



DORSET ROVER



The Dorset Land Rover Club Newsletter

June - July 2015 Volume 28 Issue 3





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INDEX OF CONTENTS

2	NFU Mutual Insurance (advert)
4	More club info
5	Chairman's Waffle
6	New Members
7	Club merchandise & Calendar info
8	Mannington RTV
9	Mannington RTV
10	Abbey Hill Steam Fair
11	Green Laning
12	Green Laning
13	Green Laning
14	Media Watch
15	Classic Advert
16	More GL pictures
17-20	Centre Colour Spread
21	End of the Road for the Defender
22	Matchams RTV
23	Matchams RTV
24	Matchams RTV
25	Matchams RTV
26	Club Calendar
27	Club Calendar

CHECK FOR DATE/VENUE CHANGES!!

28	RTV Calendar
29	RTV Information
30	Seven Stars (advert)
31	David Vincents (advert)
32	Adrian Flux (advert)
33	Douglass Motors (advert)
34	Evans (advert)
35	LRM (advert)
36	AL Services (advert)



THE DORSET ROVER

June — July 2015

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

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

All entries for the next newsletter to be received by
Friday 17th July 2015

Club Night in June: Friday 5th June
CHANGE OF VENUE!

Noggin & Natter - Coach & Horses, Wimborne BH21 1QB

Club Night in July: Friday 3rd July (provisional date)

Beer & Cider Festival - Stevens Farm, Martinstown

Up to date information and more contact details can be found on the
Dorset Land Rover Club website:

www.dorsetrover.co.uk

A PLEA FROM THE EDITOR...

Are you bored with reading the same old stuff? Then act **NOW!**

I need your contributions! Please e-mail articles, reports,
pictures (original jpegs please), jokes, stories etc to
editor@dorsetrover.co.uk to arrive by the deadline given in the box above. I'd
rather have too much than too little!

And have you got a 'top' cover picture? It must be in portrait format, and
preferably with light tones top and bottom.

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this newsletter, readers must be responsible for their own actions and safety.

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opinions expressed are not necessarily the opinions of the Committee or the Club as a
whole.



We're just back from a great weekend at Abbey Hill Steam Rally. There wasn't much take up for free tickets for the weekend so it was only Polly & Jase, Nicky & Jim along with us & Mae camping. It's a shame more don't come to this show really but we all enjoyed it.

I finally decided to sell Baby on! After 17 years ownership & just not using it for what he was built for it was time to move on. He'd been sat in the shed since Oct & not moved so I thought I would be much better off with something I could trial. After a couple of days looking around for an unmolested 300tdi 90 without much success (most have been mucked around with) I remembered that Robin had mentioned that his was only a stop gap. So we did a deal & I now have a 97 R reg 90 for trialing. It's pre-dented so I don't have to be precious about it & I've changed the hard top for a truck cab. New seat refurb kits have made it more comfortable & a new mot to keep him going for a while. I drove an S&W rtv in April & our rtv at Mannington along with Caz double driving & it's a revelation after trialing Bertie.

Bertie has now been retired & is being tidied up. New front wheel bearings, seals & brakes, new rear brakes & a lick of paint should smarten him up so we can keep him for shows. Caz toyed with the idea of selling him but when we thought about it, he only cost £90 a year to keep & I'd doubt we'd find another like him.

I'm somewhat confused by the lack of enthusiasm from our members this year. We have around 85 of you so far but only get to see the same old faces, same faces setting up trials, same faces doing the shows, same faces coming to club nights & to be honest; it seems like a struggle to get you out to those! We're trying our best (& I fear failing) to put events on for our members that we think you would enjoy, be that social or offroading. We were accused last year of not being a family friendly club & we have addressed that with a couple more shows & club nights to involve the whole family. Thankfully the green lane side of the club is thriving so maybe that's where you've all been hiding.

On a similar note! There are still plenty of spaces left for the shows. Langport (Somerset steam) & closer to home, Purbeck, Harman's Cross & the Transport & Heritage show (Wimborne) would all be good days (or weekends camping) our for the family. If they're not yet on the website booking page I will do so shortly.

I have come up with a new scoring system for next year's trials which I think will be fairer & will also have incentives built in for those that make the effort to set up or Marshal. It should also make it easier to stay in with a shout at the title & give those who struggle a bit more encouragement. Based on the F1 system (ish!) with 10 points for a win, 8 for 2nd etc in each class, 10 points if you marshal & not drive, with 2 bonus points if you set up. Although I can see we might have to limit the setup points because unless we get more help, there will be 3 or 4 of us winning all the trophies! But that is the point, trying to encourage drivers to get involved rather than turn up, pay, drive & go home.

Continued on next page

Oh, nearly forgot... Bumped into an old member at Abbey hill. Tim was a member before me & will hopefully be joining again to do some greenlaning. (I'm still the longest standing member though!)

Best of luck to Andy, our amazing editor, who will be going in for a new knee in a couple of days. Get better soon matie.

Rog

FROM THE EDITOR...

I've got to confess that there are one or two 'fillers' in this issue of the Dorset Rover. The problem is simple - I'm currently incapacitated and so totally reliant on others for material and pictures.... which aren't necessarily immediately (or even eventually!) available.

Anyway, I've done the best I can! Huge thanks to Rog, Caz, Jayne and Charlotte for their support!

Forthcoming Club Nights

June - This will now be at the Coach & Horses in Wimborne

BH21 1QB — **PLEASE NOTE CHANGE OF VENUE**

July - Stevens Farm, Martinstown—**Designed to tie-in with the Gala Weekend - see the website for more details**

August - The Thatch, Ferndown

If you are at an event - whether trialling, laning or just chilling, don't forget that I'd love to get some details and photographs (especially if you remember to take the camera that you out of the truck!) Articles don't have to be hugely long - 200-400 words is fine; pictures should be jpegs - ideal size is 7"x5" @200ppi.

Andy Wilson, Editor

WELCOME TO NEW MEMBERS

Peter Burns - Wimborne

Dean Mitchell - Poole

Mark Codling - Bournemouth

Matt James - Charlton Horethorne

URGENT MESSAGE TO ALL RTV DRIVERS

Please be aware that as a member club of the ALRC we have to abide by the regulations set out by them. Please make sure your vehicle complies or you might be excluded from taking part in trials. The rules are in the green book (I still have some if you need one) & on our website & the ALRC website. They're very easy to stick to so please comply.

Rog



CLUB MERCHANDISE



We're always open to ideas for Club Merchandise, and our popular 'lines' are doing very well. If you've already ordered something, hopefully you've paid and collected! Our new supplier is able to supply the usual range of shirts, sweats and fleeces. We have also got a few remaining Special Edition 25th Anniversary mugs (dark green with yellow printing, and they make tea taste much better....) - bargain price of £5.00

Just to be going on with though, at the moment, clothing consists 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. And she's the person to contact to place an order as well.

LADIES DAY - POSTPONED

We've tried numerous locations, looked at totally new venues, contacted various big estates, advertised in magazines for suitable and available land - but all to no avail, so it is with great regret that Ladies Day (which should have been on 14th June) will have to be postponed.

CHANGE OF VENUE FOR JUNE CLUB NIGHT

Andy Wilson was going to run a film night at The Bryanston Club for the June Club Night, but this event has had to be postponed due to Andy not being able to drive (or even walk properly) for a while following a knee replacement operation. In the hope that people actually read this issue of the magazine, please note that the new venue for the Club Night in June (Friday 5th) will be the Coach & Horses in Wimborne BH21 1QB

The Film Night will take place later in the year - so watch out for further announcements.

MANNINGTON RTV

Filled with a mix of nerves and excitement I joined the gang, 16 of us in total with a good mix of old and new faces to try our skill at beating some likely challenging sections through the gritty quarry, lumps and bumps of the 'mound' and some crunching through the twiggy woods.

Being thoroughly spoiled by having two dedicated marshalls, Ron Hogg reported to the evens and the elusive but very welcome Nigel Moore split the odds off to start at the bottom of the quarry. Now you would think that having driven Bertie (Series 2A) at many a trial that I would be filled with confidence starting this year's RTVs in Rog's lovely new truck (90 pickup), however, my legs had other ideas and shortly having clambered into the cab turned to jelly as my heart rate kicked a little I pulled away. Noticeably, I seemed that much higher and amazingly the wheels actually turned, as I bobbed along I focused on the getting round a tight right that some others before me had failed – I thought I had studied the path long enough but alas, the turning circle of the 90 is good but not that good – darn it, miscalculation and a 7.

Determined to make the most out of the next section comprising of some tricky cross axles in some unforgiving loose sand, I gritted my teeth and pushed more gas, to my amazement the 90 responded....yes of course, I was driving the 90 not the Series – with that I easily swung the steering wheel and wiggled my backside over the bumps and proudly scored 2.

Confidence growing, I watched and winced as Matin bounced his way over the mounds of crossaxles, clearly his method was speed and easily cleared the section. Boinging from left to right and up and down, I kept the gas on but shortly found one of the benefits of the 90 worked against me, almost hilariously oversteering through the first 4 sections before easing off too soon and getting stuck in a cross axled dip – more beans required!

It was all go for the next section deep in the woods, weaving in and out of trees, up and down the sandy slopes I bombed up the hill the clear the 2 or so I thought, unfortunately I had pinged the red 6 on my past and entered the water hold on our 5th section feeling a little deflated. Walking round the section, planning my attack, I thought it appeared reasonable but having set off yet again my right foot let me down as I fuffed about trying to get up the first climb out of a wonky pit – what a waste, too many points for my liking but lunch next and a time to regroup.

First up on the next section should have seen a short burst up a well rutted but loose soiled ledge with a dip in the pond and a blast up the short but steepish hill in the distance. Having decided to try for the sharp left, I had placed my tyres in the wrong track and failed yet another climb – I put it down to lack of beans but the when I witnessed the others turning right and looping out wide I realised I'd just made a really bad decision as they easily rallied up the ledge, many getting some decent low scores.

Surely my luck had to change soon, but looking at the next section seeing a steep drop I knew I would need some umpfh to get up the hill the other side so not content with booting it up the hill, a few curse words may have slipped out as I felt the

back of the truck struggle for traction, yelling a note of angry 'get up there' thankfully the truck suddenly picked up as I bounced over the top – wohooo, onwards to a clear!!!

Last two sections went much better with a 1 and a clear to finish the day and boy what a day it was. Don't tell Bertie but I'm in love, in love with a certain 90 that made my day fun, responsive, easier and achievable, I think I'm gonna like this! Big thanks to all the course setters and marshalls, think all regular trailers should give set up a go and see how much mischief you can put us through!

Of course Martin finished first on just 3 points but hot on his heels Jason, Rog and newbie Pete finished their challenge on 7 points each. Well done to Trev who although spending most of his day in 2 wheel drive managed to finish the day top of LWB and with a tow home thanks to his final enthusiasm breaking his truck with a rather loud bang!

Here's to Matchams, bring it on!

Caz Hart

MANNINGTON RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
Trev Harmer	7	1	0	1	6	2	1	0	7	7	32	1
Dan Parker	7	5	1	8	3	1	8	1	1	0	35	2
Dave Barton	2	5	5	1	0	7	8	3	0	8	39	3
SWB												
Martin Dover	0	2	0	1	0	0	0	0	0	0	3	1
Jason McDonald	1	2	0	1	0	2	1	0	0	0	7	2
Rog Pardy	1	3	0	1	0	1	1	0	0	0	7	2
Pete Burns	1	1	0	1	0	1	1	2	0	0	7	2
Rich Parfitt	7	1	0	6	0	1	1	0	1	0	17	5
Rob Burns	1	9	0	6	1	6	6	3	1	0	33	6
Nigel Carter	7	6	0	6	1	7	7	0	3	0	37	7
Caz Hart	7	2	5	6	7	7	3	0	1	0	38	8
LEAF												
Rob Jenkins	7	2	0	5	0	1	1	3	7	0	26	1
Rob Shadbolt	6	2	0	6	0	7	3	3	7	1	35	2
James Gray	2	6	6	5	0	7	8	3	0	0	37	3
MODIFIED												
Andy Palmer	2	6	0	1	0	6	1	0	1	1	18	1
Mike Webster	7	2	3	1	0	6	1	0	0	0	20	2

ABBEY HILL STEAM FAIR

One of my favourite events saw the official start of our club show season at Abbey Hill Steam Rally and although Rog had bust a gut trying to get Bertie's new paint job completed, once again it was up to the 90 to save the day. Although finishing late on Friday, being that we only had to pootle along to Yeovil we were all set up in time for Mae to take the Toylander for a few bumpy laps of the field overlooking the beautiful vista – people would pay good money for the view but thanks to Jim he had managed to secure us 'free' passes yet again.

Polly treated us to large plate of Chilli Pork, as we sat around snuggled in their caravan, laughing at the various stories of mischief and mayhem and just enjoying some great company. We synchronised stop watches and agreed to a 9am start where we all congregated to easily put up the gazebo and info boards before setting up a 'tag team' effort to ensure the stand always had one person keen to chat to passers-by.

We all had plenty of time to mosey round the site, which gave up a number of impressive steamers this year and an interesting variety of remote controlled mini tanks that cruised the grounds as if out on patrol. The ring soon filled with interesting vehicles my particular favourite being the old Fire Engines and a very cute and clever dog showing off his retrieving skills. I noted how well supported the show was this year, particular with classic cars and chug chug engines, puffing and popping in the background. As always, there was a good turnout of stalls to search for some 'gems', stacks of stuff for the kids to do including a bug zone, fairground and craft stalls to spend their pocket money on.

Mae made stacks of friends by giving them a lift in her toylander, hilarious to watch as they scooted along at 8mph! The highlight for me was on the last day when the compere yodelled for all Landies to report to the show ring, Mae ran to the Toylander, hopped in and zoomed to the ring waiting patiently at the start for the green flag. A while passed and a further call for other Landies to join and soon a trail of trucks trundled along, leader of the pack pulling up besides Mae to pinch the lead spot. This manoeuvre was not at all favoured by Mae who promptly yelled at him to move his truck to behind hers since she was first – much to the amusement and delight of all DLRC members in earshot as the man sheepishly pulled back in reverse to avoid any more scorn from an 8 year old 'leader'! Mae did us proud as she whizzed round the ring and pulled into the centre, all other landies lining up besides her, I think it's fair to say she loves her landy just like her daddy.

Caz Hart

A VERY GOOD FRIDAY

Bank Holidays are always a good time to go out for a drive and see the countryside and so what better way to spend a Good Friday than to combine the two! Which is exactly what our Green Lane contingent did this year and what a great day it was, despite the drizzle first thing. Once again organised by Rob, the day started at our meeting place in Poundbury which was conveniently located outside the "Little Waitrose" (yes that is what it is really called!), especially for the last minute purchases of Crème Eggs. We split into two groups and our group was expertly led by Tom. Come 10.30 we were on our way out of Dorchester and on towards Wrackelford.

The first challenge was the ford at Wrackelford. Tom did a depth check and soon we were all carefully ploughing through the water, which was a new challenge for our two newest members. All safely through we carried on towards Martinstown and Abbotsbury. By the time we reached Abbotsbury, the cloud base was definitely getting lower and on the other side of Swyre visibility got a little worse. Before too long we emerged into clearer weather as we proceed onwards towards Ashley Chase.

On past Eggerdon Hill and Lodors we then took our lunch stop at Buckham Down, which is close to where Martin Clunes holds his annual Buckham Fair. The area provided sufficient space for us to park and a good walking area for our four legged friends. The view from the car park overlooking Beaminster and the surrounding areas was gorgeous and we even started to detect a bit of sunshine. Interestingly, the area was originally a rubbish tip but received a makeover in 1995 as a touch and explore experience for visually impaired and wheel chair users and incorporated a sculpture called Metamorphosis to aid the experience. The sculpture has since gone but the parking area remains – all rather bizarre looking at the state of the entrance, which was not exactly wheel chair friendly!



After our break we continued on towards Beaminster, Corscombe and Frome St Quintin but we were forced to turn around at Batcombe, as the lane was very wet. By now we were definitely seeing signs of sunshine and the next few lanes through Upcerne, Minterne, Piddletenthide and Doles Ash were travelled in lovely afternoon sunshine. Just passed Milton Abbas we met up with Rob and his group where some of the furthest travelled of the groups wended their way home and the remaining drives continued on towards Moreton and the now obligatory drive through Moreton ford and on to the Jubilee Trail.

As this was club night, it had been decided to end the run at the meeting venue, which this month was at The Red Lion at Winfrith. We arrived at approximately 6.30 and after a short debrief we went inside for some liquid refreshments and to order some food. Rob and his group joined us fairly shortly afterwards.

Whilst enjoying the refreshments, Rob recalled an interesting story of the day, which really sums up why we need to do the right thing when we are off road and how the actions of others can cloud people's judgement. On Corscombe Drove, Rob encountered a horse rider who was very vocal about what he thought about off road vehicles and what they are doing to 'his lanes'. Rob was very quick to explain that whilst there are those who do drive irresponsibly, we were most definitely not of this ilk. Rob went on to explain that as a club we do clear lanes and free them from overgrown foliage allowing not just off roaders to enjoy the fruits of their labour but also other lane users such as horse riders. The gentleman was quick to apologise and even thanked the club for their efforts which just goes to show that it is always useful to point this out and inform others that we don't just drive the lanes we take care of them too.

For any of you who saw Country file on 12th April, you will have seen a feature on off roading and there was an interview with a regular green lane user. It was interesting that the programme differentiated between simply off roading and green laning and I thought it was a fair representation of our activities. You may have other opinions on the other interviewee who was most definitely against any form of driving where vegetation and plants are being damaged. However, what she failed to realise was that the lanes of which she spoke are actually drivable roads and byways and by their very nature mostly paved with stone and soil and any flora and fauna are not disturbed.

That said, everyone is entitled to their own opinion and it is incumbent upon us as individuals to ensure that we continue to drive responsibly and spread the word that we do give something back and help maintain lanes and byways for everyone to enjoy.

Once again, a great day's driving and thanks to Rob and Tom for ably leading their respective groups and acknowledgements to Tom for reminding me of the route so I could add the place names appropriately. Here's to the next outing.

Jayne Simmons

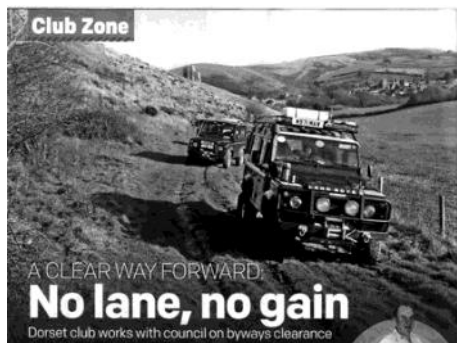
MODIFICATION

Did anyone watch the Countryfile piece about green laning? It strikes me that there are always going to be those who are aggressively against what they stereotype as off-road hooligans, but I was interested to read an article in another LR club's magazine about impressions and stereotypes. The gist of the article was that sometimes we don't do ourselves any favours when we drive (perfectly legally) down a green lane/byway in a vehicle sporting very aggressive tyres and lifted suspension and other bits and pieces. After all, in theory one of the reasons why it's legal to drive a BOAT is that it is open to ALL traffic – and so should not require massive tread or exaggerated ground clearance. I'm not suggesting for a moment that we should all drive absolutely bog-standard, unmodified, show-room condition vehicles (after all, one of the attractions of the Land Rover is the scope for modification) but merely that we should consider the impression that we give by making those modifications. Obviously, and within the ALRC rules, those who trial need to do some stuff in order to get round what are increasingly tough courses – so aggressive tyres and lifted suspension and bob-tailing and scars of battle are all to be regarded as being acceptable. But if all we want to do is enjoy green laning (and after all, if you need massive mud tyres and a winch perhaps you shouldn't be there anyway) then we need to present ourselves as sensible and responsible as we rurally recreate. We can't do anything about the mindless morons who rightly attract negative attention when they cause damage, but we must make sure we offer a very different impression.

Andy Wilson



To the delight of onlookers, the Queen gets a clear round at the Sandringham RTV



Club Zone

A CLEAR WAY FORWARD

No lane, no gain

Dorset club works with council on byways clearance

The maintenance of Dorset's rural roads is a costly task. A number of clubs are keen to support their local authorities with lane-clearing projects, but are often thwarted by the number of insurance or health and safety requirements.

Members of the Dorset Land Rover Club (dorsetlrc.co.uk) have gone the extra mile to overcome these issues and are making positive steps to keep the county's wonderful byways open. The club's policy to promote 'Responsible Rural Recreation' generated a series of meetings between its rights of way officer, Ian Welch, and members of the Highways Department at Dorset County Council to investigate ways that the club can get involved in helping to preserve and maintain the byways open to all.

During the meetings, members of the club were given the opportunity to discuss the club's policy to promote 'Responsible Rural Recreation' and the club's commitment to the county's byways. The first clearance day began with a refreshment of Land Rover at Carle Castle. The assistant

club, currently equipped with a new, larger and more powerful drive over rollers, is set to clear the lane to the north of the castle. The club's efforts have led to a great public relations exercise, generating extremely positive feedback from other users of the byways.

By the end of a very hard day, the volunteers had cleared a stretch of just over 400 yards of the byway. The club's efforts have led to a great public relations exercise, generating extremely positive feedback from other users of the byways. The club's efforts have led to a great public relations exercise, generating extremely positive feedback from other users of the byways.



A club member gets stuck in

Got any club news? Clubs near Dorset want to hear about it.

EMAIL: news@lro.co.uk



Vegetation clearance ahead. Proceed with caution



THE LRO Spring 2015

MEDIA WATCH

The club has enjoyed a little flurry of media coverage in national magazines recently. As well as coverage of the Inter-Club RTV featuring in full on the LRO website, *Classic Land Rover* picked up the story (and pictures) as well, albeit from the classic/leaver point of view.

It was also very pleasing that the efforts made to promote 'Responsible Rural Recreation' and all Jim's efforts to negotiate with DCC were also recognised when *LRO* published coverage of the Green Lane Clearance Day that Jim organised.

It's often said that there's no such thing as bad publicity, but surely good publicity is even better! And it's another reminder that if members are at events (especially if the editor/chief photographer can't make it!) it would be lovely to have pictures and articles as soon as possible afterwards!

LEAFERS LEAD THE DAY

Thirty-two drivers from three different clubs signed on to compete in the Inter-Club RTV trial event organised by the Dorset Land Rover Club at a site near Mannington, just north of Wimborne on a sunny day in February. And one leaf-sprung Land Rover certainly showed the modified coils how to perform.

Hampshire and Berkshire Rover Owners' Club and Somerset and Wiltshire Land Rover Club joined the home team with a great range of vehicles spread across seven different classes.

Competition was very intense over the 12 sections, the varied site at Mannington featuring everything from thick mud to shifting sand.

The winner of Class 1, Dave Moore from SWLRC, achieved five clear sections in his lovely leaf-sprung Series One



Above left: DLRC's Robert Shadwell taking Class 2 at the Inter-Club RTV event organised by The Dorset Land Rover Club. Above: Alex Moore of Somerset & Wiltshire Land Rover Club driving his Series III Lightweight to victory.

60in, while DLRC's Robert Shadwell won in Class 2 at leaf spring 60in. However, it was in Class 7 (modified 60in leaf springs) that Alex Moore from SWLRC, with his very first Series III Lightweight, recorded the best score of the day across all the classes.

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Below are some of the 9 styles of rust-proof alloy body available in the Land-Rover range.



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— canvas top



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— hard top



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CVR-218



A few more pictures from the Good Friday Green Lane Run

GOOD FRIDAY GREEN LANING



THE DORSET ROVER

RTV AT MANNINGTON



A LITTLE INCIDENT AT MANNINGTON



Sometimes things don't go according to plan, but there are always plenty of willing hands to help rectify the situation! After Pete Burns miscalculated his entrance to the 1 gate and drove off the right side of the bank, ballast was provided by Rob Jenkins and Dave Barton with rear recovery by Andy Palmer initially (with rope); that didn't work, so recovery was swapped to Mike Webster with a winch and then a side supporting rope to stop him from rolling on to his side provided by Rich Parfitt. It all ended happily, and no Land Rovers (or drivers!) were other than slightly ruffled....

SERIES SPLASH!



Who says Series Land Rovers can't cope with water? A few pictures from the RTV at Crossways in March suggest they can!

THE END OF THE ROAD...

Each issue of *The Dorset Rover* this year will feature a short and necessarily very potted history of each significant stage of the Land Rover's development, continuing this month with Series 3.

The Series III had the same body and engine options as the preceding IIA, including station wagons and the 1 Ton versions. Little changed cosmetically from the IIA to the **Series III**. The Series III is the most common Series vehicle, with 440,000 of the type built from 1971 to 1985. The headlights that moved to the wings on late production IIA models from 1968/9 onward remained in this position for the Series III. The traditional metal grille was replaced with a plastic one for the Series III model. The 2.25-

litre engine had its compression raised from 7:1 to 8:1, increasing the power slightly. During the Series III production run from 1971 until 1985, the 1,000,000th Land Rover rolled off the production line in 1976. This was the first model to feature synchromesh on all four gears. In keeping with early 1970s trends in automotive interior design, both in safety and use of more advanced materials, the simple metal dashboard of earlier



models was redesigned to accept a new moulded plastic dash. The instrument cluster, which was previously centrally located, was moved to the driver's side. Long-wheelbase Series III vehicles had the Salisbury rear axle. In 1980, the 2.25 -litre petrol and diesel engines received five main bearing crankshafts to increase rigidity and the transmission, axles and wheel hubs were strengthened. This was the culmination of a series of updates to the transmission that had been made since the 1960s to combat the all-too-common problem of the rear axle half-shafts breaking in heavy usage. Also, new trim options were introduced to make the interior more comfortable if the buyer so wished (many farmers and commercial users preferred the original, non-trimmed interior). These changes culminated in April 1982 with the introduction of the "County" spec. Station Wagon Land Rovers, available in both 88-inch (2,200 mm) and 109-inch (2,800 mm) types. These had all-new cloth seats from the Leyland T-45 Lorry, sound-proofing kits, tinted glass and other "soft" options designed to appeal to the leisure owner/user. Of more interest was the introduction of the High Capacity Pick Up to the 109-inch (2,800 mm) chassis. This was a pick-up truck load bay that offered 25% more cubic capacity than the standard pick-up style. The HCPU came with heavy-duty suspension and was popular with public utility companies and building contractors.



Pictures from the RTV at Matchams - huge thanks to Caz, Rog and Charlotte Harmer for getting them to me so quickly!

MATCHAMS RTV

When I was at the open driving day, I'd seen a couple of bits of ground that I thought might make good sections, so setting up I could let my imagination run away! We had the usual sections with variations in the woods and some similar out into the open areas too.

Our group started in the woods in the morning & we had a fairly low scoring first half of the day without much drama. Section 2 had a good climb to the 1 gate, if you got that far, as the trees were quite tight between 3 & 2. Sections 1, 3 & 4 passed without incident with most drivers clearing them. Section 5 was my experiment with new ground & had a big (& scary if you were new) descent, a tricky little climb & a very tricky end. Again, most cleared it but still enjoyed the section.

During lunch the other group told tales of woe about a couple of their morning sections! 7 was apparently not clearable & 9 did a bit of damage to Nigel's 90 & was difficult to get past gate 8.

So after we had eaten we ventured off to see what all the fuss was about. 6 was easy enough but section 7 had us looking long & hard at the problematic turn that had caused the other group to all fail between 4 & 3. After much discussion & head scratching, Daniel went first & used his shunt to make the turn & get a 1, followed by new member Pete who swung wide & cut back in over a bush to clear the section. After that, we all managed to get around apart from Caz who clearly wasn't paying attention!

8 had a very steep start but was cleared by most. I got lost towards the end & got a 2.

I missed everyone in our group doing 9 because I had to go & reset section 5 for the other group but I got back to join the end of the line & drove well to clear the section. I think our group must have taken a slightly different line because we had none of the problems that the other group had. Certainly no dents involved! The last section was a simple navigation task & everyone cleared that one.

Overall a great fun day out. The weather was very kind to us & we all had good fun. Ron's new truck made it's début with much interest & drooling over that big v8 soundtrack. I'm really enjoying my new 90, it's sooo much easier than Bertie & Caz is finding it much easier too & her scores are vastly improving.

Rog



Pictures from the RTV at Matchams - huge thanks to Caz, Rog and Charlotte Harmer for getting them to me so quickly!

MATCHAMS RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
Trev Harmer	0	1	0	0	0	0	0	0	1	0	2	1
Dave Barton	0	0	3	0	1	4	0	2	1	0	11	2
Dan Parker	1	5	3	0	2	0	1	0	1	0	13	3
SWB												
Rog Pardy	0	2	2	0	0	0	0	2	0	0	6	1
Pete Burns	0	6	0	0	1	0	0	0	1	0	8	2
Rich Parfitt	0	1	0	0	5	0	1	0	1	0	8	2
Martin Dover	0	0	0	0	0	0	3	0	7	0	10	4
Jason McDonald	5	3	0	0	0	0	0	0	3	0	11	5
Ron Hogg	0	0	2	0	0	0	3	0	7	0	12	6
Nigel Carter	0	3	5	0	1	0	3	1	1	0	14	7
Rob Burns	0	3	0	6	4	4	0	0	3	0	20	8
Caz Hart	0	2	8	6	10	0	3	2	4	0	35	9
LEAF												
Rob Shadbolt	0	0	3	0	0	5	3	0	0	0	11	1
Rob Jenkins	1	0	4	10	0	0	3	0	9	1	28	2
MODIFIED												
Mike Webster	0	1	3	0	0	0	3	0	3	0	10	1
Andy Palmer	0	6	5	1	0	0	3	2	1	1	19	2



Another of Charlotte's excellent pictures - many thanks!

DLRC CALENDAR 2015



The venues for club nights have not all been decided yet - look out for details in future magazines and on the website. Similarly, not all RTV venues have been confirmed yet - further details will be published in due course. And inevitably there will be changes and additions - so watch these pages in future editions!

5 th June	Club Night – Coach & Horses, Wimborne
6 th -7 th June	Wessex Classic Cars @ Lulworth Castle TBC
14 th June	Ladies Day - POSTPONED
20 th -21 st June	Malvern 4x4 LR Show
21 st June	RTV Portesham
27 th -28 th June	Newnham Charity Event RTV
3 rd July	Club Night – Stevens Farm, Martinstown
4 th -5 th July	Stevens Cider Festival TBC
5 th July	Club Green Lanes Day
11 th -12 th July	Wimborne Heritage Show
18 th -19 th July	Langport
19 th July	RTV Venue TBA
24 th -26 th July	DLRC Summer Gala Weekend
7 th August	Club Night—The Thatch, Ferndown
7 th -9 th August	Purbeck Rally
15 th -16 th Aug	Yesterday's Farming TBC
23 rd August	RTV Venue TBA
4 th September	Club Night – Activity & venue TBA TBA
5 th -6 th Sept	Dorset County Show
11 th -13 th Sept	Harmans Cross Show
19 th -20 th Sept	LRO Show TBC
27 th Sept	RTV Venue TBA
2 nd October	Club Night Venue TBA
4 th October	L2B TBC
9 th October	AGM Venue TBA
10 th -11 th Oct	Mendips Challenge
18 th October	Driving Day Matchams TBC
6 th November	Club Night - Activity & venue TBA
15 th November	RTV Bransgore TBC
4 th December	Club Night Venue TBA

Additions and amendments to the calendar:

5th June - Club Night - this will now be at The Coach & Horses, Wimborne

And obviously if you want to arrange an event or organise something, let a member of the committee know and we'll do everything we can to help.

Not listed yet are the club's regular green lane trips. These will be added in due course and will be published in the Green Lane section on the website. They can't be organised too far in advance because of the need to observe possible TROs and also short-term climate-induced factors!

THE GALA WEEKEND

3rd July Club Night – Stevens Farm, Martinstown

24th-26th July DLRC Summer Gala Weekend

We're still waiting final confirmation, but it looks as though we may be able to merge these two events into one, with the July Club Night taking place on the Friday evening of the weekend, either at The Cider Festival (if it goes ahead) or at a pub in Martinstown. **WATCH THE WEBSITE FOR UPDATES**



Please be aware that dates and venues could be changed dependent on weather and ground conditions, and availability of venues. For up to date information, including any changes, please see the website!

PLEASE CHECK THE WEBSITE BEFORE TRAVELLING!

21st June Portesham

19th July TBA

23rd August TBA

27th September TBA

15th November Bransgore



URGENT MESSAGE TO ALL RTV DRIVERS

To all RTV drivers. Please be aware that as a member club of the ALRC we have to abide by the regulations set out by them. Please make sure your vehicle complies or you might be excluded from taking part in trials.

The rules are in the green book (Rog still has some if you need one) & on our website & the ALRC website. They're very easy to stick to so please comply.

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

21st June Portesham

A site of ups and downs. Grippy when it's been dry, but on a drizzly day (or after a bit of rain) it's a very different story! Loscombe Farm, Coombe Road, Winterbourne Steepleton - SatNav postcode: **DT2 9HD**

19th July Venue TBA

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

RTV INFORMATION

Important information for competitors

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

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



THESE THINGS WILL BE CHECKED

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

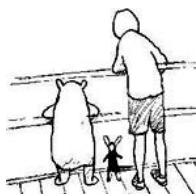
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

Site Directions

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

SPECTATORS

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





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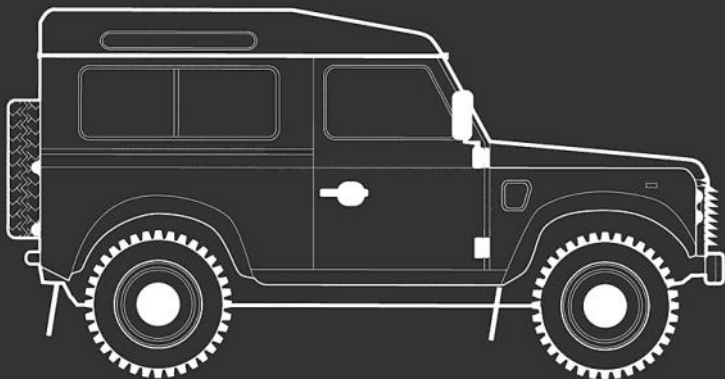
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