

NEWSLETTER

August 2018

What another newsletter already?

Well yes you see the last one was a bit late so I thought I had better get this one out on time to get myself back into the routine.

Salisbury green laning trip

I felt that we needed to get out on another laning trip but as is usual I struggle to think of where to go. Also the lack of rain we are experiencing at the moment means that anywhere we go would almost certainly be dry and hard on the vehicles. Only recently when talking to Roger on the phone he was saying that at the Experience the Country they aren't even bothering to wash the vehicles as they are not dirty and even the water splash has virtually dried up.

I eventually chose a route which we had done before where we start at the petrol station at Burbage go south onto Salisbury plain, do a bit of the plain and make our way back up to just north of Devizes.

Although we had done this route before I was hoping that this time around there would be a different group of people going so at least it wouldn't be an exact repeat of the previous occasion.

As I have all the club laptops/toughbooks at my place I thought I could make a start by trying to find the route from when we did it before but despite Jonathons very good talk on how to make up routes and use memory maps etc I was still having problems as I couldn't even get it to change from the road map to Ordnance Survey maps. Oh well give Jonathon a ring and see if he's home ie; in this country. Yes! good so off I go (again) to Jonathans for another one to one on how sort out a route. It turns out there is 5 routes altogether and when added up make up a total of 80miles. I was assured by Jonathon that we would not be able to do all of the route but I think we got pretty close to it.

After picking up my co driver/navigator Keith and I set off for the start point. I must admit it's a lot further away than I thought it was (it never looks very far on the map does it). I'm not sure what the time was when we arrived at the garage but was pleasantly surprised to see a good turnout and I'm the last to arrive!. The vehicle I think we were most interested in was Adams Freelander 1 as he's just had a 2 inch lift fitted to it and it really does make it look a much more capable vehicle. It was nice to see Paul and Julie there with their son and his girlfriend and Duncan and Mandy had brought their two nieces along for the ride. We also had Graham and James and Mark in his truck. As we couldn't decide how to split into two groups we decided to go as one large group with myself and Keith leading. We did decide to put Adam in the middle of the convoy just incase he got hung up on any of the deep ruts but as we were to find out later in the day this was not really necessary.

Can't remember much about the lanes at the start of the route other than that they were pretty straightforward with only some tight spots which some more scratches on the motors. What was really noticeable was that due to the lack of rain the ground was still hard and unforgiving. For most people this may not be a problem but for me this was the start of something quite annoying as my top tailgate had a tendency to self open when driving along the hard and dusty lanes much to Marks amusement. After one

long and scratchy lane we stopped to look at a car which appeared to be abandoned in the field next to us. As we got closer to the hedge we could see it was a Freelander One which was in pretty good condition so we assumed it was not abandoned but probably belonged to whoever owned the field.

For our lunch stop we ended up at the same place where we stopped the last time we came on to the plain. As the weather was clear and dry we had a good view across the plain towards Netheravon airfield and our peace was only occasionally shattered by the sound of other 4x4s driving up and down the main track we had just come down. While we were having having a brew and general chit chat Duncan kindly offered to try and fix Adams Freelander. It really was doing very well and following us without any problems except for one annoying habit of going into limp mode every time the engine hit 3000rpm. Adams only temporary solution was to switch the ignition off and back on again.

As Pauls son David wanted to drive the 90 and not knowing where we could find any soft going/mud I decided to give the laptop to Duncan so perhaps he and Mandy would stand a better chance of finding some more interesting tracks. Hey guess what, after no more than 10 minutes drive they must have found the only mud hole in the whole of Salisbury Plain. This little patch of mud turned out to be deeper than expected as Duncan needed two goes to get through it and so did I. After our little bit of landscaping we both stood there and watched Adam drive straight through with no problems at all followed by the rest of the group. Turned

We then seemed to go further south into a much greener and wooded area till we eventually turned onto an enclosed track. I must admit I had never done any of this part of Salisbury Plain before so I was glad I gave the laptop to Duncan. This track we were driving on seemed to go on forever and it was closed in so it felt like we were jungle bashing yet it turned out we were only just north of Bulford Camp and only a stones throw from a proper tarmac road.

After this we turned north and headed back across the plain on the main track that takes you straight to the top end of the plain. Nothing dramatic happening here apart from my top tailgate self opening again on a regular basis as we drove on what looked like freshly laid stones but the track was still quite rough so my poor old RR was being shaken to pieces and I'm sure the other vehicles were too. What I did notice was all the burned scrub which had caught fire during the live firing exercises, some of you may have seen the local news where the Army were asked to stop doing there live firing because of all the smoke from the fires during the hot/dry weather.

We then turned left onto the main track which goes round the top of Salisbury Plain. We were driving on the main well used track but as Adam pointed out the actual track or Permissive Byway was just to the left of us and looked rather interesting to drive, so we try driving that the next time we're down this way.

After coming off the Plain we headed north up towards some more byways that went round Devizes till we crossed the A361 just north of the town and up towards the golf course. Beyond the local picnic area/beauty spot the track got much easier and as we approached the clubhouse I realized that the track had been levelled off and old road planings laid down. As we crossed the road the smoothness of the track was noticeable till we got up to another picnic area/nature reserve, after that it resorted to being the sort of lane that we are normally used to. We carried on for another mile or so till we came to a left turn where the route was. As I had already done this lane a little while ago and knew how deeply rutted it was further on I really didn't want to go up it so we decided to finish our laning there. Those that were left in our little group all said how much they enjoyed it and we were all impressed with how well Adams Freelander One did.



Bucks County Show

As usual we had a stand at the Bucks County Show. I don't know about anybody else but I was regularly watching the local weather forecast to see if it was going to be wet either the day before or on the day but the rain seemed to bypass us (again) and the weather turned out surprisingly warm. Having done a few shows now, I think we are more aware of how we should make ourselves more welcoming to the general public instead of just making ourselves comfortable, lining up a load of Landies at the front of the stand and generally having a good day out. As Mark pointed out we are a 4x4 club so we made sure that we had a mix of vehicles at the front and we only fitted one side to the gazebos which was at one side of the pitch. This I think made us look more open and inviting. We also had the A boards and the lift up poster at the front to display the various activities which we do.

I don't know if we get many new members join up on the day but we certainly do seem to get a lot of interest about the activities which we do especially the response work.

There was the usual stuff you get at county/agricultural shows except for one notable absence. All the years we have been going to the show there is opposite us a display of vintage tractors and machinery. As part of the display there is usually an old threshing machine running all day being driven by a flat belt from an old tractor. This is fine if it's only for a few minutes but after it's been running all day we do rather get fed up with the constant din from the tractor engine and bits of machine thrashing around. This year there was no noisy threshing machine so we had a nice quiet and enjoyable day.

Susan did her usual sausages and burgers on the barbeque complete with some salad which was greatly appreciated by us all. Apart from a lack of assistance needed at the show it was a very enjoyable day out.



Secretary. (secretary@borg4x4.org)
Emergency Response (response@borg4x4.org)
Events (events@borg4x4.org)
Membership (membership@borg4x4.org)
www.borg4x4.org

