



The Dorset Land Rover Club Newsletter

October - November 2014 Volume 27 Issue 5





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a classic life"**

THE DORSET ROVER
October - November 2014
The Magazine of the Dorset Land Rover Club Ltd
A member of the Association of Land Rover Clubs

If you need to contact a committee member please try to do so before
8.00pm

All entries for the next newsletter to be received by
Friday 14th November 2014

Club Night in October: Friday 3rd October - **AGM**
at Wimborne Football Club, Cowgrove Road, Wimborne, BH21 4EL
Club Night in November: Friday 7th November

Please make an effort to attend the club **AGM on Friday 3rd October**

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'

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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.

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From the Editor....

There are a few extra pages in this issue so that all the AGM information can be included as well as all the regular articles and information and some great stories as well.

As far as the AGM is concerned, all members are urged to attend. It's your chance to have your say and influence how the club is run. 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 30th 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 30th September

OPEN DRIVING DAY AT MATCHAMS

This will take place on Sunday 19th October. It should be a great day out - if you've never come along to a Driving Day, give it a go! More details are on page 12 of this issue of The Dorset Rover.

URGENT MESSAGE TO ALL RTV DRIVERS

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

Rog

WELCOME TO NEW MEMBERS

Paul Charman - Moordown
David Stoneman - Bournemouth
Owen Stroud - Wimborne
Nigel Penn - Ferndown
Luke Jeneson - Wimborne
Darren Lloyd - Weymouth
Andrew Rymes - Silton
Simon & Siobhan Baxter - Bridport

LADIES DAY

Dear All

Thanks to everyone who volunteered to attend Ladies Driving Day this year. It saddens me to say that due to the lack of Ladies wishing to attend this event the committee has decided there is no option but to cancel the event.

Unfortunately due to the minimal number of trucks able to attend the event this had restricted the advertising we were able to undertake, mainly relying on Facebook, Club Magazine, Website and word of mouth between club members and their family/friends

Where possible I try to work on a 1:1 ratio of trucks vs drivers and with only seven trucks due to attend this greatly reduced the scale of the event.

Please accept this as our apologies but planning for 2015 will start in the next few weeks so expect a big event next year and of course your support would be greatly appreciated.

Thanks, **Caz**

In the next issue...

Things to look forward to in the next issue of The Dorset Rover include Martin's ongoing saga, and also some information about plans for the future of club nights. Membership renewal forms will also be included, and there will be information and booking forms for the annual Awards Dinner. In the near future, members who have returned their Data Protection forms will be receiving a questionnaire about club events - when you get it, please take the time to complete and return it!



CLUB MERCHANDISE



We are now able to resume our supplies! If you've already ordered something, hopefully you've paid and collected! The new supplier will be able to supply the usual range of shirts, sweats and fleeces. We are also getting some samples of a 25th Anniversary mug produced - we hope to have them at the Club Dinner - price to be confirmed!

Just to be going on with though, at the moment, clothing will consist of:

Polo shirt with logo, flag & website	£20.00
Summer-weight fleece with logo, flag and website	£29.50
Hoodie with zip with logo, flag & website	£28.00
Hoodie (no zip) with logo, flag & website	£26.00

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

NOTIFICATION OF AGM

NOTICE OF DORSET LAND ROVER CLUB LTD ANNUAL GENERAL MEETING

FRIDAY 3rd OCTOBER 2014 @ 20:00 HRS
WIMBORNE FOOTBALL CLUB, COWGROVE ROAD,
WIMBORNE, BH21 4EL

Please come along and show your support for the committee and for the club! All members of the club have the right to attend the AGM, but please note that only current members are permitted to attend. Where there are matters requiring a vote, please note that only one vote per family is allowed unless two membership cards are held. Bring ideas to the forum, or suggest improvements for the club: it's your chance to shape the future of your club. The format will be as below. Anyone who wishes to raise an issue for the meeting please let the Secretary know **by 6.00pm on Tuesday September 30th** so that it can be included in the agenda; please e-mail any AOB items to: secretary@dorsetrover.co.uk by the deadline. Please note that a copy of the minutes from the 2013 AGM has been posted on the website in the members area: you are urged to read these minutes prior to this year's AGM.

For those of you new to the club, each position within the committee has to be re-nominated each year and therefore if you would like to give it a go you can apply for any position, it doesn't have to be vacant. Nominations must be received by the Secretary **by 6.00pm on Tuesday 30th 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.

AGM - AGENDA

- 1) Apologies for Absence
 - 2) Acceptance and signing of minutes from 4th October 2013
 - 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
 - Trophy Classes
 - Scruitineering changes
 - Club Night
 - 8) Resignations & Elections to the committee
 - Shows Co-ordinator – Tom Jarrett has resigned.
 - Deputy Events Co-ordinator – Richard Parfitt has resigned.
 - Treasurer – Ron Hogg has resigned.
 - Chairman – Roger Pardy has resigned.
- Nominations must be received by the Secretary by 6.00pm on Tuesday 30th September. With the exception of the above committee posts, all other incumbent members have signified their willingness to continue in their posts.
- 9) Members Forum and AOB (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 are reproduced overleaf.

DLRC ACCOUNTS - 2013/2014

	2013	2014
Balance brought forward	£5,279.71	£6,040.34
Income.		
Membership.	£2,072.50	£2,962.46
Trial income.	£3,998.00	£3,320.00
Driving days	£2,774.50	£1,865.00
Xmas dinner. Inc raffle	£732.75	£900.00
Ladies Driving days (2013 event in aid of Ickle Pickles charity)	£1,910.01	£0.00
Clothing/Merchandise	£0.00	£530.50
Advert income	£260.00	£355.00
Auction (in aid of Ickle Pickles charity)	£1,191.31	£0.00
MSA Refund	£55.63	£114.24
ALRC Refund	£55.40	£0.00
Gymkhana (at Willems Re DSAA)	£427.63	£373.40
Club History	£0.00	£210.00
Total Income.	£13,477.73	£10,630.60
Less Total Expenditure	£12,717.11	£10,190.29
Profit	£760.62	£440.31
Balance at end of yr.	£6,040.33	£6,480.65

	2013	2014
Expenses.		
Magazine costs inc postage.	£864.25	£1,054.77
Trial site fees and permits.	£2,646.95	£2,401.87
Driving day costs.	£2,222.45	£1,235.00
Xmas dinner costs.	£747.26	£935.53
MSA registration fee	£68.00	£70.00
ALRC	£221.60	£277.00
Website costs.	£35.99	£106.93
Solicitor fees. Re Ltd co.	£120.00	£0.00
Donation to Leukhemia Buster re Bransgore trial	£570.00	£480.00
Show Expenses	£303.45	£266.60
Expenses for Ladies days.	£0.00	£0.00
GLASS	£82.00	£225.00
Accountant	£360.00	£360.00
Clothing/Merchandise	£190.50	£416.48
Ickle Pickles (charity donation)	£3,200.00	£0.00
DSAA (charity donation)	£427.63	£373.40
Club history		£257.38
Trophies		£343.13
Trial Canes.		£493.80
Club stickers		£177.60
Other expenses including Stamps, Ink, Envelopes, First Aid kits, etc	£657.03	£715.80
Total Expenses.	£12,717.11	£10,190.29
Balance in bank at 31st Aug 2014		£6,239.01
Petty cash at 31st Aug 2014		£241.64
Total in hand at 31st Aug 2014		£6,480.65

OPEN DRIVING DAY

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

**Hurn Road
Ringwood
BH24 2BT**

**on Sunday 19th October 2014
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

CROSSWAYS RTV

It's always great to see new drivers signing-on for RTVs, and even nicer when they agree to write a report from the point of view of a 'newbie' – so many thanks to Simon Baxter for agreeing to write a report on his first trial.

Having packed the lunchboxes we made our way to Crossways we met up with Roger and others to go through the plans for the day. Kieran, my youngest son was to be co-pilot for the day and wife was chief photographer to capture any 'interesting moments'.

Being a complete newbie at trialling I had to have the Landover scrutineered to ensure all was well; I also needed instruction on reverse starting on a hill in gear should the engine stall; Ron's tuition done and brain in gear we signed the necessary forms and had a walk around the first section we were to drive.

Well, talk about first time nerves, I thought I was a reasonably competent driver off road but steep drops and tight corners around trees that don't get out the way are another thing! Ron gamefully offered to be co-pilot for the first section just in case I messed up but all was well. Luckily I made it through the first few gates but having 'touched' a post I didn't get too far beyond the steep bit that was causing the worries. Nevertheless having got the first section over and done with it settled my nerves and with a few offers of driving tips went on to plan for the next section.

I watched as the more experienced drivers sat for some length of time in the disgusting swamp-like water and thought if that is what they have done it doesn't bode well for me - sure enough I got stuck and had to be towed out – all being captured on film by the not so supportive wife!

As the day went on and after a break for dinner the nerves settled, I would say the sections weren't as daunting and my scores gradually improved albeit still scoring mid range at 5 or 6. The last but one section proved to be my best with a score of 1, so I was pretty chuffed with that drive.

Friendly, welcoming drivers and overall a great day out, definitely recommend new members have a go even if like me you are a bag of nerves.

As my son is 14 he's allowed to be a passenger and he definitely wants to have a go in the future, as for the wife....well let's say she has evidence of me not being such a good driver....

Simon

Ron Hogg does an excellent impersonation of Captain Edward Smith during the Crossways RTV



CROSSWAYS RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
James Pinfield	5	1	7	8	10	1	8	6	0	0	46	1
Graham Glover	5	7	7	8	6	9	10	10	8	7	77	2
SWB												
Ron Hogg	1	2	0	6	1	1	5	0	0	0	16	1
Martin Dover	7	1	4	0	1	1	0	4	0	1	19	2
Tim Cox	1	7	0	1	1	0	5	7	0	6	28	2
Robin Dumbrek	1	4	9	8	1	0	5	3	0	0	31	4
Mike Webster	1	1	8	7	7	1	0	4	0	5	34	5
Jason McDonald	6	7	3	8	1	9	0	5	0	0	39	6
Tim Gibbens	7	2	9	8	1	0	6	7	4	0	44	7
Matt Ricketts	1	4	8	8	7	8	6	1	2	0	45	8
Simon Baxter	4	7	8	8	9	3	5	6	5	1	56	9
Nigel Carter	9	7	9	8	5	9	8	6	0	5	66	10

KNITSON RTV RESULTS

LWB	1	2	3	4	5	6	7	8	9	10	TOTAL	RANK
James Pinfield	1	0	0	0	0	1	7	1	3	3	16	1
SWB												
Ron Hogg	1	1	0	0	1	2	7	6	1	0	19	1
Jason Macdonald	1	1	0	0	1	2	7	6	1	0	19	1
Mike Webster	1	0	3	1	0	2	7	6	0	1	21	3
Nigel Carter	1	1	3	4	4	2	7	6	1	1	30	4
LEAF												
Alex Moore *	0	0	0	0	0	2	0	6	0	0	8	1
Andy Palmer	1	1	1	0	3	2	7	1	3	0	19	2

* Visitor

The Knitson RTV report is a little different from the normal sort of thing - it's a section-by-section narrative from James Pinfield, and two things spring to mind: firstly the detail explains why James does well, and secondly it makes it sound very exciting!

KNITSON RTV

Section 1

The day started with clear blue skies and lovely views from the site. I had a new accomplice with me this trial a young guy called Tom; he came with me to the Mendips Challenge last year - he wants to get into trialling but cannot afford it at the moment so have offered him a seat in mine as a guide.

Through gate 10 facing down hill, sharp left hand hander into gate 9, up a small bank into gate 8, through gate 7 turning left to go through gate 6, back down the bank making sure not to hit Mr Palmer who had broken the axle on his series land rover, sharp right turn through gate 5 turning right now heading for gate 4 which is perched on the bank but this time it has sheep tracks cutting across it and is now quite steep. Approached with caution then powered up the bank to clear it then turned right and headed back down the hill to gate 3, cleared the gate past the broken series and headed towards gate 2. This was at the bottom of the bank but at an angle so had to be careful not to hit the left hand gate with the body roll. Kept to the right and pedal to the metal to get through gate 1 which was at the top but unfortunately went too fast, bounced off the top and hit the left hand flag. 1 point for me then.

Section 2

Was in the top far right of the site near the bomb hole. Through gate 10 turning right into a deep gully for gate 9 past through turning left for gate 8 (which was a bit tricky) past again then sharp right for 6 through the centre of the gully heading for 5 which was on the top hill but on slippery ground; managed to power up through gate then my memory goes blank for rest of section but I managed a clear. Always good to get the first clear of the day in early.

Section 3

This was an interesting one using the bomb hole at the top of the site. Gate 10 positioned downhill through the bottom and past gate 9 on the way down. Gate 8 positioned at the top with a turn to the left to come back down the hole for gate 7. Gate 6 was in a tricky position half the way down the hill to get lined up for gate 5 which was on the other side of the hole but on a slippery track out of the hole. We had to be careful where we positioned the car as there was not a lot of turning room going through gate 4 at the top and I wanted to save the shunt for gate 3. Up and through 4 at the top turned sharp right to get maximum turning circle we had to come back on ourselves to reach gate 3. This was positioned on the side of the track - you had a choice on this gate to cut low but risk rolling on the hilly bank to get through on the right side or to back through gate 10 and see if you could turn this way. We opted for going through gate 10 and calling a shunt. With 3 cleared we headed on down to the bottom of the hole where gate 2 was positioned looking up at gate 1 some right foot action was required. Through gate 2 and floored the pedal (woo hoo!) another clear.

Section 4

We were first up this time. Gate 10 was situated at the top of the hill facing down hill; off we went downhill slight turn to the right through gate 9. Gate 8 was on a side slope so had to position car on the left - still going down hill there was a sharp turning to the left through the gate where gate 6 stood. Going through 6 there in front was gate 5 at 90 degrees to us on the left facing up hill this one looked tricky. Positioned car and scraped past just then on up the hill with v8 blaring past gate 5 on the way to 4 at the top of the hill. Again this was tricky as it was right on the top with a sharp turn to the left back onto the main track get it wrong and you were in the bank. Past 4 and 3 was on the way down the hill on the way to 2. Through 2 large turning circle to the right to reach gate 1 which is at the top of the hill towards a tree but also on a side slope which is quite steep. Positioned car on the left of the track and cleared gate.

Section 5

Facing down hill we cleared gate 10, turned left up through a small bank and gate 9 turning left again and coming back up the hill to gate 8 turning left again and heading back towards gate 10 was gate 7 at the bottom of a small ravine; heading back downhill we could see gate 6 - large turn to the right and back up the grassy hill through gate 6 turning right where 5 was on the top of the ravine; horse shoe turn to the left and back down the ravine through 4 with gate 3 in front facing up hill. I did not have the turning circle so took a large loop downhill and then back up through 3 where 2 and 1 were in front on the top of the large bank. Just after gate 2 there was a bump then a steep bank up to gate 1. I decided that the best policy was to go fast over the first bump, gate 2 to give us momentum for the bank. I did not figure the bump was so big as when we crossed gate 2 I think we were airborne which propelled us through gate 1 another clear.

Section 6

This was a tricky one set up by Roger which is on the main track. Looks like someone has taken a big bite out the side of the hill. Through gate 10 on the main track was gate 9 to the left of the track, then turning right and along to gate 8 which was at the bottom of the hill facing upwards and with a lean to the left. Heading on past 8 was 7 half way up and at the top 6 turning right and heading back down the other side of the small hill through gate 5. Gate 4 was a large gate so you could get ready for gate 3 which was a very tricky one it was the opposite side to gate 8 but the bank you had to climb was a wall of gravel and the gate was not very wide. I positioned the car as far to the left as possible and threw it into the bank which kicked the rear end over to the right hand side but just missing gate 3 with the rear end. Kept the power on and cleared gate 2 but the angle was so wrong for gate 1 that all I could do was drive into a tree in front of me (I was happy with only a 1 score)

Section 7

This was part of the quarry and a very short section for me. Through 10 and the very wide gate along the top track of gate 9 was gate 8 facing 90 degrees to the track but the other side was a gravelly hill and gate 7 at the top. Plastered the accelerator to the floor turning left up the gravel but was pushed left and bottomed out.

Section 8

This was a tight twisty section. Through gate 10 straight ahead through gate 9 then a sharp turn to the right up a steep bank turning right at the top through gate 8 and coming back on yourself along the track then a very sharp turn right again through gate 7 and back down the track almost hitting gate 9 again. Called a shunt on this one as I did not have the turning circle. Backed up and cleared gate 6 at the top of the hill turning a very sharp left heading back up the hill for gate 5 which was in front of us; through gate 5 and gate 4 was a tricky left hand camber on the hill and a steep bank so had to keep to the right hand side with gate 3 at the top. Cleared gate 3 and headed straight on to 2 which again looked a bit tricky. Gate 2 was positioned at the top of a gully and gate 1 was the other side; thought that the only way I would do it without nose diving with the winch on the front was to go slow down through gate 2 and floor the accelerator to back up the other side. The plan was good but the bank kicked me over and I hit gate one .

Section 9

Started on the top of the hill through gate 10 there was a sharp turn to the right through gate 9 cleared and headed for 8 which was on the top of the gully; through gate 8 turning left and heading down hill on a side slope to gate 7. Gate 6 was at the bottom of the gully facing 90 degrees to the left - cleared and headed for 5 which was straight ahead. Cleared 5 but 4 was facing back up the hill almost coming back on yourself; crossing the side slope to get through 4 I had all the angles wrong and cross locked out with wheels spinning and not moving.

Section 10

Started on the top of the track facing down hill, through gate 10 sharp right hander through gate 9 then a large loop through gate 8 heading for the gully with gate 7 in view; cleared gate 7 and headed up the gully for gate 6 turning sharp left at the top through gate 5. Unfortunately after this gate I lost my way a bit: could not find gate 4 (we have all done it) - found gate 4 and managed to recover but was at totally the wrong angle for the gully in front and hit gate 3... oops.

Over all I was pleased with my best result of the year so far the courses were well set out and the company was grand: another brilliant trial

James Pinfield

Travels in our Defender 130 Camper 2014 Part 1

OR...the frustrations and delights of Land Rover ownership.

Martin and Jan Dover (and Anya) have been on their travels again....

For the third summer holiday trip in a row my Defender 130 ended up on the back of a recovery truck! For about two years my engine has been losing water somewhere so, a week before we set off, it was put into the garage for professional help in locating the cause. The head was removed and pressure tested and found to be ok and, as there were no external signs of coolant loss, it was put down to a cracked block. As there was nothing that could be done quickly, and the fluid loss was not too excessive, the engine was reassembled so we could go on our trip.

We set off for a leisurely drive up to Heysham in Lancashire to pick up the ferry to Douglas on the Isle of Man – Jan had never been to the island and I was last there in 1983 for the motorcycle TT races. We overnighted in the beautiful Wye Valley near Monmouth before moving on again the next morning. An hour later the engine lost power and started making a hell of a racket so I pulled into a car park and lifted the bonnet. The rear of the engine was covered in oil and it looked terminal so I called the AA. The AA man arrived half an hour later and we found that the rearmost rocker shaft stud had pulled out of the head causing the rocker shaft to bend with no 4 cylinder inlet valve opening partially and the exhaust valve not at all. Investigation showed that the threads of the stud had only been in about 2/3 of the way and it had pulled out the alloy threads from the head. It was a Saturday afternoon and despite many phone calls there was no way we could have a thread insert repair undertaken.

It was then dilemma time. Do we have the vehicle recovered home, where I had bought a spare 300tdi engine to fix the block leak and hopefully then I'd then be able to get us on our way again a few days later, or have the truck transported up to Heysham, towed onto our booked ferry on the Sunday and then, hopefully, get it sorted on the island on Monday? We chose the latter course and arrived at the ferry port late on Saturday afternoon having been relayed up by two breakdown trucks. Whist Jan made dinner in the camper I took off the rocker cover and studied the stud which had the same threads at both ends – the top set significantly longer than the end that had been screwed into the head. I, therefore, put the stud in upside down and tightened it until it bottomed out hoping there would then be enough undamaged threads left in the head to secure it. Washers were then added as spacers (as the new top end of the stud did not have enough thread to fully pull down the rocker post) until the post was fully seated. I tried the engine and it ran smoothly so put back the rocker cover which was now not fully sealing at the back due to the washers but a bit of oil loss was acceptable as at least I would be able to drive onto the ferry. I called the AA and told them we would not need to be towed onto the ferry the next day after all.

Our first night on the island was spent wild camping south of Douglas on Dreswick Point near a lighthouse owned by Jeremy Clarkson. The following morning I rang the local independent LR agent for advice and they told me to go to a machine shop called Automation in Snugborough. This was run by a Scottish-Manx chap who resembled a member of ZZ Top and he said that he'd do it straight away - brilliant! When he took off the rocker gear we noted that the front stud was really badly necked through overtightening so he had to replace that one as well. The insert was drilled, tapped and inserted, the engine reassembled, £50 changed hands and to great relief we were on our way again after about an hour.

Continued after the colour pages!

CROSSWAYS RTV



THE DORSET ROVER

GREEN LANING IN JULY



KNITSON RTV



CROSSWAYS RTV



Two more pictures from Crossways - many thanks to Callum and Jason

MARTIN DOVER'S TRIP TO THE ISLE OF MAN



Transferring to the relay service



Wild camping spot at Dreswick Point



At the Point of Ayre



At the Point of Ayre - lunch stop in the dunes



Camping spot by Peel Harbour



Wild camping at Castletown



The Laxey Water Wheel



Jan lets the tram take the strain on Snaefell



Last wild camp on the IOM near Douglas

Martin's travels (continued)

We stopped in Douglas for lunch and took the electric tram to Laxey, home of the largest working water wheel in the world which used to pump water from lead mine workings and can generate 200 horse power. Whilst Jan took Anya for a walk around Laxey I returned to Douglas on the tram to pick up the truck. We spent the next few nights wild camping in some lovely locations around the island and in the brilliant weather all was well with the world. At various times our vehicle was the furthest north, west, south and east camper on the island.

One night we decided to park at Peel Harbour for the night and as we drove through the town of Peel the engine started to make some strange noises. As I pulled up at the harbour at around 6pm the engine stalled and then wouldn't turn over on the starter. I lifted the bonnet and smoke was coming from the alternator which had seized solid. I took off the drive belt, fired the engine up and drove into the car park pulling up next to another motorhome and lifted the bonnet again - what happened next is unlikely to happen with anything but a Land Rover.....

The man from the motorhome came over and asked if I had a problem and I explained that the alternator had seized. He told me that his boss was into Land Rovers and may be able to help. He rang him up and he confirmed that he had just put a new alternator on his 300tdi Disco which he would take off and bring over to Peel – he lived on the other side of the island. I looked on the Paddockspares website to get an indication of what an alternator would cost which was £138 for the standard Defender 65 amp model and £162 for the 100 amp that is fitted to Discos. An hour later, after I had removed the seized item, the chap turned up in his td5 Disco (he actually has three Discos) and he then fitted the new 100 amp unit. Apparently he has a trade account with a supplier with next-day delivery and had paid £107 for the alternator, he therefore charged me just £130 to supply and fit the new one – result!

Next morning we continued on our way south to locate the filming locations for one of our favourite movies "Waking Ned". We found Ned's cottage in the coastal hamlet of Nairbyl and the village used as "Tullymore" which in reality is historic Cregneash. I also tried to drive a green lane but we were thwarted by a four foot wide gate. Most of the BOATS on the island (and certainly the good ones) have unfortunately been TRO'd with a 0.5 tonne weight restriction and are referred to as Green Ways. To stop larger vehicles they have been gated to only allow quads and motorbikes through. The BOAT I was trying to drive wasn't listed as a Green Way but access onto it was still restricted – to be honest it also looked too much of a challenge for the camper anyway with washed out deep ruts and a very steep loose ascent.

Our last full day on the island was spent taking me down memory lane. I had last gone to the top of the highest mountain on the island, Snaefell, on my trials bike in 1983. This time I walked up with Anya whilst Jan went up on the mountain railway tram and then all three of us walked back down. The section of highway between Ramsey and Douglas that goes "over the mountain" has no speed limit on it and is a mecca for motorcyclists who come from all over the world to "drive the mountain TT course". Some take it easy but many others really give it the gun (and unfortunately sometimes come to grief). As we walked down it was to the soundtrack of high powered motor cycles attacking the course, and probably scaring some of the car drivers using the road half to death.

Continued overleaf

We then went back to Laxey so that I could do a proper visit to the Laxey Wheel and associated mine workings. Then it was time to find a suitable wild camp for the night before we went back to the TT course and the Creg ny Baa pub for dinner. As we sat having dinner my eyes kept being drawn to the window and the hill up to Kate's Cottage. This length of the TT course brought back some scary memories from my trip to the Isle of Man back in 1983. I was doing a hot-lap of the TT course on my trials bike and I had knocked it into neutral to descend the mountain so that I could exceed the bike's 64mph top speed. Creg ny Baa is a really famous 90 right hand bend at the bottom of the hill and the fastest racers have to slow from over 180mph to 50 to make the corner. I reckon I was doing between 75 and 80 (the speedo only went up to 70) as I tried to scrub off enough speed to knock it back into gear. Trials bikes only have very small brakes and the suspension is not set up for high speed and so I got into a tank slapper which could so easily have been disastrous. How I slowed enough to make the turn and didn't end up in the bales I will never know but I continued on to finish the lap at an average speed of just under 60mph – flat out for 37 miles, the madness of youth!

Next morning I was up at 5:30 to drive the three miles to the ferry terminal in Douglas for the continuation of our three week holiday. Next stop was Belfast and our two week road trip round Northern and Southern Ireland.

Nartin Dover.... *To be continued!*

Martin is not the only pone that's been on his travels... Here's a report from Dave James-Smith's trip to France:

FRENCH TRAVELS IN A 110 - Journeys in the Musty Bus

After a couple of months preparation, service, fluids, fitting new springs and shocks and checking the truck over we were ready for France, with the caravan hitched it was now in the lap of the gods. The Musty Bus, our 1993 red 110 200 tdi station wagon, (so named after the smell it omits after heavy rain) was running smoothly as we left the ferry at Cherbourg. After an initial navigator error, whose skills were a little rusty at first, some road works and an unscheduled tour of Cherbourg town centre we were on our way.

This was our eight year old son's first trip abroad so it was a bit of an adventure. We stayed overnight at Mont Saint Michel and we were away early to the Vendee and the Atlantic Coast. Massive thunderstorms made the driving interesting and tested the wipers to the limit; they also highlighted the shocking fit of the doors as our son had to put his coat on in the back seat as he was getting so wet, rain came in everywhere except the sun roof, but I suspect that it was running under the headlining and coming down the pillars anyway; the truck ploughed on regardless and after some traffic delays around Nantes we arrived in glorious sunshine. For the next eight days the truck acted as clothes line, sun shelter support and Kayak carrier all the while attracting attention from the locals as Defenders seem a pretty rare sight; cue much staring either in awe or astonishment at such an old odd shaped vehicle, compared to their euro boxes anyway. We saw two French Defenders which elicited much flashing of lights and the universally acknowledged Defender wave of sympathy.

All too soon it was time to leave, and after a quick vehicle check the truck was filled with cheap diesel and wine, the French regulation budgie smuggling trunks were packed in their never to be seen in the UK box and padlocked, then we were off.

The journey back was nice and quiet on the Sunday morning and the old 200 tdi, on 175,000 miles ploughed on, albeit pretty slow up the steep inclines of the Normandy dual carriageways. We had time to spare on the way back so we had a very moving visit to Utah Beach and the museum.

With the navigators skills firing on all four cylinders we arrived safely back at the ferry terminal where we spotted a nice Nissan patrol with roof tent, snorkel, etc. As we drew level in the queue we started chatting and it was a fellow club member, Nigel, whose first question was, "How many times have you broken down?" "None," I replied and he proceeded to tell us his tales of blown turbo pipes whilst following the Tour de France; his Land Rover experience kept him going though.

We were pretty lucky with the truck performing so well and it's been reliable in the two years we've had it. We had breakdown insurance with the Camping and Caravan Club but whilst casually glancing at the small print after we got home I noticed that vehicles over twenty one years aren't covered unless they've been serviced by a main dealer in the last three months, which is way beyond my budget, so if anybody knows of a good European breakdown cover for older vehicles please let us know as we'll probably head off again next year, although I think we'll return to camping as the Dutch and the French had some pretty impressive tents and shelters, much more room than a caravan, and no extra ferry charge for the van etc, so it's a new set of heavy duty rear springs to cope with all the camping gear and a mission to find a comfy air bed for next year.

Since the holiday the truck's been hard at work, towing caravans to the Purbeck Rally and a very muddy stint at the Great Dorset Steam Fair, all taken in its stride

D. James-Smith



The musty bus gets an airing!

GREEN LANES = LOVELY DAY OUT

Firstly, huge thanks to Rob Elliott for organising the trip – I'd moaned about not being able to come out to play on Saturdays, so this being on a Sunday it was just the job! Secondly, huge thanks to both Rob and Tom for acting as leaders – great to have a day out without worrying about navigation.

So, the day started in Tolpuddle (thank you to The Martyrs Inn for letting us lurk in their car park) where we waited for Simon and Siobhan to turn up – still, that allowed time for Graham, Marjorie (and Green Lane Dog), Lisa & Rob, Tom and Andy to get reacquainted (and have a gossip) – and once the Baxters had fixed their vehicle sufficiently to join us, off we went, north by a lovely lane to Milborne and thence to a few shortish, but interesting lanes around Dewlish, Milton Abbas and Melcombe, and so to a lovely viewpoint on Turnworth Down for lunch.

After that, it was onwards (and occasionally upwards) towards Iwerne Minster (via Child Okeford) to arguably the best lane of the day (well, for me at any rate, because I had to turn for home afterwards) with the excellent climb up Spread Eagle Lane – difflock and low-box needed at one point. The rest of the group had plans to continue on towards Mere, but as yet, I've no information as to where they went or how they fared.

Some of the lanes that we drove were very narrow, with lots of encroaching foliage; clearly the lovely weather after a damp Spring has caused a burgeoning of verdancy, but Tom and Rob had their loppers, and after all, what are a few scratches to worry about? We did have to turn back and reverse out of a couple of lanes (simply too narrow or too overgrown, and in one case, a too tightly wired-up gate), but that's all part of the excitement, I suppose. Anyway, I've mentioned the problems in the reports that I've submitted.

All in all, a brilliant day: great company, lovely scenery, occasional challenges and excitement, fabulous weather.... What's not to like!

Andy Wilson

*Rob Elliott and
Tom Bayford
planning the next
exciting adventure
during the green
lanes trip in July*



ANOTHER NEW ADVERTISER...

The Dorset Rover welcomes another new advertiser for this issue . You will doubtless already have spotted that NFU are once again involved with the club. Hopefully some of the folk from the regional office will be coming along to Matchams on the 19th October and it's hoped that there will be lots of other opportunities to strengthen our relationship with NFU.

And as is the case with all our advertisers, please make use of the services that they offer - and make sure you let them know that you heard about them in *The Dorset Rover*!

EDITOR FEELS HIS AGE

One of the advantages of being the Editor of this magazine is that occasionally one get away with a bit of self-indulgence. Your Editor has just become a grandfather, and the picture (reproduced here with his mum and dad's permission) shows one-day old Heath snuggled up to a cuddly Defender, proving it's never too early to start the Land Rover adventure. (*I just hope it doesn't leak oil in the cot....*)



If you need to contact a committee member please try to do so before
8.00pm

A CAUTIONARY TALE....

A bloke was driving his Toyota Prius through the countryside when he came to a ford. It was very pretty and tranquil, with a few ducks swimming calmly along. On his side of the stream was a Defender dripping water and by the Defender, looking at the map (deciding where to go next, presumably) was the driver.

"I say," said the Prius driver, "don't you feel guilty spoiling the countryside with that gas-guzzling 4x4?"

"No," replied the Land Rover driver.

"Well, is this the road to Cerne Abbas?" asked the Prius driver.

"Yes," replied the Land Rover driver.

"And is the ford shallow enough for me to drive through?" asked the Prius driver.

"Oh yes, absolutely." replied the Land Rover driver.

So the the Prius driver, looking smug, got back into the car, drove into the ford, and with a loud 'bang' and flash with accompanying smoke as the water swamped the hybrid battery, the Prius sank in a couple of feet of water.

Wading ashore, the Prius driver ranted: "I thought you said the ford was shallow enough for me to drive through!"

"I can't understand it," replied the Land Rover driver; "the water only came half-way up the ducks."



Simon Baxter driving in his first RTV at Crossways

COLLECTORS PIECE – LAND ROVER PINS

Time for another instalment of Collectors Piece – this time looking at a variety of pin badges that have been produced by Land Rover over the years. But first a cautionary note to any would-be collectors: there are lots of reproductions around of these items; if you just want the badges for their appearance, then don't worry too much – but if you want the genuine article, be prepared to pay a little bit extra!

The first pair of badges were produced in the early 1970s. They both measure just over 2" in diameter. They are quite cheaply made, and if only the magazine was all-colour, you'd be able to see the bright yellow, red and green used to print them. The first one shows a Series 3 truck-cab, and was presumably produced as an advertising gimmick when the Series 3 entered production in 1971. The second badge shows the Range Rover which first entered production in 1970. I find it quite interesting to note that the Series 3 is portrayed in a distinctly but unsurprisingly rural environment, whilst the Range Rover is shown to be demonstrating its off-road credentials as well.



Another set of badges that I've collected were produced as giveaways to subscribers to Land Rover World magazine. These are rather more modern, and better produced than the simple pressed-badges already viewed. They are enamelled, and the two more interesting ones are actually dated.



The one that shows an open-top Series 1 carries the dates 1948 and 1998 and was produced as part of the 50th anniversary 'celebrations', whilst the other (furthest to the right) carries the date 1999. It's a Defender, but I can't for the life of me think what the significance of 1999 is in terms of the history of the Defender – so perhaps the importance of the date lies with the magazine rather than vehicle; if anyone has a better answer, please let me know!



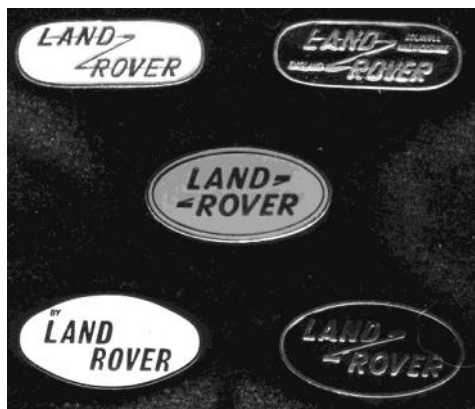
Most Land Rover-philas are aware of the Camel Trophy years when LR was integrally involved, and LR's involvement with the challenge spawned lots of memorabilia, some of which is now very expensive (if you can find the 'genuine' article – see cautionary note above!). I'd love to own a genuine Camel Trophy commemorative watch, for example, but £500+ is a little steep. The two Camel Trophy badges that

I've found *are* genuine: the one on the left was produced for the team representing the USA in the 1997 Mongolia event (the competitors drove Discoverys, and the eventual winning team were the Austrians), whilst the one on the right is just a simple generic pin badge.



I mentioned the 50th anniversary celebrations earlier, and of course LR also produced or licensed various celebratory ephemera. The badge illustrated is the official LR anniversary badge that was issued to dealers – it's apparently gold-plated, and came in a green and gold presentation box. Like a lot of other collectables,

the packaging is a significant part of the object's intrinsic value, and I was lucky to find a mint badge in a mint box at a car-boot sale.



The final set of pins was also produced by Land Rover, and again was issued to dealerships. It comes in a very nice brushed stainless steel case, lined with black velvet and was issued at the end of the 50th anniversary celebrations. It's an interesting set, because it shows the various incarnations and designs of the LR logo. The top two pins are dated respectively 1948 and 1958, and therefore represent the introduction of the Series 1 and Series 2 Land Rovers. The bottom two date respectively to 1970 (introduction of the Range Rover) and 1983 (introduction

of the Defender). The badge in the centre is the familiar gold on green oval that was introduced in 1989.

And looking at these badges has given me an idea: perhaps we should think about commissioning a DLRC pin badge – I'm sure it would sell well! And of course with the various shows and auto-jumbles over the summer months, I hope to be able to add to my collection of LR badges, and I'll end with my usual plea: if you are de-cluttering, I can probably find a home for models and other ephemera -especially more pin badges - that you'd like to recycle!

Andy Wilson

MORE LAND ROVER BUMPER STICKERS

- The car in front of you is NOT A BLOODY JEEP!!!
- To Infinity & Beyond 1948-2003
- A Land Rover is for LIFE - not just for Christmas
- If you can read this please flip me over!
- This Vehicle has more leaks than the Titanic

And finally:

Q: What do you have to do if your Landy gets in the way of a swarm of killer bees?

A: Stop pushing and take refuge inside the car

DLRC CALENDAR 2014



There have inevitably been a few more calendar amendments!
There might be more - so keep an eye on the club website
Dates in **bold** indicate amendments

3rd October	AGM
4th/5th October	London to Brighton LR Run
12th October	Driving Day at Matchams
7th November	Club Night
9th November	RTV at Bransgore
5th December	Club Night



RTV CALENDAR 2014

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!

12th October - Driving Day at Matchams

9th November - RTV Bransgore

PLEASE CHECK THE WEBSITE BEFORE TRAVELLING!



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.

12th October - Driving Day at Matchams

Matchams Leisure Park, Ringwood BH24 2BT

9th 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

RTV INFORMATION

Important information for competitors

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

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



THESE THINGS WILL BE CHECKED

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

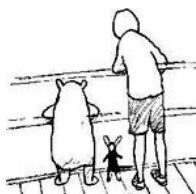
You are reminded that you should check by phone before arriving at an event. If you arrive and there are no club officials then the event has been cancelled and no attempt should be made to drive round the site.

Site Directions

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

SPECTATORS

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





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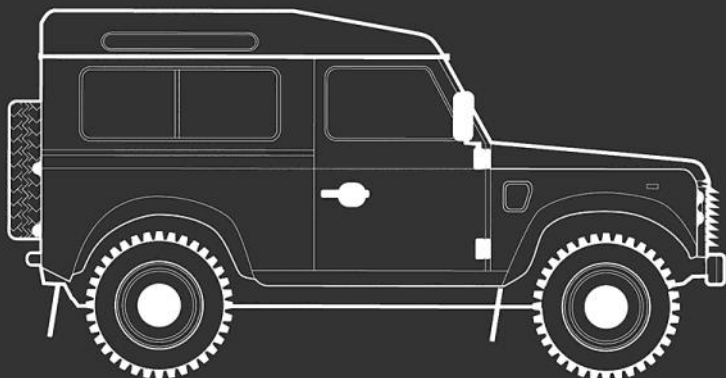
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