



DORSET ROVER

THE DORSET LAND ROVER CLUB NEWSLETTER

OCTOBER - NOVEMBER 2013



THE DORSET ROVER

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Shows Coordinator

To be appointed at AGM

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GO anywhere... DO anything

THE DORSET ROVER
October 2013 — November 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 15th November 2013

Club Night in October: Friday 4th October **AGM**
Club Night in November: Friday 1st November Quiz Night
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

A PLEA FROM THE EDITOR...

Hopefully you're still enjoying the 'full-fat' *Dorset Rover* 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** 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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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.

CHAIRMAN'S WAFFLE



The deadline for my waffle has crept up on me again, I really should start writing this article sooner as things have happened & fresh in my memory. Instead, 6am on the weekend of our driving day, one of our busiest weekends, is probably not conducive to a good article! So, the last 2 months must have been busy & I must have loads to talk about? Come on coffee, stir those grey cells.....

I guess the most important thing I have to tell you about is the AGM.

There are a few elections this year as Tony & Jim are stepping down from their posts as Membership & Shows Coordinator, although Jim will be staying on as Rights of Way Officer. They have both done great jobs for us & I'd like to thank them for their hard work. Jim has done a sterling job on our club stand for the shows & it has been an excellent advert & face for the club, not only to attract new members but to show the club off as a well organized & professional group of people. We have nominations for these posts which will be in the notice later in this mag.

We are also creating a new role of Green Lane Officer. We have come to realize that a good percentage of our members want to explore our countryside & that our policy of letting the members do their own thing wasn't quite working. We've had a nomination for this post too, from a very keen new member who seems to know the Dorset byways like the back of his hand. Could come in handy!

Unfortunately, I've found a rule which needs tweaking so there will be a vote on a rule change too, sorry! As it stands at the moment, membership is for one person + partner/spouse (& children up to 18) & they *both* get a vote. This doesn't seem very fair to me, as they've only paid one fee. It also gives an unfair advantage on voting & a group of friends could easily force through policies etc. My amended rule change proposal will also be in the notice of meeting.

I know the AGM is not everybody's cup of tea but it's your chance to have your say. Albeit in a small & crowded room in the pub. But they have lots of lovely beer, so not all bad!

And now to the fun stuff.... Langport show had much better weather than last year & was well attended by the public. The new event shelter came in very useful as a sun screen for those attending, it was hot! The usual bbq on Saturday night followed by beer tent had an interesting extra this year... Club dodgems! Caz did some demon bargaining to hire the whole dodgems for all of us & we had great fun barging everyone else for a few minutes. There's a video on the website if you were wondering what that was about! See how many members you can spot.

I was back into Bertie's driving seat at Crossways but was also back to cursing him for playing up! He didn't want to run on one of the first sections & gave me 9 points causing me to go all Basil Fawlty on him! <http://www.youtube.com/watch?v=mv0onXhyLIE> I did manage to pick up the pace later though to come 2nd overall, not bad in a 43 year old landie. By Shillingstone I'd decided that I didn't really enjoy trailing Bertie that much & was back to marshallng. But thinking about it now, maybe I'll give him one more chance to behave & will definitely be trialling at Mannington (arguably our best site),

(continued on next page)

CHAIRMAN'S WAFFLE (contd)

what are the chances of me fitting an SU carb before then?

I'd had a crazy idea that I could compete in the BAMA autumn leaves event on Salisbury plain the night before our driving day & after set up in the morning. I'd even secured Willem's D2 (thanks mate) to do the event in. But in the end I realized it was too much & backed out.

The Mendip's is definitely a go'er though & will again be thrashing someone else's truck, sorry, trying not to scratch Trev's pristine (!!) Range Rover. This will be the day before Mannington so there will be a few of the regular set up team away. If you can help with set up, let us know.

We have added a driver training day to the calendar in December. The last one we did at Mannington was well attended & the novices that came learnt valuable techniques. The day will be at Matchams Park on one of their p&p days (saves us hiring a venue) & you'll need your own vehicle. Spaces will be limited & depending on how many & if anybody requires it, I could also do some winch training & possibly some more technical stuff if required, maybe in Baby too?! I will have a list running of attendees on the web-site.

I have finally got around to creating a Paypal account for the club & we now have the option to pay membership online! Woohoo! It seems to be working too & is definitely gaining us new members. I'll add a new button later for renewals which will be a much simpler way to rejoin, no forms to fill in either, Paypal tells us all we need to know, your name, address & email. Sorted!

Don't forget the AGM! Your chance to get rid of me if you think I've been rubbish, or buy me a pint if you think I've been fantastic!! See ya there.

Rog

WELCOME TO NEW MEMBERS

Paul Moore - Verwood
Julian Poole - Beaminster
Andrew Shepherd - Cranleigh
Phil Robinson - Swanage
Dave Barton - Wareham
Tom Bayford - Wimborne
Richard Milne - Wareham
Robert Elliot - Sherborne
Nigel Carter - Parkstone
Alexander Miller - Swanage
Simon Wraith - Weymouth
Pete Allen - Colehill
Andrew Divall - Bournemouth
David Somerville - Charlton Marshall
Richard Bickerton - Hook
Gary Sparkes - Salisbury
Ian Rolfe -- Wimborne



CLUB MERCHANDISE



Having encountered problems with getting new merchandise into stock, because our previous supplier could not be contacted, we are now able to resume our supplies. If you've already ordered

something, hopefully you've paid and collected! The new supplier will be able to supply the usual range of shirts, sweats and fleeces.

A full list of items (and prices) will be published in a forthcoming issue of The Dorset Rover. Just to be going on with though, at the moment, clothing will consist of:

Polo shirt with logo, flag & website £20.00

Summer-weight fleece with logo, flag and website £29.50

Hoodie with zip with logo, flag & website £28.00

Hoodie (no zip) with logo, flag & website £26.00

In the meantime, if you have any other ideas for club merchandise that you think might be good sellers (and good advertising for the club!), please contact Caz with your ideas.

We're still planning to release a special piece of club memorabilia to mark 25 years of the DLRC. Ideas so far have been for either a china mug (suitably and tastefully decorated) or a special edition tee-shirt. There'll be something on the website about this soon, so look out for it and add your responses so we can judge whether it's worth taking the idea further.

IMPORTANT INFORMATION

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

DRIVER TRAINING DAY

We're looking to run another off road driver training day in the beginning of December - probably the 8th (at the moment, depending on availability and bookability). We haven't decided or booked a site yet but Matchams is a strong possibility, not only because of the size & scope of the site to lend itself to this sort of thing, but also in terms of cost.

They have a pay & play day in their diary on the 8th Dec. Using their p&p day could allow us to just pay per entry rather than book the whole site (club discounted cost per driver is £20 for the whole day).

We'd like to gauge interest to organize enough 'instructors' for the day. I could also do some winch training if there was any interest, anything from basic safety & use to more extreme techniques! (either in your vehicle or in Baby (if he's fixed)) Let me know what you think..... E-mail comments or commitment to chairman@dorsetrover.co.uk

Rog

FORTHCOMING SOCIAL EVENTS

Friday 1st November – Club Night - November's Club night will be a quiz night (including a 'Guess the name of the Committee Baby' feature!)

Friday 6th December - Club Night. Kit Constable Maxwell has kindly agreed to do another presentation at December's Club night. (Outline 'taster' immediately below!). The room we use at the Cock & Bottle will not be large enough so the venue might change to the Bryanston Social Club for Club night as a one off. Watch this space (and the website!)

Sun, Sand and Survival - An expedition to the mountain homelands of the Touareg people.

An illustrated tale by Kit Constable Maxwell of the Algerian Sahara and the Hoggar Mountains. The Touareg people, the fabled 'Men in Blue', have lived their secretive and generally lawless life in these mountains for 1,000 years.

Saturday 18th January 2014 The Club's **Annual Prize Giving Dinner** will be on at The Seven Stars, East Burton, Nr Wool. Discussions are ongoing with the venue regarding Menus and further details along with the booking form will be in the December magazine.

QUESTIONS & ANSWERS

Firstly, thank you to all the readers of this journal who responded to the questionnaire that was sent out or given out requesting feedback on how you feel about the magazine. The good news is that 100% of those who responded are basically happy with things – every respondent admitted that there was something to interest them in every issue! However.... One of the areas felt to be lacking in coverage was identified green-laning. It appears clear that readers would be interested in reading about members' green-laning trips, especially in terms of routes and general experiences. So, if you're planning a green lane trip, perhaps you could also plan to write it up (perhaps with a few grid references to help others navigate!) along with a couple of pictures.

Another area of content that was felt to be lacking was articles about members' vehicles. These wouldn't have to be too technical, but if you've been doing some work on your Landy other members would certainly like to read about what you've done, and how difficult (or easy!) it was. I can't promise to feature a twenty picture step-by-step guide on 'How to....', but a couple of pictures (perhaps illustrating before-and-after) would be great to go with the article.

A suggestion made by a couple of respondents was that it would be interesting to read a participants-eye view of trials (rather than that of a spectator). That of course relies on at least one of the participating drivers doing a write-up afterwards. Perhaps we could consider a rule that the winner of each RTV has to do a write-up before their points score is confirmed... (only joking!) – but it really doesn't take long to knock out a couple of hundred words! Another interesting suggestion made is to run features on "Members and their trucks" – so don't be too surprised if I rock-up to do some pictures and an in-depth interview!

Various people have asked how many words articles have to be. As a rough guide, a page of text only in the magazine is somewhere between 500 and 600 words – although a 600 word article does require the minimum size font to fit it all in. Obviously if half the page is taken up by pictures, then 300 words is the maximum to fit it all on page. So if this was a school report (and I've written plenty of those in my previous life!), it might read "*Doing well, but could do better.*" But to do better, and to reflect and incorporate the views expressed relies on **YOU** – the readers – to write something as well!

Andy

LRO SHOW PETERBOROUGH 7TH – 8TH SEPTEMBER – THE BIG ONE!

We travelled up on Friday afternoon and as we approached the main gates it was obvious that this year was going to be busy! On arrival we collected our passes and were shown the Club Stand pitch that we had been allocated. Once we arrived at the pitch we all concentrated on getting the stand sorted and where the Club Gazebo should be positioned, then the next priority was to put the kettle on for the essential cup of tea.

Saturday morning dawned a dry bright and sunny day. The gates opened early with eager shoppers walking away with bargains before 9am; golf buggies were whizzing around and providing a delivery service for purchases made from the stands at the show, to either the customer's car or camping pitch. The public arrived in droves; in excess of 40,000 tickets had been sold in advance for the Saturday alone. All of the Trade Stand pitches available at the show had been sold and it wasn't long before all the walkways in between were filled with throngs of people.

Once the public had had their fill at the trade stands many drifted towards the Club Stands and looked and looked etc... When I had time I went past the GLASS stand; they had a very busy weekend gaining 28 new members, 8 renewals and £140.00 in donations towards the 'fighting fund' – it all helps. By around 11.00hrs the trade area was heaving. There were 143 different traders on site; this gave a fantastic variety of things to see a buy, ranging from a magnetic drain plug to fully prepped/classic or military vehicles. Witham's Specialist Vehicles were there again this year with almost the biggest stand in the show, apart from Nene Overland, and a large selection of their vehicles for sale. By the end of the show they had sold 4 of their vehicles and hundreds of ex-military spares. For those who needed advice, there was plenty of that too and it was all free! With a total of 75 Clubs on site there was plenty on view too with some ingenious modifications on hand for everyone to see; admire and enquire about. The children weren't forgotten either with the Toylander's (mini Land Rovers) in the cattle shed, for the youngsters to drive and a kid's zone fairground to let them blow off steam! For those who wished to travel there was an Overland Workshop with many of the names you have seen in print at some-time or another giving a presentation &/or advice on their area of expertise.

The evening entertainment consisted of whatever you wanted to do. However, this time there was the addition of a Real Ale Bar alongside the normal bar service in the Cambridge Suite; this really was popular as it had completely sold out by 21.15hrs on the Saturday night. They also provided live music on Saturday night and they were very good.

All in all it is all at Peterborough, whatever you want to know, or buy, whether second-hand or new be it for a Series, Defender, Discovery or Range Rover from 1948 to the present day. As an aside the public camping area was filled to capacity; this time with many more caravans which were mostly over 10 years old – a bit like their tow trucks! I wonder how many of today's caravans will last that long? And their modern tow trucks?

Anyone care to discuss this carbon footprint!!!

I would also like to thank the following members who helped carry kit, set-up, take down and man the Club Stand these are; Tom and Tarina, Ben and Teresa and Charlie. The help and support they have given me throughout the Show Season this year has been invaluable.

Jim Welch



WHAT A DIFFERENCE A DAY MAKES - Crossways RTV Report

Setting up on Saturday was lovely and warm and dry – they could almost have filmed ‘Lawrence of Arabia’ in the sand dunes at the quarry end of the Crossways site – and the ‘team’ had to work quite hard to find any significant muddy pools to include in the trial sections (although Andy managed to find some to fall in – much hilarity!) – but the overnight rain made a very distinct difference, and by Sunday morning, the swamps had reappeared.

Fourteen drivers signed on to tackle the ten sections (split 5 and 5 between the two areas at Crossways). Go back to the first visit to Crossways this year when there were 19 drivers competing, and one wonders if some drivers have decided that the championship is more or less decided, or perhaps people are away on holiday – whatever, the fourteen who did turn up certainly faced some challenges! It was decided to keep one big group (rather than splitting into two) – at least until lunchtime, and it was evident from the first truck through the first section that winches and tow ropes were going to get plenty of use, with driver after driver getting mired into the clag. Even Tony Butterworth got that sinking feeling... The delays caused by pulling people out meant that the morning session lasted somewhat longer than might have been desirable, but whatever, there was the usual encouragement – and very genuine applause from a goodly group of spectators when/if anyone managed to go clear on any of the sections. With the difficult conditions it was hardly surprising that clear rounds were indeed at a premium – at the end of the day, unusually there were no drivers in single figures and there had only been 23 clear sections completed out of the 140 attempted.

The “usual suspects” were there – or thereabouts – and at the end of a long and testing day, Trevor Harmer emerged as the winner of the LWB class with 35 points (just pipping Tony Butterworth on 37), whilst in the SWB group, Martin Dover moved further towards the championship, picking up 17 points (with Ron Hogg next best with 28 points). In spite of a few power problems, Rog Parry got Bertie into first place in the SWB Leafers class, finishing the day on 25 points, and shared the glory of most clear sections with Martin, both of them managing four penalty-free sections.

And on a final note, one of the team who was involved in setting up on Saturday and who laughed (possibly) the loudest when Andy took a bit of a mud-bath, found that what goes around comes around; Ron should however take comfort from the fact that some folk pay lots of money to go to a spa for a mud treatment!

CROSSWAYS – an alternative, alternative view...

Very Big Thank you to Robin, not only for navigating but for all the advice on driving technique. My score was half my usual result on the previous trials. I really learnt a lot, I felt more in control of the vehicle and a lot safer. Robin is Dorset Rover’s “Stig”.

Doing it properly made it far more enjoyable, learning from an experienced driver is far better than learning from your mistakes. I have always appreciated the help, advice and tips given by various club members but having a full day with an “instructor /co-pilot” was brilliant. I hope Robin enjoyed the day as much as I did.

I recommend to all new members to ask for help. I hope the experienced club members will be available to pass on their knowledge. I know it’s asking a lot to give up their time; they want to complete and enjoy the day as well, but could we have a new entry class “Practice Round” where the score would not count in the overall standings, this would overcome the rule of having a “Driver” as a co-pilot. The instructors could still compete in their own vehicles in a scoring round before sitting in with a novice, then they would not gain any advantage of having a prior run through the course. I am sure this will benefit the drivers and the club in the long term.

Kind regards, *Tim*

CROSSWAYS RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	Total	Post'n
Trevor Harmer	5	7	2	4	3	0	0	6	1	7	35	1
Tony Butterworth	5	6	2	9	0	0	0	6	1	8	37	2
James Pinfield	7	7	2	2	5	1	9	6	0	8	47	3
Nigel Hutton	2	6	4	6	5	1	9	7	6	8	54	4
SWB												
Martin Dover	2	1	2	1	0	0	0	4	0	7	17	1
Ron Hogg	2	7	2	4	6	0	0	0	0	7	28	2
Rich Parfitt	5	7	2	6	0	1	3	1	8	0	33	3
Tim Gibbens	5	7	2	6	0	4	0	3	1	8	36	4
Jason Macdonald	7	7	2	8	0	1	0	4	1	7	37	5
Dave Barton	7	7	2	8	7	1	9	3	1	7	52	6
Harrold Goodland	5	7	2	8	8	6	2	2	8	7	55	7
SWB												
Rog Pardy	6	9	2	6	0	1	0	1	0	0	25	1
Caz Hart	6	9	2	9	3	8	9	4	7	7	64	2
Graham Glover	6	9	2	9	9	9	10	5	9	10	78	3

SHILLINGSTONE RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	Total	Post'n
Trevor Harmer	5	2	0	6	6	0	0	1	0	0	20	1
Tony Butterworth	5	1	0	4	0	3	0	1	5	1	20	1
James Pinfield	5	4	3	5	6	3	1	1	1	0	29	3
SWB												
Martin Dover	5	2	0	0	0	0	1	0	0	0	8	1
Ron Hogg	5	2	0	0	0	0	4	1	2	0	14	2
Rich Parfitt	5	2	0	0	0	3	2	4	5	0	21	3
Tim Cox	5	1	0	1	1	3	2	5	5	0	23	4
Mike Webster	5	2	0	5	1	3	4	2	2	0	24	5
Dave Barton	5	2	0	5	0	3	4	5	2	0	26	6
Jason Macdonald	5	4	0	5	7	3	4	4	2	0	34	7
Tim Gibbens	5	5	0	5	6	6	4	1	5	0	37	8
SWB												
Rob Shadbolt	5	4	0	1	7	3	1	0	2	0	23	1
James Gray	5	10	10	10	10	10	7	5	6	3	76	2

SHILLINGSTONE RTV

An interesting site for anyone who likes lovely views across the beautiful North Dorset countryside, although not perhaps the best place to go if you suffer from vertigo. The Shillingstone site is an adventure in itself getting to the top of the hill – it's not every site that has an entrance track with an axle-twister halfway up and a requirement to use low box and diff-lock just to get to the start of the first section (but we all like a challenge!). Anyway, the course setters at least managed to get everything laid out in dry conditions on the Saturday morning, though overnight rain promised some interesting sections come Sunday morning – especially on the greasy grass.

Because the site is fairly compact, navigation was a potential issue, with several of the woodland sections overlapping and interlocking, and the scores certainly reflected the fact that it's arguably a better venue for SWB trucks than their LWB big brothers: lots of shunts were needed by the LWB drivers! Trevor and Tony were level-pegging all day, and so it came as no surprise that they both finished on equal points (20) to be tied in first place in the LWB class.

In the SWB class, things were a little bit more clear-cut, with Rich managing 21 points in third place, beaten by Ron on 14 points, who in turn was trumped by Martin who only incurred penalty points on three of the ten sections, and finished the day in first place in the SWB class with an excellent 8 points.

Articulation – or the relative lack of it – was an issue for the leafers. In spite of the additional challenge, Rob managed to clear three sections, amassing a final total of 23 points. James had a bit of a handbrake problem so missed the morning sections, so don't read too much into his final score!

So it was a successful day with which to begin the DLRC's answer to the F1 summer break. With only two more trials to come this season (Mannington in October and Bransgore in November) there's still everything to play for.

And if any of the drivers want to write the reports on those events – that would be terrific!

Mendip Challenge 2013

SWLRC are hosting this year's Mendip Challenge. The trial runs over two two days and involves both RTV and CCV. This year it will run over the weekend of 12th & 13th October 2013. At Lambs Leer, West Harptree, Somerset



GR: SY828869

**Open 7 days a week
10.30pm - 3.00pm
& 6.00pm - 11.00pm**

**Food served
12pm - 2pm and
6.00pm - 9.00pm**

**(Saturdays until
9.30pm)**

The Seven Stars (Freehouse)

East Burton Road

Nr Wool

Dorset

DT2 8RL

Tel: 01929 462292

Set in its own 9 acres of land. Steve, Gill and family invite you to discover all that is best in one of Dorset's most beautiful countryside Inns. There is an extensive garden with terrace and a children's play area. There is ample parking for 150 cars

Our two large restaurants provide a wonderful range of meals to suit all tastes and pockets. Ranging from snacks, starters, steaks, fresh fish, vegetarian meals and specials of the day, complemented by a fine selection of wines from around the world. We also offer a choice of 9 beers, lagers and ciders including 4 real ales (alternating regularly) Over the years we have had 450 guest ales.

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?



FINAL NOTICE OF DORSET LAND ROVER CLUB LTD
ANNUAL GENERAL MEETING
FRIDAY 4TH OCTOBER 2013 @ 20:00 HRS
LOCATION The Cock & Bottle, Morden

Please come along and show your support for the committee, bring ideas to the forum, suggest improvements for the club, it's your chance to shape the future of your club. **Only current full members are permitted to attend the AGM. One vote per person entitled to be present.** For those of you new to the club, each position within the committee has to be re-nominated each year; unless otherwise implied by the agenda (see below), all officers are standing for re-election. As required by the constitution, formal notice of the AGM was made in the August edition of the magazine.

AGM - AGENDA

- 1) Apologies for Absence
- 2) Reading and signing of minutes 5th October 2012
- 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) Resignations & Elections to the committee

Membership Secretary – nomination:

Charlotte Gill

Social Secretary – nominations:

Nicky Welch

Teresa Heath

Shows Coordinator – nomination:

Tom Jarrett

Green Lanes Officer – nomination:

Rob Elliott

8) Any other Business

(i) Rule change proposal. Change of wording & rule on voting - Proposed by Roger Pardy (chairman).

From: VOTING Every person with a right to be present may exercise 1 vote (2 adults from each family).

To: VOTING One person per membership may exercise 1 vote (1 adult from each family in the case of family membership)

(ii) Magazine & PR Report

(iii) Trial Scoring

9) Date and time of next AGM

10) Close of meeting

Dorset Land Rover Owners Club Ltd

Income and Expenditure for yr ending August 30th, 2012/13.

	2012	2013
Balance brought forward	£5,664.61	£5,279.71
Income.		
Membership.	£2,151.00	£2,072.50
Trial income.	£2,885.00	£3,998.00
Somerley/ driving days	£1,486.00	£2,774.50
Xmas dinner. Inc raffle	£561.75	£732.75
Ladies Driving days (2013 Ickle Pickles)	£0.00	£1,910.01
Clothing	£0.00	£0.00
Deposits for club trips.	£1,121.00	£0.00
Advert income	£250.00	£260.00
Auction (Ickle Pickles)		£1,191.31
MSA Refund		£55.63
ALRC Refund		£55.40
Gymkhana (at Willems Re DSAA)		£427.63
Other income.	£42.54	£0.01
 Total Income.	 £8,497.29	 £13,477.74
Less Total Expenditure	£8,882.19	£12,717.11
Profit	-£384.90	£760.63
 Balance at end of yr.	 £5,279.71	 £6,040.34

	2012	2013
Expenses.		
Magazine costs inc postage.	£1,413.73	£864.25
Trial site fees and permits.	£1,891.90	£2,646.95
Somerley/driving day costs.	£1,502.40	£2,222.45
Xmas dinner costs.	£610.53	£747.26
MSA registration fee	£60.00	£68.00
ALRC	£221.60	£221.60
Website costs.	£244.37	£35.99
Solicitor fees. Re Ltd co.		£120.00
Donation to Leukhemia Buster re Bransgore trial	£450.00	£570.00
Show Expenses	£27.40	£303.45
Expenses for Ladies days.	£237.45	£0.00
GLASS	£107.00	£82.00
Accountant	£366.00	£360.00
Clothing		£190.50
Deposits for Club trips	£1,121.00	£0.00
SW radios	£190.00	£0.00
Ickle Pickles	£0.00	£3,200.00
DSAA	£0.00	£427.63
Other expenses.	£438.81	£657.03
Total Expenses.	£8,882.19	£12,717.11

Balance in bank at 30th Aug 2012	£5,973.34
Petty cash at 30th aug 2012	£67.00
Total in hand at 30th Aug 2012	£6,040.34

I have examined the above accounts, and to the best of my knowledge the accounts are correct and in accordance with the records and receipts produced.

Examiner. R Keller.

Treasurer. R. Hogg.

CROSSWAYS – AN ALTERNATIVE VIEW or TRIALLING TRIBULATIONS

Sunday's trial, or the build-up started for me on about Wednesday, I received a text from Mike Webster asking for assistance in setting up on Saturday, he tends to take the lead at Crossways as it was his contact that got us use of the site. He said that he had asked for the gate to be unlocked for 9am, and suggested that that would be a good time to start set up.

I replied saying that yes, I was available for setup, and asked who else had responded, the reply was that Rich, Roger, Me, Andy and himself would be there; I chatted to Jason on facebook and he said he'd come along too. There were offers from James and Trevor on Dorsetrover but it was felt that enough offers had already been received. On Friday Roger texted and asked if I could log in to the MSA website, and print off the permit, as Nigel had unexpectedly had to rush off to Birmingham, (hope all ok Nigel!). I must have searched my emails for ½ an hr before speaking to Rich, before between us we worked out the club login details. Permit duly printed, after spending another 1/2 hr trying to figure out the way around the rubbish MSA website. The reason for needing the permit actually printed and onsite is simple: its proof of our insurance for the event, and technically I don't think you can run the event without it.

So Saturday morning, 9am, I arrive at Crossways, there was a merry band of willing helpers, Andy had arrived with an assistant, Neil; Roger set about doing lots of trimming of bushes so he didn't scratch his freshly polished D2, and also in case any shi-neys turned up on Sunday, and the rest of us set to and started setting out the sections. It's always tricky trying to find something different to do at sites where you've been several times, but hopefully we managed a few different things this time around. We finally finished setting out at about 1.30pm, so that's 4 ½ hrs of scrabbling around banking holes in hard ground, putting canes in, numbering and checking courses.

I then went home, and got the event paperwork in order, writing the event names on sign-in sheets, and getting the case sorted and ready to just open in the morning and be ready.

9am Sunday we all gathered onsite, Roger set to doing the scrutineering, and Caroline duly dealt with the signing on etc.

Can't remember what time we started, but those that were there will be aware of what happened next, we decided to stay in one group rather than split into two, in order to be more sociable, certainly on the first couple of sections this was in hindsight possibly not the best option, but no matter, everyone ended up having a laugh, at my expense! You'll know why if you were there!!

Lunch came and went, and after lunch Roger handed me the 'odds' score sheet and we split up in order to try and speed up proceedings, we had 5 officials signed on for the marshaling side of things, those being Roger, Me, Tony, Rich and Caroline.

The afternoon sections seemed to go much faster than the mornings, partly due to no recoveries being needed, and partly due to only having 7 drivers in each group, at the end of the last section, several drivers simply drove off, having hopefully enjoyed their days trialling, but having paid no part in setup, or break down of the event, I was slightly dumbfounded by this, and in truth, annoyed, as it clearly takes a lot of effort on several people's parts to organise and run the events, and for people to just drive off I think personally shows little if any gratitude, without the course setters, and those who clear up at the end of the day, the events would not happen! Bear this in mind please!

Continued on page 21

CROSSWAYS RTV



THE DORSET ROVER

MATCHAMS OPEN DRIVING DAY



MATCHAMS OPEN DRIVING DAY



SHILLINGSTONE RTV



I spent quite a while gathering up canes, and getting them back in the bags and numbers in the box, along with others, and my day didn't end there, I then had to make contact with the Moreton estate game keeper, to get the gate locked, and the land owner to pay the site fees, this done, I headed home. Roger had towed the little trailer with all the kit home behind Bertie, as he left it there overnight having taken it behind the D2 on Saturday morning. Even when I got home I wasn't finished, I then had to check the money, pay the permit, enter the fees etc in the club accounts, and make sure everything tallied, which of course it did.

Hopefully this little tale will enlighten people into what goes into running a Trial, and this is of course not all of it, before the even can even take place, the site has to be booked, and the permit applied for.

If people reading this feel a little guilty for just driving home immediately after finishing the last section, then me sitting and writing this has been worthwhile; it's not meant to offend anyone, or indeed discourage people from coming, hopefully it will just mean that in future people might be a little more willing to help, be that with set up, or taking canes out afterwards and generally helping with the running of things. We as a committee are looking at ways of possibly introducing some sort of points system, whereby you will be encouraged (with points) to come and set up, and possibly marshal, but this is in the early stages of development, and something that I personally feel shouldn't be needed, as it would be nice if people saw fit to help of their own free will, without having to be almost bullied into doing so.....

In conclusion I would like to thank those that assisted with set-up, and the few that helped taking canes out and clearing up, and to those that didn't, thanks a bunch.

Ron Hogg



The Crossways RTV was as challenging to drive as it was to set up!

MATCHAMS OPEN DRIVING DAY

The decision to relocate the Open Driving Day away from Tidworth (too far away, too bothersome negotiating with MoD) and instead to Matchams Leisure Park seemed – by the end of a long day – to have been thoroughly vindicated. Over 50 vehicles turned up, and with over 70 drivers signing on, the sheer size of the site available to us more than happily accommodated all those vehicles, giving ample opportunity for very varied terrain and no apparent congestion (unless some masochists actually wanted to queue up to get stuck in a hole!).

Everyone that came along appeared to enjoy themselves – although hopefully they spared a thought (if they thought of it, anyway) for the stalwarts in the work party who spent the previous weekend doing lots of gardening, pruning, trimming and generally manicuring, and of course the broadly similar stalwarts who turned up on the day before the event to do even more gardening etc, and putting up signage, and taping areas off, and finally the strangely similar (with a few additions and subtractions) stalwarts who turned up on the Sunday at early o'clock to put up gazebos and check everything else. Invidious perhaps to name them all – but thanks to them, the event ran smoothly and safely!

Good thing that lots of gardening had been done – there was even a brand new '13 reg Defender doing the rounds, and although most of the vehicles were green-ovalled, there was a smattering of other marques, most of them oriental in origin. And a good thing too that the burger van was on site all day from early on – provision of fortifying bacon rolls once the work was done was just the job.

As alluded to earlier, because the club had hired more than just the usual pay-and-play area, there was something for everyone. Twisting and winding forest tracks (positively Amazonian in places) gave way to open sandy bits, and the areas of the moto-cross track to which access had been granted contained some mountainous undulations, and of course the pay-and-play area gave the more gung-ho ample opportunity to find a bit of mud to get stuck into (and winch out of).

There were thankfully no human casualties, although one or two trucks did pay the penalty for over-exuberance or ambition. Baby eventually came off the trailer (after a bit of a jump start) apparently eager to please, but rather too soon went back on the trailer (following a cambelt-less tow back to the car park). A couple of non-club Discos suffered as well, though not as badly as a Range Rover that decided lying on its side was a good trick. The DLRC marshals (and big thanks of course to all of them) were kept busy all day, and especially at the end of the day, whilst the 'admin staff' dealt efficiently with everyone wanting to sign-on simultaneously (after a quiet start); good day as well in terms of the new members that joined on the day.

So in spite of a fairly horrendous weather forecast for the day (blessedly exaggeratedly doom-laden) it all turned out pretty well, and certainly pointed the way to a return to Matchams (who made DLRC very welcome) whether for the Driver Training Day in December or for future club events (possibly even RTVs?).

So big thanks to everyone who came along and contributed to the success of the day, but special and massive thanks to all the club members (and not just the committee) who put in all the time and effort to organise everything. And thanks to Robin for some great pictures!

And just to add a few comments that rapidly appeared on the club website:

I'd like to thank all those who helped & gave up their time on both weekends. Thanks to everyone who turned up at 8am this morning (& some a bit later) to get the marquee & gazebo & stand up. Those who sat patiently doing the signing on, the marshals & the drivers for turning up, who without you we wouldn't have such a great event. Events like this enable us to keep costs down within the club, which is better for everyone. Well done everyone. *Rog*

Would just like to thank the organisers of the event, I know how much effort goes into organising these events. The site was well signed with plenty of marshalls on hand to help. Max and I thoroughly enjoyed the wooded section and sand pit, Thankfully not too much damage to the old girl. *James Pinfield*

Thanks everyone who organised and made today well-organised, safe and fun, it was an absolute hoot, two very happy LR bunnies. Hope to see you all again very soon.

Dave Hobbs



*Some great pictures from Matchams from Collette Ford
More pictures from Matchams in the centre colour spread*

ACT RIGHTAWAY TO KEEP RIGHTS OF WAY

DLRC members who enjoy a spot of green-laning will be aware that the number of BOATs (Byways Open to All Traffic) and UCRs (unclassified country roads) has been steadily shrinking over the past few years. If we want to keep these Rights of Way open, we cannot be complacent and assume that “someone else” will do the necessary: that’s why all the DLRC members are urged to become more proactive.

That’s why the committee will shortly be welcoming a Green Lanes Officer to the committee to work alongside Jim Welch, the club’s Rights of Way Officer, so that we can expand our green-laning activities, which of course means keeping the remaining Rights of Way open, and that’s where the DLRC membership can help. Thanks to a presentation and written submission from Jim to a recent county-level enquiry, an application to close a BOAT between SY73869001 and SY73879025 (going past Lewell Mill near West Knighton) was rejected, but we all need to support Jim’s work.

The first thing that we must do is make sure all the members know, understand and follow the TreadLightly Code and the Country Code – both codes of conduct are printed in the DLRC members handbook. Of course that doesn’t control the antics of non-members – and so members are encouraged to report other less responsible users to the authorities. Land Rover drivers (and all 4x4 users!) should be aware that legality is a two-way process. If we want to be supported by the law, then we must be seen to be supporting it.

Secondly, whilst Jim can get information about threatened closures or restrictions in advance perhaps of the general public, the wider membership of the DLRC is asked to support by keeping an eye out – whether on line or on gateposts – for any notices that might refer to closure applications or public enquiries. Once notification of an impending closure or downgrading is received, it’s quite a task to get evidence to support an objection together quickly. So another way in which DLRC members are encouraged to get involved is to ask that you keep a log, preferably with photographs, showing usage of byways in our area, so that if there is a need to prove usage, the evidence will be relatively easy to provide – and one of the virtues of digital photographs (as taken) is that they contain ‘metadata’ which shows when they were taken – and some of the more sophisticated cameras will even include GPS data to show specific locations!

There’s lots of information on the GLASS website, including a useful report form if you encounter obstructions on a Right of Way. Have a look at www.glass-uk.org. On the drop-down menu, you’ll find a tab named Obstruction Form – and it’s very easy to use.

Thirdly, it’s helpful to spread the work load of the club’s Rights of Way Officer, especially when the membership of the DLRC covers such a wide geographical area. Members are asked to be vigilant in their locality, and also to do a bit of ‘homework’ if they possibly can, so that the origin of the Right of Way can hopefully be determined (and preserved).

Very often the status of a track is defined in Parish or Vestry minutes. And it's useful to know that in legal terms, something that might have been designated as a CRB (Cart and Carriage Route and Byway) way back in the 1800s should now (unless it has been changed already thorough various official mechanisms) be classified as a BOAT. In addition, a clue can be found if it is discovered that historically public funds have been or are being used to maintain bridges or gates. If this is the case, it's a pretty fair bet that the track that goes over or through them is open to the public. The key idea, actually quoted by a legal-eagle at the enquiry referred to earlier is: "Once a highway, always a highway, regardless of the exercise of rights to use."

And rather than simply reacting to a problem when it arises, the DLRC has plans to increase its pro-activity. The club, through Jim's representation, is raising the subject at Land Access Forum level and hopefully now through Road and Highways at County level of groups or organisations 'adpoting' a BOAT or green lane, and thereafter working with cash-strapped County Councils to help maintain the lanes and keep them open, whether by trimming back excess growth, or helping to fill in big holes. GLASS already operates this kind of approach, and by getting involved at a local level, it should be easier for this to happen.

So, in summary:

- Stay legal, and TreadLightly
- Keep a record of all your laning trips, both written and photographic
- Report problems and obstructions
- Get involved, and be proactive

Andy Wilson



Just a couple of pictures from the Shillingstone RTV

MICHAEL BISHOP

THEY FOUND OUR ENGINEER

THE STORY OF ARTHUR GODDARD.
THE LAND ROVER'S FIRST ENGINEER



THEY FOUND OUR ENGINEER – a book review

There are lots of books available on the history of the Land Rover, and although many of them mention the key-players in the design and development of the marque, particularly if their surname was Wilks, inevitably (and perhaps rightly) it is the car that takes centre stage rather than the personalities involved. *They Found our Engineer* fills in some of the back story, and although it has its faults, it's well-worth reading. Exactly how the Land Rover all came together back in the late 1940s and early 50s has been a topic of interest and debate for many years. This was until two Australian enthusiasts, Michael Bishop and Alex Massey quite literally stumbled across a senior member of the original Land Rover development team, Arthur Goddard, living in Brisbane, Australia in 2009. The discovery led to many of the myths and legends surrounding the early vehicles to be confirmed (or debunked) as the story

was told from Arthur's point of view. The book contains both a technical and human side to this incredible story as well as a great reunion between Arthur and his old colleague Spen King who went onto design the Range Rover in the 1960's.

Although the book is well-worth reading because of the fresh insights and knowledge that it offers, at risk of being accused of pedantry, I'd have to say that the book needs editing. There is a degree of repetition of events; the spelling needs correcting, and it's littered with typos and grammatical inconsistencies. This does detract somewhat from a revealing story and the obvious enthusiasm of the author. Contents and concept-wise, it is an excellent book, and if you can put up with the minor annoyance of it not being a great literary masterpiece, it is a book to be recommended to anyone with more than a passing interest in all things Land Rover. It covers an aspect of Land Rover's history never previously published and I greatly enjoyed the mental image I formed as I read it of Arthur Goddard, and indeed many of the other 'founding-fathers' that he mentions in the various interviews that formed the narrative of the book.

Andy Wilson

They Found Our Engineer by Michael Bishop – publ AuthorHouse ISBN 978-1-4567-7758-6

Guy walks into a spares shop and asks the guy behind the counter: "Two wiper blades for a Landy". The guy looks at him for a few seconds and replies: "Cool, sounds like a fair trade"

DLRC CALENDAR 2013

The dates and venues for the remaining RTV events appear 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. And if you know of any events that should be added, for the December/January edition, please e-mail the Editor!

4 th October	Club night
5 th – 6 th Oct	London to Brighton LR Run
1 st November	Club night - Quiz Night
6 th December	Club night - Kit Maxwell Talk—venue TBA
December	(date & venue tbc) Driver Training Day - but probably
Matchams	on the 8th!

2014

Saturday 18th January - Club Awards Dinner - venue tbc



Apparently these are really funny – but unfortunately I can't speak Afrikaans...

Julle ouens is verniet so nasty met die Landies.... Julle weet natuurlik jy breek nie n Land Rover nie..... Jy koop hom stukkend.

Hoe maak jy n draadkar olie lek? Sit vir hom n LR badge op.

"Daar is drie dinge wat jy van die maan af kan sien, 1 great wall of China, 2 Piramides, 3 Die Welding op n Land Rover."

[Actually, I've heard this one in English – it goes something like: What are the three things visible from Space? The Great Wall of China, the Pyramids and the weld gaps on a Land Rover. Never let it be said that the Dorset Rover lacks educational value!]

And now one for non-linguists:

Defenders got the highest rating in Child safety in the Euro NCAP test. It is impossible to slam a kids fingers in the door, the gaps are too wide.

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!

13th October Mannington
17th November Bransgore
8th December (provisional)
Driver Training Day - venue TBA



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

13th October — Mannington

A very popular site, with a great variety of terrain. A good one to attend if it's your first 'outing'. Can have some 'interesting' watery sections! If you're using a SatNav, BH21 7JX gets you more or less to where Burt's Lane meets Horton Road. The entrance to the venue is on the other side of this crossroads.

17th 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

FUTURE EVENTS

Important information for competitors

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

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



THESE THINGS WILL BE CHECKED

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

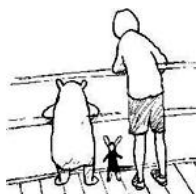
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

Site Directions

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

SPECTATORS

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



LAND ROVER TRIVIA QUIZ – Part 5

Hope you enjoyed last issue's quiz – here are the answers to Trivia Quiz – Part 4
61 South Africa; 62 airpotable and amphibious vehicle; 63 Series III; 64 RHD Series III petrol 88" SW; 65 Series III 88" Diesel SW; 66 Beherman-Demoen; 67 Citroen 2CV pick-up; 68 Australia; 69 Ninety Station Wagon; 70 Range Rover; 71 Sulawesi; 72 Santana; 73 Suzuki SJ series; 74 Gemini; 75 Project Titan; 76 International Engines of Brazil; 77 Bryan Adams; 78 90SV; 79 Defender V8 50 1998 anniversary model; 80 Lara Croft

...and finally, (although there might be a Christmas Quiz in the December issue) here are this issue's questions... (answers next time!)

81 What was the main change to Defender design brought about by EU regulations in 2007?

82 Which vehicles were replaced by the Italian Carabinieri when they ordered 840 Defenders?

83 Why would you probably not want to be seen driving a Luis Trenker special edition cabriolet Defender 90?

84 What did Hank Williams, Billy Joel and Jane Fonda have in common?

85 In which country were all but two 147" wheelbase Land Rovers built?

86 How many vehicles were built in the pre-production run of LR's in 1948?

87 What was the first year that Land Rovers were produced in other than green paint?

88 Who tried to mend his royally broken heart by circumnavigating the globe in 1956 in a Land Rover?

89 What was the nickname of Barbara Toy's Land Rover in which she did her circumnavigation?

90 Which RAC award was given to the Range Rover in 1971?

91 In 2001, which works world rally team used Freelanders as support and scout vehicles?

92 What was Rudi Thoelen's prize after winning the 2003 G4 Challenge?

93 In which year was the 'Alpine Light' window introduced?

94 What two unique colours were used when the County Station Wagon was introduced in 1982?

95 Which Belfast company produced the LR based Shorland armoured car?

96 What was a Wolf called when it became an ambulance?

97 What was the only colour available for the 1998 Defender B8 50 sold in Britain?

98 Which landlocked European army first adopted Land Rovers in 1961?

99 In which year did the Law Lords rule that the Land Rover was a car?

100 In 1988 why were Land Rover's 40th Anniversary celebrations rather muted?



I heard Land Rover has got a special on this month: You buy a Land Rover and you get a dog for free. That way at least you don't have to walk back home all on your own.

I hear LR has now released a LR cell phone, water proof, shock proof etc. Just make sure your shirt pocket is plastic lined to catch the oil it will leak in your pocket.

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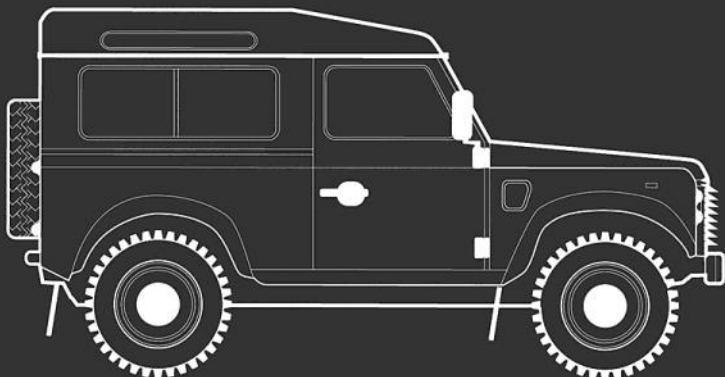
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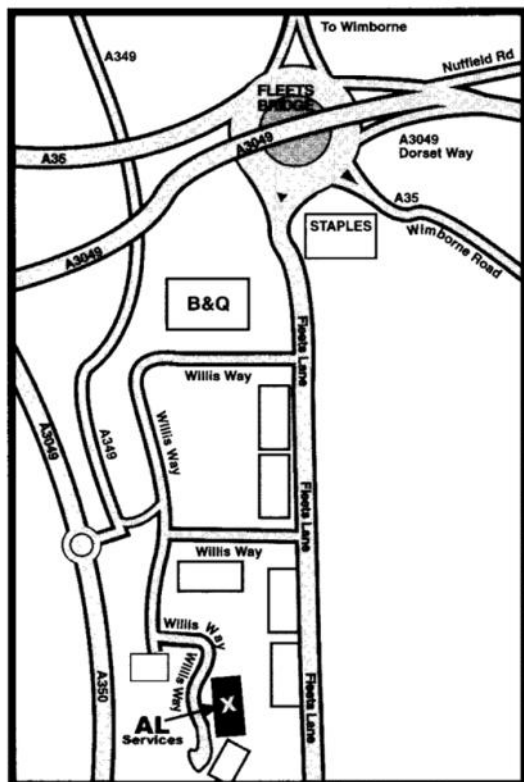
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