

*Magazine of the Beds Herts & Cambs Land Rover Club.*

# Four Play

Land Rover



Approved Club

*Beds Herts and Cambs  
Land Rover Club*



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# Hayleys Secsy Bit



Hello everyone and another FP already, doesn't time fly? Apologies for the delay in your receipt of the previous issue but unfortunately it was stuck at the printers for a little while, hopefully these issues have now been resolved and your fave mag will get back to normal.

The club is going from strength to strength and the attendance at shows is great, it's a real social occasion and when there's camping involved the kids love it - just ask Avo about beetroots, apparently he loves them.....

It's nice to see a number of new faces at the trial - see my report on Great Brickhill - it was my first trial for nearly a year and Miss Piggy would have driven better.

Please note that we now have a new membership secretary, many thanks to Glenn Stratton for putting in tremendous efforts over the last couple of years even though working extraordinarily long hours and still managing to cope with the membership role. Sue Restall has taken on Membership Secretary, I am certain she will do a splendid job - thanks Sue.

And now Hayley's Rant

I am sure the item that is on everyone's agenda is the chronic price of fuel. I was in Atlanta, Georgia, USA a few weeks back and they were playing merry hell over the price of petrol - \$3.79 per gallon, WOW. When we told them how much we were paying for our petrol per gallon they asked if we were all riding bikes??? The problem we have is that if fuel is at £1.20 per litre then 70p goes to the government. We pay the highest tax on fuel in the world can anyone tell me why? In the states they are all driving massive cars with massive engines and nobody and I mean nobody is gonna tell them what to do, get smaller cars? Not a hope and believe me if they get upset about rising fuel prices they will cause havoc and bring prices back down.

However, we are badgered extensively for our "gas guzzlers" by a government that is using green as a new way to get us to pay higher taxes, we are taxed to the hilt on fuel and what do we do about it? Sedate little protests that nobody takes seriously and gets little attention. France caused mayhem over their fuel prices and held boats in harbour and caused pain both sides of the channel with mega coverage. In Spain there were riots, and both countries still pay a darn sight less than we do.

Meanwhile, we have jobs living off handouts and immigrants claiming child benefit for children still living in their native country - yep that's where our taxes go.

Hayley

# Greenlanes Update

Hi Everyone



Since the last issue we've had trips to Berkshire and Cambridgeshire both were well attended. There wasn't a trip at the beginning of May as we were busy with the Gaydon show and unfortunately another trip was cancelled as there were no leaders.

get tired of saying it but if people don't volunteer to lead groups the trips can't happen. At the moment it is always the same people who lead. I know that some of you go out greenlaning with your mates and so can find you way about with a map – so how about helping the club and

offering to lead a group occasionally?

I must thank Andy Cook. He had volunteered to lead in Cambridgeshire in May. He phoned early on the morning of the trip to tell us he had got back from casualty at 2am and was looking for a driver for his vehicle so he could still come and lead as he had promised. Somehow he managed to break two fingers the night before changing from his road tyres to his mud tyres. In the end Andy led the group with his Dad as back up driver. To me this really demonstrates the excellent spirit of the club.

As greenlanes officer I led by bad example on the Cambridgeshire trip – about ten yards down the first lane I wasn't reading the road and drove straight into a bog. Axle deep in really smelly stuff! The day only got better after that.

The trip to Berkshire in April was brilliant. Its one of my favourite places for greenlaning but the snow made it magical. Look at the 'whitelaning' photos with Keith's article.

At very short notice we were advised that the Police and Cambridgeshire CC were organising public meetings on Sunday 20 April at Little Downham, Coveney and Witchford in response to local complaints about 4x4 drivers on byways in the area. Unfortunately Keith and I couldn't make the meetings but 7 members of the club from the local area attended. I've since spoken with the representatives from the council who were very pleased with the input from the club – thanks to all of you who went along. The local response was definitely the right approach. As a result I have been asked to get involved in future meetings with Cambridgeshire Council to discuss how the lanes in the area can best be managed to allow continued access for all users.

Keith and I have recently added a winch to our vehicle. Gary Culpan, the club's training officer, ran an excellent two day winch course which really helped us. We did the theory day before we bought our winch and then did the practical day once it was fitted. If you are thinking about getting a winch we would definitely recommend understanding the theory before you buy. The course has made us appreciate how useful a winch can be but that it is potentially a dangerous piece of kit if it isn't operated safely. Gary has said he will rerun the course for anyone who is interested – whether you already have a winch or are seriously thinking about investing in one. Let either



Gary or me know if you are interested in attending the next one.

Greenlane days are the **FIRST SUNDAY** and **THIRD SATURDAY** of each month. Forthcoming greenlane trips are:

Sun 1 June	Hertfordshire
Sat 21 June	Essex

Sun 6 July	Bedfordshire (if the lanes are open)
Sat 19 July	<i>TBA (we need a volunteer to organise please)</i>

If you want to come on a trip please book your place and very importantly if you aren't going to be able to make it for some reason please let us know so that someone else can take your place. To book your place email [greenlanes@bhclrc.co.uk](mailto:greenlanes@bhclrc.co.uk). If you don't have access to email please telephone 01234 826677.

We send out regular update emails – if you don't receive them then contact us at [greenlanes@bhclrc.co.uk](mailto:greenlanes@bhclrc.co.uk) and we will add you to the mailing list.

See you all soon

**Heather**

# I'M GOING GREENLANING WHERE CAN I DRIVE?

## THE THEORY

In theory this is now very simple. In addition to normal public roads you can drive on:

**BOATs** (Byway Open to All Traffic)

**UCRs** (Unclassified Road or more properly now called 'other routes with public access')

You cannot drive on **Footpaths, Bridleways or Restricted Byways** (previously called RUPP or Road Used as a Public Path)

There is a right of way along the byway or UCR but you don't have a right to drive on neighbouring land – even if the right of way is blocked.

If you are going out greenlaning you need an up to date Ordnance Survey map so you can check the route. We recommend Explorer 1:25,000 (orange) rather than Landranger 1:50,000 (pink) as the scale is much better. We are only buying Explorer maps for the club now.

## THE DIFFICULTIES

### 1. **No Sign.**

Some councils are better at signing rights of ways than others – and sometimes local people remove the signs! The absence of a sign doesn't mean it isn't a right of way. You need to check your map again and if you are sure then carry on. If you aren't 100% sure of exactly where you are then don't drive the lane until you are. If you are challenged you need to be able to point to exactly where you are on your map and explain that you are on a right of way.

### 2. **The Sign doesn't agree with my map.**

This is more difficult. Things change and even an Explorer map you have just bought might not have been updated for recent changes.

You need to use your common sense. We recently had an instance where the new map showed a BOAT but the only sign deep in the hedge was an ancient concrete bridleway sign – probably 40 years old! We discussed it and drove the lane.

The opposite is when your map shows a BOAT and there is a bright new restricted byway sign – we didn't drive that one.

Ultimately what is on your Explorer map isn't law. For that you need to look at the definitive map maintained and updated by the relevant council. A very few councils have portions of the definitive map on the internet but mostly you have to go to the council offices and ask to look at it.

### **3. TRO**

This stands for Traffic Restriction Order. A TRO will either be posted by way of a permanent sign or maybe white pieces of paper with maps drawn on them – often difficult to read when the rain has made the ink run! As a matter of course if there are signs or paper posters at the beginning of a right of way you should get out of your vehicle and go and investigate.

Some TROs are temporary – a right of way might be closed for a couple of weeks while repair works are carried out for example.

Seasonal TROs close the right of way for the period it says on the sign every year. For example all Bedfordshire byways are closed from 1 October to 30 April each year to prevent winter damage. Some TROs will have a locked barrier to prevent access during the closure period. If there isn't a barrier you cannot drive the lane in the closure period.

Some TROs are permanent – that's just how it is and we can't drive these routes at all.

### **4. A Right of Way is Blocked**

If the byway is subject to a TRO and blocked with a barrier or bollards obviously you can't drive it. If it is blocked in some other official looking way then use your commonsense.

Sometimes local people block the lane with cones, garden rubbish etc – we can move these out of the way. There is one byway we often use which the owner of the neighbouring house tries to block with traffic cones and has done so for years. We move the cones, drive through and put them back!

If the lane is blocked by a larger obstacle, for example a pile of earth or rubbish you can remove it, drive round it or over it but only if you don't go off the right of way and obviously only if it is safe to do so.

Fallen branches and small trees can be removed. Again only if you can do so without leaving the right of way and safely.

### **5. The Public**

Sometimes you will meet members of the public who will challenge you about what you are doing. As I mentioned early on it is important that you only drive where you legally have a right to drive. We should always deal with the public in a polite way. If they have a particular grievance then speak to them reasonably – the ones who swear, rant and rave, are

generally abusive or want a physical fight are harder to deal with. All we can do is be calm and reasonable and if need be walk away. Remember that while our club members only drive where they should drive at sensible speeds there are many out there who are irresponsible and the guy you just met might have just had a bad experience with someone else.

Sometime in the summer the club will be organising some greenlaning navigation training – certainly for those who are willing to lead a group on a club greenlane days. If you are interested then let us know.

**Keith Parkinson.**

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## **Greenlaning Oxon & Bucks**

It was 7.30 on a cold and frosty morning as I poked my head out of the front door. Luckily no fog

Flask, sarnies, cake , biscuits and thermals. Thats it got everything .You just know when its going to be a good day.

One and a half hours later there we were waiting for the arrival of Heather and Keith at the Cheiveley service station on the A34 just north of Newbury. There were fifteen eagerly awaiting drivers, with friends, families and dogs, ready to have a days laning. Some had a long drive just to get there, knowing that the lanes around this area would be well worth the long drive.



Unfortunately after a drive from Peterborough Mick Whitworth had to return home as he had problems with his series 3. I have since been told that he arrived home safely and the Landy has been repaired. So hope to see Mick out with us again soon.

After Heather and Keith sorted out three groups, we all left around ten. Our



leaders were Ged and Carol. We headed north up to the village of Cheiveley to start our first lane. By this time the sun was out, and a cloudless sky, a perfect day. The first lane was rutted and wet and still had ice formed in them, and all the fields around were covered in frost. Ged found a real deep hole but the exit angle was just too steep, and unable to get out in reverse, just needed the slightest tug back to remove him from the water filled hole. The lane continued for another 500 yds. with more of the same. As we got to the end of the lane we were passed by another group from Hemel. We told them what lay ahead, they smiled said thanks and carried on. In that group was a Freelander with road tyres, we all looked at each other shaking our heads knowing that with the ground clearance that they don't have, he would be in trouble. I hate to say it but within 100 yds he was stuck. They did have others in the group that would of been able to help. So after a cuppa we carried on to the next lane. Two lanes near Leckhampstead, then



across to Peasemoore where we picked up a long lane that took us north towards East Isley. Although tight and muddy in places it brings you out on top of a hill with views over the Oxfordshire countryside. We passed many walkers while we



were out, most waved as we drove by, others nearly falling over as they looked the other way. Picking up the A34 we head north to Harwell, into the village then head south on a lane over Harwell Fields to Chilton. Short break

here for lunch before the next lane to Upton. Narrow, muddy with water what more can you ask for. After stop for a photo shoot with some piglets in these lanes we made our way down to Hermitage and Curridge.

On one of the lanes we were at the bottom of people's gardens running along with fence post on our nearside and holly bushes on our offside and if you drove this lane you will know the noise, nails down a blackboard.

We done a few lanes around here then took



the lane that returns to the services passing a group of riders, they did not know wheather to smile or snarl. The last lane went passed a pond where the water covers the lane completely. Almost there now, round another bend and there ahead of us is the A34 and the services. Lanes end. What a great days laning.

I would like to thank Ged and Carol on behalf of our group, and the leaders of the two other groups, for a good day.

**Paul Kilford.**

# The *Four Play* Guide To Church Bulletins

Thank God for church ladies with typewriters.

These sentences (with all the BLOOPERS) actually appeared in church bulletins or were announced in church services:

The Fasting & Prayer Conference includes meals.

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Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.

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Remember in prayer the many who are sick of our community. Smile at someone who is hard to love. Say 'Hell' to someone who doesn't care much about you.

-----

Don't let worry kill you off - let the Church help.

-----

Miss Charlene Mason sang 'I will not pass this way again,' giving obvious pleasure to the congregation.

-----

For those of you who have children and don't know it, we have a nursery downstairs.

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Next Thursday there will be tryouts for the choir. They need all the help they can get.

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Irving Benson and Jessie Carter were married on October 24 in the church. So ends a friendship that began in their school days.

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A bean supper will be held on Tuesday evening in the church hall. Music will follow.

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At the evening service tonight, the sermon topic will be 'What Is Hell?'  
Come early and listen to our choir practise.

Eight new choir robes are currently needed due to the addition of several new members and to the deterioration of some older ones.

-----

Scouts are saving aluminium cans, bottles, and other items to be recycled. Proceeds will be used to cripple children.

-----

Please place your donation in the envelope along with the deceased person you want remembered.

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The church will host an evening of fine dining, super entertainment and gracious hostility.

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Potluck supper Sunday at 5:00 PM - prayer and medication to follow.

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The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

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This evening at 7 PM there will be a hymn singing in the park across from the Church. Bring a blanket and come prepared to sin.

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Ladies Bible Study will be held Thursday morning at 10 AM. All ladies are invited to lunch in the Fellowship Hall after the B. S. is done.

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The pastor would appreciate it if the ladies of the Congregation would lend him their electric girdles for the pancake breakfast next Sunday.

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Low Self Esteem Support Group will meet Thursday at 7 PM. Please use the back door.

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The eighth-graders will be presenting Shakespeare's Hamlet in the Church basement Friday at 7 PM. The congregation is invited to attend this tragedy.

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Weight Watchers will meet at 7 PM at the First Presbyterian Church. Please use large double door at the side entrance

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The Associate Minister unveiled the church's new campaign slogan last Sunday: 'I Upped My Pledge - Up Yours'

## **This letter was recently sent by Tesco's Head Office to a customer in Oxford:**

Dear Mrs. Murray,

While we thank you for your valued custom and use of the Tesco Loyalty Card, the Manager of our store in Banbury is considering banning you and your family from shopping with us, unless your husband stops his antics.

Below is a list of offences over the past few months all verified by our surveillance cameras:

1. June 15: Took 24 boxes of condoms and randomly put them in people's trolleys when they weren't looking.

2. July 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals.

3. July 7: Made a trail of tomato juice on the floor leading to feminine products aisle.

4. July 19: Walked up to an employee and told her in an official tone, 'Code 3' in housewares..... and watched what happened.

5. August 14: Moved a 'CAUTION - WET FLOOR' sign to a carpeted area.

6. September 15: Set up a tent in the outdoor clothing department and told shoppers he'd invite them in if they would bring sausages and a Calor gas stove.

7. September 23: When the Deputy Manager asked if she could help him, he began to cry and asked, 'Why can't you people just leave me alone?'

8. October 4: Looked right into the security camera; used it as a mirror, picked his nose, and ate it.

9. November 10: While appearing to be choosing kitchen knives in the Housewares aisle asked an assistant if he knew where the antidepressants were.

10. December 3: Darted around the store suspiciously, loudly humming the 'Mission Impossible' theme.

11. December 6: In the kitchenware aisle, practised the 'Madonna look' using different size funnels.

12. December 18: Hid in a clothing rack and when people browsed, yelled 'PICK ME!' 'PICK ME!'

13. December 21: When an announcement came over the loud speaker, assumed the foetal position and screamed 'NO! NO! It's those voices again.'

And; last, but not least:

14. December 23: Went into a fitting room, shut the door, waited a while; then yelled, very loudly, 'There is no toilet paper in here.'

# SUPER MUD-OKU No 10!

Grease up your grey matter!

				88		101	86	
			80		100	109		
							100	86
	101				109			88
107								
	88		101			100		
110	90				86			
88		80						110
		100	107				88	80

Instead of using the numbers 1-9, we're using most of the different wheelbases used by Land Rover over the years (80, 86, 88, 90, 100, 101, 107, 109 and 110)

Before you cry "foul", We know the 90 was in fact 92.9 inches, but work with me on this !!

Fill in all the squares in the grid so that each row, column and each of the 3x3 squares contains all the wheelbases from 80 -110.

Solution in the next issue of Four-Play.

### Solution to Super Mud-oku 9

86	80	88	90	101	107	100	109	110
101	109	110	88	100	86	90	107	80
107	90	100	110	109	80	86	88	101
110	107	90	101	88	100	109	80	86
100	86	101	109	80	90	88	110	107
80	88	109	107	86	110	101	90	100
88	100	107	86	110	109	80	101	90
90	101	80	100	107	88	110	86	109
109	110	86	80	90	101	107	100	88

# *A Warm Welcome To Our New Members*

A very warm welcome to all the new members listed below that have joined since the last issue of Four Play. We hope to see you at one of the Club Nights (first Thursday in the month) or perhaps at one of the Club events. If any of you have any queries at all give one of the committee members a call and we will answer any questions you may have, or if any one has any technical Land Rover problems, let us know and someone will try to help you Happy Land Roving.....

<b>Name</b>	<b>Area</b>	<b>Vehicles</b>
Anthony Rayment	Royston	88" S111 Hardtop
Philip Frankland	Woodford Green	Suzuki Vitara
Dave Stansfield	Stevenage	200tdi 110 CSW
Luke Eggleton	Dunstable	1980 Lightweight,
Asher Beck	Barnet	TD5 Disco
Simon Rees	Sawtry	'85 90 hardtop
Emma Wallis-Scholey	Biggleswade	Freelander 2
Peter Milner	Weston Colville	110 csw
Jeremy Wight	Oxley	07 Defender
Catherine Symes	Leighton Buzzard	
Andy Walter	Linslade	disco 11, 90
Paul Fuggle	Ely	300tdi Disco
Daren Myers	Houghton Regis	'95 Disco
Martyn Lewis	Haverhill	td5 90, 3.5v8 RR Classic
Tom Lewis	Wiggington	
David Rothwell	Linton	90
Mick Disspain	Kenton	110 v8 County
Steve Shaw	Hemel Hempstead	4.6 P38 Vogue
Graham Pearce	Wrestlingworth	RR Classic
Andy Aldhouse	Milton	Disco 1 & 3
Stuart Macgrath	Cambridge	Disco
Alex Cherkas	High Wycombe	3.9 RR Classic
Russ Albert	Wisbech	90
Jose Lopez	Peterborough	td5 Disco
Nigel Hardie	Dunstable	Disco
Luke Kent	Dunstable	
Derrick Dobbie	Leighton Buzzard	s11a Lightweight
Nicola Woodward	Biggleswade	110
Chris Taylor	Langtoft Fen	110, RR Classic

# Croydon RTV 20<sup>th</sup> April 2008



Being relatively new to trialling every location is a challenge at the moment. I was pleased my first impressions of Croydon were; open, very hilly with mud and only a few trees. I had rearranged the body work at Yarwell due to being over enthusiastic on one of the few sections with trees. 'Never mind faint heart never won a plastic trophy' as my old Dad use to say.

It was a grey damp day with every body without wellies suffering with wet socks syndrome after about an hour. The first section was set out to break us in gently and to test just how wide we thought our cars were. Most people made it through to the end but the hub finish was shall we say challenging!!!!!! In fact all the hub finishes were very challenging!!!!

Section two was mud and then some more mud, fantastic. I asked my red



disco to turn right but it took at least 5 meters on full lock before it would oblige. It was a good job there were no cross canes there. Vanessa back with the repaired pink Suzuki and brave passenger, screamed and shrieked through the second muddy part of this section.

The rest of the sections were a good combination of grip and driving skill. One thing I've learnt in the short time I have being doing this, is you need loads of both to make it look easy. We were not short of drama either with one section re-routed due to concerns over the difficulty and then on the



new section a Defender played “Dancing on Mud” doing a perfect pirouette down a very steep hill. This was due to to much engine braking, so I was told.

Andrew Gordon did very well in his red series 2ish????(Sorry not gemmed up on the older versions) he has had the

car for 17 years since his wedding day. He is still married so he can not use the joke “this car lasted longer than my marriage”.

The 3 Suzukis had a good battle in their class and showed most of us Landies the way to do it. I just don’t think I could handle the power!!!! If it was not for a great performance by Russ Brown we would have been white washed.

2<sup>nd</sup> in class yes, yes,.....bugger there was only three in my class. I keep losing to the orange Range Rover, now is it those tyres or V8 power? answers on a postcard to [thenewboy@bhclrc.org.uk](mailto:thenewboy@bhclrc.org.uk)

Sorry if you think you deserved a mention and didn’t get one next time I will bring my dictaphone.

I personally had great day and would recommend it to anybody looking to use their Land Rover for what they are best at. I have to say a BIG THANK YOU to all involved in setting up the event and marshalling etc. I will volunteer soon honest!!!

**Paul Brown**

Croydon Results			
Driver	Class	Score	Pos.
Russ Brown	2	6	1
Vanessa Ralphs	5	7	2
Nick Boxall	5	8	3
Simon Perry	5	11	4
John Lawson	2	17	5
Mark Avogadri	3	24	6
Mike Deeks	2	28	7
Paul Brown	3	29	8
James Deeks	2	31	9
Andrew Gordon	2	37	10
Andy Deeks	3	48	11
Graeme Morrison	Novice	58	12
Steve Lawton	Novice	68	13



# WHITELANING IN BERKSHIRE 6 APRIL 2008



We woke up on Sunday morning to snow everywhere. The radio said only go out if your journey was essential. Well we were going greenlining in Oxfordshire and Berkshire so that was essential! All 16 vehicles arrived at Chieveley services on the M4 in good time.

Unfortunately when we arrived Peter Ward had the AA in attendance for his 90 – electrical problems. He was unceremoniously towed all the way home eventually getting back at 3pm having missed the day. Better luck next time Peter!



We divided into groups. Our group was Heather and me in our 110, Peter

and Linda Milner in their brand new February registered shiny black 110 (very brave of them), Mick and Elaine Whitworth in their Series and Mike Pickering in his Range Rover Classic. A right mixture of vehicles!

We headed off into snow covered lanes.

Being the vehicle in front was amazing. All the trees were covered and bowed down with snow and as we drove through we knocked the snow off causing a snow storm for the rest of the group. As the morning brightened





the sun shone through the woods sparkling on the snow – it really was beautiful.

We went north from the services and crossed The Ridgeway. Up there on the downs we met a group of four left hand drive Mercedes G Wagons. The German answer to the Defender but a lot more expensive I believe! They were the only vehicles we saw on the lanes all day.

By lunchtime the snow was melting in the sun so we enjoyed views over a mixture of snowy and green fields over the downs.

The challenge of the day was a lane with posts at each end restricting the width to 6 feet 6 inches – I know because I measured it last time!





The 110's were fine with careful driving, Mick romped through in the Series but it was really tight for Mike's Range Rover. We stopped for lunch in a sunny spot and only then told Mike that the posts at the other end were a slightly narrower 6 feet 6 inches! With a bit of teamwork and a gentle rub to the rear light guard we

managed to squeeze him through and carried on towards Lambourn.

Heather was navigating in the afternoon and insisted we did her favourite lane up through a racing stables and paddocks onto the downs into the middle of nowhere and back down again into the valley on a very narrow yellow road.



It was worth it for the scenery. Unknown to us we managed to drive right past where Peter and Linda had put their caravan for a long weekend in the area. That's what I call making good use of your retirement!

During the afternoon we saw loads of rabbits and a large heard of deer just munching away in the middle of a field. When they saw or heard us they



didn't move very far. We disturbed three deer in the woods who rushed across the lane right in front of us to join the herd. They were really close.

We called it a day at about 4 o'clock and turned homewards just as it started to snow again.

**Keith Parkinson**

# NATIONAL GREENLANES DAY



Some of us have been talking for a while about doing some greenlane repair work. There is a feeling that we use the lanes and that it would be good to put something back into the community to recognise that. Because of health and safety and insurance issues I hadn't made much progress with trying to pull something together. However we

were then invited by GLASS (Greenlanes Association) as a club to help out with some work they were planning in Hertfordshire on National Greenlanes Day on Sunday 24 February.

GLASS organises two National Greenlanes Days annually, one in early spring and one in the autumn. They organise it with the relevant local authority and take care of the health and safety and insurance issues.



Despite very short notice (just a week) 13 members of our club turned out to help – thanks to everyone who made the effort. We met at 9.30am at the water tower on the edge of Whitwell having been advised that there were two byways that needed some clearance work.

It was unfortunate that the byways actually needed very little doing to them



– there was a stretch of one of them that needed hedges taking back – but the rest was clearer than many other byways. I think that those who attended from the club were a little disappointed. We had all armed ourselves with tools, gloves, eye protection etc and were ready for a hard days work. Still we had a very pleasant



morning – the sun even shone on our efforts! And yes Mark Avo did manage to use his hand chain saw to remove a small tree!

Chatting to the organisers from GLASS I understand that Hertfordshire Council had not been particularly helpful in identifying work

that needed to be done (hence the short notice) but that a bigger task is planned for the autumn. While this day was in a way disappointing it's a really good thing to do and so we should volunteer again in the autumn and hopefully more will come of it next time.



### **GLASS generally**

Keith and I are members of GLASS but have never been to a meeting. We think it would be good to go along sometime and intend to do so soon. The only problem is that there are separate monthly meetings for each county and we can't go to all of them that fall within the club's area. I know that some members of the club are members of GLASS and that some have

been to meetings. If you are a member of GLASS and would be happy to represent the club at your local meeting then please let us know. Probably best to give us a call on 01234 826677.



**Heather Parkinson**

# Basic Recovery Equipment for Greenlaning

Club members who venture out greenlaning in their vehicles will, by laws of average and lack of experience, get stuck from time to time and need to be recovered. To recover the vehicle, there will be a need to use basic recovery equipment, which whilst in use, will be put under a great mechanical stress. If any part of the equipment failed during the recovery, the vehicles would be out of control and there could potentially be large pieces of metal (e.g. broken lashing eyes, shackles, front bumpers etc) flying through the air with great force. The consequences of these large metal lumps to the human body do not bear thinking about, but, using the correct equipment in a safe and proper manner, the risks can be seriously reduced or even eliminated.

Gary Culpan, who is the Club Training Officer, is very experienced in both vehicle recovery and lifting operations with mobile cranes. So I decided to put various questions to him about basic recovery equipment and safe recovery techniques.

***What basic recovery equipment do you recommend that members carry with them in their vehicles before venturing out on a greenlane trip?***

That is a matter of personal choice really. Some people will carry much more than others, but the basics that I consider essential for any off road trip would be as follows:

A good quality recovery rope as shown below: These are generally made from polypropylene, polyester or nylon. Nylon is the strongest man made fibre available and is what I always use. British standards decree that for the diameters listed below the minimum breaking strain should be:-

DIAMETER	NYLON	POLYSTER	POLYPROPYLENE
22MM	10.00 tonnes	7.62 tonnes	6.5 tonnes
24MM	12.00 tonnes	9.14 tonnes	7.6 tonnes
26MM	13.90 tonnes	10.70 tonnes	8.8 tonnes

A recovery strop will do exactly the same job as a rope and in many cases will take up much less storage space in your vehicle. However if you choose to use a strop rather than a rope it is essential that you buy strops that are rated for the loads you intend to apply to them. To be equivalent to the ropes above I would suggest that you will need a strop that can withstand a minimum breaking load of 6.5 tonnes. Your recovery strop should have a label



attached to it showing what it has been designed and tested to pull. Here is a photograph of the label you should expect to find on quality strops. The strop in the photograph has been rated at different rates dependent on the configuration in use. Always check the configuration loading before you actually use it.

For day to day use a 2 tonne rated strop is the minimum requirement – it can be folded in half and used double to give 4 tonne capability if required. These can be obtained from the club shop. A 2 tonne rated strop will have been tested to a breaking load of 14 tonnes, but when used doubled up can safely haul a load of 4 tonnes.

**The above discussion DOES NOT apply to Kinetic Energy Recovery Ropes (KERR).** These work in a totally different way, and unless you are fully aware of how to use them their use should be avoided. (We will cover this and other types of equipment in another article)

A selection of both D and Bow shackles which are rated with a minimum SWL **Safe Working Load** (or WLL **Working Load Limit**) of 3.5 tonnes and also stamped with a CE mark or similar to show they are batch tested. You will use these to connect your rope or strop to the stranded vehicle to effect a recovery. This rating is important as with the strops and ropes we have already mentioned you need to be sure that the equipment you use is capable of sustaining the loads that you are going to impose upon it. My smallest shackles are rated at a minimum 4.75 tonnes and the largest are 6.75tonnes.

A couple of pairs of good quality gloves. Leather or hide type work gloves are ideal. As they say “you only have one pair of hands”, this is true, so look after them.

A pioneer shovel. These are readily and cheaply available from good ex military suppliers. Apart from their obvious use to dig with, a shovel can also be used as a base for a jack to prevent it sinking into soft ground. A shovel is often useful for digging “points” in ruts. In the same way as trains change direction on railway lines, you can use this technique to re route the ruts that are preventing you from making progress in the desired direction.

A Bridle: Bridles are short nylon ropes or strops with a loop in each end that are used for connecting two legs of a vehicle chassis together in order to spread the load imposed upon it. I would always recommend their use in anything other than a light recovery situation. Imagine being hauled from a bog by only one arm. It would severely stress your shoulder on the side you were being pulled and cause you great pain. If you were pulled out using both arms, the load would be evenly spread and the pain substantially reduced. Now apply that analogy to the vehicle chassis. The load is more evenly spread along the chassis, resulting in less mechanical stress on all

its components and less chance of twisting, damaging or pulling things of the vehicle.

Only use vehicle anchor points that have been designed specifically for that purpose and fitted correctly, using high tensile steel bolts. There is a great deal of personal choice here, just ensure that your anchor points are suitably rated for the job and very well fitted. You can see in the photograph how the anchor points on this vehicle are connected directly to each chassis leg via a



10mm plate. This was purposely designed to sustain the extreme forces applied to it during severe recovery exercises.

The use of tie down points on vehicles is not recommended, indeed is unsafe for recovery purposes, as they are not designed to sustain the amount of load you will invariably apply to them. There is every chance you will simply pull them straight off!! If you have any doubt about the suitability of your vehicle recovery points, seek help from experienced club members.

There are several acceptable vehicle recovery points dependent on your type of vehicle. For example Jate Rings. These are a D shaped ring which bolts directly through each chassis leg and can be fitted on Defender, Discovery1 and Range Rover products. These are acceptable front recovery points for those vehicles. An alternative for defender and series vehicles are the lifting and towing rings which bolt directly to each side of the chassis and are designed to both pull and lift the vehicle. These are available from ex military suppliers and Land Rover dealers.

Most of this equipment is available from the Club shop. The club has a policy that we will only sell rated, proven and batch tested recovery equipment to our members via the shop. Mark can and will obtain to order any items that you might want that he currently does not stock.

***You have mentioned using rated equipment, why do we need to think about what our equipment has been rated for. Can you explain?***

There are two things to look for on any equipment that is used under stress during a recovery (strops, shackles, ropes etc). Firstly a **Safe Working Load**

(SWL) or a **Working Load Limit (WLL)** should be either stamped into the metal, or attached securely with a label. In the case of ropes this will not apply and you should use the table above to ascertain the ropes minimum breaking strain. Secondly a CE mark or another mark such as a standard kite mark to show that the equipment has been batch tested and is fit for the purpose that it claims to be. Don't be conned by sales people telling you its tested and rated equipment. If your equipment has been rated and batch tested it will have been labelled or stamped to prove this. If it has been individually tested you will also get a test certificate from the manufacturer or vendor to prove it.

### **No marks and/or no label = unknown quantity = No good!**

Using unrated equipment potentially introduces a weak link in the chain. **IF YOU DON'T KNOW WHAT LOAD YOUR EQUIPMENT IS DESIGNED TO PULL, HOW DO YOU KNOW IF IT CAN SAFELY PULL IT??** The answer is you don't, you are gambling with yours and everyone else's safety.

If any of the equipment used in a recovery cannot support the load applied to it, it will fail and in doing so will usually cause catastrophic damage to something or someone in the immediate vicinity. Therefore it is unsafe and unwise to use unrated and untested equipment under stress in any recovery situation.

### ***So what sort and size of shackles should we use for greenlaning?***

D shackles are useful for connecting single items such as ropes or strops from one vehicle directly to another. Bow shackles come into their own when connecting a bridle for example, where the direction of pull is not necessarily always the same and where more than one end of a rope or strop needs attaching to the same point. A bow shackle will however work, as a D shackle would in single line connections. Therefore if you have to choose when purchasing shackles, I would say buy Bow shackles as they will perform both tasks equally well and it saves carrying two separate types. I recommend that any shackles used for recovery should have a **minimum SWL (or WLL) of 3.5tonnes.**

Quality, rated shackles will have a CE or other mark and a WLL or SWL embossed or stamped on them.

The SWL (or WLL) for shackles, strops and ropes apply to lifting scenarios and **can** be increased by a factor of 2 for hauling purposes. Therefore your SWL 4.75tonne shackles, when used for hauling purposes (not lifting) can safely haul 9.50 tonnes. They are tested to a safety factor of 5:1 for British standards and 6:1 for Federal specification standards. This means they were tested to destruction at 23.75 tonnes. That's an impressive safety factor I think you'll agree.

## ***How many of each item should we carry with us?***

Ideally you should carry one 4.5m rope or strop (this is the maximum length allowed for towing on the public highway) as well as an 8 or 10 m rope or strop for off road work only. The longer strops and ropes come into their own where the ground near to the stricken vehicle is boggy and grip is likely to be a problem.

I would recommend that you have a minimum of two bow shackles, but preferably four as you will need two for your bridle. You should carry one shovel and at least two pairs of good quality gloves. I would also recommend carrying a good quality pair of jump leads (800amp preferably) to start any stricken vehicle with a flat battery and a few basic tools.

There are of course many other useful items one could take along such as a hi-lift jack and sand waffles to name but two. But if every group member has the basics, then as a group you should find that between the members present there will be sufficient equipment to see you through. One point worth mentioning though, I put my name on all my kit so that in group situations, where you are loaning your equipment to others, you can easily identify yours and get it back at the end.

### **Final words from me:**

In summary the club suggests the following as **minimum** requirements for rated equipment:

**Recovery rope**                    **Min 6.5 tonne breaking strain**

**Recovery Strop**                **Min 2 tonne rated**

**Shackles**                        **Min 3.5 tonne rated**

I've heard terrible stories of people buying £40 strops on the internet that when presented at scrutineering for an event have been rejected because they were unrated and untested items. You need to be careful where you go to buy your equipment and be aware that quality kit does not cost much more than its unrated counterpart. We would recommend purchasing your recovery equipment from either the club shop or a reputable lifting equipment supplier. Keith and I have just bought some equipment from Sutch Lifting Equipment in Northampton. Another good supplier is Sling & Tackle at Milton Keynes.

If you have questions after reading this or would be interested in some training on how to safely use your basic recovery equipment then please contact either Gary or me. If there is sufficient demand something could be arranged. I would like to say a big thank you to Gary for his help in compiling this article.

**Heather Parkinson**

# Night Greenlaning Thetford Forest

Starting at a lay-by on the A1065 just off Mildenhall, quite a collection of Land Rovers were gathering with the odd car slipping through not quite sure if they should be there or not. It was at this point that I agreed to have my arm twisted to write this.

As the night slowly started to close in, groups were organised and teams of Land Rovers drove off into the night, soon to be totally surrounded by pitch black as the beauty of being in the country with hardly any light pollution became apparent. Well, I say that, it wasn't long before countless land rovers with their arrays of extra lights could be seen dotted around.

A nice tame start saw a pleasant drive with a little time to see some of the wildlife before night had fallen completely, deer and rabbits mostly but the star of the evening would be the frogs, we were outnumbered completely by these other lane users as we began to test our avoidance skills with a well know game of frog slalom, although I'm sure some people got the wrong idea of how to play that game.

Meeting for dinner in a clearing about the right size for 20 odd land rovers, frog warnings were exchanged over a drizzle dampened dinner of many varying setups from sandwiches to frying pans. As the drizzle decided it no longer wanted to be drizzle it was about time to continue the evening's activities and wander off to find more frogs.

It did prove difficult to find turnings off the main roads in the dark, and resulted in getting a little lost from time to time, but was all good fun none the less.

Nearing the end of the evening our group became just three from five, the three of us decided to do just a couple more lanes as they put us in the right direction, this decision was true to form however and saw the need to reshape one of the groups bumpers so it wouldn't foul on their tire.

Once sorted we each went our own way, for myself a kip in a lay-by was needed part way home (Hertfordshire).

One thing the rain did help with; washing the land rover on the drive back.

**Ian Reddish - 300tdi 90**

# *BHCLRC Club Shop*

<b>Strops &amp; Shackles.</b>	
4m 2t Duplex strop (a few left)	£17.00
8m 2t Duplex strop *	Was £24.00, Now £23.00
2m Duplex 75 mm Tree Strop *	£13.50
All of the above are rated for lifting with a 6:1 safety factor. For hauling the WLL is 2.7 times the lifting SWL. Cheaper stuff is available, but will it be rated???? Other lengths available to order. E-mail for price. Testing certificate for new items marked with * is available for inspection.	
Rated Bow shackle 4.75t *	£6.00
Rated Bow shackle 6.5t *	Was £8.00, Now £7.00
<b>Miscellaneous</b>	
Jate Rings (with bolts)	Was £21.00, Now £17.50 per pair
Chainsaw	£10.00
Case for the above	£2.00
A7 window stickers	£1.00
A4 stickers	£5.00
Website address stickers 800mm x 60mm)	£3.50
Club Mugs	£4.00
<b>Club Clothing (Special order - Approx 4 - 6 weeks.)</b>	
Polos	£12.50
Fleeces	£35
Hoodies	£15.00
Kids Hoodies	£13.00
Kids Polo	£7.50
Kids T shirts	£7.00

## FAQ:

Q: Why are you only stocking 8m strops, whats happened to the other lengths, & what about the tow ropes.

A: An 8m strop is you friend.. In a recovery situation it may allow you to get far enough away from the stranded vehicle so that you dont get stuck as well. it can be folded in 1/2 for more general use, & then becomes a useful length for towing. As the shop turnover isnt exactly fast, if I stocked all the sizes in all of the colours, they'd rot away before they got sold!

Q: Could the club stock .....?????

A: Yes & no.. ideas are always welcome. if a lot of people want it, then I can stock it. If only a few want it, maybe I can use the clubs buying power to get a decent price as a one off order. Let me know what you want.

Q: I've seen cheaper strops on ebay or at shows. Why?

A: I was confused by this as well. Most of the cheap stuff is either: Not rated for lifting, Not rated at all or Rated by some dodgy firm in China.

Tow strops are much cheaper than lifting strops as they dont have the same safety factor. As a club we decided to go for quality rather than price. It would be shame to buy a cheap one, then have it fail when you're hanging over the side of a mountain in the middle of the night.

**Contact Mark Avogadri (AKA Arthur Daley),  
email: [shop@bhclrc.co.uk](mailto:shop@bhclrc.co.uk) Tel:07786 937455**

# ***BHCLRC Discount Suppliers***

Please ensure that you have your membership card to hand when contacting these suppliers, as they will ask for your membership number.

<b>Company</b>	<b>Web Site</b>	<b>Phone</b>	<b>Contact</b>	<b>Discount</b>
Rogers Of Bedford	<a href="http://www.rogersofbedford.co.uk">www.rogersofbedford.co.uk</a>	01234 348469	Alan or Mark	Variable
Bedford Battery		01234 340661		Variable
Land Rover Gear, MK		01908 679161		10%
Ruftraks	<a href="http://www.ruftraks.co.uk">www.ruftraks.co.uk</a>	0141 563 7972	Andy	7.50%
Auto Land, Dunstable	<a href="http://www.4x4service.co.uk">www.4x4service.co.uk</a>	01582 866680	Andy	10%
Marshall's of Bedford	<a href="http://www.marshallweb.co.uk">www.marshallweb.co.uk</a>	01234 355655	Clive Thompson	Trade
Ashcrofts	<a href="http://www.autoconv.com">www.autoconv.com</a>	01582 496040	David Ashcroft	Variable
Mansfield Motors	<a href="http://www.mansfield-motors.com">www.mansfield-motors.com</a>	01206 396644	Colin	Variable
Elmacs O/R Store	<a href="http://www.offroadstore.co.uk">www.offroadstore.co.uk</a>	01462 815404	Phil Elmore	Variable
Dingocroft	<a href="http://www.dingocroft.co.uk">www.dingocroft.co.uk</a>	01494 448367	Tim Britnell	Variable
Designa Chassis	<a href="http://www.designa-chassis.co.uk">www.designa-chassis.co.uk</a>	0870 066 0343	Pat	Variable
RPI Engineering	<a href="http://www.rpiv8.com">www.rpiv8.com</a>	01603 891209	Chris	Variable
AC Supply	<a href="http://www.acsupply.co.uk">www.acsupply.co.uk</a>	01462 481806	David	Variable
Terrain Master	<a href="http://www.terrainmaster.com">www.terrainmaster.com</a>	01206 391350	Mike	Variable
PG Winch Services	<a href="http://www.winchrepairs.co.uk">www.winchrepairs.co.uk</a>	01579 348146	Phil	To 25%
A Flux Insurance	<a href="http://www.adrianflux.co.uk">www.adrianflux.co.uk</a>	08700 775566	4x4 Department	10%
Kaid Parts & Acc.	<a href="http://www.kaid.co.uk">www.kaid.co.uk</a>	01773 882461	David Alton	5%
AJS Tyres	<a href="http://www.ajstyres.co.uk">www.ajstyres.co.uk</a>	01737 246073	Andy	Variable
Tinley Tech	<a href="http://www.tinleytech.co.uk">www.tinleytech.co.uk</a>	01954 267515		Variable
BBA Reman	<a href="http://www.bba-reman.com">www.bba-reman.com</a>	01634 230055	Nick Swan	10%
4x4 Partsmaster	<a href="http://www.4x4partsmaster.com">www.4x4partsmaster.com</a>	01206 391350	Duncan Mansfield	Variable
4x4 Touring Gear	<a href="http://www.4x4touring-gear.com">www.4x4touring-gear.com</a>	01234 742029	Mark Brooks	Variable
Rage	<a href="http://www.rageproducts.com">www.rageproducts.com</a>	0870 840 0091	Simon	10%
DiscoDorris	<a href="http://www.discodorris.com">www.discodorris.com</a>	01489 55654	Chris	Variable
Kranzle	<a href="http://www.kranzle.co.uk">www.kranzle.co.uk</a>	0800 970 9292		Variable
Jake Wright	<a href="http://www.jakewright.com">www.jakewright.com</a>	01943 863530	John Wright	Variable
RCV	<a href="http://www.land-rover-parts-shop.com">www.land-rover-parts-shop.com</a>	01302 880001	Hugh Smith	5%
Wilburyland	<a href="http://www.wilburyland.co.uk">www.wilburyland.co.uk</a>	01462 459658	Mike Bunton	10% +
Alpha 4x4 Funerals	<a href="http://www.4x4funerals.co.uk">www.4x4funerals.co.uk</a>	01234 720936	Jacqui Dewer	Variable
All 4 Wheels	<a href="http://www.all4wheelsgear.com">www.all4wheelsgear.com</a>	01353 667044	Kevin	Variable
Llama 4x4	<a href="http://www.llama4x4.co.uk/">www.llama4x4.co.uk/</a>	1938.85038	David	10% +

## Spot the Difference Answers from the last Issue



Apologies for a typo in the last issue. There were only ten differences not twelve, so all of you who got ten, well done, and for all of you who thought you got twelve - Stop cheating.

Also I could do with some more material for the spot the differences, I need pictures of about 2mb or larger, and I,m running out of suitable photos from my collection. Pictures can be of any subject, Trialling, Greenlaning, Events, as long as they contain Land Rovers. If you have anything you think would be suitable please forward it to mag@bhclrc.co.uk

## AND JUST FOR A LAUGH



# Spot the Difference

Spot the ten differences between the two pictures below. Send your answers too [mag@bhclrc.co.uk](mailto:mag@bhclrc.co.uk) and the first correct entry gets to pick the picture for the next issue.



# The Parting Shot



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