



**ASSOCIATION OF
LAND ROVER CLUBS**

A.L.R.C. NEWS

The Newsletter of the Association of Land Rover Clubs

Issue 70

March 2008

NFU Mutual is pleased
to support The Association
of Land Rover Clubs



NFU Mutual

Each edition of ALRC NEWS can be found on the **ALRC website** www.alrc.co.uk

STEERING COLUMN

It was encouraging to see the good attendance at our January meeting of the ALRC Scrutineering and Off Road Committee. Thanks to our guest speaker Ian Davis who is the Autotest, Cross Country, Regional, Rally and Trials Executive for the Motor Sports Association. Ian briefed the meeting on the updated format of the Blue Book and answered many questions put to him relating to the regulations for our discipline of motorsport.

Could I remind the winners of the perpetual trophies from the 2007 A.L.R.C. National Rally to arrange for their return, duly engraved and cleaned to the A.L.R.C. A.G.M. to be held on Saturday 15th March 2007.

As yet we do not have an offer from any of our member clubs to host the 2009 ALRC National Rally. I know that many clubs are experienced at running successful interclub events which are almost as big as a National Rally. Please discuss this with your fellow club members and committee and we will be pleased to hear of your proposed offer for 2009.

The Heritage Motor Centre is well ahead with plans for the 60th anniversary Land Rover event to be held over the weekend of 3rd & 4th May 2008. This will be a full 2-day show with 4 nights camping. There will be lots to see and do for all. This year there will be a Heritage 60th Anniversary Run from the Home of the Legend at Solihull on the Saturday and a 60th Anniversary Classic Run on the Sunday. There will be many trade stands. There will be several features displaying the various models of the marque produced over the period from 1948 to the present day. Discounts for advanced ticket booking. Club stands are still available. Book online at www.hlrw.co.uk All enquiries contact 01926 645031.

Sandra and I look forward to seeing you at the Heritage Land Rover Weekend at Gaydon or this years National Rally at Eastnor or one of the many 60th celebration events that are being held throughout the coming year.

Denis Bourne A.L.R.C. Chairman.

ALRC NATIONAL 2008

Fabulous Winch Recovery Prize!!

**Enter the ALRC National 2008 Winch Recovery and have the chance to win a Lodar Radio Winch Control - worth over £200!
Donated by Skidmore 4WD Ltd.**

It is felt that interest in the Winch Recovery competition within ALRC clubs has declined over the last few years.

We would like to emphasise that, for this event, a highly prepared vehicle is not necessary. If you have a winch fitted to a standard, non-modified Land Rover, you enjoy a bit of a challenge and maybe would like to try your hand at something different, then this could be the event for you!

In 2008 we are looking towards making it a slightly different, challenging and interesting event for both competitors and spectators.

It will be a 2 vehicle / up to 3 person event, using one nominated winch, with the second vehicle being available for use as an anchor point. The course will include both self-recovery of the vehicle, plus moving an object around the course.

And be warnedit will not necessarily be the fastest winch that wins - it could all be down to planning and tactics!

So - are you up for the Challenge? See you there!

For further information either contact Martin Pittaway, Competition Director, or Andrew Neaves, the Bookings Officer, or click on to www.mroc-national2008.co.uk.

LAND ROVER NEWS

Land Rover to launch LRX Concept

Land Rover unveils a vision of its future at the NAIAS (Detroit Show) in January 2008, with the world debut of the LRX concept - a bold evolution of Land Rover design that indicates the brand's progressive shift into new areas of the market, while remaining true to its core values. As the company prepares to celebrate its 60th anniversary during 2008, the three-door LRX, with its more compact size, lighter weight and sustainability focussed technologies, clearly addresses the needs of a changing world.

"The LRX concept delivers the powerful message that we are as serious about sustainability as we are confident about the continuing relevance and desirability of our vehicles," says Phil Popham, Land Rover's managing director. "The LRX is in every respect a Land Rover, but it's a very different Land Rover.

"LRX has unmistakable Land Rover design and the breadth of capability that you'd expect from our vehicles. But it carries those essentials into a segment where the brand has never been before, and with a proposed level of efficiency that would make it one of the cleanest vehicles in its class. It is Land Rover's way of affirming the brand's responsible approach to future product development. At this stage, LRX is purely a concept, designed to help us develop our thinking as well as gauge customer reaction – but this feels like a hugely exciting direction to take."

Compact and premium

The LRX is described as a cross-coupe, and dramatically extends the scope of what Land Rover stands for. Though smaller than Freelander 2 / LR2, the LRX is conceived as a premium car, designed to appeal to new customers in the luxury and executive sector – those who want many of the benefits of a 4x4 and the visual presence of a larger vehicle, but in a more compact package.

The first all-new Land Rover revealed since Gerry McGovern became the company's design director, LRX is a natural extension of the Land Rover range, complementing the existing models with a car that will help to define a new segment. Its many recognisable Land Rover design cues include bold new interpretations of the signature clamshell bonnet, the floating roof and the solid 'wheel-at-each-corner' stance.

"LRX is a design born out of passion for the brand, but it is different, relevant, engaging and exciting – because Land Rover has never built ordinary cars," says Gerry McGovern. "LRX has a highly desirable identity and the design alludes strongly to its capability, while clearly underlining our forward-looking philosophy – it's a Land Rover that would be comfortable on Bond Street or Fifth Avenue, but wouldn't flinch at getting its wheels dirty."

Its compact size is one of its greatest assets, which will appeal to anyone who wants the versatile ability of an agile 4x4 with the cachet of the Land Rover name. In addition, its lower weight and the reduced aerodynamic

drag resulting from the smaller frontal area give significant gains in fuel efficiency and reduced CO2 emissions.

The LRX concept also adopts intelligent power management systems and other technologies first shown by Land Rover in the Land_e concept in 2006. Further details of the LRX's powertrain and sustainability technologies will be released at the Detroit Show.

Extending 'breadth of capability'

The positioning of LRX could be described as moving subtly from traditional SUV to crossover, with its more car-like appearance and dynamics that are sportier and on-road biased. But while its character is underlined by excellent agility, handling and performance, the LRX also promises the widest breadth of capability in the class. To help achieve this, it has full-time four-wheel drive and Hill Descent Control, as well as a special version of Land Rover's acclaimed Terrain Response system, to optimise Traction on difficult surfaces ranging from icy roads to wet grass, gravel and snow. But to reflect LRX's more on-road bias, Terrain Response also gains a new 'Eco' mode for lower emission urban driving.

The design of the LRX was developed entirely in-house, driven by a passion to create a car that truly represents Land Rover's future thinking. It has a very dynamic profile, with a distinctive taper to the floating roofline and a muscular shoulder running the length of the car, accentuated by the rising beltline. The glazing wraps right around the LRX, with no exposed pillars, creating a bold design graphic. The architectural structure of the upper body can be glimpsed through the windows and roof – echoing some of the best contemporary buildings.

Pushing the wheels out to the four corners helps give the car its purposeful stance, and its front-end design makes a powerful and instantly recognisable statement of Land Rover's identity. There are new interpretations of Land Rover's traditional clamshell bonnet, distinctive headlamps, jewel-like, tapering blade indicator clusters front and rear, and subtle side vents. The LRX's wheel arches are wide but softly integrated, housing 20-inch alloy wheels.

The carefully sculpted corners dramatically reduce the car's visual overhangs front and rear. With its perforated two-bar grille, door releases concealed in the car's shoulders, and graphic details 'punched out' of the smooth body surfaces rather than overlaid on them, the LRX is beautifully proportioned and elegantly simple – but very dramatic and distinctive.

Impeccable, premium interior

The interior of the LRX concept clearly demonstrates how a compact Land Rover can still be roomy, practical and versatile – and one with great sophistication. The impeccably executed cabin features a combination of soft leathers in rich tan and dark chocolate, with polished aluminium details.

The 'fast' sloping architecture of the centre console reflects the LRX's sporty dynamics, as does the distinctive binnacle over the instrument cluster. The electronic display uses 'floating' LCD graphics to create a three-dimensional look that can be personalised for different drivers, as well as interacting with the LRX's touch-screen display.

The instrument graphics present data in layers depending on their level of importance, to give maximum relevant information with minimum distraction. When appropriate, displayed information transfers between the main instrument cluster and the touch screen. And further adding to the LRX's involving personality, the different drive train modes are matched by changes in the cabin's background lighting colour – green in economy, red in sports and blue in standard mode.

Clever use of space

Although the LRX is compact, clever use of space makes it impressively roomy, and many neat design touches maximise its practicality. A second touch screen area gives a fully interactive display and control for the LRX's iPhone docking facility. On either side of the horizontally-split, power-operated tailgate, removable and power-adjustable speakers include an iPod docking station. There is also a cool box, plus a bottle chiller that can be

clipped to the lowered tailgate. This also has integral aluminium cup holders between two padded seating areas, for a new twist on the idea of a traditional Land Rover tailgate lunch.

Every interior design detail combines to maximise both actual space and the feeling of space. The clear roof is supported by a 'spider' frame running into the A-pillars, and the rear quarter pillars have glazed apertures for improved visibility and a lighter feel in the cabin.

The LRX's distinctive seats 'float' on individual plinths and have open frameworks to reinforce the impression of light, airy interior space – while also creating useful under-seat and under-floor stowage areas. The clever, powered mechanism of the seat backs maximises interior flexibility and helps create a large, flat storage area when needed, complete with multiple tie-down options. The generous load space and through-loading option also help accommodate bikes, skis or surfboards.

"Flexible load carrying capacity is fundamental to the concept of the LRX," says Gerry McGovern. "With this car, we've interpreted the idea of Land Rover 'breadth of capability' to be more about versatility than about ultimate off-roading. This meets the needs of the new customers that we believe would be attracted by this type of car. They will not only appreciate LRX's versatility, but will also recognise that this has been packaged with the highest levels of precision."

Sustainable product design

The structures of the seats and instrument panel are elegant enough to be left exposed - one novel approach that Land Rover's designers have taken to reduce vehicle weight. Another example is replacing the glass for side windows and roof with polycarbonate, which is around 40% lighter.

Even the choice of the premium quality trim materials reflects Land Rover's deep thinking about sustainability, with vegetable-tanned leather (chromium-free, so better for recycling), extensive use of aluminium (both lightweight and readily recyclable), and carpeting made of felt from sustainable sources. And the luxurious vanilla-coloured 'fine suede' on the door inserts and headliner is a 100% recycled material made from used plastic bottles.

"We are determined to make sustainability a key element in our future product design and the way we do business, while still creating vehicles that have a strong emotional appeal as well as fulfilling people's practical needs," says Phil Popham. "No one technology delivers all the answers to whole life sustainability, but the LRX concept brings together some of the future ideas that interest us, into a car that we believe represents an exciting way forward for Land Rover."

HIGHWAYS AGENCY DRIVER INFORMATION PROGRAMME TRAILER TOWING

Introduction:

Towing a trailer, especially low-loaders and platform types carrying another vehicle, requires planning and preparation before the journey and extra care whilst on it, in order to avoid or minimise any problems occurring. Loaded trailers will double or treble the size and weight of the towing vehicle, require more care, make journeys slower and limit the roads which can be used. The planning and preparation starts with the choice of matching a suitable towing vehicle to the capacity of trailer required, and ensuring that the driver is, in fact, legally eligible to drive the combination. Having determined that the driver, towing vehicle and trailer are compatible, regular inspection and maintenance will ensure that the outfit is as reliable as possible, right down to preparation for every journey.

The Legal Aspects: Driver eligibility and vehicle weights:

There were major changes to car driving licences introduced on the 1st of January 1997, which have had significant implications for drivers who want to tow heavy trailers, including all close-coupled types. It is very unlikely that any conventional car, or some smaller SUVs, has sufficient capacity to tow a large trailer apart from a caravan, because licence entitlement is based on maximum plated weights. Accordingly, mid to large 4x4s are required which, with a gross weight of 2500 kg. to 3500 kg., towing a trailer with a plated gross weight of 2000 kg. to 3500 kg. demand more than the current minimum, Group B, driving licence.

The current, post 1997, driving licence regulations are complex and make reference to both unladen and gross weights in the calculations for driver eligibility. Drivers who passed their car driving test before 1997, as long as they have not been banned or disqualified, retain their "grandfather rights" to drive and tow vehicles up to 8250 kg. gross combination weight. More recent drivers, post 1997, have to consider a number of vehicle weights to ascertain their eligibility to tow, unless they have passed the supplementary "E" test. The combined potential maximum weight, the plated gross weights of the car and trailer – not the actual weight at the time of the journey – must not exceed 3500 kg., but also subject to the plated gross weight of the trailer being equal to or less than the unladen (kerb) weight of the car. This means that the trailer gross weight can never be more than 1550 kg. since every car has a payload of at least 400 kg, which is included in the 3500 kg. The only exception to the 3500 kg. limit is the use of a trailer which weighs up to 750 kg. gross and is towed by a vehicle with a maximum gross weight of up to 3500 kg. Where the towing vehicle has a gross weight of less than 2750 kg. (3500 – 750 kg.) then the trailer is limited to the balance of the 3500 kg. limit.

The nose-weight of the trailer must also fall within limits specified by the manufacturers. In the case of loading the towing vehicle the trailer nose-weight must be included with the weight of passengers, luggage and other equipment and remain within the limit set by the manufacturer. Typical trailer nose-weights are 50-100 kg. and the payload of towing vehicles in the range of 400 to 750 kg., only a few commercial type 4x4s go to one tonne payload. One major manufacturer has previously advised that the nose-weight be doubled to compensate for the leverage exerted at the hitch, when calculating safe loading. This could mean that for a typical 75 kg. nose-weight of a medium caravan or one tonne goods trailer, deducting 150 kg. from the car payload.

Maintenance of the trailer:

Trailers are road vehicles just as much as cars and vans, but because they are not required to be professionally inspected (MOT test) every year, passes the responsibility to the owner. Large trailers can weigh as much as a large loaded van. Failures of the chassis and framework are rare, unless caused by damage or corrosion, but component failure can be serious. The most important element for all trailers is the condition of the floor, which in the case of horse-boxes can result in wooden floors rotting and allowing the horse to fall through with devastating consequences. Hinges and fastenings to ramps must be lubricated and secure, to prevent accidental opening. Small karabiners and R-clips can be used to double lock antiluces, where vibration could cause release.

When loading a moving load, such as another vehicle, rear prop stands or supports must be used to prevent localised overloading of the chassis and running gear. There is considerable leverage when the rear of the trailer is loaded which could strain the chassis members, impose excessive load on the rear axle or try to lift the coupling off the hitch, even to the extent of lifting the rear of the towing vehicle off the road. This is particularly likely to happen if a dumper or mini-excavator is loaded onto a long trailer.

All braked trailers have over-run brakes which require periodic adjustment and inspection, preferably at the same time as wheel-bearings are checked. If possible, trailers should be parked long term with the handbrake off, only permissible on level ground and with the wheels chocked. It is good practice to park trailers on a hard-standing, if this is unavailable two rows of concrete flags would be a reasonable alternative to protect tyres, wheels, brakes and chassis from vegetation. The coupling should be kept greased and covered when not in use; it can be fitted with a lock to prevent theft.

Tyres are the single component most likely to fail on a trailer as a result of inadequate inflation, side-wall damage or ageing. Tyres should always be maintained at the maximum pressure for the load, both for running and being parked. It is very rare for tyres to be over-inflated, but extremely common to be under-inflated. Under-inflation allows the tyre to flex and build up excess heat, ultimately causing a blow-out or a fire. It also leads to cracking of the sidewall close to the rim, which will lead to tyre failure. Tyres can also shed their tread, or become pear-shaped owing to structural deformation. Tread wears very little on a trailer, but sunlight and loading degrade tyres, so they should be replaced every five years. Tyre dealers' advice should be sought, because tyres are often special trailer or van types with heavy duty construction. It goes without saying that it is vital to carry a serviceable and fully inflated spare wheel, a suitable wheel-brace and a jack; very few vehicle wheels fit trailers. From personal experience, the tyres on long-term stored trailers can disintegrate as soon as they are inflated after years of storage.

Trailers must have rear lights which duplicate those at the rear of the towing vehicle, plus triangular reflectors and a number plate. Intermittent use and exposure of the wiring and 7-pin connector plug often results in poor contacts through corrosion, so the use of a lighting board which can be dry-stored can be a reliable option or

back-up. Quick-release fixings could be fitted to the rear of a trailer, bearing in mind that there are specified dimensions and locations for lights. Where a lighting board is being used, it could be worthwhile fitting a pair of triangular reflectors permanently, and use a board that is of similar width to the trailer.

All trailers are fixed to the towing vehicle by a single point of attachment, usually a 50mm. ball but sometimes a ring and pin or hook. Couplings should have a fail-safe mechanism to prevent their opening in use, need regular lubrication and greasing over the ball, and checking that they remain a snug fit. When a caravan which is fitted with internal stabilisers such as Alko or Winterhoff is also towed, the tow-ball must be cleaned of all grease and oil before these couplings are attached, otherwise they fail rapidly. A breakaway cable or chain secured to the brake assembly must be fitted and linked up, which will pull the brakes on should the trailer become detached.

Loading the trailer:

When loading a moving load, such as another vehicle, rear prop stands or supports must be used to prevent localised overloading of the chassis and running gear. There is considerable leverage when the rear of the trailer is loaded which could strain the chassis members, impose excessive load on the rear axle or try to lift the coupling off the hitch, even to the extent of lifting the rear of the towing vehicle off the road. This is particularly likely to happen if a dumper or mini-excavator is loaded onto a long trailer.

The stability of the trailer can be overlooked, especially when using platform trailers carrying loads such as vehicles, tractors, dumpers or tall solid panels. The centre of gravity should be calculated as follows: It should be close to the axle but just in front and at a height of no more than 95% of the track of the trailer OR no more than 40% of the distance from the trailer axle to the towing hitch, whichever is least. This can be demonstrated with two examples of trailers of the same length and weight but different construction, box and platform: firstly, with a box with wheels outside, the track is 1600 mm. and the dimension from the axle to the hitch is 2850 mm. giving a maximum height of centre of gravity of 1140 mm. If the trailer was a platform type with the wheels below the load deck with a 1300 mm. track, the maximum height of the centre of gravity would be the same, but the higher load deck would result in a lower actual depth of load. Thus platform trailers are less suitable for tall loads such as vehicles, but better for mass loads and access from the sides.

Coupling heights of close-coupled trailers:

Virtually all trailers over two tonnes gross weight are of the four-wheeled close-coupled chassis construction. Unlike single-axle trailers which can adapt to a variety of coupling heights, close-coupled trailers need to remain level. Traditionally, and still best practice to always ensure optimum coupling height, is the use of a height-adjustable towing bracket. These require certain types of mounting with the top bolted to a rigid chassis cross member.

There can be serious implications when close-coupled trailers are not running level, both in terms of safety and security of the trailer. If the coupling is too high, the trailer will tend to run on the rear axle, overloading the suspension, running gear, tyres and chassis. Alternatively, the coupling may try to break away from the "A"-frame drawbar and impose excessive leverage on the towing bracket. More common than a high coupling is a low one, which causes the trailer to tip forwards onto its front axle, overloading that. In both cases braking efficiency will be seriously compromised. Low coupling heights also result in the coupling trying to "lift-off" the ball and numerous instances of this happening are known, frequently at speed, enhanced by inadequate nose-weight and worn couplings.

Route planning, recovery and emergencies:

In many cases a loaded trailer will double the total weight of the outfit, which requires greater concentration, longer braking distances (+30%), double the road space, slower acceleration and top speed (10mph less rural speed limits) and reduced hill-climbing ability. Therefore good route planning can make an unfamiliar journey easier and less stressful, while consideration should be given for rest stops (every two hours) and refuelling in rural areas and at weekends and evenings. When having breaks walk round the outfit, checking all tyre temperatures (abnormally hot indicates under-inflation), catches, coupling, lights and stance (leaning to one side can indicate a broken spring or failed suspension unit). Whilst driving keep a regular check through the mirrors on the behaviour of the trailer.

Anyone towing on motorways should consider membership of a recovery organisation as virtually essential, since there are time limits to recovery operations, a likely need for greater protection from passing traffic and otherwise a need for two recovery vehicles at prescribed motorway rates. The best way to summon assistance is to use the

nearest Emergency Roadside Telephone, indicated by an arrow on reflector posts, which will summon both Traffic Officers for rapid response and protection, plus your recovery service provider. Failure of several tyres is known in one incident, while overturned caravans can quickly turn into little more than matchwood and take a great deal of sweeping up.

When the unforeseen happens, whether it is a mechanical breakdown, tyre failure or puncture, collision, even running out of fuel, your immediate action is to try and ensure your safety, your passengers and other people around. Use hazard warning lights, plus side lights at night, and cones / warning triangle. It is very good practice to carry fluorescent / reflective jackets or waistcoats at all times to wear during loading, inspections, road-side stops, emergency use or being on the hard shoulder of a motorway. With an enforced stop on a motorway, get the outfit onto the hard shoulder if possible, assess the situation and summon assistance by using an Emergency Roadside Telephone. Do not attempt repairs, especially changing wheels, on the hard shoulder without professional assistance and protection. When the incident happens on an all-purpose road, it is likely that the outfit will block part of the carriageway, so highlight the scene as well as you can, then call your recovery provider. Again, try to avoid working in the carriageway except on low speed urban roads where you can create a safe working space. Good vehicle preparation and inspection can minimise, but not eliminate, the risks.

HIGHWAYS AGENCY TRAILER TOWING DRIVER INFORMATION PROGRAMME – TRAILER CHECKLIST

1. Permanent Issues:
 - Ensure driver has correct licence for vehicle combination based on MAM. Pre or post-1997 car licences?
 - Ensure insurance company has been advised of towing. Normal cover only 3rd party when towing. Is there a need for full trailer and contents insurance?
 - Is breakdown recovery membership current? Does it include trailers, animals? Motorway recovery is very expensive (£200).
2. Before the journey:
 - Check load on towing vehicle – add roof load, bike rack and trailer nose weight together, then deduct from vehicle payload.
 - Check tyre pressures and adjust for towing.
 - Check mirrors for rear view if trailer is wider.
 - Check trailer tyre pressures, tread and sidewall condition – replace if cracked. Check also spare wheel, is jack present? Check wheel nuts for tightness.
 - Check condition of lights, cable, plug, replace broken lens, clean.
 - Check correct number plate is fitted.
 - Has caravan / trailer been checked / serviced?
 - Plan journey to avoid steep hills, narrow roads, town centres.
 - Be aware of length, width, height, weight, ramp angles.
3. Hitching up:
 - Check tow-ball – must be dry and clean if towing caravans with internal friction-type stabilisers. Check for loose fit – excess wear.
 - Connect electrical plug / socket connections – check operation.
 - Connect breakaway cable / chain.
 - Lift and secure jockey wheel and props.
 - Apply and tension stabiliser. Release handbrake.
 - Ensure nose-weight is within specified limits.
 - Check that doors, windows, ramps, tailboards, load is secure.
 - With close-coupled 4 wheel trailers, ensure level coupling.
4. On the journey:
 - Check tyre and wheel-bearing temperatures at stops.
 - Check closures and load straps, secure loose straps.
 - Allow extra room on corners, descents and for all braking.
 - Slow down for poor or rutted surfaces, check angles on ramps.
 - Observe lower speed limits, avoid lane 3 on motorways.
 - Monitor trailer in rear mirror for irregular running / stability.
 - Take extra care / avoid driving at night, in heavy rain, fog, snow, high winds.

5. General reference:

- Download information sheets on towing and view the presentation by Carol Smillie, including "How not to do it" by Hapless Eric on www.highways.gov.uk/towing
- "Towing Roadcraft" handbook published by The Stationery Office.

Roger Wright, Principal Accessibility Adviser

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A.L.R.C. MEETING DATES FOR 2008

A.L.R.C. meetings take place at NFU Mutual Tiddington Road, Tiddington, Stratford-upon-Avon – all A.L.R.C. members are welcome to attend EGM and the AGM meetings which are open to any member of A.L.R.C. EGM and AGM meetings start at 10.00am. Please note that A.L.R.C. Council meetings and Scrutineering and Off Road Committee meetings are open only to elected representatives or their guests.

All 2008 meeting dates:

S&ORC – 10th May and 20th September.

Council – 14th June and 18th October.

AGM / EGM – 15th March, 12th July and 15th November.

CHANGES TO OFFICIAL / CLUB CONTACTS INCLUDE:**Change of Club Secretary details**

- Hants & Berks RO – Tricia Jacobs, West Lodge, Church Hill, Midgham, Berkshire, RG7 5UQ
triciajacobs@hbro.co.uk
- 101 Forward Control C & R – Rupert Astbury, The Fields Barn, Maesbury Marsh, Oswestry, Shrops, SY10 8JH
– secretary@101club.org
- South Coast LROC – Brian Kersey 61 Crown Road, Porstslade, East Sussex, BN41 1SJ
b_p_kersey@yahoo.co.uk (underscore between b and p and p and k)
- Yorkshire LROC – Sarah Ackroyd, 22 Foulds Terrace, Bingley, Bradford, BD16 4LZ –
jonandsarahackroyd@hotmail.co.uk
- The Camel Club – Karen and Dean Harris, Arbors Barn, Rede Road, Whepstead, Suffolk, IP29 4ST –
secretary@cameltrophy.co.uk
- Lincolnshire LRC – Jim Bradford - 23 Kent Road, Brookenby, Market Rasen, Lincolnshire, LN8 6EW -
jbradfordemail-llrc@yahoo.co.uk

Caravan & Camping Information

The use of the ALRC caravan and camping exemption permits allow member clubs to hold caravan and camping events and protects landowners from the need to obtain planning permission and a site licence from their local planning authority to have caravans and tents on their land.

In November 2007 a letter was received from DEFRA stating that exemption certificates issued by them were not valid throughout Great Britain but only for the country by whom it had been issued by. To rectify this error on their part they asked if we would like to extend the cover to Wales and Scotland. They have come to an arrangement with colleagues in Wales and Scotland where for future applications only one application will need to be made and the administration which received the original application will be responsible for processing it and arranging to the relevant certificates to be sent out.

The relevant certificates for Wales and Scotland have now been received.

Also in November correspondence was received from the West Lothian Council Senior Environmental Health Officer following a recent Scottish LRC event. There were no irregularities at this event; it was more a matter of local sensitivity to events in general. I spoke to David Brewster, the acting officer who stressed that there had been no problems at the event and as the club had displayed a valid permit issued by the ALRC he was able to deal with the complaint from the local residents quickly and inform them that all legal requirements had been adhered to.

This is obvious proof that the permit system works and highlights the importance of using them at club events. To apply for an ALRC permit to hold a caravan or camping event please send a completed permit application together with a SAE one month in advance of the event. Application forms are available from the ALRC website, the ALRC 2007 Handbook or direct from the Caravan Secretary. Permits are free of charge to all member clubs and should be available for inspection at any event.

NEWS FROM NFU

Homeowners warned to protect property against unwanted 'guests'

Pest infestations are on the increase due to an abundance of food and shelter. Yet whilst precautions against burglary are standard practice among homeowners, measures to prevent the arrival of these other unwanted visitors are less common. Problems caused by nesting rodents, wasps or cockroaches could potentially affect all homeowners in the UK, irrespective of the property's location. And the problem is getting worse.

Rodents are a particular nuisance not only because of the damage they cause chewing on wires, flooring and personal possessions, but because they carry Weil's disease, a potentially fatal bacterial infection. They can navigate around a house using pipes and wiring like motorways and such a system can take them from cellar to loft and all the places in between.

And rodents are not the only troublesome pests. In the spring, nesting wasps can reach numbers of more than 25,000 – a daunting prospect for even the bravest among us – and squirrels and nesting birds in the eaves of a house can also cause untold damage and depreciate the value of your home.

It goes without saying that prevention is better than cure, but when things go wrong, having the right cover in place will save financial headaches.

NFU Mutual provides cover for the removal of pests such as bees, rats, mice, cockroaches and wasps nests. In some cases the cost of resolving an infestation can be as high as £2,000, so it pays to check your policy carefully to see whether it covers problems of this nature. Useful website – British Pest Control Association – www.bpca.org.uk

Call 0800 975 0600* or visit www.nfumutual.co.uk to find your local NFU Mutual agent who will be able to offer help and advice.

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SCRUTINEERING NEWS **VEHICLE LOGBOOK TOLERANCES**

TOLERANCES / ALLOWANCES ON DIMENSIONS FOR LOG BOOK IMPLEMENTATION

Code Item.

A Wheelbase. $\pm 1"$. Up to 1" more or less than the stated figure.

B Engine Capacity. Not used.

C Door height. $\pm \frac{1}{2}"$ measured at the door position beside the front seats. (Bottom of door to bottom of window-line)

i.e. $\frac{1}{2}"$ more or less than the figure stated. (The vehicle does not need to have opening doors but equivalent bodywork must be present on both sides of the vehicle.)

Scrutineering open 5.00 P.M. - 8.30 P.M.

SOUTHERN ROC 2 DAY TEAM TRIAL 2008 –JULY 2008

The 14th edition of SROC's Two-Day CCV Team Trial will be held at Knowle Farm, Broad Oak, East Sussex at the end of July 2008. The Trial will be open to all ALRC member clubs, but entries will be limited.

The Clerks of the Course will be Charles & Debby Darby. SRs and entry forms will be available at Christmas from www.sroc.co.uk or email sroceditor@aol.com

NORTH WALES LAND ROVER CLUB- AUGUST BANK HOLIDAY 2008

Why not celebrate the 60th Anniversary of Land Rover by attending the August Bank Holiday Interclub Weekend of the North Wales Land Rover Club on Anglesey, in many people's view the spiritual birthplace of Land-Rover, over the weekend of 24-26th August 2008? NWLRC will be at Plas Coch on Anglesey just south of Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogoch.

This large site has plenty of space for a wide range of trials sections, flat ground for caravans, with stunning views across Snowdonia, and easy access to many local attractions. All this and it's only an hour from Chester and the English Motorway system.

We are still working on the exact programme but it will include the established Gymkhana and Tyro RTV & CCV trials, as well as something extra to celebrate Land Rover's birthday in style.

Entry forms will be sent out shortly. Interclub@nwlr.com

IMPORTANT – Participation at any competitive event or show is at your own risk or that of the organisers. Although the A.L.R.C. is happy to publicise such events it does not act as an agent for the organisers. Statements or opinions expressed in A.L.R.C. News are not necessarily those of the A.L.R.C. Council. You are advised to obtain independent advice on all matters involving safety, finance or legislation.

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