

# green lanes

The magazine of the Green Lane Association

£2.50 where sold

Winter 2022



*Promoting inclusive countryside access for all*



Snowdonia slate trail, beautiful views. Local farmers are awesome and the mud stinks! Sam Calthorpe.



Steve Price

# Up front

Welcome to the winter edition of Green Lanes and thanks to all of you that have taken the time to contribute. You will find this issue packed with articles from all sorts of backgrounds and abilities. I hope you like it.

Now, I've been around for a good few years and started laning way back in 1988, so I was fortunate enough to enjoy 18 years of driving RuPPs (now Restricted Byways), roads stolen from us by GLEAM. I've recently purchased an E-MTB (an electric mountain bike) and I've realised I can once again legally use our stolen roads with an engine assisting me. Oh the irony!

Happy and safe laning. Please treat the countryside and all users with respect.

**Dale Wyatt, Editor**



*PS. I had planned on reviewing the 'Off-Road Survival Handbook' by John Carroll, but will have to put back to the next Bulletin.*

**Cover: Jonathan Mills**



**SUBMISSION DEADLINES:**  
 Winter issue: No later than 20 September  
 Summer issue: No later than 20 March



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 Articles and submissions for future issues of this magazine should be sent to the editor on the email listed above.

Members and Affiliated Clubs who wish to have an event published in the magazine or on the website, please contact me on the above email address.

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# snapshot



06

Osprey Endeavour



10

The itch that never went away



14

4WD: Back to basics



18

Done and dusted



16

Focus on affiliates: 1



23

Readers rides



28

Classic trials



34

Green laning and anxiety



36

Focus on affiliates: 2



40

One off the bucket list



42

A short bibble

# view from the chair

From humble beginnings way back in 1995 as a laning and camping club, The Green Lane Association has grown into a leading knowledge base within the green laning fraternity. From challenging local authorities and other organisations on rights of way matters to leading the way in education and code of conduct.

The association has evolved a sound business case since 2015

when the last major overhaul of the executive occurred. Re-evaluation of Trailwise and the creation of Trailwise 2 along with bringing the magazine into the 21st century, the association has gone from strength to strength.

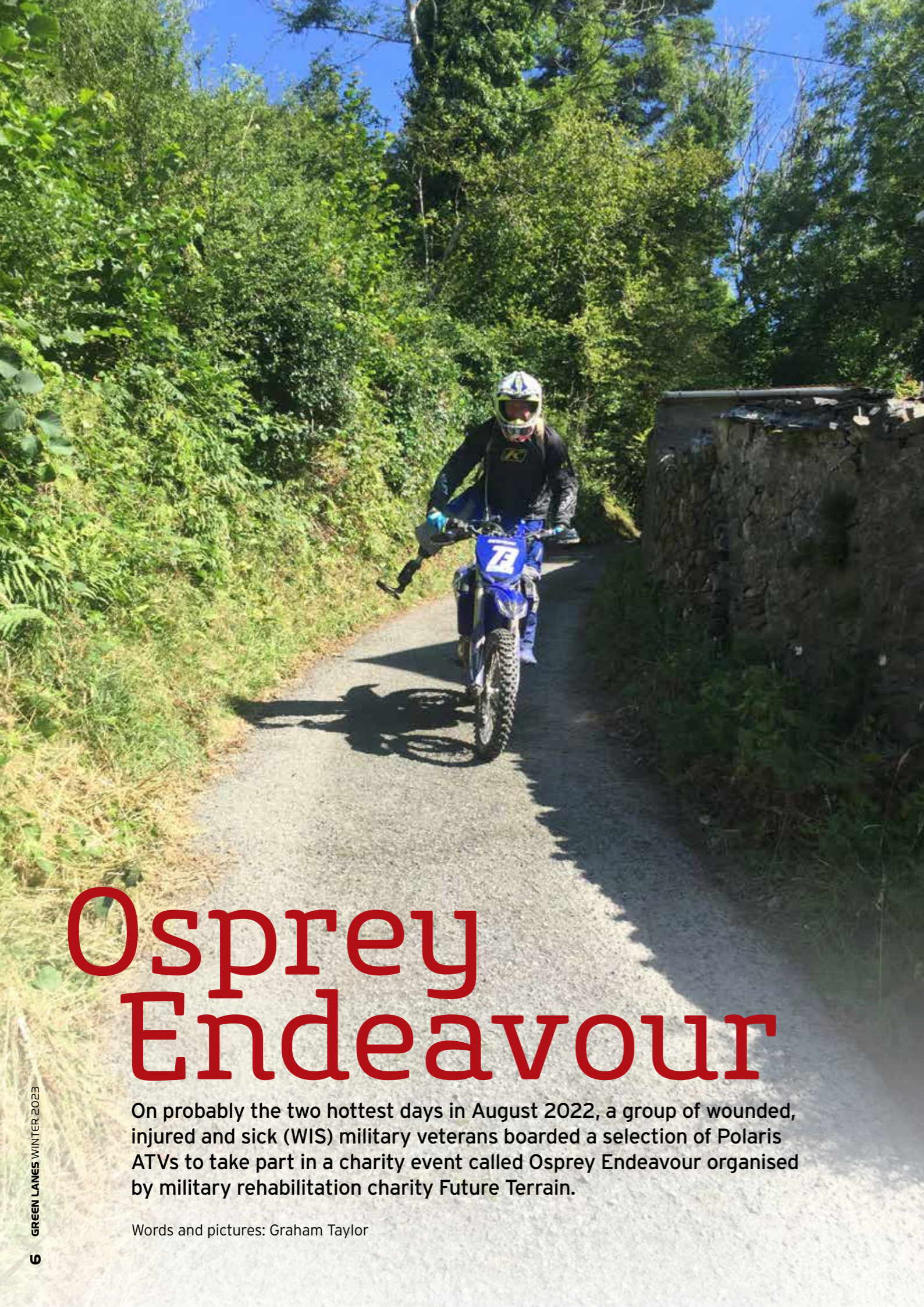
So now in 2022 it's time again to re-evaluate the structure of the business and look at the internal workings of a volunteer organisation that remarkably does

so much with such small group of staff.

As you enjoy this edition of the magazine I therefore urge you take a moment to digest the attachment in the email sent out to you on 6th October which lays out the proposed reorganisation of the association.

**Matt Henchcliffe**, Chair





# Osprey Endeavour

On probably the two hottest days in August 2022, a group of wounded, injured and sick (WIS) military veterans boarded a selection of Polaris ATVs to take part in a charity event called Osprey Endeavour organised by military rehabilitation charity Future Terrain.

Words and pictures: Graham Taylor

In spite of the heat and their disabilities, the veterans prepared for a tour of some of the best green lanes Conwy county and the Snowdonia national park had to offer. GLASS Conwy rep Graham Taylor and local rider Arfon Jones met up with the group at the Rocks Hostel, Capel Curig with mount Snowdon visible in the distance. Graham addressed the group setting out the route for day one.

The veterans used a selection of Polaris vehicles for their time in North Wales which consisted of Ranger, General and XP -Pro variants from the ATV brand.

To help prepare for the endeavour, the charity put the veterans through a Lantra Sit-in ATV course in specially modified ATVs, and all were certified as competent pilots before being allowed into the North Wales countryside. Passing the ATV course was no mean feat when you consider many of the veterans suffer from upper and lower body limb loss, brain injuries and other mental health issues including complex PTSD.

For the first day out on the

lanes it was just a short half mile run south on the A5 to the first lane. As it turned out it was a real challenge for the newbies to Snowdon and perhaps one of the most technical lanes of the day. A loose rocky twisting climb up over the mountain from Capel Curig to Dolwyddelan tested all the training from the previous day in the quarry. Mounted on two wheels for the day Graham and Arfon supported and offered encouragement to the veterans on the best lines. On the descent down through the forest into the village of Dolwyddelan there was time for a breather and to enjoy the stunning views.

A relatively tame lane around the back of Dolwyddelan railway station towards Pont y Pant along the Afon Iledr proved to the veterans that the day would have some easier lanes. A change of waterway to follow the route took the group along the river Conwy to the rear of Conwy falls and past the Roman bridge. A short hop across the A5 and past Rynys Farm campsite, the next lane loomed ahead towards the village

of Capel Garmon. By this time the veterans had realised that the route planned had a wide variety of challenges to test their driving skills.

From Capel Garmon a short fairly easy lane took the group to the infamous 'Nebo Gulley'. This lane has had some interesting reviews over the years, reviews entitled "Nebo Gulley tried to eat me" and "Hell in Snowdonia"!

Everyone survived Nebo Gulley and progressed on to 'The Motorway' aptly named as speeds similar to a motorway can safely and easily be achieved (although should not be of course!). The water splash provided some spectacular photo opportunities even if the photographer got drenched in the process.

Eventually we accessed the Denbigh Moors road (A543) and dropped down into Pentrefoelas where lunch was booked at the Riverside Chocolate House.

After lunch it was a good ride out to access some of the more remote, yet scenic, lanes in the Conwy county mountains near Rhydlydan following Arfon Ceirw



towards Ysbyty Ifan, with names such as 'Naked Lady' the veterans were gaining confidence and had no problem mastering the challenging terrain.

The short but steep lane out of Ysbyty Ifan required the veterans to attack it one at a time and all managed it with ease. Eventually reaching Sarn Helen which would take the group up into the hills above Betws-y-Coed and past Ilyn Elsie. The descent down onto the A5 just north of Betws marked the end of day one. There was just time to refuel before returning to base for a well-earned evening meal.

## Day 2

It began with an early start and a depleted group of veterans as some had opted to return to the Llechwedd quarry for a day of intense off road quad training. The route started with a couple of miles drive south on the A5 to the 'Ugly House' where a hidden left turn was missed by a couple

of vehicles, however, after a little session of regrouping the day continued with a trek high up into the beautiful Gwydyr forest, eventually arriving at the village of Llanrwst to tackle Cemetery lane. Although somewhat overgrown, everyone survived the climb. The Llanrwst Fire Station lane was next and proved to be easy in the dry conditions.

A section of roadworks took the group towards the Village of Meanan to tackle 'Pant Yr Ruch Mawr' and 'Pennant Hall' which led the group past the secluded Llyn Syberi and onto 'Ffordd Dwr' - 'Water Road' in English. There are very few of these in Wales and in the village hall there are pictures on the wall documenting its use by vehicles over the years. This descent proved to be one of the more challenging of the two days but the veterans showed how well they could master the terrain and all descended safely.

A quick hop over the Tal-Y-Cafn Bridge and along the lanes to

Llangelynin Old Church to tackle the descent to Rowen Scout Hut. All was going well until a mechanical mishap resulted in a disabled vehicle causing a lane blockage. After a brilliant recovery by Arfon and his Morris 1000 pick-up the route was accessible once more, however, the heat had exhausted us all and we decided the best option was descend on Arfon's home where his wife, Sian, provided well-earned cups of tea and biscuits for everyone.

Future Terrain are a small independent charity run by volunteer veterans who are affiliated to GLASS and have been supported by the area reps many times to run numerous activities across Dorset, Devon and Conwy, North Wales. To find out more about Future Terrain go to [www.futureterrain.co.uk](http://www.futureterrain.co.uk) or follow them on Instagram @ [future\\_terrain](https://www.instagram.com/future_terrain).



# the itch that never went away

Ian Boshier dips his toe into the world of green laning.



The 'itch' to drive off tarmac was 'scratched' into life at the end of March this year - you remember the week it snowed after we thought summer had arrived early?

A friend visited me, here in North Yorkshire, from South London in his Defender. I hadn't seen him for about eight years but when he arrived, I remembered the last time I saw him

he had bought the Defender he and his wife arrived in. "I've never driven it in proper snow" he said. That was a challenge. Surely here on the border of Durham I could show him some snow and green roads? That's when I realised green laning was something that went onto the 'bucket list' way back around the Millennium when I was fortunate enough to complete

a two day off and on road vehicle recovery course courtesy of my then employer. This was held at the Army Logistics Corps in Borden, Hampshire. I remember kinetic ropes, winches and various Defenders and thought what fun this would be as a past time. Life, work, family and a general lack of funds and time put that to pay until 2022!

Anyway, back to the present, my mate had a byway map on his phone which showed the nearest 'track' just north of Wolsingham. I took him via the B6278, Egglestone to Stanhope; you must drive this road, it's the top of the world! We made it to the track with not much snow to stop us and it looked fairly challenging (in my humble opinion), and gated and

closed! The whole trip was a bit of a frustration, there must be more access to tracks here somewhere. Time for research!

The itch wouldn't scratch and go away, so many hours spent on all the usual websites searching for the ultimate budget 4x4! Plus, where can I drive the thing, if I buy one? TW2 of course! If you find yourself

in my uninformed position, then this is all I can offer you. Everyone has their opinion on the best or most appropriate 4x4, take their advice onboard, its generally well-intended but make your own decision. Everyone wants something slightly different, and of course budgets vary. For me the purchase was purely for off road, not daily use which makes



a big difference I think. My budget was about £3k - £4k having sold an unused motorhome. Now, I've never liked Land Rovers, controversial I know! I drove them at work (on road) and found them to be unreliable and unwieldy. I've never owned one before so wasn't especially drawn to one and kept an open mind. That view changed as you will later read. So, what were the options? How much do I need / want to customise? These things can become complicated and expensive! In short, Freelanders, Jeep Cherokees, Suzuki and the Toyota offerings don't seem to have the ground clearance required. No doubt they are perfectly capable if you can compromise. So, this leaves defenders (too expensive) Disco 2 / 3 and possibly the Mitsubishi Shogun. The Suzuki Jimny is well regarded but very small and actually quite expensive. You can see where this is heading. Disco 3's onwards are capable but have lots of electrics that do seem to go wrong.

Landcruisers, Patrols were all out of my budget. Discovery 1 seems early and not quite 'established' by Land Rover. All of these offerings suffer rust. I did consider an L322 Range Rover which is an incredible amount of metal for the money. I love the interiors but decided against it for the obvious reasons. So, after much pontification a Disco 2 it was! They seem to have bottomed out price wise, go for a late one and they are as sorted as they will ever be. There are plenty to choose from and I found a 2004 ES Premium TD5 Auto not too far away with 7 leather seats, a good MOT history within my budget. It also had the centre diff lock which many seem not to. Upon viewing, the Disco had had a few tweaks in the Turbo / intercooler area and needed four new tyres and most importantly, no rust! So a deal was struck at £3K. A lot of 4x4 for the money. This is when my new found friend, Paul Sinkinson, comes into the story.

Thank you to Paul for sharing his extensive knowledge and, most importantly, taking me out on my 'virgin' green laning trip. The route you see here in the photos is currently my favourite and I'm so lucky that's it's just ten minutes away from home. It's a bit of a worry going out into the 'wilderness' in case of breakdown or just getting stuck! Especially when you see the signs the Farmers have put up, basically saying 'Don't go this way, you will get stuck!' So, it was a comfort to know Paul was there and, most importantly, he took the time to show me how to use my new found Disco 2. This is when I ate my words about Land Rovers as the Disco is truly impressive, pushing up and down these tracks with very little effort. When one stands at the bottom of these tracks and looks up you can't help but think, 'surely not, I'd struggle to walk up' but with barely a slip of a tyre, up it goes! That's what these motors are intended for!

This circular route starts at Newsham Village just off the A66 and goes across the stream crossing at Helwith (spot the Café) and up high with amazing views dropping back down to a single-track road called Hard Stiles at Marske. The route is on TW2 and consists of unclassified roads and tarmac highways. Travel west to the edge of Reeth and turn right signed High Fremington, and the very narrow track goes up to the top of Fremington Edge taking in what I understand to be called the 'roller coaster' road. Across the moorland at the top of Fremington you arrive back at a tarmac road at Hurst. Turn right and then left through Washfold and the Goats Road, a pretty challenging downhill track with a tight 180 degree right turn and stream crossing before a climb back up to tarmac just west of Helwith. The route takes about 2.5 hours. My second solo attempt with all seven seats filled by the family

resulted in a puncture halfway down Goats Road and I realised I was chancing my arm with the very old tyres still on the Disco 2 as I was waiting for a new set to arrive. I managed to get to the stream and level ground only to find the LR jack had lost its oil and would not lift high enough. Fortunately, there were a very helpful group of LR Series 3s passing by who stopped and helped. Time to get a bit more prepared I think! So now in the boot I have a few bits to help in an emergency. A new jack, an electric, free standing 9000 lb winch and a ground anchor. A variety of different tow ropes and cables I hope give me a chance should the worst occur. A bit of reasearch suggests having an expensive winch and bumper on the front isn't worth the outlay as most say they've never used them. I may of course eat my words! I'm trying to keep the Disco 2 stock as I think it's more than capable enough as it is. It's now shod

with Davanti Terratoura A/T tyres and I've popped on a front diff guard. I'm yet to use my Thunderpole T-800 CB radio but think it's a worthwhile investment with little outlay. Incredibly everything works on the Disco including the electric sunroofs which don't leak! The 3rd trip out resulted in a total loss of coolant and breakdown, fortunately I made it to tarmac. A UV joint on the steering column had nibbled through a coolant pipe. The whole cooling system has now been replaced, really due to old age. I've also changed all of the oils including the gearbox oil. I have a few quid set aside to keep this old Land Rover running - you can't run them for free and at 18 years old you must expect repairs. But I'm won over by the Disco. So much 4x4 for very little and hugely capable 'out of the box'. I need to be brave now and explore further afield, now I've discovered this new found sense of freedom and exploring the outdoors from a different angle using TW2.



# 4WD back to basics

Words: Paul Sinkinson and Dale Wyatt. Pictures: Jonathan Buckley, Simon White, Dale Wyatt.

Shy about side slopes? Addled about articulation? Reel at ramp over? Daunted about your dangly bits? Then read on...

So, you have decided to try some of this green lane adventure but are you geared up for it or, will you be pottering around getting yourself into a situation?

Experience suggests that even those with knowledge can achieve that. So if you are short on knowhow then perhaps heading into the unknown without a bit of research could be on a hiding to nothing.

Let's start with the basics. Vehicle product knowledge - read the handbook and make sure you know what all the bits, bobs, levers and buttons are supposed to do.

Now it's time to figure out about your vehicle's geometric limitations. Without that simple knowledge you will get yourself

stuck and potentially even cause damage to your pride and joy. What dangly bits are underneath? Where are they in relation to the driving position? What are the lowest points? If you don't know then get down on your hands and knees from front to rear and have a look.

That way you can use that information when it comes to reading the terrain ahead before you drive an obstacle. I have a feeling that most who do that will say 'hey, the low points are my differentials...

Hmmm! Are they? Perhaps, but maybe not on some makes of vehicle. Have another look. Either side of your rear axle you may just see you have the rear shock

absorber low mounts. Catch those on a boulder and it may spoil your day if they are damaged.

If you would like to find out more, please use the QR code below to read the complete article, written and produced by Paul Sinkinson.





# East Riding 4x4 Club on tour

Pictures and words: Ian Robinson

focus on  
affiliates

After much route planning, checking, re-planning due to lane closures, then final checking on Trailwise 2, sixteen club members, two dogs & eleven vehicles left the East Riding of Yorkshire bound for Wales in early May.



Our first campsite was in the Elan Valley, Powys, for three nights. The following day the team split into two groups, each with a different route. Both groups alternated the routes on the Tuesday and Wednesday, and explored lanes in the Upper & Lower Claerwen, Strata Florida, Golf Links, Giants Grave, Black Yatt and many more lanes without names.

While we were there, two club members had birthdays, so on

Wednesday evening we all went out for meal together at a pub in Rhayader to celebrate and a good night was had by all. Unfortunately we didn't have time to order a bulk delivery of candles even if we could have obtained a cake big enough to take all of them (*must have been a really big birthday, Editor!*)

On Thursday we upped sticks and headed to a farm campsite on the back side of Cader Idris at the

southern end of Snowdonia. We took in a few lanes as we moved from one camp site to the next with a stop in Machynlleth to re-stock supplies.

On Friday we ventured out in two groups with a lengthy delay between them. We took in the Machynlleth Horse Shoe with some side slopes at over 30' and a good few other technical challenges too. Both groups met up for lunch in the Seafont car park at Aberdovey for fish and



chips, and some even squeezed in an ice cream. One of our group even ventured into the sea for a paddle!

Next was Bomber Lane and a few others. The visibility was poor on Bomber Lane which was a shame as the views of Barmouth and Cardigan Bay are usually something else!

The following morning came and it was time to pack away the camping gear and head for home.

The farmer and land owner came to see us as we were ready to leave the site, unlocked a few gates and

allowed us to leave via his own private track along the valley and up to the main road - a lovely way to leave a lovely site. Thanks Huw!

The early morning mist had burnt off very quickly leaving the sky nice and clear, so we decide to go back and drive Bomber Lane for the views. And it was well worth it!

We then set our sights for home and did a few more lanes on our journey up to Chester before picking up the motorway and heading back. We arrived back in the East Riding

of Yorkshire around 6pm, tired but happy, after a thoroughly enjoyable week in Wales.

We covered over 700 miles in total with around 385 miles on the laning days. The only casualties of the six days was a transfer box failure, a wing ding, a puncture and near hypothermia for two members who forgot their sleeping bags.

Trailwise 2 was updated to record our visit and there are three photo albums on our Facebook page for anyone who wants to have a look!



# done and dusted

Words and pictures: Guy Atkinson

My introduction to green lanes started by chance in the 1990s when one evening, I was invited to join a small group for a ride out the following day, but I didn't have a bike.





"No problem", my mate said, "you ride mine and I will borrow my brothers." So I was mounted on his Yamaha XT350 for the day and I loved it. A week later I had my own XT350 and I was hooked, we mainly rode in North and East Yorkshire but also had a weeks annual pilgrimage to Norfolk and at that time, pre NERC Act, the lanes were endless. You could almost ride from the outskirts of York to the East coast entirely on the lanes.

So the old XT made way for something more exotic, and I purchased a new Husqvarna TE410e because it had an electric starter - ironically the only thing

that let it down! So that too had to go and a new Yamaha WR426 took its place in 2002. However after the 2006 NERC act came in it was all doom and gloom with more than 50% of the lanes we rode lost. People seemed to lose heart and the outings dried up, so in 2007 I sold my road and trail bikes and bought a motor home.

But the love of the lanes never went away and 12 years later, now semi-retired, I found myself looking at 4x4 vehicles. Although I could afford something quite tasty I just could not face buying anything that did 30mpg or less. After all, I am a Yorkshireman. So that left me with

a choice of either a Fiat Panda, a Suzuki Jimny or a Dacia Duster. The Fiat was out of the question as I would need a shoe horn to get in it, and having driven a Jimny in the past I knew that the ride was awful.

After watching hours of East European YouTube videos, a Duster it was. It took me a while to find a good one, but once I found her she was in my workshop for a few subtle mods - a 40mm suspension lift and 215/70/16 AT tyres. Other little mods have followed as I have damaged things like a bash plate extension and a guard around the rear drive coupling wires.

The Duster was purchased just



to do the lanes but as with all my bikes and cars it ended up getting the full bullshit treatment - I just can't help myself - I was born with a polishing cloth in my hand! But I must say I am mightily impressed with the vehicle. It has never failed me yet (famous last words) and I have only had one refusal on a lane in three years and that was my fault for going too slow. But after backing up and having a rerun she made it up. The boy racers might have street sleepers but the Duster is a true lane sleeper. Walkers and mountain bikers you meet on the lanes look in amazement when they see a 68 year old bloke in a shiny

car. I have even had walkers get up from their picnic lunch to open the gate for me they must think 'poor old fool, he must be lost!' Until the diesel price went silly I was out at least twice a week in the Yorkshire Dales or higher up in Weardale or Teesdale, but recently I have been staying a little closer to home on the Yorkshire Wolds and North Yorks Moors where there are still plenty of interesting trails. Over the years a lot of the notorious lanes have got loads easier. When I talk to the old trail riders who gave up in 2006 and tell them that I have been over Dead Mans Hill, Rudland Rig or Osmotherley Sheepwash

in the Duster they look at me in disbelief.

A lot of good work has been done by the Councils over the last few years and long may it continue. I still remember one foggy winter's Sunday morning in 2000, my first outing on the new Husqvarna and I had it stuck up to the headlight in a peat bog half way up Dead Mans Hill and we used to call that fun. Strange how your perspective changes as you get older. Now I only get stressed on a Sunday morning if I can't find the Archers omnibus edition on the radio.



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# reader's rides...



One of my long lane days at the highest point of Rutland Rig with quite the view. That particular day started a few miles south of York then East to Bridlington via the Wolds and returned back over the Wolds to pick up a few lanes that lead north up to Kirkbymoorside, then further north to Battersby before returning home.... 168 miles. Since Christmas I've clocked over 4,000 miles on the GasGas and found some of the most magical and beautiful locations imaginable. *Words and picture: Tom Swales.*

reader's  
rides...



Helwith, North Yorkshire. *Russell Dykes*



*Chris Harris*



Vale of Belvoir. *Daniel Pacey*



*Adam Poulton*

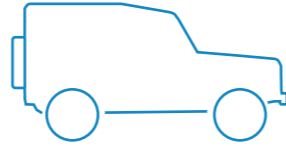


Scar-house in the Dales. *Ryan Nicholson*



*Jason Williams*

# Enjoy a rub of the green with Adrian Flux insurance



The specialist motor insurance intermediary Adrian Flux, which celebrates 50 years in business in 2023, has supported the Green Lane Association (Glass) for more than a decade and members can qualify for a generous discount of up to 15 percent on the cost of their motor insurance.

Adrian Flux offers high quality, low cost 4WD insurance covering everything from ex-MOD Land Rovers to imported Pajeros including pick up insurance, modified, Q-plated vehicles, kit 4x4s, classic off-roaders, SUVs and luxury models. And green-laning and off-roading use are included as standard on most policies - at Adrian Flux we think everyone deserves a rub of the green when it comes to getting value-for-money insurance cover.



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- Fitting extra Thatcham assured security devices
- Agreeing a low mileage deal
- Providing evidence of your experience behind the wheel

## More ways to save on the cost of your insurance

Here brokers from Adrian Flux provide even more tips on how to secure a better deal on your 4x4 insurance.

### 1. Agree a higher voluntary excess

A voluntary excess is an extra amount you pay towards a fault claim. Most 4x4 insurance policies will include a standard excess but if you can afford to cover more of a claim yourself, then adding extra voluntary excess may well reduce your premium. You may find you can then buy an Excess Protection insurance policy, which will cover your new excess, for less money than you saved.

### 2. Multi-car money-saver on your 4x4 insurance

If the 4x4 you're looking to insure is a second car make sure you tell the insurer. You will often get a discount just for having other vehicles, but when you combine it with limited mileage and a NCB as outlined above it can make a huge difference.

### 3. Add extra drivers

If you know a low risk driver that may use your 4x4, try adding them to your 4x4 insurance. When people drive vehicles that other people also use, they tend to treat the car more carefully. That means adding drivers can get you a discount.

### 4. Modified 4x4s may qualify for specialist cover

Owners of 4x4s love their modifications but however you mod your ride you must tell your insurer to keep your policy valid. People assume that mods will increase 4x4 insurance costs but that is not necessarily so. Whether you go for a

snorkel, winch and wider tyres, or even massive alloys, you may qualify for a specialist policy and benefit from extra discounts.

### 5. Keep learning

Specialist insurers may offer discounts for those with advanced driving qualifications, such as an Institute of Advanced Motorists (IAM Roadsmart) course pass or, for new drivers, a Pass Plus certificate. Be sure to mention your extra qualification to see if you can save even more money.

### 6. Get a quote sooner for your 4x4 insurance

Getting a quote at the last minute is often more expensive than getting one a few weeks in advance. Get your 4x4 insurance quote as soon as you can before you need it to help save money. Companies are usually happy to quote up to one month before your actual renewal date.

### 7. Catch it on camera

As dashcams may be able to help settle a disputed claim, some policies give discounts for having a good quality camera fitted and working. Here is a list of Adrian Flux approved dashcams.

### 8. Provide a true value

When a broker calculates a 4x4 insurance premium they need to take into account what the vehicle is worth. They will rarely ask for proof, or inspect the vehicle for valuation purposes, so you must declare what you think it is worth. If you over-value your car your premium will be higher but it won't mean you get paid out more in the event of a claim as all claims are assessed and the value of the vehicle at the time of the accident will be determined, regardless of what you said it was worth.

## Getting a quote for your 4x4 insurance

**Call 0800 587 2967 for a quote.** The best Adrian Flux 4x4 insurance deals are usually over the phone - 79.5% of all customers receiving an online quote in July 2020 could have obtained a cheaper quote over the phone, based on the information they provided.



# Classic trials

Words & pictures: Dave Middleditch

**Classic Trials is the oldest form of motorsport going, with the first Motor Cycling Club London to Edinburgh event being held in 1903, pre-dating the invention of tarmac by a decade!**



While the 4WD boys are making their way through the green lanes avoiding the low hanging branches, and the trail riders zoom along to the two stroke scream, did any of you see the strange bunch that are Classic Triallers out and about and wonder what we're doing with seemingly ordinary cars and bikes, competing at climbing the lanes?

Classic Trials is the oldest form of motorsport going, with the first Motor Cycling Club (MCC) London to Edinburgh event being held in 1903, pre-dating the invention of tarmac by a decade! In 1910 they admitted cars, and have been running the London - Land's End, London - Exeter and London - Edinburgh ever since.

In Classic Trials the format of the event is the 'classic' bit, not necessarily the vehicle, though plenty still enter in pre-war machinery, and every sort of vehicle can enter from motorbike, sidecar outfit, three wheeler and four

wheeler car, front wheel drive or rear wheel drive. But unfortunately no 4WD or 4WD looking. The aim of the game is to climb some of the steeper unsealed tracks out there without stopping, and if on a bike, without putting a foot down. To make it harder, we put in stop and restart tests on some of the hills, usually in the steepest part, to really test driver and machine.

On our most recent event, the 120th Anniversary 3 Day Trial, we started in Nailsworth with a climb of the infamous Nailsworth Ladder before a grand tour of the South West, taking in 50 competitive sections such as Simms at Ilsington, Angel Steps at Marystow and Slade Lane near Timberscombe. We use a lot of the lanes on the GLASS Map (TW2), but also use a section 33 request to gain one-off access to various restricted byways and bridleways that would otherwise be off limits, and even had the Burlledge TRO lifted for the day.

The bike classes cover pre-70 British bikes, sub 400cc, above 400cc, scooters, three wheelers, adventure bikes and outfits. The cars cover front wheel drive, pre-war, RWD saloons, RWD sports cars, rear engine cars, kit cars and home-made specials. So there's a category for almost everything going. The overall winner of the event is the person who can complete every observed section without fault, and get the best time in a series of observed tests, many of which take place on the green lanes as well. For more information, the MCC run the 'big three' mentioned above, all starting Friday night and finishing Saturday evening, so are a real test of stamina and concentration. The ACTC and its member clubs run all sorts of one day events from Cornwall to Cumbria, Shropshire to Bedfordshire, so for more info, check out the links on the page 32.





# Classic trials

*"The aim of the game is to climb some of the steeper unsealed tracks out there without stopping"*

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Words and pictures: Dave Hester

# Green laning and anxiety



After seeing my brother post green laning pictures for the last two years, I decided to purchase a Mk 2 Ranger, originally just for camping holidays. But it didn't take long for me to want to see what the excitement was all about, and understand the appeal... beautiful views, peace and quiet.

Then my doctor diagnosed my anxiety and low self-esteem, and said, that getting out in the sunshine would help. Where better to be in the sunshine than driving unsealed roads? No rush, just me, the family and nature.

Living in the Cotswolds I have a handful of routes available to me. Most are not too difficult, which considering I have a standard long wheelbase Ranger, is helpful. The advantage of being away from everyone and being able to clear my head is a great feeling. There are routes I have yet to explore.

However my anxiety gives me low self-esteem issues so the idea of taking on a new lane is a challenge before I even reach the location. I often wonder if I can get my GLASS subscription on the NHS!

I highly recommend green laning to any one who is in the same situation. Well if I have a good day where my self-esteem is ok I will try driving new lanes. Before taking on new routes I always check comments on TW2, look at aerial maps and scout most of the lane so I know roughly what to expect (*very sensible if laning solo, Editor*). One of my favourite routes is quite a short one and ends at a footpath, however, there is a great spot to stop and eat. I have only ever gone laning solo. However I would love to go out with some company but there doesn't seem to be many around the Cotswolds.

focus on affiliates



Words and pictures: Ranger Club UK

# Ranger Club UK

## Pay & Play Event

### at Avalanche Adventure

Ranger Club UK is the biggest and only official club for Ford Ranger owners in the UK. Only established in 2019, we have grown exponentially. We have formed relationships with over 40 companies whilst offering a host of benefits to our members and organised a number of events throughout the year.

To start this year's events off, we headed to Avalanche Adventure; a private 10-acre quarry with three

acre adjoining woodland, located in Sibbertoft, Leicestershire.

It's an awesome site that was dug out in the early 1990s to help build the local part of the A14. Since then it's been used as an off-road course, developing slowly over time. They also have public 'pay & play' days along with various other activities such as quad biking, air rifle shooting, hover crafting and more.

Arriving at the rural site, the

gravel entrance road leads you straight to the quarry, then goes around past the facilities to the camping area. Because we have members located far and wide for this event we also organised camping for the night before. For the members who camped, it was a cold evening combated by alcohol, campfires and BBQ food. Everyone came together to cook and talk about the event ahead. All our members are from

different backgrounds but share a common interest being Rangers. People have great stories to tell and lessons to teach and learn. Campers woke to a frosty morning and icy tents with remaining members arriving for the event start at 9am.

The quarry site comprises of various terrain and obstacles such as water crossings, sandy mud, tight forest trails - the most challenging being 'The Mountain' in the rough centre. We had 20 vehicles attend yet there was still ample space in the quarry. Members explored the site at their own pace taking on each of the challenges when they'd built up the confidence.

We were advised to steer clear of 'The Mountain' due to how steep it was with a sheer drop on the other side. Because of excessive use, there were also some deep tyre ruts left on the approach. As the Ford

Ranger has a pretty long wheelbase at around 3m, it doesn't have the greatest break-over angle. This could result in a vehicle becoming stranded, balancing at the top. Although advised not to tackle it, our members don't back down from a challenge! The first member gave it a try, working out the best way to navigate the tyre ruts. Soon everyone was comfortable with The Mountain and we didn't have any vehicles getting stuck.



As always, this event was a great opportunity for members to view each other's rigs, modifications and customisations. Such as new member Aaron B with the eye-catching stock T6 in orange; showing just how capable these trucks we share a passion for are, and Matthew B, a long term member with highly capable, lifted Ranger with recovery gear.

The different ideas and opportunities to make these trucks

unique are endless and these sort of play days are the perfect environment to share these visions.

Some members have opted for a snorkel to assist in navigating deeper waters whilst others prefer lifting the truck, since we all know every inch counts.

When member Jayson F got stuck in a deep muddy challenge, other members rushed together to assist in a quick and swift recovery

using Matt B's winch and John H as an anchor for the winch vehicle.

Attendee Dave in his Land Rover Discovery looked to take on one of the water pits but on the approach from the 'Starting Hills' damaged his steering components. Luckily help was on hand from member Matt B and Matt from the Avalanche team. The vehicle was jacked up before removing the snapped tie rod and bent centre link. The tie rod was taken to the

nearby Avalanche workshop to be welded back together and the centre link had to be straightened (as well as possible).

Another member, Matt T, had an argument with a tree and picked up some nasty damage to his off-side doors on the 'Scratchy side trail'.

Despite the small amounts of collective damage that we picked up, everyone had a great day! For some it was the first time off-

roading so a brilliant experience and chance to learn more about their vehicle. For others it was a chance to get out and socialise with new people.

As the event concluded, we held

a small raffle to give back to the members who support us. Over 10 prizes were given out which had been provided by this event's sponsor; Style My Ranger.





Words and pictures: Scott Pendry

# One off the bucket list

I've been laning since 2000, initially just an occasional jaunt in my Jeep Grand Cherokee, but more 'seriously' for the last 10 years or so while in ownership of two 300Tdi Land Rover Discoveries. Not both at the same time, mind you, one replaced the other after a con rod decided to exit the engine block between Chippenham and Swindon.

Anyway, that's not the point here... the point is that 10 years of driving the same area has resulted in a fairly good knowledge of the local lanes, but also a yearning to go further and explore further afield. The downside to this is planning and timing. I tend not to lane solo, so need to align other peoples' schedules to fit mine, or vice-versa.

One lane that has always been

on my 'bucket list' is the BOAT/UCR that terminates near Corfe Castle, Dorset. My family and I are regular (annual) visitors to the area, enjoying the picture-perfect Corfe, Norden to Swanage steam railway, and the beaches surrounding the region. So for this year's visit I chose to take the Disco with me, as well as the regular family car. Of course, the first thing Mrs P said is "do you think it'll make it?". It did, there and back, and served as an extra source of power for the (teen) family's mobile phones - priorities!

Since, on this occasion, I was travelling solo (albeit with three teenagers), I did my research on TW2 prior to leaving home. I wanted to be reassured the lanes in the immediate vicinity were relatively tame, nothing damaging or too

challenging. Luckily, all seemed good, and most included comments akin to 'spectacular views' - great! That's a major part of driving green lanes for me, the often-gorgeous surroundings. One comment I noted was the warning, and voluntary restraint, about driving my target lane when wet. Noted.

There were rain showers for the first three days of our holiday, so the lanes were off-limits. Mid-week, however, the weather had improved, and after a further day of sunshine I figured it would be dry enough. I'd planned a route of four lanes in a loop, and set off. Lane one was lovely, with long distance views back towards Corfe Castle, and a hint of mist in the distance. The track was stony and easy to navigate - ideal.

Lane two started well, but

soon it became apparent that as I climbed I was entering sea mist, lots of it. The 'spectacular views' were in fact just a grey blanket.

Time to abort. Sometimes you couldn't see more than a couple of metres ahead.

The following day was equally bright, so I set off earlier to beat the conditions that might repeat themselves. This time, I headed straight for my target lane first and was not disappointed. Having the kids with me was helpful, as there were a lot of gates, but we were rewarded with some amazing views as well as the knowledge that this was one of those lanes I'd wanted to drive for years and had finally done so. In hindsight, I would recommend driving the lane towards Corfe, not from it, but the views are wonderful in both

directions. The approach to Corfe Castle would be a rather special moment in my mind.

The surface was a mix of stone track, open grass sections, and the odd muddy farm entrance. Nothing challenging, yet I can imagine it could be slippery on the grass slopes when wet. A later section has an unusual sign, indicating part of the lane is closed during the summer months?! (see last issue for reason, Editor). Where I live there are a lot of seasonal closures, but all of them for the winter when wet weather is likely to result in surface damage, but this was the opposite. I understand it is because the lane crosses a nature reserve.

In addition to this lane, I then drove the previous day's one where the mist had been, shown

as 'Hardy Way', near Kimmeridge. What a stunner! I approached from the opposite direction than previously having reversed my route, but still the views were fantastic. Highly recommended. Again though, I think driving East to West is probably the better option as the coast opens up in front of you. Sometimes I'm guilty of driving a lane and not stopping to look around. On this occasion I certainly stopped a few times to take in the scenery.

I didn't drive Morton Ford, which is in the vicinity, because I was solo, so that's one to head back down for. I have however, managed to arrange a visit to Wales to drive Strata Florida. Another lane on 'my list', but again one that is weather dependent! (One for the next issue Scott? Editor).



# a short bibble



My laning has been extremely limited this year. I had been planning to head to Wales with Scott (author of previous article) but a problem came up with work and I had to cancel. I picked up the MOT certificate the other day as the next one is due soon, and then checked the mileage in the truck... 150 miles. What? 150 miles since the last MOT! Jeez.

She's sat slumbering in the garage and apart from a transfer box change and test run, I've actually only been laning once this year. Mainly to see how the newly rebuilt transfer box behaved.

I met up with my regular laning buddies Paul, in his homemade 90, and Scott in his Disco 1. Paul had planned a short circular run local to us and we set off with Paul leading

our group of three. The weather was perfect so I had rolled up the sides and taken the door tops off, which did mean I filled up with foliage on the more overgrown lanes.

Halfway round our loop, we picked up a fairly long dead end route (wasn't always, but fell foul of the indiscriminate NERC Act) where we had planned to have lunch at the terminus. However our plans were thwarted by a fairly awkward fallen tree. Now, being an ex tree surgeon, I'm generally happy to clear trees like this as long as they are not too big for my chainsaw. This one though had fallen into the sunken lane and there was another tree bearing down on it high above, so we decided to leave this one for the council to tackle and reported it.

We were now at our farthest point

out and Scott decided he really needed to get back to work - it was a work day after all!

So Paul and I started to loop back in the direction of home. We knew the lanes well and the weather rewarded us with grand vistas once past a couple of notoriously scratchy lanes. We have done clearances here in the past and they are definitely better than they used to be, but one still needs a big chunk of work. We finished off with a gentle drive along a forest road that has permissive vehicular rights, along with a few more gems with fab views before all too soon we were right back at our start point.

A simple, short and lovely bibble in beautiful countryside on a lovely summer's day. What more could you ask for?

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