



October 2011  
Issue 261

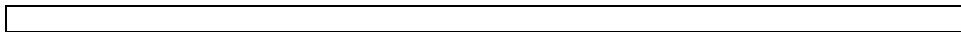
# Tilting On The Hill



The Magazine of the  
Leicestershire and Rutland  
Land Rover Club



**PRINCIPAL OBJECTIVE:** *To promote the operation of a Rover enthusiasts Club for drivers, owners and enthusiasts of vehicles of the Rover marque.*

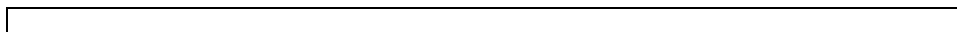


**COMMITTEE:**

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General Secretary	Viv Wing
Child Protection Officer / ALRC Delegate/ Chief Marshal	Simone Birch
TOTH Editor	Tony Birch
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Social Secretary (Club Nights)	Andy Shipman
Membership Secretary	Linda Lester
Rights of Way Officers	Graham Hurst & Michael Peters
Caravan Officer	Mick Wing
Club Shop	Andrea Hurst & Elsie Peters

**NON-COMMITTEE:**

Webmaster	Rob Wing
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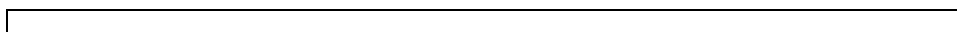


**General correspondence and any queries should be addressed to:**

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**Articles, letters, adverts for publication in TOTH should be addressed to:**

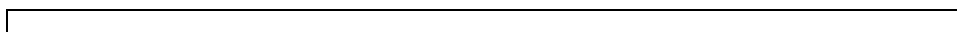
Tony Birch, 1a Duncan Ave, Huncote, Leics, LE9 3AN or emailed to [tonybirch@btinternet.com](mailto:tonybirch@btinternet.com)



Members may advertise private sales and wants free of charge.

Non-members - £5.00. Trade adverts, rates available on request.

Opinions expressed in Tilting on the Hill are those of individual contributors and not necessarily those of the Club or its Committee.



Club night is the first Tuesday of each month and is held at  
The Gate Hangs Well, Lewin Bridge, Syston, Leics, LE7 1NH  
Come along to the skittle alley from 8.00pm onwards.  
Registered in England & Wales No. 4147137

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I would like to thank the following contributor for articles and photographs received this month: Andy Shipman, Mark Crisp, Michael Peters, Kev Liquorish and Lindsay Taylor Haynes.

Remember this magazine is for the members by the members and articles on any subject are most welcome!

Articles can be sent to the email address [tonybirch@btinternet.com](mailto:tonybirch@btinternet.com) or by post to the editors address.

The Club has a Web Site address – [www.lrlrc.co.uk](http://www.lrlrc.co.uk)

Due copy date for the November magazine is Friday, October 14th.

## **NEW MEMBERS**

The Club welcomes the following new members:

Tony Ludkin & Hayley Quinn, Richard & Christine Scutter, Ryan Abell & Claire Bovey.

# PARTS DISCOUNTS

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## EDITORIAL

It was nice to be at Eaton Lodge last weekend as it seems an awfully long while since our last event. A good turnout for the Tyro with lots of Long Wheel Base drivers fighting it out for the coveted LWB Challenge Trophy. C-o-C Crispy has done a write up later in the magazine.

The CCVT was a bit of a let down with only three entries. Where were you all? I managed to scare myself silly driving Mick Wing's freshly completed trialer. I didn't want to be the first to argue with a tree with it and went to great lengths to avoid doing any damage. Very nice vehicle to drive Mick, let's hope you don't have a repeat performance at the Majors next weekend.

Don't forget the two golden rules.

1. Only pick on little trees.
2. Divorces are expensive and messy so try to avoid both.

One important bit of information I have to tell you is that caravanning at Oxey Farm is CANCELLED. The RTVT is on for the Sunday but **NO** CARAVANNING.

We Ares till looking for C-o-C's for the last two events of the year – that's the CCVT at Lowesby Grange on November 6<sup>th</sup> and the RTVT at Stainby on the 27<sup>th</sup> November. Names to Pete or Simone if you can do either or can help.

If anyone would like a wall calendar for next year with trialling pictures of their vehicle (provided I've got them) then please let me know. Cost will be around £10 depending on how many I order.

Til next month

Tony

## GREEN LANING

Come and join us exploring lanes around the Leicestershire and Rutland area. We are arranging two green laning outings. First one to coincide with the caravan / camping weekend at Uppingham on Saturday 8th October. Meet us in the camping field at 10am for an enjoyable day out.

The second will be on Saturday 22<sup>nd</sup> October. We will meet at Ibstock (Graham's house) for 11am and explore lanes around this area of Leicestershire and finish at The Bulls Head at Thringstone where there is the option of a carvery @ £3.69 per person.

If you would like to join us or would like any further information please contact the numbers below.

GRAHAM HURST 07769314915 OR MICHAEL PETERS 07794002579

Hope you can join us. Graham and Michael

**SEPTEMBER TYRO**  
**OR**  
**ISN'T VELCRO ANNOYING**

Hot and sunny, yes you read it right, just the right weather for standing in a field sticking canes into the ground for a TYRO trial - a three in one event really, the all comers TYRO, incorporating the unlicensed drivers and the long wheelbase challenge all for £20.00 - bargain! Me and ass C-o-C Paul Wheatley spent the best part of an hour setting out the 10 sections using Sam's (Pauls wife) Freelander and my Range Rover, 'Twas a learning curve for both of us as to what the Freelander could or couldn't do as it's the first time (to my knowledge) the club has set out a trial of any type using one.

Fourteen entries turned up on the day with vehicles ranging from an 86" Series I through to a Range Rover Sport with just about one of each model in between, 10 of which were long wheelbase models - all wanting to win the prestigious LWB Challenge trophy?

I'm not going to do a section by section report 'cos I was too busy trying not to get run over and along with Michael Peters fighting with Velcro and running the cane rescue service so I've no idea of what went on or where however I did notice loads of screaming coming from the Kev Liquorish donated school raffle prize winners in his Discovery and the passenger seat of Ryan Abell's S1- not sure who was driving at the time but it was definitely new member Claire Bovey doing the screaming! Not to mention Viv Wing making all sorts of weird noises whilst trying to get as far away from the steering wheel as possible on anything other than flat ground.

The unlicensed drivers all drove very well in which is now their 3<sup>rd</sup> trial, obviously any mistakes made must've been down to their passenger, and the 6 novice licensed drivers also did very well, take a look at the score sheet to see who beat who, you really have to feel sorry for Richard Limb having broke his dads P38 Range Rover had to lower his standards and drive Martin Wynne's Range Rover Sport – such is life!!!

I hope everyone enjoyed the day, congratulations to the winners of each class Luke Hurst for unlicensed and Martin Wynn for the TYRO and the long wheelbase challenge, unfortunately Martin only gets to keep the trophy for a year – bet he's pleased!!!

Thanks to Paul and the marshals and Andrew Birch for running around like a..... riding shotgun for at least 4 novice drivers – sorry that should read 3 novices and Viv Wing.

Crispy

P.S. Please feel free to make up your own word/s for the above row of dots!

# RESULTS of EATON LODGE TYRO 03.09.11

NAME	CLASS	1	S 2	E 3	C 4	T 5	I 6	O 7	N 8	S 9	10	TOT	POS
Martin Wynne	EL	0	0	0	0	0	0	0	0	0	0	0	
Malc Cryer	EL	0	0	0	0	1	0	0	0	0	0	1	
Rob Parnell	EL	0	0	0	0	0	0	0	0	1	0	1	
Luke Hurst	NU	0	0	0	0	2	0	0	3	0	0	5	1 <sup>st</sup>
Gary Parnell	EL	0	0	0	0	1	0	0	8	0	0	9	
Kev Liquorish	EL	0	5	0	0	0	0	3	3	0	0	11	
Hannah Wing	NU	0	2	5	1	1	0	1	5	0	0	15	
Hayley Quinn	NL	0	8	0	2	4	0	0	3	2	0	19	
Viv Wing	NL	0	2	8	0	7	4	0	5	0	0	26	
Tony Ludkin	NL	1	0	6	8	8	0	2	3	0	0	28	
Richard Limb	NU	0	0	5	10	3	11	0	0	1	9	39	
Richard Scutter	NL	7	0	0	7	3	7	0	7	10	0	41	
Sam Wheatley	NL	11	8	5	8	4	0	0	2	4	0	42	
Ryan Abell	NL	0	6	0	8	4	0	0	8	9	10	45	

E = Experienced. N = Novice. L = Licensed. U = Unlicensed

Clerk of Course: Mark Crisp / Paul Wheatley

Steward: Andy Shipman

Marshals: Michael Peters and Simone Birch

Fun for all the family with raffle winners Tony Ludkin & Hayley Quinn driving Kev's Discovery.



## **KNOCK KNOCK – WHO IS IT?**

1. Born on a mountain top in Tennessee.
2. The day the music died.
3. The Uptown girl.
4. Had spit, now a candle shop.
5. Alias Fred Scuttle.
6. Said couldn't walk and chew gum.
7. The Bolton steeplejack.
8. Ennobled sweetener.
9. Commands vicars.
10. Parting desk reveals legs.
11. Beefy.
12. Gun and projectile they.
13. The Desert Fox.
14. Songstress from Tiger Bay.
15. Was Mr Piper
16. Known for his screw.
17. Been on a calendar but never on time.
18. They seek him – small red flower.
19. Once known as Festfolk before 1974.
20. Big mouthed pretty woman.
21. She made Mad Men a hit.
22. Runs snickers and is on Trent.
23. Cotton, wool, linen girl.
24. Floats like a butterfly.
25. Made wind of change speech.
26. In beach show with Hawaii necklace.
27. Darby and \_\_\_\_\_ - makes dictionaries.
28. Hanoi visitor of yesteryear.
29. Slang Henry makes crockery.
30. But not the baby doctor.
31. Wrote about tortoise and hare.
32. He can be a Brandy.
33. His lawyers getting Stevie Wonder a driver license.
34. He said there isn't going to be a gale.
35. She said I owe it all to pasta.
36. See's stars through a monocle.
37. Big Ears friend got top hat with mirrors.
38. Victor, the calm down dear.
39. Monarch of Thread Needle Street.
40. Petrol head son of a pen-pusher.

# RESULTS of EATON LODGE CCVT 04.09.11

NAME	CLASS	1	S 2	E 3	C 4	T 5	I 6	O 7	N 8	S 9	10	TOT	POS
Mick Wing	9	0	0	0	1	0	4	6	8	0	4	23	1 <sup>st</sup>
Stef Allured	9	0	0	0	1	11	8	6	8	0	2	36	
Antony Birch	9	7	0	0	6	0	4	10	8	9	8	52	

C-o-C – Andy Shipman. Steward – Michael Peters  
Marshals – John Osborne, Andy Lester and Simone Birch

## *L.R.L.R.C 2011 CCVT CHAMPIONSHIP TABLE*

Updated 04.09.11

NAME	Jan	Mar	May	Jun	Jul	Jul	Sep	Nov	TOT
<b>THE WESTBROOK TROPHY</b>									
<b>ALRC CLASS 6,7,8,10,11 - MODIFIED</b>									
Steve Limb		6	6	6*					18*
Chris Limb		5	4	5					14
Chris Measom			3						3
Eddie Newell	5	6*	5	6	6				28*
Martin Wynne	6	4*							10*
<b>THE PEGASUS TROPHY</b>									
<b>ALRC CLASS 9 - MODIFIED</b>									
Stef Allured	5	6*	5	3	4	2	5		30*
Antony Birch	3*	5		5	3	6*	4		26*
Christopher Birch		6	4	2	5	4*			21*
Martin Duddy				4		6			10
Chris Limb						1			1
Steve Limb						5			5
Chris Measom				1		6*			7*
John Osborne	6*		6*			4			16*
Rob Parnell	4	4	2						10
Donald Randall	6		6	6	6				24
Andy Shipman			3			3	6*		12*
Mick Wing	6*						6		12*

## THE BIG BIKE RIDE



So I guess you are all wondering how I did with my **big bike ride**??

Well, having arrived in France on the Friday evening, we had to wait until Saturday morning to be taken to the registration 'village' where we would 'sign in' and receive our race numbers and timing chip. In the middle of all of the tents and show-stands we came across the officials billboards which showed the important information like the route, the medal times and the weather forecast... This minor bit of information seemed to go almost un-noticed.... It was so hot I was using sunblock, yet the prediction for tomorrow was wind, rain 15deg C, dropping to 2-5 degC on the summits!!!

We then were taken to our bike store to be reunited with our bikes, build them up, test them and find a high carb lunch in preparation for tomorrow's exertion.

Race day started with a 4am alarm call, with breakfast at 4.30. As we sat in the conservatory of our hotel, we could hear the first drops of rain falling, this prompted the choice of clothing for the day- thermal base layer, arm warmers and a rain jacket in addition to my normal race wear.... Not what I had envisaged for southern France in July! We boarded the bus in the dark and headed for the bike store, collected our machines and cycled off to the starting pens.

With an expected 6500 riders, there was no way we could all set off together, so we were assembled into groups of approx 500, all according to race numbers.

Unfortunately because I had no ranking for previous experience, my race number of 7025 put me in the last pen, which meant that not only did we have to wait an extra 40 mins in the pouring rain after the lead group set off at 7am, but we were also the closest to the broomwagon!

At 7.30 we were moved up towards the start-line, by this time almost everyone in our group was shivering, mostly through cold but I guess some of it was nerves. The seconds ticked by and eventually we were given the 10 second countdown. As the announcer called out 'une' I was clipped in and well positioned for the off, the marshals moved back and we were away, "at last" I cried out, pushed hard on the pedals and started shifting up through the gears, the feeling was great, I was flying by all the other riders and the locals were out in force to cheer us on, the rain didn't even seem to matter at this point, such was the relief to be cycling in this event that I had waited so long for.

We headed out of Issoire, and into open countryside, the first 30-40km was a gentle rise with a few rolling hills, but as we had been warned by the tour agents, it was also exposed and directly into the wind that was bringing in the rain. The order of the day seemed to be ride in a pack, mainly to avoid the piercing rain. Of the advice I had been given by seasoned riders before I left the UK, the one thing

that kept going through my mind was to 'ride my own race' and not to get carried away by the excitement of the event, this had its place for sure but these were extreme conditions, we were fighting the elements AND the broomwagon, I knew I had to push, and to push really hard, into this wind to make sure my average pace was fast enough when we hit the hills. I knew that I needed to get to the first feed station and elimination point at Allanche (68.5Km) before 10.40am, this meant an average speed of 23Km/h *including* the climbs. The first of the hills came along and I was motoring past a lot of other riders, was I pushing too hard too early or were there going to be a lot of these guys failing?? Then at around 60Km we had riders with low numbers going back down the opposite way... Had they had enough?? Or did they know something we didn't?? I just pushed on regardless through the stinging hail and made it to the feed station with just 15 mins to spare. It was a scene of chaos, bikes everywhere, shivering riders queuing 6 deep for food. I had a plan to avoid this, I was carrying enough energy bars to see me through the day, I just needed water, and fortunately the water was immediately accessible, so a quick refill and I could be off again, the only problem was my fingers were too numb to open my energy bar. After several minutes I was in, stuffed about a third of into my mouth and I was off, hopefully having passed several hundred more riders in the process.

The next challenge was the highest of the days climbs, the Col du Pas de Peyrol, this was going to be my first proper mountain and boy did it tower over us, so much so that the riders ahead were snaking up the side of it and disappearing into the clouds. I started my ascent, and within the first kilometre my body said that was enough, I had hit the wall (the 'Bonk' in cyclist's terms). I pulled over, pulled out another energy bar and scooped the lot, which took some doing as it was so cold and tough due to it only being about 3deg C. This gave me a chance to gather my thoughts but also gave a lot of riders a chance to get ahead, so it was back on the bike and keep pushing to the summit, knowing that we would be having a rest on the descent. Unfortunately that just wasn't going to happen on this monumental ride, the downhill section was too technical to just coast, so that scuppered my other plan- to eat on the descent to give me energy on the next climb. So there I was at the bottom of the first category 2 climb, pulled over, to take in more food, this plan worked to get me up the hill, but my jaw was starting ache with the tough chewy bars and I was rapidly going off them taste-wise.

Having conquered the Col du Perthus, I had decided that the bars weren't doing it for me, they worked fine on my training rides, but just wouldn't give me enough energy for the amount I could physically consume to cope with the mountains and the weather. So at the next water stop, they had some energy gels on the table, so I thought I would try them. I had been warned beforehand that you had to be careful with these as you get a good energy boost, but a big dip afterwards. Well a mixture of little nibble of the bar when I could and taking in the gel as I was climbing was working, I made it up the next climb, the Col du Fond de Cere with a lot more success, it also helped that by this time the weather was starting to clear and we were starting to dry out. The pace I was now travelling at was more consistent with others around me and the threat of the broomwagon was no longer a worry.

The Cote de la Chavade was tackled in a similar way and I felt like I was getting into a reasonable routine, keeping up with everyone around me, both up and downhill, with my energy levels more under control. There was now just one major climb left, the Col du Prat de Bouc, fortunately preceded by a food stop, this time I had a fat slice of cake and picked up more gels along with refilling my bottles. I set off quickly from this stop and almost choked as I tried to down the last mouthful of cake on the move, but a few coughs soon had me clear. As I exited the village and started to rise out of the valley I could hear an awful moaning style cow horn, it appeared to be moving through the village I had just left, I checked my clock and thought is this the noise of the broomwagon ?? Am I about to be swept up?? I clocked a nearby cyclist who was riding a 'Ribble' and guessing he would be English, asked if he knew whether the noise was the broomwagon, he replied he didn't know, but according to his watch we should have been well clear, possibly up to an hour in front. The last thing I wanted was to be swept up, so we both said we would help each other up this final mountain, and from thereon it would be downhill to the finish. After a couple of km the noise drifted away and we concentrated our efforts into pushing up this last big hill. The new regime of cake and gel appeared to be doing well for me as we made good progress, reeling in quite a few other riders on the way to the top. Once there it was feed time again and with my new found diet, it was a repeat of the last stop, but thankfully without the choking this time. I set off from the top of this last mountain without looking at the route profile, just going on what I had been told that is was pretty much downhill all the way bar the finish. This illusion was shattered soon after as I found myself climbing again within a few more km, thinking to myself this is just relentless, can't they find anything without a hill in it!! That soon passed as we then started a series of descents, and rolling countryside, with, at last, a slight tailwind, then came the board that marked a turning point for me both emotionally and physically... It read 'Arrivee 50km'. I was really motoring now, my head was saying 'I can do this' the adrenaline was starting to flow and the bike was performing admirably given what we had been through. I still had to be cautious though as the way the stage had been set out, I knew if I lost concentration, I would be off. I was really starting to enjoy the ride now and as we dropped into a very leafy valley I took a moment to enjoy the view... there stood the ruins of a castle, "that's a lovely setting for a photo" I thought, but no time for that as I had just spotted more riders zigzagging up the next hill, the Cote du Chateau d'Alleuze. My heart sank momentarily, 'not another hill', but then I remembered there was a bump on the profile so this must be the last proper climb other than the finish, so gel in hand off I set and tackled it with enough pace to keep me progressing in the field.

My body was now aching all over, I couldn't feel some parts as they had gone numb but none of that mattered, I could just make out the town of St Flour in the distance and I was running on pure adrenaline, the locals were shouting at us the distances to go and I knew the end of ride was in reach, with just one hurdle... The final 2Km climb into the square. We approached the town on a descent, time for my last gel pack, and entered it with a sharp right turn at the bottom of the hill, then came the left hairpin that was the start of the final climb, I dug deep and pushed as hard as I could on my pedals- had I saved enough energy for this last test? Well the 1Km

marker was an inflatable arch and I had passed 2 or 3 other riders by this point in the climb, we rounded the final right hand hairpin and I could see the finishing arch, the gel was working well with the adrenaline now, and I was pumping hard, I dispensed with several other riders, made the last left hand bend, the road levelled, I crossed the line and punched the air. The finishing area was awash with people, mainly officials, one of them presented me with my finisher's medal, and another gave me a meal ticket, then from out of nowhere, my brother Duncan appeared wearing his finisher's medal and gave me a hug. He said 'that was hard wasn't it?', 'bloody hard', I replied, 'the hardest thing I have ever done! But where's Cathy?' Dunc responded 'on her way, she will be here soon, I spoke to her earlier.' I fully expected to see Dunc finished and rested before I got in, as he started at 7.05am, and he had achieved Gold on the Alpe d'Huez stage the week before. But as Cathy also started before me, I was surprised not to have seen her on the finish-line or riding during the day.

The overall results were; Dunc, 8hrs 23mins, unfortunately 3mins outside of silver when he had been hoping for gold, but a very impressive 220<sup>th</sup> overall and 83<sup>rd</sup> in class. Cathy, 11hrs 4mins, 1955<sup>th</sup> overall and 17<sup>th</sup> in class! And me, on 10hrs 3mins, 1352<sup>nd</sup> overall and 533<sup>rd</sup> in class.

If you had have asked me would I do it again as I stood at the finish, it would have been a definite NO, but now I've got over the physical pain, and I've seen the official reports, then I would like to think I would do it again for the experience alone... And maybe aim for a silver that was predicted for me.

The local papers reported that of the 6500 entries, only 4000 turned up to the start because of the weather, and then, only 2000 finished. Historically the etape has always been regarded as 'tough' and the attrition rate is usually only around 10-15%. The official website called it 'the most gruelling etape ever'. I also heard that amongst the hundreds of shivering riders at the first feed station that were waiting for buses to take them away, was the winner of the Alpe d'Huez stage!! It had been predicted to be a challenging ride and 'one for the purists'. When I entered last year, they said it would be an 'ideal first etape!!' Little did anyone know that we would be riding in weather that was typical of March, not July, and *that* changed everything!!

I would like to take a moment to thank a few people.....

Firstly, all those of you who have pledged such generous support for my chosen charities and the people that benefit from their work... I knew you wouldn't let me down (the thought of which kept me going through the dark times on the mountains), and similarly I didn't want to let you down by not completing this task.

Secondly my Brother and Sister-in-law, for inspiring me to take part, guiding me through my training and giving me support during the event.

And lastly a huge THANKS must go to my wife, Sharon and our boys, Lewis and Alfie, for your support and understanding throughout all my training and the event, without which, this ride would have been impossible. Lindsay.

## **FOR SALES & WANTED**

### **FOR SALE - LAND ROVER SERIES IIA 109" HARD TOP**

**REG NO. FAN 888D**

#### **GENERAL**

This Landie is a blue and silver long wheelbase 2 door hardtop with two windows inserted on either side of the hard-top. It has a 4 cylinder 2¼L petrol engine. It is "Historic Vehicle" taxation class and was first registered on the 9<sup>th</sup> December 1966.

It has AVON *Rangemaster* 7.50R16 tyres fitted including a spare. All have a reasonable amount of tread.

At some time during its life a Series II grille was fitted (so it now has 4 headlamps) and some more modern front seats. The rest of the seating comprises two side-folding seats behind the front pair and the frames only for the 2 rear side-facing bench seats.

#### **MOST RECENT WORK**

The vehicle was acquired by the present owner in 1998 as a restoration project. It has been kept under cover since acquisition, the last 7 years in a garage. He replaced the original bulkhead with a second hand but solid one from a later vehicle. The door tops have been replaced by new ones with new sliders for the glass.

Here the project stalled! I bet you've never heard of that before! Changed circumstances means that the owner now wishes to sell the Landie as a restoration project that will be completed!

#### **ADDITIONAL ITEMS**

The following items are included with the vehicle :

2 additional seats not fitted, but probably intended to replace the front pair. A full-length galvanised steel roof-rack and ladder. A bull bar. 2 wiper motors. 2 spare carburettors (one already on the engine). Original instrument panel. Heater controls and radiator from the original bulkhead. Refurbished original clutch master cylinder assy. Brake assy, from original bulkhead. Servo brake assy, from "new" bulkhead. New rubber lever gaiters and door hinge refurbish kit. Tow bar. A number of spare inertia-reel seatbelts (4 already fitted to the vehicle). Various brake bits including shoe linings, seals, pipe etc.

#### **HISTORY**

From the documents that came with the vehicle, the following dates can be extracted :

9 December 1966 vehicle first registered

6 owners up until -

15 June 1988 vehicle acquired by a Mr & Mrs Rowe

24 May 1995 vehicle fails MOT which was due 9 June 1995, mainly on corrosion requiring some welding.

20 October 1995 new MOT issued, after the rectification work had been carried out.

5 April 1996 vehicle acquired by a Mr Kimberley. No evidence of it being on the road during his keeping.

10 October 1998 vehicle acquired by present owner.

#### **RECORDED MILEAGE**

From the MOT certificates that came with the vehicle, the recorded mileage is given as :

Year	Recorded Mileage				
1988	544	1990	7325	1991	10021
1992	11715	1993	12944	1994	14077
1995	14899	Present	15256		

PRICE £450.00

**CONTACT PHONE NUMBER** Bob Wrathall on 01455285366

**BOOKING FORM FOR ANNUAL DINNER**  
**The Bulls Head, Leicester Forest West, LE9 9JE**  
**3<sup>rd</sup> December 2011 - 7.30**  
**£18.00 per head**

Please complete this order form and give it to Viv together with payment by 19<sup>th</sup> November.

**NAME:**

***STARTERS***

Chef's Homemade Soup with Roll and Butter. (V)

Salmon & Prawn Cocktail with Marie Rose Sauce.

Roasted Vegetable & Goats Cheese Tart.

Melon & Fruit Coulis.

***MAIN COURSE***

Traditional Roast Turkey with all the trimmings.

Roast Beef & Yorkshire Pudding.

Salmon with Hollandaise & Broccoli Sauce.

Mediterranean Vegetable Lasagne.

Chicken Chasseur.

All served with seasonal vegetables, roast and new potatoes.

***DESSERTS***

Christmas Pudding served with Brandy Sauce .

Apple & Blackberry Crumble.

White Chocolate & Amaretto Cheesecake.

Chocolate Cookie Ice Cream Sundae.

Sherry Trifle

Coffee

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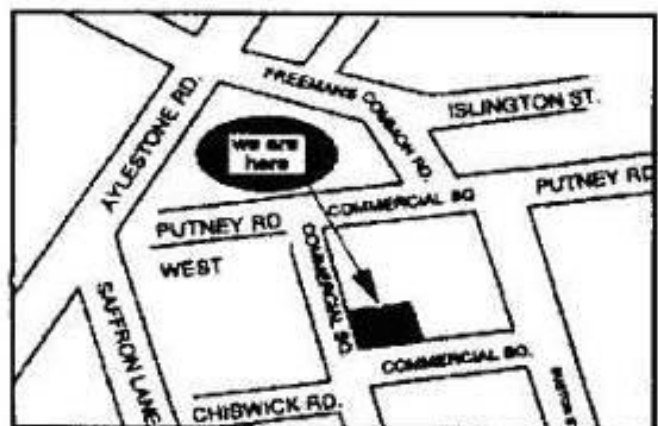
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## **PROOFREADING IS A DYING ART, WOULDN'T YOU SAY?**

Man Kills Self Before Shooting Wife and Daughter

Something Went Wrong in Jet Crash, Expert Says

Police Begin Campaign to Run Down Jaywalkers

Panda Mating Fails; Veterinarian Takes Over

Miners Refuse to Work after Death - No-good-for-nothing' lazy so-and-so's!

Juvenile Court to Try Shooting Defendant.

War Dims Hope for Peace.

If Strike Isn't Settled Quickly, It May Last Awhile

Cold Wave Linked to Temperatures

Enfield ( London ) Couple Slain; Police Suspect Homicide

Red Tape Holds Up New Bridges - You mean there's something stronger than duct tape?

Man Struck By Lightning: Faces Battery Charge - He probably IS the battery charge!

New Study of Obesity Looks for Larger Test Group. Weren't they fat enough?!

Astronaut Takes Blame for Gas in Spacecraft .

Kids Make Nutritious Snacks - Do they taste like chicken?

Local High School Dropouts Cut in Half

Hospitals are Sued by 7 Foot Doctors - Boy, are they tall!

And the winner is....

Typhoon Rips Through Cemetery; Hundreds Dead

## 2011 LRLRC Officials Table

Date	Venue	Type	C-o-C (6pts)	Ass C-o-C (4pts*)	Steward (6pts)	Sec Of the Meeting	Marshalls (3pts)
09/01/11	Eaton Lodge	CCVT	John Osborne		Mick Wing	Simone Birch	Antony Birch Simon Hall
06/02/11	Stainby	RTVT	Scott Johnson	Eddie Newell	Antony Birch	Simone Birch	Michael Peters
06/03/11	Stainby	CCVT	Eddie Newell	Martin Wynne	Stef Allured	Simone Birch	Mick Wing
09/04/11	Billesdon	TYRO	Andy Lester		Antony Birch	Simone Birch	Andrea Hurst Linda Lester Michael Peters
10/04/11	Billesdon	RTVT	Christopher Birch		Antony Birch	Simone Birch	Andrea Hurst Elsie Peters Viv Wing
30/04/11	Eaton Lodge	RTVT	Mark Crisp	Andrew Birch	Andy Shipman	Simone Birch	Gemma Birch
01/05/11	Eaton Lodge	CCVT	John Osborne		Mick Wing	Simone Birch	Brian Ely Simon Hall Viv Wing
19/06/11	Uppingham	CCVT	Steve Limb		Mick Wing	Simone Birch	Viv Wing
02/07/11	Stainby	RTVT	Andrew Birch	Kev Liquorish	Antony Birch	Simone Birch	Andy Lester Viv Wing
03/07/11	Stainby	CCVT	Lincs LRC		Andy Lester	Simone Birch	
17/07/11	Lowesby Grange	CCVT	Antony Birch	Christopher Birch	Chris Measom	Simone Birch	Andy Lester
03/09/11	Eaton Lodge	TYRO	Mark Crisp	Paul Wheatley	Andy Shipman	Simone Birch	Michael Peters
04/09/11	Eaton Lodge	CCVT	Andy Shipman		Michael Peters	Simone Birch	Andy Lester John Osborne
25/09/11	Oxey Farm	RTVT	Simon Watson	Bertie Wynne	Antony Birch	Simone Birch	
09/10/11	Uppingham	RTVT	Martin Wynne	Simon Watson	Antony Birch	Simone Birch	
06/11/11	Lowesby Grange	CCVT				Simone Birch	
27/11/11	Stainby	RTVT			Antony Birch	Simone Birch	

- To be Eligible for points you must be registered as the official and cannot be a competitor.
- To be eligible in the Championship a competitor must officiate at an event in that particular discipline and with the exception of marshalling be named on the MSA permit. E.g. Steward – 6 points, Clerk of Course – 6 points, Assistant Clerk of Course – 4 points, Scrutineering – 4 points and Marshalling – 3 point (plus £5 voucher).
- If you wish to put your name down as a C-o-C then please get in touch with Pete. Permits need to be applied for at least 4 weeks in advance of the event.
- If you have already acted as a C-o-C and you volunteer again as no one else has come forward then you will be able to have the 6 points again.  
Remember – no officials = no event.



## A BRAND NEW VENUE

## SET IN SPECTACULAR SCENERY

## THE ALRC NATIONAL RALLY 2012



Peak and Dukeries Land Rover Club and Lincolnshire Land Rover Club are jointly holding the 2012 ALRC National Rally in the renowned Belvoir Castle grounds near to Grantham.

The National Rally will be held on the Whitsun Bank Holiday weekend 1<sup>st</sup> to 4<sup>th</sup> June 2012. You can find out more information by going to our website: [www.alrc2012.co.uk](http://www.alrc2012.co.uk) The website will be regularly updated with new information including an on line booking form. If you haven't got the internet and friends and family are unable to access this web site for you, the local library or internet cafes can assist you to find out more.

We look forward to hosting you in 2012!

Paul Smith  
Press and Publicity Officer  
ALRC National Rally 2012



# **NEXT RTVT ONLY – NO CARAVANNING**

A round of the 2011 LRLRC RTVT Championship

## **CARAVANNING / CAMPING IS CANCELLED FOR THIS EVENT**

**Venue:** Oxey Farm.      O/S Map141.      Grid Ref: 784 028

**Directions:** From Leicester take the A47 towards Uppingham. At Tugby crossroads turn left. Follow unclassified road for approx 3 miles, until you reach Oxey Farm crossroads. Turn right, site on right into field track. Follow LRLRC waymarkers.

**Date:** September 25<sup>th</sup>

**Scrutineering** will be from 9:00am – 10:00am. You must be booked in by 9:30am. Please show your Club membership card. No membership card – No entry. It is mandatory that all drivers attend a Drivers Briefing once scrutineering is closed and prior to the event starting.

**After drivers have signed on, if they fail scrutineering and are unable to enter the event they will get a refund of £15 only. This is to cover the costs of insurance and permits. It is the drivers responsibility to ensure that their vehicle is suitably prepared for each event.**

**Entry Fee:** £20

**Vehicle Classes** for Championship points are:

The TMS Land Rover Challenge Shield:	Lightweight
The Windsor Life Assurance Shield:	Standard Leaf
The Cooper Footline Trophy:	Standard 90
The LRLRC Long Wheel Base Trophy:	Standard LWB
The Trinity of Hinckley Challenge Shield:	Modified Vehicles

These classes may be amalgamated for trophies depending on entry numbers.

**Clerk of Course:** Simon Watson / Bertie Wynne

**Steward:** Antony Birch

## **NEXT CARAVAN / RTVT WEEKEND**

A round of the 2011 RTVT Championship

**Date:** 7<sup>th</sup> – 9<sup>th</sup> October

**Venue:** Uppingham OS Map 141 Ref: 863 983

**Directions:-** From A47 take the A6003 travelling towards Corby. Turn right onto Gypsy Hollow Lane (not sign posted) for trial site. Look for the LRLRC waymarkers. To access the caravan field from Uppingham direction – Drive through the layby on the A6003 and turn back towards Uppingham. Entrance is now on the left into the field.

**Camping & Caravanning Fee:** £5 per night

**Green Laning:** Saturday 8<sup>th</sup> October

**RTVT:** Sunday 9<sup>th</sup> October

**Scrutineering:-** 9.00am – 10.00am. You must be booked in by 9.30am. Please show your Club membership card.

**It is mandatory that all drivers attend a Drivers Briefing once scrutineering is closed and prior to the event starting.**

After drivers have signed on, if they fail scrutineering and are unable to enter the event they will get a refund of £15 only. This is to cover the costs of insurance and permits. It is the drivers responsibility to ensure that their vehicle is suitably prepared for each event.

**Entry Fee:** £20.00

**Vehicle Classes** for Championship points are:-

The TMS Land Rover Challenge Shield:	Lightweight
The Windsor Life Assurance Shield:	Standard Leaf
The Cooper Footline Trophy:	Standard 90
The LRLRC Long Wheel Base Trophy:	Standard LWB
The Trinity of Hinckley Challenge Shield:	Modified Vehicles

These classes may be amalgamated for trophies depending on entry numbers.

**Clerk of Course:** Martin Wynne / Simon Watson. **Steward:** Antony Birch

## 2011 LRLRC FORTHCOMING EVENTS

For more information on any of the events contact Viv on 01476 575660.

The club reserves the right to change or cancel an event without notice.

Officials information is on the Annual Officials Table.

Please contact Pete or Simone if you wish to volunteer as an official for an event.

September 23 <sup>rd</sup> – 25 <sup>th</sup>	RTVT– Oxey Farm <b>CARAVANNING CANCELLED</b>
October 7 <sup>th</sup> – 9 <sup>th</sup>	RTVT & Caravanning - Uppingham
November 6 <sup>th</sup>	CCVT & Caravanning – Lowesby Grange
November 27 <sup>th</sup>	RTVT - Stainby
December 3 <sup>rd</sup>	Annual Dinner, The Bulls Head, LFW.

## EVENTS HOSTED BY OTHER ALRC CLUBS

As a member of Leicestershire and Rutland Land Rover Club (LRLRC) you are able to compete at other clubs that are members of the Association of Land Rover Clubs (ALRC). We as a club often have members from other clubs trial with us and as we welcome them, our members are welcomed at other clubs. Further details can be found on the clubs sites which can be accessed through [www.alrc.co.uk](http://www.alrc.co.uk).

## RESULTS FROM BRAINTEASERS

1. Davey Crockett.
2. Buddy Holly.
3. Christie Brinkley.
4. Bob Carolgees.
5. Benny Hill
6. Gerald Ford.
7. Fred Dibnah.
8. Lord Sugar.
9. Nicholas Parsons.
10. Angela Rippon.
11. Ian Botham.
12. Cannon and Ball.
13. Field Marshall Rommel.
14. Shirley Bassey.
15. Chris Evans.
16. Archimedes.
17. Marilyn Monroe.
18. The Scarlett Pimpernel.
19. ABBA.
20. Julia Roberts.
21. Christina Hendricks.
22. Paula Radcliffe.
23. Madonna.
24. Mohammad Ali.
25. Harold Macmillan.
26. Judy Garland.
27. Joan Collins.
28. Jane Fonda.
29. Harry Potter.
30. Mr Spock.
31. Aesop.
32. Napoleon.
33. Ken Dodd.
34. Michael Fish.
35. Sofia Loren.
36. Patrick Moore.
37. Noddy Holder.
38. Michael Winner.
39. Sir Mervyn King.
40. Jeremy Clarkson.



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## CLUB SHOP



The club shop has changed and has a new logo. Browse, choose your items from our own catalogue. Come and have a look, there are items to suit all pockets.

The Club will not be holding any stock for clothing and payment will be required with you order, see order form. Feedback is welcome, if there are any items / styles you would like, let us know and we'll do our best.

Also available and in stock:

MUGS	£0.50	STICKERS	£1.50
SEW ON BADGES	£1.00	TOW ROPES	£15
SPILL KITS	£ 6.50		

## ORDER FORM

Name \_\_\_\_\_

Address \_\_\_\_\_  
 \_\_\_\_\_

Postcode \_\_\_\_\_

Please fill in the following information carefully. Please check description, sizing and colour, because items cannot be returned unless faulty due to the embroidered club logo.

<u>Code No.</u>	<u>Description</u>	<u>Colour</u>	<u>Size</u>	<u>Quantity</u>	<u>Amount</u>
					£
					£
					£
<u>Sub total</u>					£
<b><u>P&amp;P</u></b>					£
<u>Total</u>					£

- **P&P:** - There is no charge for this, providing that the club can hold your order until there are sufficient orders to the value of £250.00
- If you would like your order to be processed immediately a P&P charge of 5.95/ £8.95 may apply.
- The club shop will put individual orders together so this charge can be shared between members if applicable. Any overpayment of delivery charges due to combined orders will be refunded.
- I agreed to pay the total amount shown including any postage charges if applicable with order and acknowledge that there can be no returns or refunds unless an item is faulty.

Signed \_\_\_\_\_

Date \_\_\_\_\_

### Contact Details:-

Andrea Hurst - Telephone 01530 451913 or Elsie Peters - Telephone 01664 812472  
 We will be pleased to answer any questions and help you with your order.

**Catch us at Club night or any caravan weekend.**



Clive, Adrian Flux Maintenance Manager

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