



DORSET ROVER



The Dorset Land Rover Club Newsletter

October - November 2015

Volume 28

Issue 5





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THE DORSET ROVER
October — November 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
Thursday 12th November 2015

Club Night in October: Friday 2nd October
Noggin & Natter - The Old Thatch, 285 Wimborne Rd W, Wimborne,
Dorset BH21 7NW

Club Night in November: Friday 6th November
Noggin & Natter - The Red Lion, Winfrith

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.

The 'Dorset Land Rover Club Limited'

Limited by Guarantee; Registered in England No. 6541230
Registered Office: Richmond Point, 43 Richmond Hill, Bournemouth, Dorset,
BH 2 6LR

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



Wow, what a whirlwind couple of months! Myself and a few of our regular triallers have been so busy doing some of the national events alongside our own trials, I've barely had a weekend off. The D2 has been earning its keep dragging the caravan around the countryside. Loaded with stuff we took it down to Dawlish for our annual week away with Mae and last weekend down to Saltash for Jase and I to sleep in whilst marshalling the De'cider trophy.

I've just started adding 2 stroke oil to the diesel. What a difference it's made to the towing performance. Coming back from Saltash, I was flying up some of the big hills in top gear at 60mph whereas before it would be changing down. Using 200/1 mix I add 100ml to every 20L of fuel but it needs to be mineral oil. Marshalling the De'cider was great fun. Some amazing machines, big v8 soundtracks and great bunch of people. We had a cracking hog roast on Sat night too along with a few too many home-brew ales! Jase excelled by being the last one up!

Myself, Nigel, Ron & Jase drove the 4hrs to mid Wales (ish) to take part in the RTV at the Baskerville Challenge. We went up Sat night and stayed in b&b so we could wake up refreshed and ready for battle. As is normally the case, we had a few beers with our evening meal so maybe we weren't as refreshed as we possibly could have been the next morning. Perhaps that explains why we didn't do particularly well. We didn't disgrace ourselves - it was a hard trial with extremely long sections which were very hard to remember. Hoggy did the best out of all of us; I was a few points behind, followed by Nige who is improving! and it was Jase's turn to run out of talent this time. Well done boys.

I'm not sure I'd go again? It was an epic journey just for one day's trialing but you never know.

Our last 2 RTVs have been a bit damp with typical English summer weather. Portesham was set up in the dry but thankfully didn't change too much with a sprinkling of water. Crossways likewise but the sections suffered with being dug out somewhat and made it difficult for later drivers of some sections to get through. It's normal etiquette to stop if you get stuck to save the section for everyone else and sometimes things are made worse with recoveries, so please can we all take note of any instructions given by anyone marshalling. I know it's not always easy to hear or see what's going on but if we can all just bear that in mind, we can all enjoy a good fun day out.

Yesterday, I went with Nige (Moore) to look at a new site for our next RTV (hopefully). It's just north of Dorchester on the Yeovil road and is a grass valley of flint hills. Some of it is extremely steep and unusable but we should find enough to get 10 sections in. It will be a pleasant change to drive somewhere new.

Caz's little Peugeot started making grindy noises when braking so she has been using White Lightning (my 90) this week for work. I've had to increase the limited mileage and today have to fix her little car so she's going to be very disappointed next week having to drive her car again. I asked her this morning if 7 years ago she'd ever see herself wanting to drive a dirty smelly slow lumbering Land Rover to work!

For those of you not using our Facebook page, we are going to add an extra trial in December to make up for the one we lost earlier on due to weather. This will most likely be Crossways but will go towards next year's championship because it's after the prize giving dinner (which is back at the Chequers Inn for a yummy carvery). We have also included a Tyro at our open driving day at Matchams for our younger members (14+) and less experienced.

continued over

If you haven't already noticed, we will be needing a couple of volunteers to fill vital roles in the committee for next year. Without a Secretary and Treasurer, the club will have to fold! You have been warned! It's not all dreary boring meetings though so please consider putting something back into our fantastic club.
See you soon, **Rog**

FROM THE EDITOR...

Lots of date/venue/activity changes and additions and reminders!

Club Night in October: Friday 2nd October

Noggin & Natter - The Old Thatch, 285 Wimborne Rd W, Wimborne,
Dorset BH21 7NW

DLRC AGM - 9th October at The Bryanston Club - see further details

Open Driving Day at Matchams on Sunday 18th October

Halloween Green Lane Run and BBQ - 31st October

Club Night in November: Friday 6th November Noggin & Natter - The Red Lion, Winfrith

Annual Awards Dinner - Friday 27th November at The Chequers, Lytchett Matravers

And an **RTV** has been added on to count towards the 2016 season - this will be at Crossways on 13th December.

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

Tim Wiltshire - Hambridge
Chris Wood - Hamworthy
Jack Bridges - Weymouth
Mark Bradley - Weston super Mare
Laurence Moore - Milborne St Andrew
Malcolm Hobbs - Bournemouth
Trevor Dawes - Fordingbridge
Robert Thorp - Lytchett Matravers
Nigel Oates - Shaftesbury
Willem de Beer - Kinson

NOTIFICATION OF AGM

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

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

Time: 8.00pm

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

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

YOUR CLUB COMMITTEE NEEDS YOU!

You'll notice from the published agenda for the forthcoming AGM (page 21) that whilst **all** the posts on the committee are open for nomination and election, there will definitely be **four** vacancies on the committee which will need to be filled at the AGM. Remember that the club can only function through the work and commitment of the committee – and that's why nominations for the following positions would be especially welcome:

Company Secretary

Treasurer & Membership Secretary

Social Secretary & Shows Coordinator

Rights of Way Officer

It is perhaps worth noting that as a limited company, DLRC is required by Companies House and by our Articles of Association to have a Company Secretary and a Treasurer. Without these two officers, it is no exaggeration to suggest that the club would not be able to exist! So please give it some very serious thought, and get your nominations in as soon as possible.

Andy Wilson

A PLEA FOR YOU TO ATTEND THE AGM

Please come along and show your support for the committee and for the club! All paid-up and full members of the club have the right to attend the AGM. Where there are matters requiring a vote, please note that only one vote per family is allowed unless two membership cards are held. Anyone who wishes to raise an issue for the meeting please let the Secretary know **by 6.00pm on Tuesday September 22nd** so that it can be included in the agenda; please e-mail any agenda items to: secretary@dorsetrover.co.uk by the deadline. Please note that a copy of the minutes from the 2014 AGM has been posted on the website in the members area: you are urged to read these minutes prior to this year's AGM. If you would like to stand for any committee position, it doesn't have to be vacant. Nominations must be received by the Secretary **by 6.00pm on Tuesday 22nd September**. Nominees must be willing to stand and nominations must be seconded; only full members of the club may nominate and second. In the event that there is more than one nominee for a committee position, there will be a vote at the AGM. Please e-mail nominations to: secretary@dorsetrover.co.uk by the deadline

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

HALLOWEEN GREEN LANE RUN AND BBQ



Repeating the success of last year's event, this other-worldly experience will take place (appropriately enough) on **Saturday 31st October**. Start point and route are yet to be decided, so you'll need to check on the club website or facebook page. What you need to know at the moment is the date, and that for the BBQ there will be a requested donation of £5.00 per head (with all proceeds going to Julia's House). There will also be a prize (or even prizes!) awarded for the best fancy dress!

Archaeologists excavating a Bronze Age site near Solihull have discovered the remains of what they believe was a prehistoric Land Rover. A spokesman said: "It's a brilliant discovery...."

RECENT RTV RESULTS

PORTESHAM RTV

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
Dan Parker	1	5	8	1	4	6	5	6	8	6	50	2
SWB												
Martin Dover	0	1	0	0	4	8	1	5	0	3	22	1
Rog Parly	0	0	1	0	2	8	5	5	6	5	32	2
Jason McDonald	1	2	7	0	3	6	5	0	4	5	33	3
Ron Hogg	0	2	5	3	0	8	3	6	4	5	36	4
Nigel Carter	6	2	7	1	9	0	6	6	4	8	49	5
Pete Burns	7	5	7	6	4	6	3	6	7	5	56	6
LEAF												
Rob Shadbolt	2	2	0	1	4	6	1	6	6	5	33	1
Rob Jenkins	0	2	9	1	4	6	5	5	6	5	43	2
MODIFIED												
Mike Webster	1	2	5	0	0	0	6	0	6	5	25	1



LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
Dan Parker	7	5	0	8	5	0	8	2	2	7	44	1
Dave Barton	7	9	6	4	8	6	4	2	0	4	50	2
Trev Harmer	7	3	6	10	10	10	10	10	10	10	86	3
SWB												
Ron Hogg	5	4	1	4	2	0	8	1	0	6	31	1
Martin Dover	5	3	5	10	2	4	4	2	0	0	35	2
Rog Parly	7	6	6	4	1	5	3	1	0	4	37	3
Nigel Carter	8	4	1	4	5	6	4	2	0	7	41	4
Jason McDonald	8	3	6	2	0	9	7	5	0	6	46	5
Pete Burns	7	4	6	5	3	5	7	1	2	6	46	5
Rob Burns	8	4	6	5	7	7	7	2	2	6	54	7
Trev Harmer	10	10	10	4	5	6	8	2	0	3	58	8
MODIFIED												
Mike Webster	7	3	0	3	5	9	4	1	0	4	36	1

CROSSWAYS RTV

DEFENDER CELEBRATORY TOUR

With the end of Defender production looming large, Land Rover have set up a factory tour to view them being assembled. The tour started in the Land Rover Experience lecture theatre where video presentations and a quick chat about health and safety were carried out. The popularity of the Defender tour has exceeded all expectations and it will now run to the end of production. After being kitted out with high viz vests, eye protection and a comms set we boarded the seven door Defender 150 tour buses and were driven through the site to the Defender body assembly line. "Assembly" is a bit of a misnomer for the Defender as the body is not fully assembled until it is fitted to the chassis. Nearly all Defender body parts are brought in from suppliers off-site which is mainly due to the lack of available space on the Solihull site. The exception to this is the Puma bonnet which is formed in the stamping shop before being built up. All the body parts are assembled on site and we watched as the seven components of a seatbox were placed in a jig and then spot welded by hand. All the body bits (that are going to be painted the same colour) are then placed on a transport frame which, after final quality control measures, disappears through a wall into the paint shop for a six phase painting process. When the Defender body parts emerge from the paint shop they are loaded, still attached to their frame, into the back of articulated trailers and transported to the final assembly line.

We then climbed back into the 150's and were transported across the site to the final assembly building which has now been reconfigured and is dedicated to the Defender as production of them has had to be increased due to additional demand. Chassis come in at one end and are slowly built up with axles, suspension, fuel tanks and wiring before the engine/transmissions are dropped in. In parallel the body panels on the frame are having glass and trim fitted and the bulkheads are being built up with dash, pedals and everything else that is attached. The two lines are then brought together and first the bulkhead and then all the other body panels from the delivery frame are fitted to the chassis together with the carpets, seats etc. Wheels are then put, on fuel put in and the engine started for the first time. The vehicles are then driven round to have their headlamps and steering aligned, and their brakes and electrical systems checked. Their next stop is the high pressure water booth – to check for body leaks (apparently the new door seals are quite effective)!

We then moved into a special area where they have replicated part of a Series 1 80" production line. Two brand new chassis have been constructed by Dunsfold LR and these, together with other exhibits, show the various stages of production as it was in the late 40's early 50's. Then it was back into the 150 for a trip back to the Experience centre for tea and cakes and also to reflect on the fact that there are only two items (or multiples of items) with the same part numbers on 2015 Model Defenders that are identical to those used on 1948 Land Rovers. These are part of the reinforcement on the seat-box base and the cleats used for lashing down a rag top – though the latter of these are now only found on hicap tubs. As a memento of their tour visitors get one of these cleats to keep.



Martin Dover

OFF-ROADING IN THE PYRENEES

The great expanse of uninhabited countryside among the Pyrenean peaks offer a wonderful venue for off-roading. There are huge national parks open to all 4x4 vehicles. Trails weave through the canyons, gorges valleys and peaks, following ancient routes serving cattle drovers, raiders and smugglers. A route book is essential and it will give detailed instructions backed by gps fixes, section distances and total distance. And a campsite or two as well.

I carry a dash-mounted Garmin which gives me a continuous display of my gps position, altitude and heading. At a glance I can reconcile the route book fixes with the display and follow the correct route. There are no signs to read, just multiple, random tracks. Next to the Garmin I have a Terratrip navigator to count the kilometres, total and trip, showing 10ths and 100ths. Some tracks are good but several are rough and ill maintained. My average off-road speed is around 8mph. On my Disco Tdi 300 I use low ratio gears constantly. Adjusting for speed and gradient on rough tracks, most of my trips are accomplished in low ratio, 2nd or 3rd gears. I take my long term navigator Ray and we discuss the route ahead. I call out the Garmin reading and he clicks the Terratrip reset button at each stage.

I load up the *'Kitmax Twintop Tuckbox'* with coffee, tea, milk, sugar, mugs, plates, cutlery, wash bowl and soap. I stow two small Camping Gaz burners and four spare cylinders. In a separate basket I stow boil-in-the-bag beef stew, lamb casserole, poached chicken, vac-packed trout and locally sourced fruit and vegetables. In another basket goes breakfast cereal, powdered milk, jam, rye-vita, marmite, and tins of mackerel, pate, spam, cheese.

Around 5.00pm we select a campsite, either camping wild in the woods or diverting to a marked site nearby. Ray pitches his tent and I set up the camp kitchen. Later I retire to my converted Disco where I have bunks, lockers and reading lights. We ship to Santander, drive for five hours and reach the heart of the mountains. Or we can start at Ouistreham and drive south for two days. We go off-road at Fos (France), Huesca (Spain) or anywhere in Andorra.

Kit Constable-Maxwell



NO WONDER THE LANES ARE GREEN

It's little wonder that green lanes are green after the amount of water that fell on them during the laning trip on 26th July. A couple of days before, a month's worth of rain had fallen in Sussex, so it must have been Dorset's turn... But a distinctly unfriendly forecast did not prevent ten vehicles getting to the rendezvous at Win Green where the group divided into two 'teams' of five, and led by Tom and Rob, headed off into the swirling rain, fog, mist and murk.

One good thing (amongst many things) about Rob's new vehicle is that it's a Land Rover; a second good thing is that it's red, which made it easier to follow! Anyway, the first part of the trip was a section of the Ox Drove, which although wet in parts, has a good base; one of the reasons for deciding to go ahead with the trip was that on the recce it was discovered that all the lanes to be included were 'sustainable' – that is to say, they have a good gravel or stony base to provide traction even in the wet and thus also meet the club's criteria for 'responsible rural recreation'.

After that, a section of road-driving took the groups to the top of the Spread Eagle lane – in the weather conditions, it was definitely a low-box, diff-lock descent (and would probably not have been viable as an ascent). From there, the groups drove through Ashmore (very pretty village, complete with duck pond – though it might just have been a huge puddle...) towards Iwerne Minster and Child Okeford, and eventually via a couple of shortish lanes to the Ansty Drove – again driven as an 'interesting' descent. Once through the ford at Ansty there was a conference as to what to do next in the worsening weather, and it was decided to call it a day rather than risk any other breakdowns (hopefully the big yellow taxi turned up to rescue Gordon and his fuel-pumpless vehicle) and also because although the remaining lanes planned would come under the heading of 'sustainable' (with the exception of a stretch of the lane between Milborne and Puddletown), it would be to invite criticism from members of the public.

So a shortened day because of the weather, but nevertheless a hugely enjoyable one, so huge thanks to Rob for all the organisation, and to Rob and Tom for leading the groups.

Andy Wilson

D-ROVERS DAY OUT

Another great laning trip – so straightaway huge thanks to Rob for organising, coordinating and leading – along some lovely, long drove ways. All on the ante-penultimate day of the meteorological summer, everyone met up at the Tesco store in Blandford, and then took a route north-eastwards via a short stretch of byway to join a spur of the Ox Drove at Tollard Royal, thence to join the Ox Drove proper on Monks Down.

Being one of the more popular (possibly iconic?) byway routes, the Ox Drove has suffered from overuse in places, and it was very pleasing to see that real efforts had been made recently to reinforce the surface where it had become presumably

very badly rutted. I suppose there is an argument for saying that stretches of black tarmac planings and chipping are less aesthetically pleasing than a natural track, but counter to that is firstly the simple fact that it keeps the byway open, and secondly perhaps that presenting less of a 'challenge', it might keep some of the mud-pluggers with their huge, aggressive and destructive tyres away.

We kept on the Ox Drove for around 10km, before branching off; Rob had done a recce, and decided that the remaining stretch was (a) very overgrown and (b) somewhat canal-like in places, and thus perhaps less than suitable for shiny vehicles (especially P38s that managed to shed indicator lenses anyway!).

A short stretch of surfaced-road driving took the group to Stratford Tony (and a photo-opportunity at the very picturesque ford) before turning north to pick up the Shaftesbury Drove/Ridgeway route at Salisbury Racecourse.

Again largely well-surfaced and well-maintained, this drove road/byway was another opportunity for a long (and very pleasant) trundle with some lovely views (especially around Fovant), the lane being occasionally marred at its eastern end by fly-tipping (although there are now warning signs indicating CCTV has been installed, which might help). Around 12 miles later, we reached a bit of tarmac again, dropped down through Berwick St John, again picked up a bit of the Ox Drove, and finished the day off at the car park at Win Green.

What was particularly remarkable was that Andy was part of the group, and it didn't rain – so hopefully everybody enjoyed the trip as much as I did, and so thanks again to Rob for all the planning and route-finding.

Andy Wilson



F ILM NIGHT

The postponed and subsequently relocated Film Night finally took place. Those who came along seemed to enjoy what was on offer in visual terms, and special thanks must go to Graham Glover who provided the bulk of the 'home-grown' entertainment with some well edited and dubbed footage of various laning trips and RTVs. There was much chuckling at some very early Land Rover advertising footage which suggested that men could take their vehicles into all sorts of ruffy-tuffy off-road situations – whilst women could also use it for shopping. Anyway, thanks to those who came along to support!

Andy Wilson

A FUEL PUMP STORY

Those of you on the 26 July DLRC Greenlaning trip would have seen the sad sight of my Defender 90 TD5 simply "stopping". Luckily we were on a public tarmac road so we towed it to a safer location parking location where the consensus was "*it's the fuel pump, it's not running*". So a call to Greenflag had a recovery truck there in under an hour and a "free" trip home.

Working with Kevin (a LR mechanic from Merley who replaced the cylinder head and a few other things a year or so ago) we quickly found the fuel pump relay had failed (the coil was open circuit). So we replaced the relay and on hearing the fuel pump running (with a lot of gushing noises) we went for a drive down the road. This lasted about 10 minutes until the engine simply stopped again - all very embarrassing! After priming the pump several times we got the engine going again and returned home.

We then: 1) changed the fuel filter housing (as we cracked the original one taking out the filter), 2) took out all the injectors and replaced the copper washers and O' rings, 3) changed the injector wiring harness as there was some oil seeping towards the ECU. The result was still intermittent poor starting and a lack of confidence in the engine running especially at tickover. The next job was to replace the fuel pump - accessing it through the luggage compartment floor rather than taking on the removal of the fuel tank. The fine mesh filters inside the pump itself were thick with a black jelly like sludge which may well have been the cause of poor performance for a long time at high speed/revs which limited me to about 70mph at best.

This now seems to have solved all the problems and I now need to get some high quality fuel into the tank with a dose of fuel additive/injector cleaner. It will take some hours of running before my confidence is fully restored though. I even have a nice new chequer plate floor covering and took the opportunity to fix the passenger door latch while I was waiting for the pump etc. A question though – why did a simply relay failure cause so many fuel system problems or were these a coincidence?

p.s. what is scarier, a ride at Alton Towers or being towed by Tom Bayford?

Gordon Black



ANNUAL DINNER & PRIZEGIVING



ANNUAL AWARDS DINNER

Friday November 27th 2015

Arrive from 7.30pm to start eating at
around 8.00pm.



This year's Awards Dinner will take place at

The Chequers Inn, 75 High Street, Lytchett Matravers BH16 8BJ

After the success of last year's dinner—especially in terms of the brilliant food! - this year's dinner will again comprise a two course meal from the Carvery. There will be three choices of meat (and of course a vegetarian option) with seasonal vegetables, followed by a choice of dessert (typically Sticky Toffee Pudding or Home-made Fruit Crumble with a choice of cream, custard or ice-cream), followed by coffee or tea. The all-in price per diner will be a very reasonable **£15.00** (no increase on last year's price!). There is no children's menu as such, though a 'small appetite' booking can be made if you wish to bring children (though it is stressed that this is **only** available for **children**, at a cost of £12.00). The Club will be providing a modicum of table wine!

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

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

Caz Hart

Social Secretary DLRC (Dinner)

Boar Hill Lodge

Charborough Park

Wareham

Dorset

BH20 7EL

**Places are limited to 50, and your booking (and payment) must
be received by Thursday 12th November 2015**

ANNUAL DINNER & PRIZEGIVING

BOOKING FORM

***Remember* - the deadline for Booking is
Thursday 12th November 2015, and you must include
payment with your booking form**

Name of member	Full carvery (Please tick)	Vegetarian (Please tick)	'Small appetite' NB Children ONLY

TOTAL @ £15.00 each =

TOTAL @ £12.00 each =

TOTAL TO PAY =

I enclose a cheque payable to Dorset Land Rover Club Ltd for

Please fill in the names for whom the booking is being made; make sure you have clearly indicated your choice of meal option; make sure you have enclosed a cheque for the total amount payable!

Send your completed booking form and cheque, to arrive by Thursday 12th November 2015, to:

Caz Hart, Social Secretary DLRC (Dinner)
Boar Hill Lodge
Charborough Park
Wareham
Dorset
BH20 7EL

CROSSWAYS RTV



THE DORSET ROVER

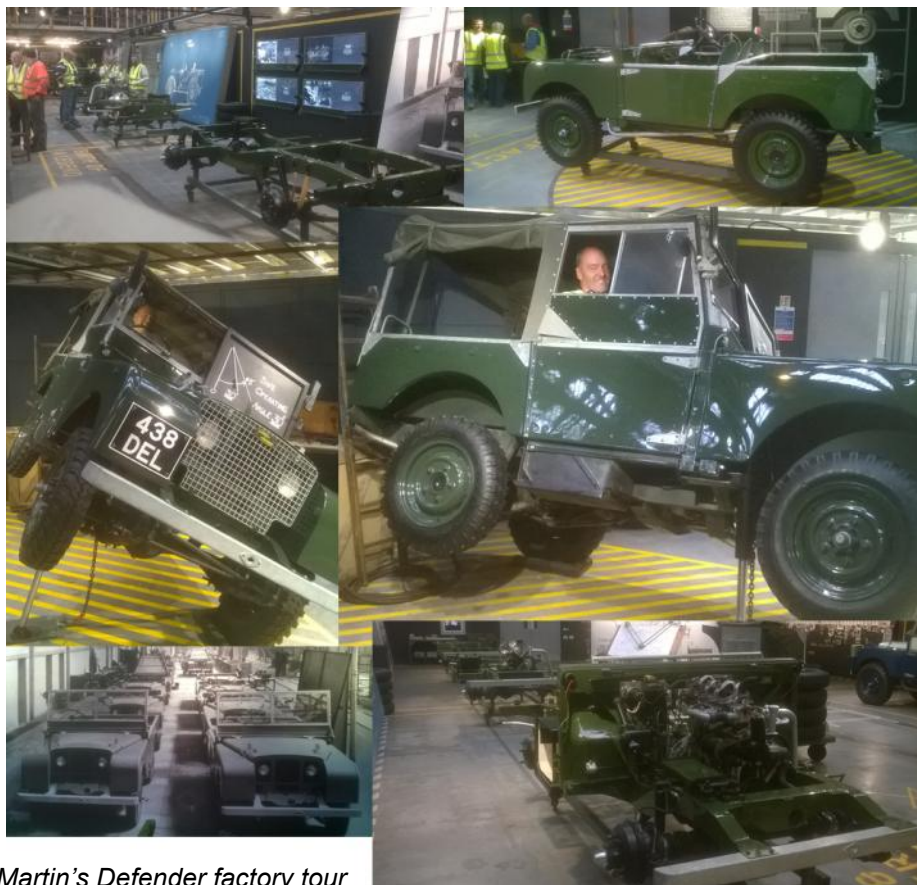
GREEN LANING IN MID-JULY!



AUGUST GREEN LANE TRIP



...and a few more pictures in colour!



Martin's Defender factory tour

*All the fun of the
Langport Fair!*



NOTICE OF DLRC LTD ANNUAL GENERAL MEETING

FRIDAY 9th OCTOBER 2015 @ 20:00 HRS

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

AGENDA

- 1) Apologies for Absence
- 2) Acceptance and signing of minutes from 3rd October 2014
- 3) Matters arising from above minutes
- 4) Reading of Chairman's Report
- 5) Reading of Secretary's Report
- 6) Reading of Treasurer's Report
- 7) Agenda Items
 - ☐ Reading of PR Report
 - ☐ Membership Fees
 - ☐ Trial Scoring
 - ☐ *Others TBR*

8) Resignations & Elections to the committee

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

Chairman

Vice-Chairman

Company Secretary

Membership Secretary & Treasurer

Events Secretary

Deputy Events Secretary

Newsletter & PR Officer

General Committee Member

Rights of Way Officer

Green Lanes Officer

Social Secretary & Shows Coordinator

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

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

10) Date and time of next AGM

11) Close of meeting

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

See overleaf for more details about vacant Committee Posts

VACANT COMMITTEE POSTS

All committee posts are available for nomination. Whilst some of the current post-holders are willing to re-stand (although if you fancy the role, you are perfectly entitled to stand against the incumbents!) there are definitely four vacancies which we will need to fill;

Company Secretary

Treasurer & Membership Secretary

Social Secretary & Shows Coordinator

Rights of Way Officer

It is perhaps worth noting that as a limited company, DLRC is required by Companies House and by our Articles of Association to have a **Company Secretary** and a **Treasurer**. Without these two officers, it is no exaggeration to suggest that the club would not be able to exist! So please give it some very serious thought, and get your nominations in as soon as possible. **Nominations must be received by the Secretary by 6.00pm on Tuesday 22nd September.**

Company Secretary - Takes minutes at committee meetings and AGM's then circulate as required and also submits annual Company House returns. Liaise with Association of Land Rover Clubs (ALRC), deal with official Company Correspondence, liaise with Solicitors re Ltd Company requirements and hold club records of committee meetings, AGM's & archives. Record trial results on the website and retain paper records as required and respond to email and telephone queries from members, non members and other organisations, forwarding queries where appropriate. Source and organise Club trophies for annual prize giving dinner, admin for facebook page and liaise with Treasurer to ensure accounts maintained and year end accounts submitted to accountant and HMRC within required deadlines.

Treasurer & Membership Secretary - To bank all monies & deal with company Bank account, pay bills & write cheques for club use, keep club accounts in order & up to date, to submit them at AGM & provide financial updates at committee meetings, deal with accountants & liaise to submit accounts to Companies House/HMRC, process and record payments for annual membership renewals or subscriptions, control club cash flow maintaining records of all transactions ensuring all items are receipted, paying all the club invoices, trial site & permit fees, repaying agreed committee expenses ensuring requested purchase have the appropriate agreement of the Chairman and/or committee, raising and sending of annual invoices to club mag and website advertisers. The post holder will need to be computer literate and have experience with excel spreadsheets and online banking to include payment and deal with online banking and making BACs payments to various suppliers as and when needed. The treasurer will also maintain and review the club paypal account making periodic transfers to the club bank account and liaising with Paypal to resolve issues. In short, if it involves finance - the treasurer does it!

There is a very logical overlap with the role of Membership Secretary, which is why these are currently one post. Of course, if two people wanted to take on the separate roles, this would be possible.

Membership Secretary - The Membership Secretary maintains the membership database, dealing with all administration surrounding new members to include the issuance of membership cards. He/she is responsible for creating & maintaining member logins

on DLRC website and ensuring membership fees/monies are forwarded to treasurer with no delay. He/she circulates membership lists & ensures the relevant committee members are up to date with new member details (Secretary/Treasurer/Magazine Editor). The main point of contact for new members at events and club nights, dealing with all administration surrounding new members to include the issuance of membership cards and new member packs. He/she will require a good understanding of Excel spread sheets and confidence working with computers is required to maintain the membership database. The Membership Secretary provides membership packs to rally and shows coordinator and attends these events as requested by the committee.

Shows Co-ordinator & Social Secretary (*combined post*) The Shows Coordinator books club attendances with the relevant bodies & shows, to obtain club access & stand presence at national and local shows. Liaise with Show Marshalls to ensure attendance in show ring events, providing narrative information and details for inclusion in show guides where possible. Ensure supply of up to date member packs for each event. Manage and co-ordinate club volunteers to ensure minimum stand cover at all times through the use of rota's where possible. Provide briefings on Friday nights to ensure all volunteers fully aware of responsibilities and timings of proposed events. Relay to the membership the list of shows & events they can attend via the magazine, website, facebook & to keep records of those who will/wish to attend. Responsible for keeping & maintaining the club stand, gazebo & equipment. Creating and maintaining a log of all show equipment held. Arrange safe and secure storage of club trailer. Ensure club trailer is regularly maintained. Passing of information relating to events to the PR officer for advertising. Responsible for the selling of membership at shows & passing new member details to Membership Secretary & payments to Treasurer. Training new attendees on the process of signing up new members. Update stand content periodically within agreed budget, updating club information regularly. Preparing promotional material to highlight 'show rates' where applicable.

The Social Secretary is responsible for organising club nights & non-competitive events such as Treasure Hunts, Quizzes, club outings etc. , keeping & maintaining the club BBQ and its Gas canister, passing of information relating to events to the PR officer for advertising, liaising with Shows Co-ordinator and arrange social gatherings at events on their behalf, such as BBQ, American Buffet etc as deemed suitable, organising of Annual prize giving dinner, to include sourcing of location, agreement of menu, collection of pre orders/pre payments, settlement of outstanding bills and sourcing raffle prizes and selling tickets for such raffle and most of all ensuring new members are greeted at each event and introduced to at least one or two existing members

Rights of Way Officer is responsible for representing the DLRC with the Dorset County Council Rights of Way and associated teams, responding to County level enquiries in relation to Rights of Way access for motorised users. He/she will be the club's representative at local GLASS meetings along with Dorset Land Access Forums, promoting the interests of DLRC and 4x4 members. The post holder will ensure representation is agreed and delivered in line with the DLRC committee and Chairman. Working in conjunction and agreement with the Green Lane Officer and PR Officer , the RoW officer shall promote Rights of Way issues, assisting in the production of a DLRC Green Land Handbook.

Nominations for these and any other committee posts must be received by the Secretary by 6.00pm on Tuesday 22nd September.

PURBECK RALLY

Forget going all the way to Peterborough when there's lots of fun, great company, blessedly good weather and only a short journey to be had by going to the annual Purbeck Rally at Worgret (just outside Wareham). The club was very well represented with eight vehicles of various type and vintage, and of course the club 'stand' – manned (or womanned) by the happy campers and caravanners.

The show seemed to be much bigger than last year, and there was plenty to see and do, although it appeared on Sunday morning that the previous evening's entertainment (by all accounts involving lots of Pimms) had been an end in itself.

The club stand attracted lots of interest, and plenty of folk popped in to look at the excellent club photo display and to chat about the club and things Land Rover. With a special show offer available, it was not surprising that the club gained several new members over the weekend, and it'll be great to see the new members at forthcoming club events...

As was mentioned in the last issue of *The Dorset Rover*, membership enables application for free club passes to shows – and sitting in the club tent (or just outside in the glorious sunshine) for a couple of hours is a very convivial way of relaxing anyway – and that's all that's required in exchange for the free entry and camping pass!

Many thanks to Jason, Polly and Dave and Co for being the hospitality Kings and Queens – and roll on the next show!

Andy



You know you're a Land Rover owner when you park your truck in different spots to ensure a even application of oil to your own driveway

What do the Titanic and a Land Rover have in common? They have the same turning circle and are just as waterproof.

OPEN DRIVING DAY

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

**Hurn Road
Ringwood
BH24 2BT**

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



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

Burger van and toilets on site - ample parking.

DLRC members - £20 per driver

Non-members - £25 per driver

Additional driver - £5

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

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

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

For more information, visit the club website

www.dorsetrover.co.uk

THE END OF THE ROAD...

Many aficionados would argue that the real hey-day of the Land Rover covered the 200/300Tdi and Td5 era, and that is the focus of this issue's 'End of the Road'.

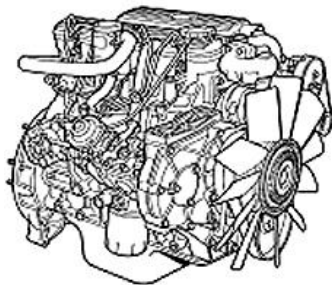


The biggest change to the Land Rover came in late 1990, when it became the Land Rover **Defender**, instead of the Land Rover Ninety or One Ten. This was because in 1989 the company had introduced the Discovery model, requiring the original Land Rover to acquire a name. The 200Tdi produced 107 hp (80 kW) and 195 lb-ft (264 N·m) of torque, which was nearly a 25% improvement on the engine it replaced (although as installed in the

Defender the engine was de-tuned slightly from its original Discovery 111 hp (83 kW) specification due to changes associated with the turbo position and exhaust routing).

This engine finally allowed the Defender to cruise comfortably at high speeds, as well as tow heavy loads speedily on hills while still being economical. In theory it only replaced the older Diesel Turbo engine in the range, with the other four-cylinder engines (and the V8 petrol engine) still being available. However, the Tdi's combination of performance and economy meant that it took the vast majority of sales. 1994 saw another development of the Tdi engine, the 300Tdi and both the Defender and the Discovery had engines in the same state of tune, 111 bhp (83 kW), 195 lbf-ft (264 N·m).

Td5 engine - In 1998, the Defender was fitted with an all-new 2.5-litre, five-cylinder in-line turbodiesel engine, badged the Td5. The Tdi could not meet upcoming Euro III emissions regulations so the Td5 replaced the Tdi as the only available power unit. The engine used electronic control systems and produced 122 hp (91 kW) @ 4850 rpm, 11 hp (8 kW) more than the Tdi, with improved refinement. Traditionalists were critical of the electronic systems deployed throughout the vehicle, but concerns that these would fail when used in extreme conditions proved unfounded. For the 2002 model year, further refinements were made to the Td5 engine to help it achieve ever-more stringent emission regulations and at the same time other detail improvements were made including a dash centre console, improved instrument illumination and the availability of front electric windows for the first time on a Defender. The design faults of the two-piece rear 4x4 door were finally eradicated with a one-piece door featuring a rubber weather sealing strip for the rear window.



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!

2 nd October	Club Night	Old Thatch, Ferndown
4 th October	L2B	
9 th October	AGM	Venue— The Bryanston Club
10 th -11 th Oct	Mendips Challenge	
18 th October	Driving Day	Matchams
31st October	Halloween	Green Lane Ruin
6 th November	Club Night	Red Lion, Winfrith
15 th November	RTV	Bransgore
27th November	Annual Awards Dinner	
4 th December	Club Night	Venue TBA
13th December	RTV	Crossways TBC

Additions and amendments to the calendar:

Don't forget to get your booking in for the **Annual Awards Dinner** this year being held on **Friday 27th November 2015 at The Chequers in Lytchett Matravers**. This is now confirmed, and is bound to be popular - so get your booking in!

There is an extra Green Lane trip - repeating the success of last year's event, there will be another BBQ and **Halloween Run** on 31st October - more details elsewhere in this issue.

And finally (in terms of extra events), there will be an **additional RTV** - provisionally at Crossways - on 13th December.

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



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

PLEASE CHECK THE WEBSITE BEFORE TRAVELLING!

18th October Open Driving Day at Matchams

15th November Bransgore

13th December Crossways (prov)



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.

15th November - Bransgore

A cracking little site, ideal for the non-experienced along with those with lots of experience! Good mixed site with mud, water-splashes, wooded sections and quarry settings. Nearest post-code settings for those using SatNav is **BH23 8JE**—then follow the DLRC signs

18th October— Driving Day at Matchams

Matchams Leisure Park, Hurn Road, Ringwood, BH24 2BT 10.00am - 4.00pm
A great opportunity to have a day off road on varied terrain and in excellent company! Non-competitive and help and advice on hand.

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**

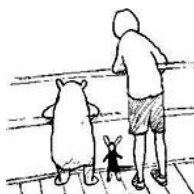
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

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.





GR: SY828869

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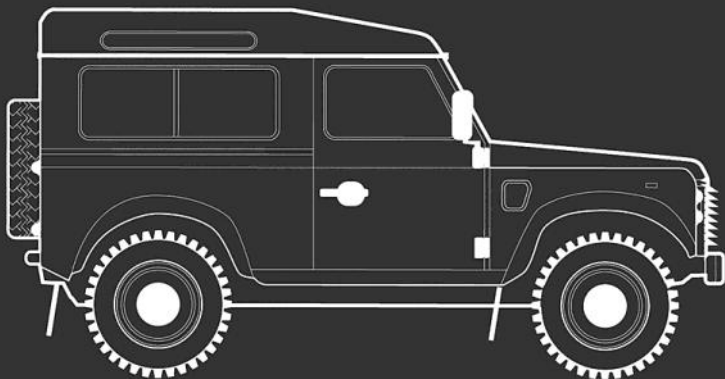
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