



# DORSET ROVER

## THE DORSET LAND ROVER CLUB NEWSLETTER

JUNE - JULY 2013



THE DORSET ROVER

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## THE DORSET ROVER

June 2013 — July 2013

The Magazine of the Dorset Land Rover Club Ltd  
A member of the Association of Land Rover Clubs

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

All entries for the next newsletter to be received by  
**Friday 12th July 2013**

Club Night in June: Friday 7th June

Club Night in July: Friday 5th July

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

Up to date information and more contact details can be found on the  
Dorset Land Rover Club website:  
**[www.dorsetrover.co.uk](http://www.dorsetrover.co.uk)**

### A PLEA FROM THE EDITOR...

There's lots to read in this edition (it's four pages longer than before!) but if I'm going to maintain this volume of content, I need your contributions! Please e-mail articles, reports, pictures (original jpegs please), jokes, stories etc to **[editor@dorsetrover.co.uk](mailto:editor@dorsetrover.co.uk)** to arrive by the deadline given in the box above. I'd rather have too much than too little!

#### The 'Dorset Land Rover Club Limited'

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The Editor, authors and Club cannot be held responsible for errors or omissions. Any opinions expressed are not necessarily the opinions of the Committee or the Club as a

## CHAIRMAN'S WAFFLE



I am now officially the second longest standing member of the club. After Terry Buttle, Charlie Cooney & family had been a member since before I joined in 91. I think I chatted to Charlie at Abbey Hill where the club had a stand & I joined then & haven't looked back. I then discovered off-roading, lost interest in horses & it's all history since then! Charlie used to do most things with the club but not much for the past few years. He once organized a weekend in Dartmouth for us & took us around the Navy college where he instructed. He also commandeered a launch & took us up river to Totnes for a treat. Charlie & Ruth are moving up to Yorkshire to be with their Daughter & her family.

We're just back from a great day out doing Andy & Willem's treasure hunts. What a brilliant event & for a fantastic cause. We're so lucky to have such generous members in our club, both those that go & take part & those that give time & money to run the events.

Just before sitting to write this I had to get our entries to the Cornwall & Devon charity trial printed & filled in. We've managed to get 2 teams together who'll be doing their best to show that we can cut it with the big boys! It'll be a bit of a logistical nightmare for me trying to get both the caravan & Bertie down but hopefully Hoggy should be able to tow the trailer with Bertie on. The weekend clashes with one of the shows but if you're free, it'd be good to get some support for our teams down there.

The last time DLRC did a trial at Newnham Park was at the ALRC nationals. Unfortunately we didn't do that well after staying in the bar till dark o'clock & waking up in a poor state!

Last weekend we were away at Abbey Hill. We camped for the weekend & took Mae to sample the delights. Trouble was that all she wanted to do was go on the helter-skelter & the dodgems. She took a glimpsing interest in some steam rollers which is a start I guess. So much for me getting her Toylander ready for the shows. The 'rolling' deadline might be this year sometime!

I missed my first trial in a while. Bertie needs an MOT so I couldn't do Tincleton but thanks to everyone that offered a drive in theirs. At least Bertie has a new wing after Caz decided to see how strong the old one was at Bransgore! Not very, was the verdict!

Martin seemed to have an off day being beaten by no less than 7 drivers. We'd set out some fairly tricky sections which were hopefully enjoyed.

The next trial will be back at Portesham. We haven't been for a while & certainly couldn't get there last year with all the rain we had. The landowner is a bit precious about his grass as it's grazing for his sheep; yes it's sheep country with some quite steep hills (so no dogs allowed, I'm afraid).

*Continued overleaf*

### **CHAIRMAN'S WAFFLE (cond)**

Club night is on the move again!! Sorry. The Chequers just wasn't working out for us. Kit's talk about his amazing travels was a little spoilt by the noise from the next room. The landlady is getting a bit off-hand & only seems interested in running the pub as a sort of youth club. To top it off, the food has deteriorated. We've had a look around & settled for a venue not a million miles from the Chequers. The Cock & Bottle at Morden has a fantastic menu, a bit pricy but worth it. They also have a £6 bar menu for more basic stuff. We can have our own little room there which should do nicely, we could always spill out into the bar if need be. The room will suit talks & quizzes much better & I believe Nicky has a few ideas in the bag.

**Rog**

### **IMPORTANT INFORMATION**

#### **CANCELLATIONS AND POSTPONEMENTS**

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

20<sup>th</sup> June – planned trip to Ladies Day at Ascot – cancelled due to lack of take-up

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

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

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

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

### **WELCOME TO NEW MEMBERS**

David Wilkinson - Winterbourne Whitechurch

Philip Reynolds - East Stoke

Jason MacDonald - Wareham

Steve Edwardson - Cheselbourne

Ashley Barber - Crewkerne

Alastair Kegie - Poole



## CLUB MERCHANDISE



Having encountered problems with getting new merchandise into stock, because our previous supplier is no longer in operation, we are going to resume our supplies shortly. If you've already ordered something, we'll let you know about availability. The new supplier will be able to supply the usual range of shirts, sweats and fleeces.

A full list of items (and prices) will be published in the next issue of The Dorset Rover. 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.

### CLUB NIGHT – CHANGE OF VENUE

Our last Club night in April where our member Kit Constable-Maxwell gave his talk was very interesting but was sadly spoilt by the noise from the pub. Several of the members have been very disappointed with the standard of the food, and the owners have at times been very un-co-operative and rude to some of our membership.

Following initial enquiries by our Chairman and Secretary, (Rog & Caz), with the Landlord of the Cock & Bottle I can confirm that with effect from the 7<sup>th</sup> June this will be the venue for our Club Nights. We will have our own private room at the rear of the public bar, the food is fantastic and although their A La Carte Restaurant Menu is a bit pricey it is well worth the money; there is also a traditional bar menu at a cost of £6. We can order off of either menu and the food will be served either in our own room or members can choose to sit in the restaurant and join us afterwards if they prefer. Booking for the Restaurant will be advisable, particularly in the summer months. Dogs and well-behaved children are welcome and the Landlord will do everything possible to make us welcome. The car park at the pub is a reasonable size but could get a little cramped. During the summer it has been agreed that we can use the field for parking.

I am organising a short quiz for the first club night with prizes for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> and the cost will be £1 per person and teams of 4 people.

The address and location of the pub is The Cock & Bottle, East Morden, Wareham, Dorset, BH20 7DL. Telephone number: 01929 459238.

Look forward to seeing you there!

Nicky Welch – Social Secretary

Nicky Welch – Social Secretary.

Email: jimnickywelch@sky.com

Mobile: 07884 347856

## **A NEW EVENT TO ADD** (though at very short notice....)

### **The Spirit of Milborne Port**

8<sup>th</sup> June – Motoring Pageant. As part of the traditional village fete, there will be a motoring section made up of vintage and classic cars – car clubs are being encouraged to support this event. It's too late for the DLRC to organise anything on a club basis, but in case you're interested and at a loose end, see [www.milborneport.org.uk](http://www.milborneport.org.uk) or phone Andy Topp on 01963 251189 for more details.

## **FORTHCOMING SOCIAL EVENTS & SHOWS - MAY, JUNE & JULY**

### **Quay for My Car – 'Landy Night' Poole Quay Friday 24<sup>th</sup> May 7-9pm.**

Poole Quay will once again play host to this mass get together of all our local Landy's and the more the better. This is a free event and come join us for some low key chatter, banter and sunbathing whilst eyeing up some of the competition and enjoying a pint. Our club gazebo and stand will be there. Please contact Jim Welch Show Co-ordinator if you would like to attend by email at [jimnickywelch@sky.com](mailto:jimnickywelch@sky.com) or on 07768 585081 as we will need to know numbers. We plan to meet at 6.30pm in the Marina Car-park and then drive round onto the quay for 7pm as they will not let any vehicles on before this time.

### **Social BBQ – Kimmeridge – Saturday 1<sup>st</sup> June from 6pm.**

Enjoy a family evening BBQ and social get together overlooking the shores of Kimmeridge Bay. Arrive from 6pm with your chosen food and drink, the Club BBQ, Event Shelter and some tables will be set-up on site. Please remember to bring something to sit on. Dogs and children are more than welcome. Depending on the weather warm clothing may be Advisable. For further details please contact Nicky Welch (Mrs) Social Secretary either by email at [jimnickywelch@sky.com](mailto:jimnickywelch@sky.com) or on 07884 347856. This event has been allowed to take place by kind permission of the Smedmore Estate.

### **Club Night & Quiz – Friday 7th June from 8pm @ Cock & Bottle.**

First meeting at our new venue. Time to eat, drink and be merry. Come along to meet fellow members exchange ideas, take part in the quiz and relax over a pint.

### **Spirit of Milborne Port - Motoring Pageant Saturday 8<sup>th</sup> June**

This is a relatively small show and has a motoring section made up of Vintage, Classic, Race, Modified and all other forms of transport. This is only the second year of this event and Car Clubs have been invited to attend as it is hoped it will grow year on year. If interested please contact Jim Welch – Show Co-ordinator at [jimnickywelch@sky.com](mailto:jimnickywelch@sky.com) or on 07768 585081.

### **Dunsfold Collection Open Weekend -15/16th June 2013 – Dunsfold Airfield.**

This open weekend happens every 2 years and is an opportunity to see our unique collection of prototype, pre-production and other rare Land Rovers, along with many interesting visiting vehicles. The Dunsfold Collection of Land Rovers is the largest private collection of Land Rovers in the world. Our Club stand will be there along with other Clubs, Trade stands, Auto Jumble & Craft stalls. Camping is £12 per caravan or tent per night and must be booked in advance.

Please contact Jim Welch Show Co-ordinator by the Closing date 28<sup>th</sup> May 2013.



## **FORTHCOMING SOCIAL EVENTS & SHOWS - MAY, JUNE & JULY (contd)**

### **LADIES DAY – Royal Ascot – Thursday 20<sup>th</sup> June - POSTPONED**

We as a Committee have decided to postpone the trip to Ladies Day at Ascot until next year (2014). Further details will be published in the Club Magazine later in the year and will also be advertised at our Annual Dinner to be held in January 2014.

### **Bristol & West Land Rover Show, Bath & West Showground, Shepton Mallet – 21<sup>st</sup>, 22<sup>nd</sup> & 23<sup>rd</sup> June**

A fun-filled family orientated Land Rover Show. Enjoy Arena Displays, Auto jumble, Trade Stands and one of the most challenging off road courses in the UK. We are attending with the Club Stand and have 8 free passes which include show entry and camping for the whole weekend. For further details please contact Jim Welch – Show Co-ordinator at [jimnickywelch@sky.com](mailto:jimnickywelch@sky.com) or on 07768 585081.

### **Club Night – Friday 5<sup>th</sup> July from 8pm @ Cock & Bottle.**

Time to eat, drink and be merry. Come along to meet fellow members exchange ideas and relax over a pint.

### **Steven's Farm Charity Beer & Cider Festival & Classic Car Show. Martinstown, Nr Dorchester 5<sup>th</sup> – 7<sup>th</sup> July**

The beautiful setting of Martinstown, Dorchester sees this local event in aid of charity offering a large selection of beer, cider and Perry, with evening entertainment provided by excellent local bands. There will be a small charge for caravans with electric hook-up. There are various events taking place throughout the weekend such as pig racing, Classic Car Show and a Landy Play Area. To book please contact Jim Welch Show Co-ordinator on [jimnickywelch@sky.com](mailto:jimnickywelch@sky.com) or on 07768 585081.

### **Somerset Steam & Country Show, Low Ham, Langport, Somerset 19<sup>th</sup>, 20<sup>th</sup> & 21<sup>st</sup> July**

This show has become a favourite with quite a few of our members. We have a Landy off-road area where members can drive their vehicles and demonstrate what they can do. Club Social BBQ on Saturday evening, spectacular views, Steam Traction Engines, Beer Tent with entertainment, fairground rides, classic car show and Monster Tractor Pulling Competition. £10 entry fee per exhibit payable on arrival to the show to include show entry and camping for tents and caravans from the Friday afternoon. To book please contact Jim Welch Show Co-ordinator on [jimnickywelch@sky.com](mailto:jimnickywelch@sky.com) or on 07768 585081.

#### **DATE CHANGES AND ADDITIONS**

As previously published, please note that The RTV Trial at **Knitson** is to be held on the 30<sup>th</sup> June, not the 30<sup>th</sup> May!

May and June seemed to have caused your new Editor a bit of a problem, because The **Bristol & West Land Rover Show** should read 22<sup>nd</sup> — 23<sup>rd</sup> **June**

**Bransgore RTV** is now on 17<sup>th</sup> November (not as previously published)

## A LIFE ON WHEELS – THE LAND ROVER WAY

There was a great turn-out of DLRC members at April's club night, no doubt attracted by the presentation that was on offer from photographer, traveller, DLRC member and LR addict Kit Constable Maxwell.

Being an Associate of the Royal Photographic Society, it was no surprise that Kit's images were brilliant, and as a Fellow of the Royal Geographical Society, Kit was able to speak with authority, knowledge and experience about some far-flung destinations.

Undoubtedly Kit's early life at Ampleforth College and then the Scots Guards instilled many of the survival skills that – to judge from some of the challenges thrown up on his travels – came in very handy. But the real key to Kit's life, and the driving force of his excellent presentation has clearly been his sheer enthusiasm for life, and of course for Land Rovers.

Military service in Libya clearly gave Kit a love for the desert, and his training in the French parachute force clearly contributed to his love of France; later in his varied career, Kit trained as a photographer and became a successful professional in a variety of industrial and commercial environments. I mention these biographical details because throughout Kit's presentation it was clear that all these formative influences contributed to his *wanderlust* and his willingness to go to places that whilst nowadays might be considered as holiday destinations were then very different, and once in those places, to take some fantastic pictures.

Kit's presentation was both biographical and more or less chronological, with his love of Land Rovers being the thread that held the tapestry of his travels together. Early tales of learning to drive in a Series 1, ownership of Series 2 and Series 3 trucks, a variety of Range Rovers, a Forward Control and a succession of Discoverys were all interwoven with stories and pictures of travels to India, Iran, Afghanistan, Pakistan, Kashmir, India, Nepal, Iraq and Syria. Later journeys that were amply described and illustrated took Kit, his wife Lyn and children to Egypt, Libya, Algeria, Tunisia, Morocco, across China to Tibet and into the Gobi Desert, as well as crossing the Sahara several times.

Kit's words and pictures were inspiring, interesting, educative and thoroughly enjoyable. What also came across was his empathy with the people that he met and photographed on his travels, but more than anything else, my abiding memory was Kit's sheer zest for travel, challenge and life in general.

Thanks go of course to Nicky Welch for organising the event, and huge thanks must go to Kit for giving DLRC members such a great evening.

**Andy Wilson**



## Hot and Steamy at Abbey Hill

Abbey Hill, although one of the smaller Steam Fair's we attend, it left me with a really good feeling last year. I was excited at the prospect of weaving in and out of the chuffing steamers, gawping at the Axe Men and annoying myself with the furry tarantulas once again!

We arrived to a fantastic open field with views to die for, our camp site for the weekend – did you know we all visited for the weekend free of charge?? Brilliant, a mini holiday for free, I love this club. During the evening we swelled to 5 caravans and a tent, once set up we caught a few rays of cooling sun but soon escaped to the beer tent for entertainment and a drop of the fizzy stuff, the kids enjoyed a boogie on the dance floor too. Having remembered where the caravan was my thoughts went out to Rich who bagged a hot water bottle before retreating to our awning tent, brrrr.

Soot was hanging in the air and a general wave of activity spread across the site as we wondered why we had that extra drink the night before, the guys rallied the trucks and made simple work of putting the new 'event shelter up' and soon had the stand manned and armed with info and bodies of enthusiastic informants. The tag team worked well leaving us just one hour each couple to man the stand, a fair exchange for a weekends entrance and camping I feel. Soon we meandered up to the main arena where there was plenty to watch around the circuit, fire engines, steamers, motorbikes and of course our great array of landies for good measure.

Before we knew it, Rog's daughter Mae was volunteering herself for a cuddle with a live Python around her neck then licking up a luscious ice cream after in the basking sun for her reward! Me, well I needed a swift drink after that one and soon stumbled into and subsequently out of the Cider tent, a little acidic for my test but strangely I managed to quaff a couple of pints, oooops! Feeling peckish and well relaxed we all congregated for a group bbq and gossip over a hot dog, however, one of the team had other ideas! I got to practise my first aid skills and even visited hospital with my patient, all well and good in the end but a little scary for us both and certainly instantly sobering. I'm glad to report our patient is making a good recovery although a little bruised and battered but definitely wants to come again!!!!

Sunday, what can I say, a stonking day, suntans, burns and plenty of chill time. The kids, big and small intent on making the most out of the fair and bumper cars particularly, a good opportunity to wander the rows of stalls and catch up on all the things missed so far – craft tent, car rally and stunt bikes plus more.

Too soon it was Monday and time to pack our case, another great year from the Yeovil base – we will be back.

**Caz**





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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?**





*Willem presents Steve with the trophy*

## PISTON BROKE TROPHY

Judging from smiling faces and some lovely feedback, the inaugural Piston Broke Trophy event (also known as Andy and Willem's Treasure Hunts) went very well. Starting and finishing at Pulham, the treasure hunt took in some very scenic roads and lanes, and also incorporated a timed gymkhana test. The treasure hunt element was catered for by all the participants having to search out the answers to some written or picture clues whilst navigating around the 36 mile route. And navigation was the key to it all, as drivers and navigators had to work together to use the tulip diagrams supplied by Andy and Willem.

Altogether, seventeen vehicles took part in the event, with the day divided into two separate runs (partly to comply with regulations, and partly to avoid any congestion to other road-users on the route). The morning-run participants met up with their afternoon-run counterparts at Willem's house for a delicious barbecue lunch – and in spite of the rather cool breeze (mild understatement!) the rain mercifully held off and thanks to Willem's generosity in providing lunch for all the drivers, navigators and passengers, a jolly good time was had by all involved.

And it wasn't just Willem's generosity in providing the venue and lunch that should be mentioned – the event was also used to get donations for the work of the Dorset Air Ambulance, and thanks to the support of everybody who took part, a cheque for £427 is winging (or possibly rotating) its way to the DAA.

With points being awarded for correct answers to clues, closeness to optimum times and the gymkhana test, after the numbers were crunched, Steve Rossiter – driving a 90 truck cab - emerged as the winner of the morning run, whilst new club member Alastair Kegie, driving an oriental vehicle beginning with 'M' and ending in 'shi', won the afternoon event by the odd point. Overall winner, and presented with the main Piston Broke Trophy, was Steve Rossiter.

Jim Welch summed things up neatly, writing on the website: *"Truly was a great day. Fantastic organisation, beautiful countryside and the route and questions made for a challenging but rewarding day. The hospitality of Willem was incredible as not only did he provide the venue and food but matched what the membership donated. Those of you who didn't or couldn't make it missed a brilliant day."*

And the other good news is that it's planned to make it an annual event!



## TINCLETON RTV

At last some spring-like weather! Although lurking beneath the apparently dry surface there was lots of sticky soft stuff... although with no trees to bump into (good thing) there was no real shelter from the quite chilly breeze (bad thing).

Anyway, climate aside, another good turn-out for this popular trial site, with 19 drivers signing-on and all (seemingly) having a pretty good time.

The site lends itself to good spectator vantage points, and it's also a good site from the point of view of the two groups not being miles away from one another (so providing opportunities to spy on the opposition between sections). There were difficulties lurking in several of the sections – plenty of chances to go cross-axed, for example, but the real trick was finding a route that stuck to firm, traction-providing terrain rather than breaking through the 'crust' to find the sticky stuff.

One or two trucks got – in popular parlance – well-mired, but with only one little pond, and no running water, and no trees to get in the way, any winching was minimal and quickly contrived.

Robin Dumbreck (who is apparently on the lookout for another Defender already!) had a good day driving Mike's truck – and Ron did well (would have been a bitter pill to swallow if he hadn't, what with letting someone else drive the Green Machine), and in the LWB class Jon Riddle was very happy with finding loads of grip and ending up with a score of 8 for the day.

Martin Dover didn't manage quite so well when it came to avoiding some of the boggy bits, but claims that he was "surprisingly happy" with his score of 10; always good to be philosophical when you have to admit that *"the sections were all good and driveable – it's just the luck of the draw sometimes. My attempts to avoid the boggy bits just didn't work for me today."* Nigel Hutton was even happier - without the usual load on the roof he just managed to pip perennial rival Martin.

Although trials are clearly competitive, there's plenty of 'club spirit' in evidence, not least shown in a willingness to share trucks and advice – which should encourage new members to have a go. Jason MacDonald *"had a great day"* but thought he *"could of done better! 2nd trial ever so only room for improvement."*, whilst James Pinfield wanted to thank *"the marshals and course setters, and Mr Riddle for sorting out range rover."*



*Plenty of chances to go cross-axed at Tincleton!*

## TINCLETON RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	Total	Pos
Jon Riddle	4	0	0	3	0	0	1	0	0	0	8	1
Tony Butterworth	4	0	0	3	0	0	0	0	0	1	8	1
Nigel Hutton	4	0	0	4	0	0	0	0	0	1	9	2
Keith Poulton	4	0	0	5	0	0	0	0	5	0	14	3
Trevor Harmer	4	0	0	5	0	0	0	0	3	1	13	4
Jamie Pimbley	4	1	0	5	2	0	0	6	6	1	25	5
<b>SWB</b>												
Ron Hogg	0	0	0	2	0	0	0	0	0	0	2	1
Robin Dumbreck	0	0	0	5	0	0	0	0	0	0	5	2
Matthew Ricketts	4	0	0	5	0	0	0	0	0	0	9	3
Mike Webster	4	0	0	5	0	0	0	0	0	0	9	3
Martin Dover	4	0	0	5	0	0	0	0	0	1	10	4
Mike Mears	0	0	0	5	0	0	1	6	0	0	12	5
Tim Cox	4	0	0	5	0	0	1	0	2	1	13	6
Rich Parfitt	3	0	0	5	0	0	0	6	0	0	14	7
Dave Poultney	4	0	0	5	0	0	0	6	0	0	15	8
Jason Macdonald	4	0	6	5	0	0	1	7	0	0	23	9
Harrold Goodland	9	3	0	5	5	0	1	0	0	1	24	10
<b>SWB</b>												
Robert Shadbolt	0	1	0	5	0	0	1	6	0	0	13	1
James Gray	8	4	0	5	0	8	1	0	0	0	26	2

*Nigel Hutton had a good day out*



## JIM WELCH GIVES CLUB A VOICE

Jim has been recently appointed as the Green Lane Association (GLASS) Representative for Dorset and is shortly to become the Treadlightly Ambassador also for Dorset, alongside being a Committee Member of Dorset Land Rover Club. All of these appointments have and will add weight to his election onto the Dorset, Bournemouth and Poole Local Access Forum.

Jim was elected onto the Dorset, Bournemouth and Poole Local Access Forum (DLAF) in September 2012 and his role is to provide guidance and advice to the Forum and other statutory bodies by representing responsible 4 x 4 driving in line with LARA, Countryside Act, Highways Act, Rights of Way and the Definitive Map. Local Access Forums provide statutory advice as clarified by DEFRA and Jim's aim is to ensure that the BOATs and UCRs are kept open and to ensure this by working together with other organisations and Associations to keep these access routes open. Jim promotes the GLASS Code of Conduct and Treadlightly ethos at these meetings and is now also part of a Sub-Committee in the process of being set up to look specifically at how to keep all the existing routes open.

It's early days at the moment for these newly coordinated groups, and Jim has agreed to write a regular column for *The Dorset Rover* outlining what is going on and what is being planned. If you have any ideas that you might want Jim to consider in his new multi-role position, e-mail them to him.

## FAMOUS FIVE EXPLORE DORSET

They say everyone has an entitlement to fifteen minutes of fame – so perhaps for the DLRC members who joined up with Jim Welch and LRM photographer Patrick for the day have had their fair share!

All the nationally available LR magazines feature green-laning in one way or another, but LRM's approach is refreshingly new: instead of just a few blokes racing round to complete as many lanes as possible, LRM are featuring green-lanes as a way of entertaining the driver between opportunities to give other members of the family a good day out, so the emphasis is shifting towards what is available for the passengers to do *en route* – visiting museums, castles, hill-forts, seaside beauty spots and so on.

Organised by Jim Welch, the rest of the group (Andy, Ron and Angela and Sam) met up with LRM photographer Patrick just outside Cranborne to start with a pleasant little lane through the woods and across a stream to pick up the road back to Wimborne, thence to Badbury Rings (passing Kingston Lacy). Then it was on to Milborne St Andrew and another lane down to Affpuddle, then across to pick up the Lawrence Trail and cross Moreton Ford, before stopping for lunch at Moreton, and an opportunity to visit Moreton Church to look at the famous windows, and also Lawrence's grave.

After lunch we then drove down the Jubilee Trail and turning left at the Crossways end, motored down to Owermoigne to pop into the cider museum. After that it was further south to the Daggers Gate lane (between Durdle Door and Lulworth camp) before finishing the day at Lulworth Cove itself.

The idea of making a green-laning trip a family day out is great, and the day out brought home just how much there is to see and do in Dorset, as well as the fact that there are still some lovely green lanes to drive. Big thanks go to Jim for organising the trip (and Nicky for navigating!), and hopefully the article (and Patrick's pictures) will feature in the next edition of LRM, thereby giving the DLRC members involved their fifteen minutes of fame!

*Andy Wilson*



## TINCLETON RTV



## THE DORSET ROVER

## ABBNEY HILL





# TREASURE HUNT





*Caz comes up with a cunning plan to avoid any more damage to Bertie's bodywork*



*Andy Wilson driving through the river at Tarr Steps during the 90/110 Club Western Run*

## THE WESTERN RUN

I'm not entirely sure whether it's allowed, but I'm also a member of the Series 3/90/110 Club and it was with that group that I enjoyed a jolly good day out on Exmoor taking part in the club's Western Run on Easter Day.

It helped that the weather was absolutely lovely – very cold (there was still snow on the ground in places up on the moor) – but blue skies and sunshine made for some lovely views as the 33 vehicle convoy snaked its way from the South Molton area up on to the moor and down into the valley, and then up again, and then down again ... all in all, for a very enjoyable and very scenic 3 hour drive in an area that I'd never visited before.

It was all on tarmac (except for a couple of river crossings) with the picturesque highlight being the crossing at Tarr Steps. Although the convoy didn't venture off-road, I had the SatMap on and we certainly seemed to pass quite a few turninhs that looked as if they might lead somewhere on a future trip. I've got the route summary so it shouldn't be too difficult to cross-reference the route with a paper map to see how many driveable lanes (if there are any down those tempting turnings) might be worth exploring another time.

Interesting collection of vehicles taking part as well – as the club's name suggests, there were plenty of Series 3s, 90s and 110s, along with a variety of Discos, a couple of light-weights and few classic Range Rovers.

But aren't Land Rover owners strange? Who'd have thought it worthwhile to drive nearly 90 miles to join a 33 vehicle traffic jam to crawl around Exmoor? But it was, and I did.

**Andy Wilson**

## DOES AN ELECTRIC DEFENDER SPARK ANY INTEREST?

With the headline **Land Rover Unveils New Electric Defender Research Vehicle**, JLR claims that *Land Rover is continuing to champion British innovation and cutting-edge automotive engineering by unveiling seven new Electric Defender models at the Geneva Motor Show. The research vehicle delivers zero emissions while retaining its tough, go-anywhere capability.*

The initial press release goes on to give some technical facts and figures: *The standard diesel engine and gearbox have been replaced by a 70kW (94bhp), 330Nm electric motor twinned with a 300-volt, lithium-ion battery with a capacity of 27kWh, giving a range of more than 50 miles. In typical, low speed off-road use it can last for up to eight hours before recharging. The battery can be fully charged by a 7kW fast charger in four hours, or a portable 3kW charger in 10 hours.*

*The electric vehicles (EVs) retain the Defender's legendary four-wheel drive system and differential lock. Because the electric motor delivers maximum torque from the moment it starts, there's no need for gear shifting and the transmission comprises a single speed, 2.7:1 reduction gearbox combined with the existing Defender four-wheel drive system. A modified version of Land Rover's Terrain Response System has also been incorporated.*

*Continued overleaf*

I suppose an eight hour off-road range would be just about enough for a good day out on the Strata Florida (provided you had a trailer to get it there and to meet you at the other end), and it would be just about right as well for a day's trialling – with the added attraction of course that not having to change gear would allow full concentration on the course, and additionally, again (according to JLR) the prototype truck is *in keeping with Land Rover's 'Tread Lightly' philosophy; the smooth, low-speed capability of the electric drivetrain makes the Electric Defenders especially well suited to climbing obstacles without damaging the ground unnecessarily* (which would be a bonus at Bransgore!)

It's not a production vehicle, and it appears that there no plans anytime soon for it to become one (mind you, with the DC100 concept now apparently being moved across to become a mini-Disco, who knows?). Apparently the idea for an electric Defender first came about when a game reserve in South Africa asked Land Rover to commission an electric vehicle for game-watching. They wanted something that could touch 40mph (both forwards and, handily if being charged by an angry animal with big teeth, backwards) and would give a full day's tourist-trundle around the reserve all day before needing to be recharged. An electric Land Rover would hopefully be quiet enough to approach the animals so as not to disturb them, too.

According to an Autocar review, the familiar Defender rumble and rattle has been replaced by a distinctive whine (think fully-charged milk-float, I suppose), and regular LR pundits posit the idea that the relevance of the vehicle is connected to the development of a hybrid before Land Rover ever makes a full electric vehicle. The idea of developing the prototype via a hybrid to give it greater effective range, but with the advantages that would come from a selectable electric drive for off-road use are borne out by a few more figures: in addition to its 94bhp, the motor generates 250lb ft from zero rpm, which would make it very effective off-road. Another development which could be transferred to the Defender is that this electric version is fully waterproofed, to the extent that its wade depth is 800mm – up from 500mm on the standard truck.

So is this the future?  
And does the idea of an electric Defender spark any interest?

**Andy Wilson**

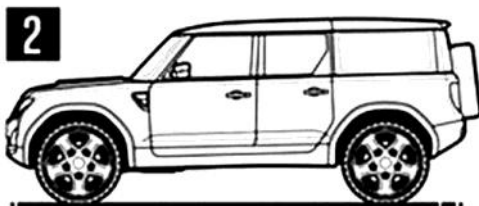
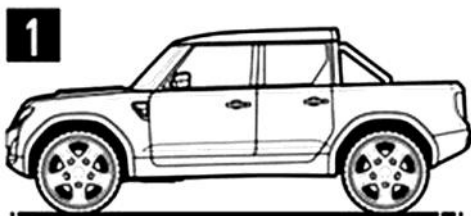




## THE RUMOUR MILL

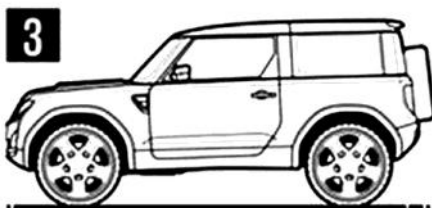
The Land Rover rumour mill has been working overtime recently, and has spat out the apparent 'news' that JLR are looking at developing no fewer than 16 new LR models over the next few years. As well as the electric Defender (which of course is more than just a rumour), it appears that LR are looking at developing no fewer than five 'utility' models – and pictures have even been released suggesting how the utility range will be expanded:

**Picture 1** – This shows a pick-up Defender. Apparently it's expected by late 2015 or early 2016. There is a suggestion that it could be based on an updated, lighter version of the T5 platform currently used by the Disco 4.



**Picture 2** – A long wheelbase, seven seater Defender; expected to roll-out at the end of 2016.

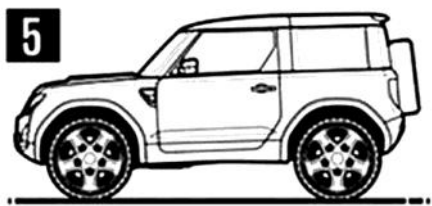
**Picture 3** – The 'standard' Defender. Standard wheelbase (though they don't actually say what standard is – presumably 100") but a five seater anyway.



**Picture 4** – the suggestion is that the current Defender will continue (presumably made in India or China). One wonders whether it will still be imported back into the UK, and if so, whether it will be cheaper than currently. The thought is that it will continue in production to satisfy developing markets (which will mean that it will have to be cheaper in order to undercut Toyota etc.)



**Picture 5** – the DC100 – but a production version based on the 100" wheelbase. It's been described as a "style-led urban Land Rover", and will be based on the current Evoque platform. Other rumours suggest that it could move across from the utility range to become a mini-Disco.



## WHAT DOES AN EVOQUE EVOKE?

I had to leave my Freelander with Westover Land Rover for a bit of a service and when I leave a vehicle there, they give me a loan car – invariably a rather nasty little euro-box which feels rather like driving a roller skate, so this time, I thought I'd be a bit cheeky and ask if I could borrow an Evoque... “No problem, I'll just go and get the keys for you,” was the response! So what follows this rather long winded introduction is an purely personal impression (rather than a review) from the perspective of someone who already drives Land Rovers.

The first impression was that whilst the Evoque purports to be a Range Rover rather than a Land Rover it lacks the feeling of solidity of either. Yes, it's beautifully put together – I'd borrowed an almost top spec SD4 – and the contrasting stitching on the leather work, whilst having no real function, does look pretty. The seat was very comfortable – good lumbar support, and almost recaro-like sides (and as it was quite a chilly morning, I did switch on the seat heating system, which worked nicely), but getting the seat-belt to engage was quite tricky because of the narrowness of the gap between the seat side and the large cubby box. That was the first thing that would really annoy me after a while...



The Evoque has keyless ignition – as long as you've got the key fob in the car, you just press a button and everything starts, including the pop-up gear selector (automatic of course, with a 'Sport' setting with flappy-paddles behind the steering wheel). And that brought about annoyance number two; the Freelander gear selector looks and feels like a gear-stick, and you don't have to look down at it to select drive – just foot on the brake, and pull right back. With the Evoque, you have to look down in order to twiddle (although to be fair, the 'gear' selected is displayed on the dashboard). I prefer to look where I'm going, rather than downwards, so although a motorised, pop-up gear selector knob is clever, it annoyed me.

But not as much as the rear-view mirror. With the back-seat headrests down, it's a bit like peering through a letter box; with the headrests up, it's like a letter box full of junk-mail. OK, the wing mirrors are vast (more about them later), and on the model that I was using, as soon as you select 'R', the sat-nav screen utilises the rear-facing camera so you can see what you're going to hit. But again, who wants to look down below the dashboard when reversing? I found myself using the wing-mirrors more or less all the time, whether reversing or going forwards, so lack of rear visibility was a bit of a problem, and annoyance number three.



So, having reversed out of the car park space, I started going forwards. And encountered annoyance number four. Yes, the wing mirrors are vast, but because the door sides come up to shoulder height, the vastness of the mirror, combined with the thickness and width of the air-bag filled front pillar, create a really significant blind-spot. You really have to crane your neck sometimes to peer round it to see where the kerb or the white line is. So there we are, another problem!







A major problem and therefore annoyance number five came from the position of the steering wheel relative to the binnacle. I adjusted the height of the steering wheel to where it was comfortable for me to grip and steer – but that meant that the speedometer and rev counter dials were more or less obscured (certainly between 30mph and 80mph anyway), so not good if you're in the vicinity of speed cameras and need to check. There is a digital read-out of speed as well as the blinged-up dial speedometer, but as mentioned before, I like to be looking up rather than down for a little white number somewhere.

There are some good things about the Evoque. It's very nippy (although there was a bit of lag when in the equivalent of fifth or sixth gear, and you suddenly want some 'oomph' to overtake), and the steering is incredibly light, yet very sharp and precise. Fuel consumption is relatively miser-

erly – the LR bumph suggests 50mpg; I managed just over 40mpg going through heavy traffic to and from Christchurch. Another plus point is that the Evoque looks quite pretty, and certainly there is a deceptive amount of head-room in the front, and leg room in the back, although headroom is a bit more constrained in the back. And it's got an oval badge (black rather than green, but that's OK). And er... that's it. I found the ride incredibly hard. Not Defender jolty, but just hard (good job the seats were comfortable!), but perhaps that was down to the low-profile tyres, so that was annoyance number five (because I suppose I'd been expecting Range Rover type smoothness in the ride).

I enjoyed the experience of an extended test-drive (and before anyone asks, no – I didn't take it off road), and it was jolly kind of Bill at Westover to let me borrow it. But would I buy one? Absolutely not. What if money were no object? Would I buy one just for fun? Again, absolutely not. There are far too many annoyances which would really get to me after a while. I'm sure it's brilliantly engineered, and very clever, but it really can't do anything that a Freelander 2 couldn't – and having now driven both, I think the Freelander does it much better as well (apart from ground clearance, which, as I say, I didn't have a chance to try). And although the Evoque might be more frugal by around 10mpg on a long run than the Freelander 2, the price differential is such that the saving would amply cover the extra fuel costs of the Freelander. Yes it was more luxurious than the Defender (not that difficult), but to get home, I had to drive the Freelander – and it was so much more enjoyable. And when I got home, I went out for a potter in the Defender – and that, for all its faults, was more fun than either of them.

So I was left wondering what the Evoque is actually for? I can't see any typical Evoque owner using it off road (except perhaps to drive across Smiths Lawn to watch the polo). There are much cheaper cars if all the owner wants is to drive on roads (and be able to see out easily). And so I came to a funny (if slightly cynical) conclusion. Perhaps the whole point of the Evoque is to sell in huge volume at very high price in order to make Land Rover massive profits which will allow it develop a worthwhile replacement for the Defender.

*Andy Wilson*





*The inaugural Piston Broke Treasure Hunt was a great success! Willem gets ready to present the trophy*



*Famous Five explore Dorset - a few pictures taken during the LRM shoot (see p 16)*

## DLRC CALENDAR 2013

So that members can plan ahead, the Committee has tried to gather together as many dates as possible for 2013. The dates and venues for all the RTV events appears on the following page, whilst this page highlights shows and social events, laning trips, driving days and driver training days. It is possible that some of the dates may change, or the venues for RTV might be shuffled around (depending on weather and availability) so please check the website or subsequent issues of the magazine for updates. It's also likely that more dates will be added, so keep your eyes peeled. More details of each event will appear in relevant issues of the magazine. If you're interested in going to any of the shows, please contact Jim Welch for more details and availability of club tickets/passes.

And if you know of any events that should be added, please e-mail the Editor!

1 <sup>st</sup> June	Club BBQ
7 <sup>th</sup> June	Club night
15 <sup>th</sup> -16 <sup>th</sup> June	Dunsfold Collection Weekend
22 <sup>nd</sup> -23 <sup>rd</sup> June	Bristol & West LR Show
5 <sup>th</sup> July	Club night
6 <sup>th</sup> – 7 <sup>th</sup> July	Stevens Farm Show, Martinstown
19 <sup>th</sup> – 22 <sup>nd</sup> July	Somerset Steam Spectacular, Langport
2 <sup>nd</sup> Aug	Club night
9 <sup>th</sup> – 11 <sup>th</sup> August	Purbeck Rally
17 <sup>th</sup> – 18 <sup>th</sup> Aug	Yesterday's Farming Show, Crewkerne
23 <sup>rd</sup> -26 <sup>th</sup> Aug	Laning Trip to Wales
1st Sept	Ladies Day at Tincleton
6 <sup>th</sup> Sept	Club night
6 <sup>th</sup> – 8 <sup>th</sup> Sept	Harmans Cross Vehicle Rally
6 <sup>th</sup> – 8 <sup>th</sup> Sept	LRO Show Peterborough
15 <sup>th</sup> Sept	Driving Day – prov Tidworth
4 <sup>th</sup> October	Club night
5 <sup>th</sup> – 6 <sup>th</sup> Oct	London to Brighton LR Run
1 <sup>st</sup> November	Club night
6 <sup>th</sup> December	Club night
December (date & venue tbc)	Driver Training Day

## WHAT DO YOU DO?



You are driving in your land rover at a constant speed. On your left side is a valley and on your right side is a fire engine travelling at the same speed as you. In front of you is a galloping pig which is the same size as your motor and you cannot overtake it. Behind you is a helicopter flying at ground level. Both the giant pig and the helicopter are also travelling at the same speed as you. What must you do to safely get out of this highly dangerous situation?

Answer: Get off the children's "Merry-Go-Round" ... you are pissed

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 web-site!

30 <sup>th</sup> June	Knitson
28 <sup>th</sup> July	Crossways
18 <sup>th</sup> August	Shillingstone
1st September	Ladies Day at Tincton
15 <sup>th</sup> September	<i>Driving Day</i>
13 <sup>th</sup> October	Mannington
17 <sup>th</sup> November	Bransgore



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

### **30th June - Knitson**

Fantastic views of the Purbecks and out to Swanage from this hillside site. Some 'interesting' side slopes, but very open ground for the most part. Perfect site for spectators and picnics (if the weather's good!). Just off Burnhams Lane—turn left off the Wareham/Swanage Road (signed to Knitson) - GR 005809

### **28th July - 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

# FUTURE EVENTS

## Important information for competitors

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

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



## THESE THINGS WILL BE CHECKED

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

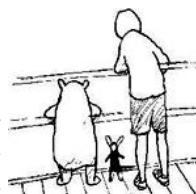
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

## Site Directions

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

## SPECTATORS

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



## LAND ROVER TRIVIA QUIZ – Part 3

Hope you enjoyed last issue's quiz – here are the answers:

Trivia Quiz – Part 2 – answers

21 Tom Barton; 22 Olaf Poppe; 23 HUE 166; 24 UKE 80; 25 David Bache; 26 Linares; 27 Fairey Winches Ltd; 28 Spen King; 29 North American Specification; 30 Cariba; 31 Discovery; 32 £15,750; 33 Geneva; 34 Tempest; 35 BMW; 36 Matthew Taylor; 37 Freelander; 38 All built at Halewood; 39 both were tested with a Rolls Royce B40 engine; 40 Anglesey.

Trivia Quiz – Part 3

- 41 What auspicious milestone was reached at Solihull in 1976?
- 42 What did Angola, Indonesia, Nigeria, Spain and Zimbabwe all have in common?
- 43 What was the Land Rover SMOMOT designed to do?
- 44 Who led the expedition in 1975 when four 101FCs drove across Africa from the Atlantic to the Red Sea?
- 45 What kind of vehicle was the Centaur?
- 46 Which vehicle was nicknamed 'The Greenhouse'?
- 47 Who designed the chassis frame that underpinned the first production Land Rover?
- 48 Who is actually credited with coming up with the name 'Land Rover'?
- 49 What was the trade name of the body panel metal used when the first production LR's were built?
- 50 Which newspaper was the first to announce the Land Rover?
- 51 At which agricultural show were Land Rovers first displayed in the UK?
- 52 Which Australian engineering company bought 715 Land Rovers between 1950 and 1966?
- 53 What was the name of the first trailer specifically designed as a LR accessory?
- 54 In which country did Minerva build a Land Rover derivative?
- 55 What was the registration number of the first Royal Land Rover station wagon?
- 56 Which Swedish company imported and winterised LR Series I (including fitting a proper heater!)?
- 57 Who designed Land Rover's first diesel engine?
- 58 To whom was the first LR Santana Series II presented?
- 59 Why did six Land Rovers go to the Bonneville Salt Flats in 1960?
- 60 Which company was responsible for the LR Dormobile conversion?

All the answers, and another 20 questions in the next issue!



What do the Titanic and a Land Rover have in common? They have the same turning circle and are just as waterproof  
Did you know that 80% of Defenders produced are still on the road. The other 20% made it home

specialists for

# LAND ROVER PARTS



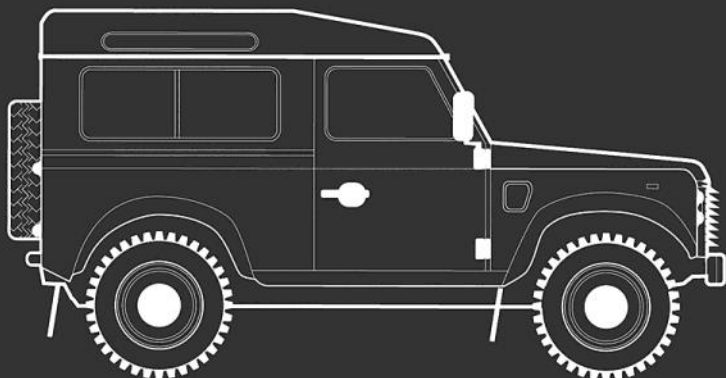
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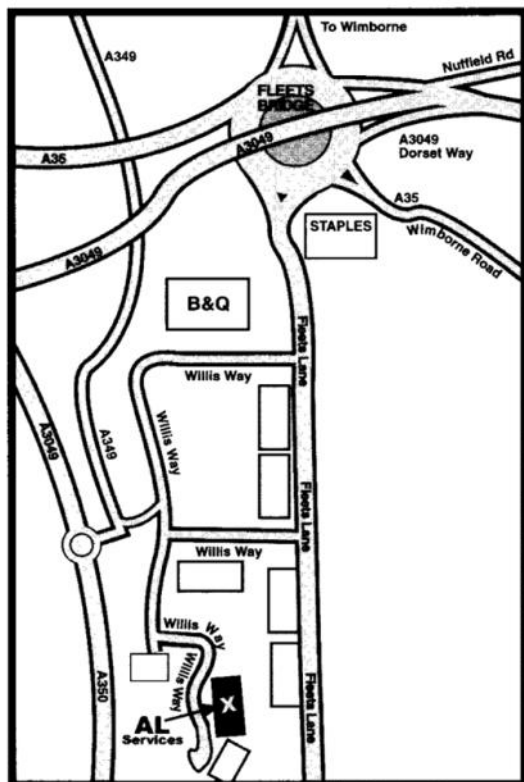
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