear in four of the sections, and stealing the lead from Jon Riddle. By his own admission, Jon nonetheless enjoyed his day out, commenting: *"Only broke one front indicator, and came second in class, so pretty happy with the result! Pretty high scoring day all round, but besting Mr Butterworth is always a little bonus, eh Tony?"*

In the SWB class, Jason thought that it was "A bit "ROCK N ROLL" but still had a great day even if it rained! And it was good to welcome some new members (even if things didn't go exactly according to plan for Ben!).

With the 'usual suspects' away in the Mendips, Chairman Rog wanted to thank everyone for setting up and clearly they did a good job, because he thought that the courses were good fun, adding *"I really enjoyed it for a change as Bertie behaved himself. Despite jumping out of low range (partly my fault for not using the bungie) he drove very well with lots of power when I needed it. He's certainly got a reprieve!"*

So it will all be decided at Bransgore (as this magazine goes to press), so readers will just have to wait till the New Year to read about the outcome!

LWB	1	2	3	4	5	6	7	8	9	10	Total	Post'n
Trevor Harmer	0	0	0	6	4	1	4	0	6	5	26	1
Jon Riddle	0	0	0	6	1	3	4	6	6	5	31	2
Tony Butterworth	1	0	9	7	4	5	4	1	1	6	38	3
James Pinfield	3	0	0	9	8	6	6	1	6	6	45	4
Ben Hussey	1	1	9	7	7	6	6	9	8	6	60	5
Peter Hussey	1	5	9	9	7	6	7	3	8	6	61	6
SWB												
Ron Hogg	0	0	2	6	0	0	0	0	5	1	14	1
Martin Dover	0	0	0	6	4	7	0	0	1	1	19	2
Mike Webster	0	0	1	6	3	0	1	1	6	6	24	3
Tim Cox	0	0	1	6	4	7	0	3	4	6	31	4
Jason Macdonald	1	3	0	7	4	7	0	0	6	6	34	5
Dave Barton	1	0	9	7	4	8	4	6	1	6	46	6
Matt Ricketts	3	0	9	7	7	6	3	1	6	6	48	7
Tim Gibbens	3	1	7	7	4	7	6	5	8	9	57	8
SWB												
Rob Shadbolt	0	0	3	6	4	4	1	0	7	6	31	1
Rog Pardy	1	0	0	6	0	4	7	0	7	7	32	2
James Gray	4	8	8	9	8	4	6	2	8	8	65	3



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)

East Burton Road

Nr Wool

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

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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?



FROM YOUR NEW SOCIAL SECRETARY

Hi everyone! I'm Teresa, your newly elected Social Secretary. I'd like to say a huge thank you for support at the AGM in October. This is a great opportunity for me and I'm really looking forward to organising some great events. I would also like to congratulate Tom Jarrett, Charlie Gill & Rob Elliott on their new roles within the club & I'm sure that the next year will be a great one!

Having been a member for over 2 years I feel that I have a good insight into your interests which will hopefully benefit all of you in the long run. I was a bit nervous, to say the least, preparing my very first quiz night, but as they say 'it will be alright on the night' and it was! Plenty of praise came my way and I'm pretty confident that our next quiz will be just as successful, with hopefully more club members attending. I have been inundated with paperwork, emails and phone calls, which was a little daunting to start with, but now I can safely say that I have a good idea of what I am doing. Phew!

I've already been hard at work preparing for Kit's talk and the Awards Dinner so I can now concentrate on future events which will be advertised in the next edition of the magazine. With this edition, you'll be receiving an outline calendar of the year's events that are being planned so far, but we can always add others if there's demand! In the meantime if you would like to offer your own suggestions then feel free to drop me a line.

Teresa Heath – Social Secretary

FORTHCOMING SOCIAL EVENTS

Friday 6th December – club night. Kit Constable Maxwell presentation - Bryanston Club, Blandford Forum, DT11 0PR. Talk starts at 8pm prompt. Please arrive for 7pm if you have pre ordered food.

Friday 3rd January 2014 – club night. Wimborne Football club, BH21 4EL. As well as a chance to sit and chat, or have something to eat (there's a good bar menu), this will be a **Skittles evening**. Just for information, dogs **are** allowed in the room we'll be using (i.e. the skittle alley!), but dogs are **not** allowed elsewhere in the building. In the summer, you can bring dogs onto the terrace.

Saturday 18th January 2014. Annual prize giving dinner at The Seven Stars, Wareham, DT2 8RL. See the booking form elsewhere in this edition of the magazine. You must let me have your booking (and payment!) by the deadline date!

E-MAILING PICTURES FOR THE MAGAZINE

It's always lovely to get other people's pictures for the magazine. I can't guarantee to include all of them, but it's great to have a choice. When you e-mail pictures, please send them to editor@dorsetrover.co.uk

In terms of size (and quantity), Wool (where I live) has yet to enter the 21st Century in terms of superfast broadband, so please don't send too many pictures in one e-mail – the system starts to creak if there are more than 3MB attached to any one e-mail. If you can resize jpegs, 7" x 5" at 200ppi is absolutely fine (this gives a file size of around 1MB) – and if you can adjust the compression, then pulling it down by 50% (or PS value of 6) will allow you to send four or five in one go.

Andy - Editor

MIKE'S ENGINE SWAP

Mike Webster decided that a 200Tdi engine needed to be replaced with a 300Tdi, which then also involved rebuilding the gearbox. And once he'd got started, he had to change the engine mounts, the flywheel housing and the rear oil seal, and then of course it was just a matter of fitting a smaller header, making a new exhaust, re-plumbing the air-intake and intercooler pipes and finally changing the radiator. There isn't room in the magazine to publish a blow-by-blow picture story of the task, but the pictures here might give readers an idea why Mike said afterwards: "That's most of it; not sure I'd want to do it again."



An abbreviated pictorial version of the engine swap saga!

It's not just old Defenders that have oil incontinence....

Jaguar Land Rover will recall 11,852 vehicles in China over possible engine and oil leakage problems. China's General Administration of Quality Supervision, Inspection and Quarantine (AQSIQ) said in a statement on its website on Tuesday. Some 8,656 Land Rover Freelander 2s and Range Rover Auroras - made between January 2012 and June 2013 - will be recalled due to possible oil leakage. It said: "The company's technical field reporting team was made aware of a limited number of incidents involving fuel leaks from the affected engine." Jaguar Land Rover said in an emailed response: "Following a thorough and detailed engineering investigation, Jaguar Land Rover has taken the decision to voluntarily recall all potentially affected vehicles."

ANNUAL DINNER & PRIZEGIVING



DORSET LAND ROVER CLUB ANNUAL DINNER & AWARDS NIGHT 2014



**Saturday 18th January 2014 7.00 for 7.30pm
£20.00 for 3 courses - £15.00 for 2 courses**

This year we are holding the Club's Annual Dinner at The Seven Stars, East Burton,
nr Wool, Wareham, DT2 8RL

We will also be holding our traditional raffle and donations of prizes will be gratefully received; these can be brought along on the night.

If you or any member of your party have special Dietary Requirements please advise me by email teresaheath93@googlemail.com Children are more than welcome and their food choices can be taken on the night from the Children's Menu priced at £5.95.

To book a place, please complete the tear off form overleaf & return it with your cheque, made payable to Dorset Land Rover Club Ltd, to:

Mrs Teresa Heath, (Social Secretary), 5 Larch Close, Creekmoor, Poole, Dorset, BH17 7YL

Camping will also be available at a cost of £10 per unit and for an additional charge a full English breakfast including tea & coffee will be available from 9.30am at £7.95 per person

Deadline for Booking is Friday 20th December 2013.

Starters

Chicken liver pate with hot toast, plum chutney & salad garnish

Mushrooms, port & stilton, mushrooms in a creamy port & stilton sauce with seeded granary bread

Cheesy garlic bread

Main course

8oz rump steak with pepper sauce, chips or new potatoes & veg of the day

Chicken breast with white wine sauce, chips or new potatoes & veg of the day

Grilled salmon with garlic butter sauce, chips or new potatoes & veg of the day

Tagliatelle with cheese, mushrooms, chicken, ham, spring onions & tomatoes in a white wine & cream sauce with garlic bread

(Available WITHOUT chicken & ham as a vegetarian option)

(*NB: For Rump Steak please state how you would like it cooked Rare, Medium or Well-done, on the form overleaf)

Desserts

Treacle sponge with cream, custard or ice cream

Crumble of the day with cream, custard or ice cream

Chocolate torte with cream or ice cream

Plain ice cream

(NB please can you state your choice of Custard, Ice-Cream or cream on the form overleaf)

Remember - the deadline for Booking is Friday 20th December 2013, and you must include payment with your booking form

ANNUAL DINNER & PRIZEGIVING

ANNUAL AWARDS DINNER BOOKING FORM

Please complete this form, detach & send with a cheque, made payable to Dorset Land Rover Club Ltd, to:
Mrs Teresa Heath (Social Secretary), 5 Larch Close, Creekmoor, Poole, Dorset, BH17 7YL.
Deadline for booking is Friday 20th December 2013

Name

Number of courses required: 2 3 (delete as appropriate)

Courses

	STARTER	MAIN COURSE
	(please tick courses required, then enter your menu choices below)	

[illegible]

MANNINGTON RTV



THE DORSET ROVER

MENDIPS CHALLENGE



LONDON TO BRIGHTON LR RUN





Above - pictures from Martin's trip to the Pyrenees - see the article on page 24
 Below - pictures from Robin Dumbreck's LR Experience trip - article on p 23



MEMBERSHIP RENEWAL FORM



Membership Renewal Form 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!

Name.....

Address.....

.....

.....

.....

Post Code.....

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

Email.....

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please complete overleaf as well!

MEMBERSHIP RENEWAL FORM (contd)

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:

Thank You for re-joining

LR EXPERIENCE WEEKEND AT BICKLIEGH CASTLE

After taking the Landrover Experience half day course at Honiton earlier this year we noticed the advert for this weekend which would allow us to take the Freelander off road and also get the opportunity to stay in a castle and enjoy a short break. Friday night comprised a meal at the castle and a chance to meet the others taking part and also the guys from LRE who would prepare us for the following morning.

After breakfast on Saturday morning, we set off in a convoy comprising two Freelanders, one Discovery and two Defenders. The sites we were using are part of the Combe Sydenham Estate which owns large forested areas in the Exmoor. The first woodland that we used until lunchtime was in the hills SW from Dunster off the A396 known as Avil Ball. Jackie took the wheel of our vehicle and generally we were directed by hand-held radios that were issued by LRE. On a few harder parts of the tracks we were sent through one at a time. The tracks were well researched and non-damaging. However the inclines and slopes were set to the limit of the Freelander's ground clearance. It was recommended that the Grass/Gravel/Snow setting was used in conjunction with the HDC being on. Jackie had great fun leaving me to offer advice and control the radio communication. Towards the lunch break we emerged on the top of the hill above Minehead and in the sunshine had great views across the channel to Wales and the islands some miles away. I was most interested in how the two Freelanders would survive the hills and rough terrain, but with care, and not rushing we managed the steep inclines without any sign of the traction control working. The correct settings make such a great difference to the performance and the vehicle left us feeling it could do something more severe (a good job as after lunch it moved up a notch). Jackie did pass the controls back to me for a few minutes before lunch and I got a short spell and the drive to the lunch venue. Lunch was at the Luxborough village hall in a small village to the south which was provided by the castle kitchens and served by the LRE guys. After a good break we set off to the Treborough area off B3224 where there are two large forest areas that we were to use for most of the afternoon (also part of the same estate). Jackie took the wheel and we descended into a large forest on the side of a very steep hillside. This looked like a slope too far for the Freelanders because the tracks were washed out by the rain, but we all survived to drive down and back up through a mature forest. Some of the tracks must have been old roads in the past because they were lined with high banks with contained very old Beech trees. Some of the views, when you could look, were spectacular back across to the woods we would be using later on. The forests were called Western Cliff and Eastern Wood and the track's gradient seem to reflect their names. We had all got used to the rougher tracks by this time and we progressed for miles. In order that the tracks would be preserved better the Freelanders were sent through everything first. I am sure this gave the Defender and Discovery drivers a good chuckle.

On this afternoon session when the going was more rutted and muddy so we were given a chance to use the Mud/Ruts setting on the Freelander in conjunction with the HDC and turning off the Dynamic Stability Control (DSC) which detects sideways movement. The DSC can hinder the traction off road when there is a chance of side slipping during an incline ascent. At this point I must point out that the Defenders only needed to select low range and engage their differential locks and the Discovery needed to raise its suspension from the road setting.

Continued overleaf

After this long session the group left the woodlands and gathered to enjoy a large Cream tea at Brompton Ralph village hall. By this time we needed to set off back to the castle for a rest and supper, so we were led down a byway that took us in a southerly direction. After a few miles we rejoined the route that we had taken in the morning along the river Exe.

I believe the routes were steep enough for all and that we returned with vehicles intact was down to the leadership of the boys from LRE Honiton.

After a good night's sleep we enjoyed the castle style breakfast, followed by an interesting guided tour of the castle itself and then dispersed for home. Our hosts had offered everyone the use of a hosepipe to clean our vehicles, but we all took them home with trophy mud.

My thanks to Bickleigh Castle, LRE Honiton and Jackie for driving most of the way,

Robin Dumbreck

And if you want to see some pictures from the trip, they're on page 20

SPAIN & FRANCE BY DEFENDER CAMPER

The plan for our holidays this year was that there was no fixed plan. I had saved 21 days of annual leave so we had over four weeks available for our trip. All we knew for certain was that we had to be in the wilds of Northumberland on Sunday 6 September as we were to be God Parents at a Christening. We left Lytchett on the Friday lunchtime and wild camped in a pub car park in the Midlands before visiting friends in York arriving in Northumberland late on Saturday evening. Sunday was spent on God Parent duties and on Monday, after giving Anya a good run up on the moors, we moved on to Alnwick and visited both the Castle and the gardens using complementary tickets provided by one of my "old" rally codrivers who now works as a part-time guide at the castle.

The weather "up north" was not that good so it was decided that we should head south. Our first night was spent at Donna Nook, a fabulous wild camp we had found on the north east Lincolnshire coast a couple of years ago. Next morning we took the camper to the importers near Lincoln to remedy a couple of minor, but irritating, issues. Then it was down to Spalding to stay overnight with yet another of my old rallying codrivers (I got through quite a few!). We used his internet connection to check European weather and to book ferry tickets from Dover to Calais in two days time. As usual, once we were on the continent, we avoided the toll roads and mainly used the far more interesting minor roads. The journey down through northern and mid France was uneventful until we approached the Loire valley at Blois when we noticed a squealing noise from the engine. On investigation the fan belt tensioner pulley bearing had seized, shredding the belt which in turn had destroyed the plastic fan cowl and holed the radiator! We limped into Blois with no water pump using every trick in the book to keep the motor cool.

Next day, after contacting Hoggy for the part number and the French translation for bearing (thanks mate), I walked to a motor factor and got the parts and we were soon up and running again but decided that it was too late to continue our journey south. So the next day we really clocked up the miles and arrived in the foothills of the Pyrenees late afternoon in the beautiful small village of Peyrusse le Roc. Next day we pushed on again arriving at the awesome Millau bridge, the highest bridge in Europe, for lunch. Weather was still poor with intermittent rain and mist - all was to change soon though as just a few miles south of the bridge we exited a tunnel and were greeted with blue skies and our first glimpses of the Mediterranean. Our first night was spent right beside the beach in a free camping car aire near Sete.



At the French beach

We then decided to head for Spain so set off westwards spending our second night at Narbonne Plage, again right beside the beach. We then made a detour up the Canal du Midi to the incredible fortified town of Carcassonne. After a pleasurable afternoon exploring the town we headed for our overnight aire in the lovely small village of Duilhac Sous Peyrepertuse. To get there our sat-nav took us the scenic route and definitely not the quickest as we

climbed up several steep mountain passes and round countless hairpin bends - great fun for me but Jan wondered where on earth we were going as she was trying to follow the route on a map. The following day it was back to the coast, again via some interesting roads, and our overnight stop at an aire in the rather grand town of Port Vendres, not that far from the Spanish border. Leaving Port Vendres we took the road that ran around the rugged coastline which was just beautiful, the sea was azure and the sky the bluest blue. We stopped for lunch in a layby near the Spanish border and when I took Anya out for a run I noted another area away from the road which was down a rough narrow track where I could park the Defender. After warning Jan to take the kettle off the stove, I engaged low range and drove over the edge to the surprise of everyone else parked in the layby.

We carried on around the coast road and crossed into Spain heading to the town of Feliu de Guixols where there was an aire. Unfortunately the aire was full so we parked up for the night on the road outside the aire. At 7am the next morning we were woken as the camper swayed violently - we had obviously been driven into. By the time I had pulled some trousers on and exited the camper there was nothing to see but a passer-by said that a car had reversed into the rear corner of the camper unit - and then driven off. The rear corners of the camper are where the lifting jacks are and these had fully protected the body - apparently the car had not escaped damage so well!

Not long after we had resumed our journey along the coast road we stopped at a view point near Tossa de Mar and looked down into a lovely rock lined bay where there was a quiet campsite. We decided to have a day off travelling so we could do a clothes wash, have a proper shower, and just veg out. We booked in and then walked along the narrow coastal path to the next bay. After getting back to the campsite we went for a swim and had a lazy hour or so on the beach. We also had an internet connection so I booked a ferry from Santander to Plymouth in eight days time.

Next day we pushed on passing Lloret de Mar and Blanes before stopping for lunch at Malgrat de Mar. Then it was onto Barcelona with the hope of getting a picture of the camper in front of the Sagrada Familiar, Gaudi's amazing church. That done (during three circum-navigations) Jan hopped back into the truck and we continued our way south stopping at an aire in Sitges for the night. After setting off the following morning I was aware of a strange noise and as the miles went by this got worse and the steering stiffened. I pulled over and found that power steering fluid was pouring from below the pump I started the engine and could see that the power steering pump pulley was wobbling - the bearing in the front of the pump had collapsed. I parked the truck in a car park and called AA Europe Assist, just like I had done 51 weeks before!

Continued on next page

We were recovered to a Land Rover agent twenty miles away and they ordered up a new pump from Madrid - I can't say I was particularly surprised when the pump ordered was not the correct item, however, I was relieved when at 10am they found a replacement in Barcelona just 40 miles away. . It was fitted that evening which, as it was a Friday and they didn't reopen until Monday, was a relief. For the two days the truck was in the garage our insurance put us up in a dog-friendly hotel in the centre of Vilafranca del Penedes.



Due to the time lost and the fact that Jan had lost faith in the truck, and despite putting in radweld the engine was still losing water, we decided to take a direct route across to the northern Spanish coast rather than explore the Pyrenees. We used major, but still toll-free, roads towards Zaragoza spending the night in an aire in the small town of Cascante. There was a scrap/reclamation yard on the outskirts of the town which had some amazing stuff, but as it was the weekend we could not indulge ourselves (thank goodness). The next day it was on to San Sebastien and an aire in a national park above the town with a very handy restaurant and some lovely walks.

The following day we went into San Sebastien and took a coastal route to the west. After a few miles we went past a sign prohibiting vehicles over 7.5 tonnes then a bit further on another sign prohibiting vehicles over 3.5 tonnes then a few miles further on again prohibiting motorhomes. It's funny how sometimes our truck is a motorhome and at other times, such as this, purely a Land Rover. We had lunch in the pretty seaside town of Getaria before moving onto Santander to visit a vet who could do the checks necessary for Anya to be allowed back into the UK. We then drove to an aire 10 miles south of the town at a beautiful village called Carbaceno.



Carbaceno is famous in Spain in the same way that Longleat is in the UK - it has a game park. The aire was close to the elephant and water buffalo enclosure and you could walk along the outside of the fence close to the animals. As it was such a nice spot and there were plenty of dog walks in the area we spent the day there and didn't move on until the day we caught the ferry. On our last day in Spain we travelled west again to Comillas for lunch and a last walk along the beach before retracing our steps to the ferry port at Santander. Unlike last year the ferry was not loaded with Landies returning from adventure travel but by motorcycles, classic cars and motorhomes - a very different passenger list. The crossing to Plymouth was very calm and we seemed to bring the good weather back with us. Landing at 16:30 the following day we made it back to Lychett at 21:30, 27 days 10 hours and 2850 miles after leaving home. So overall not a very successful trip but it could have been a lot worse - and Arthur, our new Godson, is a real cutie.

Martin Dover

DLRC has been featuring in magazines again. The club's successful participation in a closure enquiry at DCC made its way into LRO, and following the Driving Day at Matchams, it was lovely to get a full page in LRW's Club News. It's good that what we are doing gets a bit of recognition (or perhaps we're the only club that regularly sends in articles and pictures). There's a strong possibility that we might be featuring as Club of the Month in LRO in the near future - so watch this space!

www.internationaljournal.com

RTV CALENDAR 2013/14

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!

8th December Driver Training Day - at Matchams - you **must** pre-book for this event on the website

2014

12th January - RTV Matchams
2nd February - RTV Bransgore
2nd March - RTV Crossways
30th March - Driving Day at Matchams
27th April - RTV Mannington
25th May - RTV Tincleton
22nd June - RTV Portesham
13th July - RTV Knitson
17th August - RTV Crossways
13th September - Ladies Day (provisional)
14th September - RTV Tincleton
12th October - Driving Day at Matchams
9th November - RTV 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.

Driving Training Day at Matchams Leisure Park, Ringwood. Sunday 8th December 2013. 10.00am - 4.00pm. Cost to members £20

You must pre-book for this event on the website

Matchams Leisure Park, Ringwood BH24 2BT

RTV at Matchams on 12th January - details as above

FUTURE EVENTS

Important information for competitors

If you wish to take part in events please take note of the following points:

1. Vehicles must have front and rear recovery points
2. Seatbelts
3. The battery must be secured
4. Any load must be securely tied down
5. The hand brake must work
6. No passengers under 14 years (except for Tyros)
7. MOT or photocopy of your MOT must be shown (if an MOT is required for your vehicle)
8. An additional return spring is required on mechanical throttles
9. Steering linkages will be checked
10. Rear springs on coil-sprung trucks to be jubilee clipped (or similar) to prevent springs dislocating
11. Wheel spacers are not to be used
12. A 24mm, 3 strand, 8 ton tow-rope in nylon or polypropylene and suitable shackle to be carried for recovery user
13. Fire extinguishers are advised but not essential



THESE THINGS WILL BE CHECKED

**Will vehicles please be at the site by 9.15am for scrutineering
Anyone arriving after 10.00am will NOT be allowed to compete**

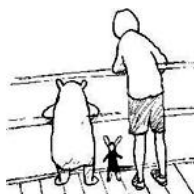
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

Site Directions

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

SPECTATORS

It's never really mentioned that much, but the committee would like to remind you all that spectators are always welcome at any event. Feel free to bring along any friends or family to help make the trials an even better day out. Children are welcome at all sites and dogs at most, so long as they are kept under control. Please be aware that at most events people will be taking photographs which could be used in web or paper-based publications.



QUIZ TIME AGAIN...

Firstly, Trivia Quiz – part 5 – answers

81 Forward facing rear seats made compulsory; 82 Fiat Campagnola 4x4; 83 Because it was finished in white and painted with flower petals; 84 They all bought NAS Defender 110s; 85 South Africa (the other two were built at Solihull to test the concept); 86 50; 87 1954 (Blue & Grey); 88 Group Captain Peter Townsend; 89 Polyanna; 90 The Dewar Trophy for 'significant achievement in motor engineering'; 91 Ford; 92 two Defenders; 93 1953; 94 russet brown and masai red; 95 Short Brothers and Harland; 96 Pulse; 97 Atlantic Blue; 98 Swiss army; 99 1956; 100 There was a six-week strike on at the time.

And now, just to be mildly festive, here are 10 seasonal questions for you to puzzle over if there's nothing worth watching on TV over the holiday period...

1. In December of which year did John Blashford-Snell leave Alaska to drive to Tierra del Fuego in a Range Rover?
2. In January of which year was LR's diesel engine given a longer stroke, an increase in capacity to 2.5 litres, and an increase in power output to 67bhp?
3. In December of which year did Churchill receive his 86" LR for his 80th birthday?
4. In January of which year did the HSE Range Rover Sport go on sale?
5. In December of which year did LR Managing Director Tony Gilroy announce that he was leaving after 6 years in charge?
6. In January of which year was the first part of the North Works at Lode Lane completed?
7. In December of which year did the Oxford and Cambridge LR Expedition travel through Burma?
8. In January of which year was the fifth edition of "A Guide to Land Rover Expeditions" published? (And you might be amused to know that it contained the following quotation: *"Providing you maintain and service your Land Rover with care and treat it with respect, you will reach your destination."*)
9. In December of which year had the Evoque received 53 motoring awards since its launch in September?
10. In January of which year did Tom Sheppard set out from Dakar driving a 1 Tonne FC on a Trans-Saharan expedition?

And because you probably don't want to wait until February for the answers, they're on page 27



COINCIDENCE or MESSAGE?

In a month when JLR finally acknowledged and sadly announced that UK production of the Defender would cease in 2015, it might not have escaped readers' notice that JLR also gladly announced a 30% rise in Defender sales. As 'Private Eye' might suggest: *"some mistake, surely...."*

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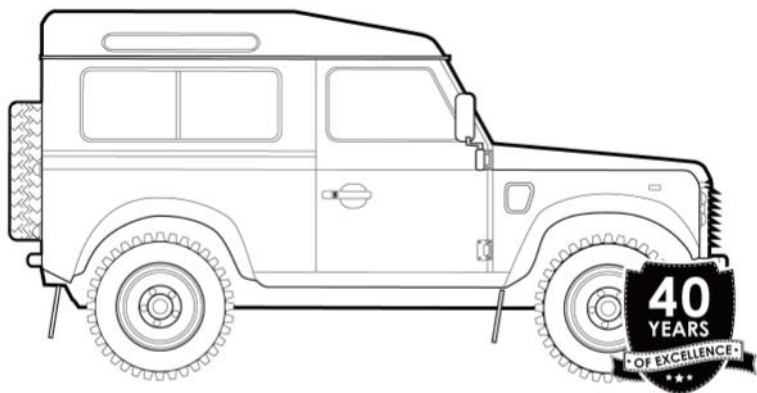
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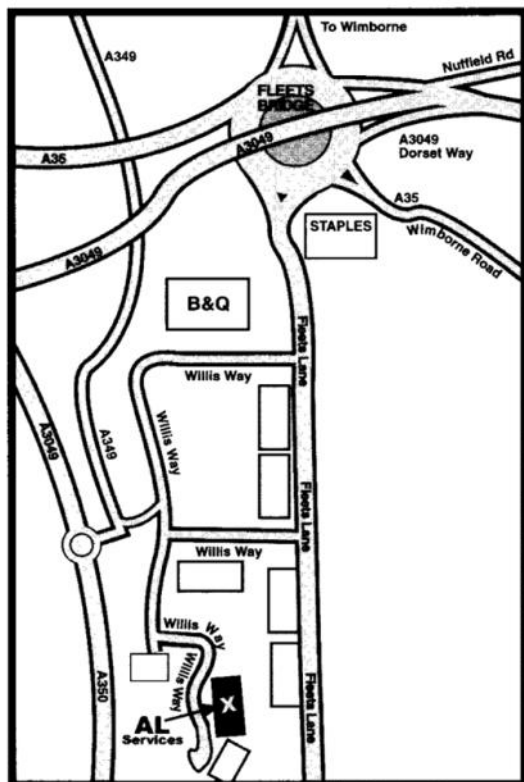
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