



**ASSOCIATION OF
LAND ROVER CLUBS**

A.L.R.C. NEWS

The Newsletter of the Association of Land Rover Clubs

Issue 73

June 2009

**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

Once again on the May Bank Holiday weekend we assisted the Heritage Motor Centre with the Land Rover Heritage Run. This year the cut backs by Land Rover Limited were obvious as I was honoured with the task of flagging off the 126 entrants. The standard of the vehicles taking part was very high and a credit to their owners. Thanks to Ian and Sue, Ken, Andrew, Elinor, Adrian, Anthony, Caroline, Steve and Sandra who did the marshalling and signing in at The Home of The Legend also to Land Rover's own club members for assisting with the line up. We had a good weekend and as usual there wasn't enough time for me to attend all of the activities and talks that were on offer.

The 2009 National Rally had been a year in the planning and has now been and gone, I said all of my thanks at the prize giving that took part each day. Those of you that attended know how it went, for those that didn't attend you missed a good weekend. I am now looking forward to seeing you at next year's event at Newnham Park near Plymouth.

Denis Bourne
ALRC Chairman.

A.L.R.C. NATIONAL RALLY 2009

Well the 2009 A.L.R.C. National Rally has been and gone, it was a very good event with excellent weather. I would personally like to thank everybody who donated their spare time over the weekend and for weeks prior to the event for making this a very enjoyable weekend. The number of individual thanks would take up too much space so one big THANK YOU to all concerned.

The camping/caravanning numbers were down by about 100 and competitive entries were only down by a few except for the competitive safari which only attracted 59 entries, we seemed to have more children in the bike trial than drivers in the comp. Safari (but we have to look after our drivers of the future). This year we were lucky to have been donated a number of gifts for the children as rewards for entering the bike trial. This year our official photographer and producer of the 2009 A.L.R.C. National Rally DVD was Picture Management – photographs can be viewed on www.picman.co.uk.

The 2010 A.L.R.C. National Rally is being hosted by Cornwall & Devon Land Rover Club at Newnham Park, near Plymouth over the Spring Bank Holiday weekend 29th- 31st May 2010. Entry forms can be found on their website.

At the time of writing no Club has volunteered to host the 2011 National Rally, if any Club wishes to know any information regarding running a National Rally we would be happy to answer any questions.

Sandra Bourne
National Rally Liaison Officer

PROPERTY FOUND AT THE NATIONAL

Set of keys on key ring. The key fob is from Lookers of Colchester. This item was handed in at the National Rally. Contact Sandra Bourne on 07810 686325.

Also 2 bike helmets left in the signing on tent at the ALRC National Rally. Contact Simone on 0116 2867913 and they can be returned to you.

Countryside Issues

Green Lane Traffic Ban Quashed as 'Unbalanced and Irrational' by the High Court.

The decision handed down by His Honour Judge Behrens, QC, in the Administrative Court in Leeds has restored four important green lanes in the Yorkshire Dales National Park to recreational motor vehicle use.

The Motoring Organisation's Land Access and Recreation Association (LARA) challenged the decision of the Yorkshire Dales National Park Authority to discard the recommendations of its own Green Lane Advisory Group, and instead to impose full-time prohibition of driving orders. Judge Behrens held that the Park Authority had not conducted the necessary degree of balancing of movement of traffic, and acted irrationally when moving to exclude recreational motor vehicles from 'green lanes' in the National Park.

LARA has worked tirelessly over a number of years to fairly regulate and manage the use of green lanes in the National Park, despite the YDNPA adopting a policy to not liaise with recreational motor vehicle users. The Authority has also lobbied for national legislation against recreational motor vehicle activity in the Park, and has accepted the exaggerated lobbying of the anti-vehicle Yorkshire Dales Green Lane Alliance,

Geoff Wilson, one of the claimants in LARA's case, is a great advocate of the principles of national parks, and is a past member and chair of the YDNP Local Access Forum; however he has become increasingly concerned at the arrogant and irrational manner in which the YDNPA, and in particular its Access Committee was performing. As the judgment was handed-down in Leeds at noon on 19th June, Geoff said,

"I have a great fondness for the Yorkshire Dales and in many respects applaud the examples set by the Authority, but there are examples of the Authority acting unfairly and without appropriate balance for all elements of the Park community. The issues exposed by this judgment are a clear illustration that my concerns are well founded."

"Throughout the long and often complex process adopted by the YDNPA, I, along with others, have sought to persuade the Authority to adopt a more inclusive and evidence-based approach, and to expose its procedures to greater scrutiny. However, in my view, it was a combination of underlying arrogance and lack of objectivity on the part of Park Authority officers and committee members that resulted in them falling foul of the errors identified in the judgment. In addition the Authority allowed itself to be guided by its own confused and contradictory Access Strategy. We told them that they were wrong, and why, but they just would not listen".

"Through YDNPA intransigence this case must have cost the YDNPA, and tax payers, upwards of £50,000. It is time and money that need not and should not have been expended had the NPA been more rational in its approach. As a gesture of goodwill LARA even withdrew part of its original claim and made offers that would have avoided the greater part of these costs but typically in arrogance the Authority turned them down and cost the taxpayers a lot of money."

LARA now urges the YDNPA to go back to the considered proposals of its Advisory Group as the basis for any orders to be remade, and undertakes to work positively with the YDNPA to achieve a fair balance of management measures.

The lessons learned from this case are widely applicable to the making of traffic regulation orders everywhere, and not just on green lanes. The rules and considerations identified here apply to sealed roads just as much, and will help regulate spurious 'access only' prohibitions.

More details can be obtained from:

Geoff Wilson: geoffmoto@aol.com, 01768 898584; 07768 055937.

Alan Kind: lara@mac.com

Tony Kempster
ALRC Countryside Officer

John Brian Kerfoot

1947-2008

John Brian Kerfoot, always known to everyone as Brian, was a well-known Land Rover enthusiast, the long-standing Chairman of Red Rose Land Rover Club, and a trailer designer, manufacturer and dealer for more than thirty years since 1977.

He was born and lived his whole life in mid Lancashire, mainly in Chorley but also in Darwen in his youth. His home of many years was less than five minutes walk from his workshop and forecourt on the A6, virtually half-way from Preston to Chorley. His father was a draughtsman at Lancashire County Council but Brian took up mechanical engineering, working for a local manufacturer of municipal equipment, before branching out on his own. Brian inherited his father's interest of civil engineering and had planned to visit the famous motorway bridge at Millau in France, the ultimate in steel fabrication.

Brian married Madelaine in 1975. First-born was Simon in 1978, followed by the twins Michael and Philip in 1983. Madelaine and her sons are now continuing the business which has been such an integral part of their lives.

Brian founded his trailer manufacturing business "Leyland Leisure Services" in 1977 and over the years produced both "run of the mill" trailers plus bulk orders of special-purpose trailers for utility companies. Trailers were repaired and specials built for customers, including three for this writer. There was always a modification that could be produced to create the customer's wish, where the proprietary part did not exist. Even where the problem was completely new, Brian soon had the solution and remarkable powers of persuasion over others, including his suppliers. After a new suspension unit failed on the way to southern France, an evening phone-call to Brian resulted in a new pair of suspension units being air-freighted the following morning and delivered by DHL van to a remote French hamlet the following day.

His workshop forecourt often resembled his displays at the many county shows he exhibited at, with several storeys of trailers. The displays at shows often won prizes for the quality of the layout, although in recent years bad weather had caused the cancellation of a number of shows. In 2003 Brian took on the regional distribution of the Dutch-made Ansemms trailers, which often retailed at less than the costs of the components, thus putting further pressure on the running of his manufacturing business and changing the emphasis to selling ready-made trailers.

Brian's passion in life, which merged his private life, hobbies and business, was his love of Land Rovers. For many years he trialed a battered early Series One, while he had restored a similar vehicle to Concours condition. His house and garden are easy to spot for the density of Land Rover vehicles which probably rivals some dealers. It is hard to think of a Land Rover model that has not appeared in the Kerfoot fleet over the years, while his house contained countless miniature Land Rovers.

He had been a member of Red Rose Land Rover Club since 1983, and it's Chairman for the last 8 years. His most used phrase, always true, was "I know a man who can", Brian always did. In 1998, Brian came up with the idea of having a celebrity speaker in the shape of Fred Dibnah. Deals were done, the venue was packed-out and Fred reminisced for over two hours with constant lubrication, part of the deal, in his right hand. Brian and Fred had similarities, as Lancastrians, as Land Rover owners, but especially as engineers. Part of the deal for the evening was that Fred became Red Rose's only Honorary Member, and remained so until Fred's death in 2004.

Brian, Madelaine and their three sons were regular attendees and participants in the Land Rover Nationals every year and also helped to direct the War of the Roses, originally loosely based on the tasks in the Camel Trophy but run on sites in Cumbria since 1985, and which Red Rose's premier event is. As well as a full calendar of competitive events each month, the club regularly attended local shows and galas. He was particularly passionate about supporting local charities, with the club providing regular donations to Derian House children's hospice in Chorley, amongst other charities. In his last few months he put a lot of effort into an event to raise funds for hospital equipment.

He always had time for those around him, and ready to offer practical and sound advice. He was adamant that the club maintained its good reputation in everything it did and projects that other members may have promoted. He supplied, modified and maintained the three club trailers owned to date, the second one being modified several times to improve its running, by constructing new chassis.

Brian had been unwell during the two years prior to his death in November 2008, but took part in a Highways Agency Driver Improvement DVD on trailers in September 2007, between two periods of hospital stays. Having taken his 110 and triple-axle low-loader with his classic Series One as the load, he put the whole day's exercise of caravans, horse and baggage trailers into perspective for Carol Smillie, as she questioned him about preparing to tow large outfits. First he had to stop her trying to drive the 110, but then the conversation turned to friendly banter as Carol asked if she could drive such an outfit. "You and I are of a certain age", replied Brian, before advising Carol would do well to have some instruction, especially as poor loading could result in "the tail wagging the dog". Carol went home appearing to have a 110 and large trailer on her shopping list. Already Brian has been seen by well over 100 000 enthusiasts including readers of "Practical Caravan", many members of local Land Rover and Caravan Club groups, the police and countless others, providing his clear and concise advice with the backdrop of two of his Land Rovers. By coincidence, a fitting tribute to Brian, his passion for Land Rovers and his trade of building trailers.

It was Brian's dying wish that as many Land Rovers as possible formed the cortege at his funeral, from his workshop to the church, then to Blackburn Crematorium and then back to Whittle. There were so many, well over 100 that the police had to close the A6 and subsequently roundabouts en-route as the convoy stretched over the horizon. Brian had finally closed the road that ran past his workshop and close to his home for decades.

Roger Wright

LAND ROVER NEWS

Land Rover Confirms Grant to Build New Model

The UK Government has confirmed a grant offer of up to £27 million is to be made available to Land Rover for the production of an all-new car. The company is due to make a final decision on the go-ahead of the project at its award-winning plant in Halewood, on Merseyside, later this year.

The car would be based on Land Rover's acclaimed LRX Concept vehicle, first shown at the Detroit Show last year, and would be the smallest, lightest and most efficient it has ever produced.

"We welcome the Government's support for this project, which would form a key part of our future product plans and which we very much want to put into production," said Phil Popham, Managing Director of Land Rover.

The grant offer will be made available under the Government's Grant for Business Investment scheme and is an important contribution towards the overall £400 million cost of the project. This is separate from the broader automotive support package currently being unveiled by the Government.

Although it still has to go through a number of approval gateways in the product development process before getting the final go-ahead, Land Rover has also confirmed that the new car would be a key addition to the Range Rover family of luxury vehicles.

Phil Popham said, "Our engineering feasibility study has shown that we can very successfully deliver Range Rover levels of quality, drivability and breadth of performance in a more compact, more sustainable, package. Feedback from the most extensive customer research we have ever undertaken also fully supports our belief that a

production version of the LRX Concept would further raise the desirability of our brand and absolutely meets all those expectations."

"It would be the smallest, lightest and most efficient Range Rover that we've ever built," Phil added. "The compact size, lighter weight and sustainability-focused technologies of the LRX Concept showed how Land Rover is planning to respond to the needs of a changing world. Despite the current economic challenges, we remain committed to investing for the future, to continue to deliver relevant vehicles for our customers, with the outstanding breadth of capability for which we are world-renowned."

The new Range Rover would embrace excellent levels of refinement and all-round capability and also introduce new powertrain options, providing a major step forward in enabling the implementation of Land Rover's e-terrain technologies strategy and achievement of its goal to exceed a 20 per cent improvement in CO₂ emissions.

"Both the design and size of the LRX Concept have generated a hugely positive reaction wherever it has been seen and we've also gathered fresh insights on what potential owners would look for in a production equivalent. That knowledge is now being applied to the process of refining the vehicle as it heads towards final approval," said Phil.

The Halewood facility employs 2000 people and is a recipient of the JD Power Gold Standard. It currently produces the Land Rover Freelander 2 and Jaguar X-TYPE.

A.L.R.C. MEETING DATES FOR 2009

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.

ALRC Meeting Dates for 2009

S&ORC - 12th September Please note date changes to previously advertised

Council - 17th October.

AGM / EGM - 11th July and 14th November (10.30am start).

SCRUTINEERING MATTERS

Just a reminder please that club members seeking advice should initially direct queries to their club scrutineers or local log book scrutineers with further enquiries to Simone Birch or Andrew Flanders, 3 Mortimer Hill, Tring, Herts, HP23 2JJ. 07813085325. andrewflanders@btinternet.com (not as printed in handbook).

NON-COMPETITIVE CLUBS NEWS

As the Non Competitive clubs coordinator I have also taken on the job of Shows & Events. In this capacity, I have booked stands at the following shows on behalf of the ALRC.

17/19th July – Land Rover Magazine show at Newark showground, Newark and Live Promotions event at Billing Aquadrome.

29/31st August - Stoneleigh Park Country Festival, Warwickshire

12/13th September - Live promotions event at the Peterborough showground.

I will receive a limited number of vehicle passes for these shows so if you are interested in displaying your vehicle can you please send me a S.A.E with the name of the show you wish to attend written on it. If possible, I would like a couple of competitive motors on display i.e. Trials motor, comp motor and/or one used for RTV. I think it is important to put across to the public the responsible and safe use of land that the ALRC competitive clubs have. As with my own club all I ask is that, you make yourself available to talk to the public at intervals during the show.

Other dates for your diary's are:

26/28th June - Manby Land Rover show, Manby Motorplex

22/26th July - War & Peace show at Beltring, Kent

If there are any more shows that you think I should know about or book a stand for please ring me on 01204 396449, Email em_sue55@yahoo.co.uk or write to Sue Foster, 31, Slimbridge Close, Brightmet, Bolton, BL2 5NT
Hope to see you during the year. Sue

ALRC National Rally 2009 Concours D'Elegance awards

THE ROVER SPORTS REGISTER CUP – Dave Mitchell – Range Rover Sport.

DAVID BOWYER CUP - Andrew Mason – Series I 80".

THE PHILIP BASHALL CUP – Alan Philips – Series III 109" Ambulance.

THE DUNSFOLD LAND ROVER COLLECTION RANGE ROVER CUP – Daniel Atkinson – Range Rover Classic.

THE FARVIS BOILERS SHIELD – Andrew Sinclair – Series I 86".

THE MERLIN-NOTTINGHAM LAND ROVER TROPHY – Derek Spooner – Range Rover P.38.

LAND ROVER REGISTER 1948-1953 SHIELD – Andrew Neaves – Series I 80" Soft Top.

THE FARVIS CONTRACTORS PLANT SHIELD – Dennis Wright – Series I 107" Station Wagon.

THE ALRC 1958-ON LAND ROVER CONCOURS AWARD – Ken Knight – Land Rover Experience Defender 110" Station Wagon.

THE SAVIDGE FAMILY CUP – Dave Try – Series III 109" Fire and Rescue Tender.

Non Concours d'Elegance

WILLIAM FARVIS TROPHY – Andrew Birch – Series IIa.

GILL FLOYD FORWARD CONTROL CUP – Andrew Neaves – 101" G.S. Forward Control.

Others

TONY HUTCHINGS SALVER – Detlef Achtelik from Germany – Land Rover 110" fitted with ex. MOD Ambulance Body (Camper).

THE FARVIS " SPIRIT OF THE EVENT " AWARD. – Gary Kenworthy.

Sue Foster

Non Competitive Clubs/ Shows and Displays Co-ordinator

NEWS FROM NFU

Road Rescue service added to award winning car insurance

Statistics suggest that there are around 20,000 incidents* each day requiring breakdown assistance. NFU Mutual's car insurance policies now have the perfect antidote – built in RAC breakdown cover as standard, anytime, anywhere, for any member of the family.

Mutual Assist, which is now automatically included on all new and renewed car insurance policies, covers a car for breakdowns more than quarter of a mile from the policyholder's home and, if necessary, recovery to a garage within ten miles of where the breakdown occurred.

There are also options available to enhance cover should you wish to:

- National Assist – all the benefits of the standard Mutual Assist service, plus nationwide recovery and full onward travel services
- National plus Home Assist – the highest level of cover with all the benefits of the National Assist service, but including breakdown at home.

“Without cover the cost of a breakdown can be expensive and cause a great deal of inconvenience. Our policyholders now have peace of mind as standard, with an option to take out the higher levels of cover”, says NFU Mutual’s Blanche Surman.

“One of the reasons we chose to partner with the RAC is because, like our car insurance, its road rescue service is award winning.”

A horsebox and trailer can also be covered, so discuss your individual requirements with your NFU Mutual agent.

Find your local agent at nfumutual.co.uk or call 0800 197 1283.

*Source: www.breakdowncover.co.uk

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Address changes for Club Secretaries and ALRC Treasurer

Club Secretary address details / Council member

Aylesbury LRFC – Dawn Carter, 2 Lisburn Path, Aylesbury, Bucks, HP20 2BQ. 07768 085325
minidawn@hotmail.co.uk

Leics & Rutland LRC – Viv Wing, 4 Tyson Close, Grantham, Lincs, NG31 9HT, 01476 575660.
vivwing@btinternet.com . Simone is the ALRC delegate.

ALRC Treasurer - Derek Spooner, Thorny How, Canon Pyon, Hereford, HR4 8NT. 01432 830046.
dspoone1@btinternet.com

Camel Club - Will Unsworth, 10 Dowie Way, Crich, Matlock, Derbyshire DE4 5NJ
wpunsworth@vkonline.co.uk

A.L.R.C. MEMBER CLUB EVENTS FOR 2009 **CORNWALL AND DEVON LRC**

June 27th – 28th Charity Two Day RTVT, Cornwall & Devon LRC

This is the 4TH CHARITY RTV EVENT AT NEWNHAM PARK 27th -28th JUNE 2009

Let's Go Yellow Again for Charity St Lukes Hospice Our chosen charity St Lukes Hospice is again going yellow for 2009. After the fantastic show of support last year "Can you go one better?"

2008's Best Yellow Theme award went to Midland Rover Owners Club. What theme will your club come up with this year? The wackier the better!! Cornwall & Devon LRC look forward to welcoming you again

For a fun filled weekend with two whole day's trialing in support of St Lukes Hospice. See you soon. See C&D Website for forms at <http://www.cornwallanddevon-landroverclub.co.uk/>

SOUTHERN ROC

There is an invitation to all ALRC competitive clubs from the Southern Rover Owners Club who are planning to hold their annual 2 day CCV trial and 4 Comp Safaris in 2009

The two-day trial will be open to all ALRC competitive clubs, and will be ALRC only.

It is to be held at Knowle Farm, Broad Oak, Heathfield, East Sussex and will take place on 1/8/09 & 2/8/09

The 3 Comp Safaris are as follows:

11 and 12/7/09 – Dartford Gun Club Near to Junction 1 of M25 Dartford Tunnel

16/8/09 – Darwell Beech Farm, Netherfield, East Sussex

27/9/09 – Monkings Farm, Northiam, East Sussex

The Comps will be open to all ALRC competitive clubs, and also SCOR and Anglian Rover Owners Club.

The SRs will be posted on the Southern ROC web site prior to the events and will include a an entry form as part of the SRs

MIDLAND ROC

10th Majors Memorial Trial 2009 – 19th/21st September 2009 – Eastnor Deer Park, Eastnor. Booking forms and further details available on the MROC website at www.mroc.co.uk closing date for entries is 10th July

WYE AND WELSH BASKERVILLE CHALLENGE 2009

The Wye & Welsh LRC is holding the annual Baskerville Challenge on the August Bank Holiday 29th to 31st August 2009.

Camp Site Opens Friday Noon 28th August, CCVT Saturday 29th, RTVT Sunday 30th, Time Trial Monday 31st. TYRO Trial runs over Saturday, Sunday and Monday. Further details available on the Website www.wyeandwelshlrc.co.uk

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.

This Newsletter is compiled and edited by Paul Barton, ALRC Newsletter Editor, for the Association of Rover Clubs
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