

BlogBooker

From Blog to Book.

LANDROVERKATY.BLOGSPOT.CO.UK

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Chapter 1

2013

1.1 July

Cardiff to Arras (2013-07-31 20:22)

Our first real adventure. People keep asking where we've taken Katy so it was about time and we booked with [1]Alpine Rovers to do green laning in the Italian Alps

The next set of posts are being added retrospectively as we did not have enough Internet access to post them at the time.

We'd taken Katy on a few runs so the trip to Dover didn't really hold any concerns and it went as smoothly as expected, with just a stop at the services where we had a meal and bought Rhian a new charger for her phone as the multi outlet one I had brought along wasn't giving enough power. We ran so well that we arrived at the ferry terminal an hour earlier than planned and the nice people at P & O put us on an earlier boat.

The request that I turn her hazards on was the first problem. It was so long since I'd tried it I could not remember which switch it was, but soon rectified and we sailed into the priority lane for departure off the boat and parked up proudly showing off the plate from the charity road run we did recently



[2]

A chilled out time in the club lounge above with the “complimentary” fizz (do they think we don’t realise that we’ve paid for it?) and we came back to see her just as we’d left her, well nearly the same. 2 small drops of Oil on the deck.

Up and out and we were in France, a whole new Katy experience A quick run down the Peage to Arras and we settled for our first night in France which was so warm we had all the doors windows open, but peaceful and a good start



[3]

What have we learned so far.

1. There are different types of USB car chargers with [4]different levels of output. The one I had bought would not charge Rhian's phone so we had to get another. We need to consider this when we install more power outlets
2. The information I brought on things like the fridge working was inadequate and I need to write a manual for all key equipment with simple fault finding and resolution not have to wade through detail that's not useful. E.g. I should know more about the fridge and split charger unit. I need to understand how to troubleshoot it more effectively

Damage / Problems so far

1. I'm not happy with the fridge on gas it's not getting as cold as expected. I should have done more testing
2. There is a clicking in the relay that has been fitted for the split charger unit. I have a concern that this may mean some current draw from the main battery so we'll need to keep an eye on it.

1. <http://alpineroovers.com/>

2. <http://4.bp.blogspot.com/-sUSqH9ZzmJc/UgveWS3I7QI/AAAAAAAAABJM/dpXU8wtFrGc/s1600/alps1.jpg>

3. http://4.bp.blogspot.com/-bRZivbAw4m8/UgvedsML_5I/AAAAAAAAABJU/o-Wu1VnZeMc/s1600/alps2.jpg

4. <http://www.extremetech.com/computing/115251-how-usb-charging-works-or-how-to-avoid-blowing-up-your-smartphone>

1.2 August

Arras to Meursault (Dijon) (2013-08-01 20:43)

It was a really hot day and we decided to try out the Route Nationale instead of the Peage in the hope we could stand having the windows open at lower speeds, but when we'd done about 3 hours and only managed about 90 miles we realised it was going to be just too slow and Peage it was to be.

Because of the heat we were regularly stopping at the rest area's, but even so we were now averaging 50 miles per hour and starting to get somewhere. According to the Map we had there were camp-sites in the area south of Dijon which is a fine wine producing area so we headed to the [1]Camping Grappe d'Ore at Meursault directed by the Sat Nav.



[2]

Horror.... at the gate hung a sign "Complete" (full) and we were out of luck, or so we thought.

Sitting there trying to decide what to do a nice lady (Juliette as I later found out) walked towards us and said I bet you need somewhere to stay. We agreed we did and before we could ask if she could recommend somewhere else she said they could find us a place to park because they had a rule they always tried to help... Cyclists, VW campers and especially Land Rovers.

We were shown into a wonderful secluded secure courtyard and were able to stay there for the night.

A nice meal with a truly superb Chardonnay white and the day ended very well



[3]

In the morning after a nice breakfast Juliette showed me the pictures of her and her friends out in their Land Rovers including her 1980 Series III 109, and we were told we would always be welcome. They must have known of my prior exploits in Spain because at the gate there hung a sign...



[4]

What have we learned so far.

1. I need to do more of the heatproofing of the cab area as we were getting quite hit from the heat coming in from below.
2. We should create some net curtains for the windows and rear door to have insect free maximum ventilation when it's really hot
3. The Sat Nav is good for finding campsites, but we should have called ahead even though in this case it worked out

Damage / Problems so far

1. None

1. <http://www.camping-meursault.com/camping-meursault/en/index-en.htm>

2. http://4.bp.blogspot.com/-mXARqfS6aso/Ugvgk_a2LoI/AAAAAAAAABJk/HNQy1CL9xAE/s1600/alps3.jpg

3. <http://4.bp.blogspot.com/-U-PCYxNxaSs/Ugvgsa9n0wI/AAAAAAAAABJs/PgrjXiBtejY/s1600/alps4.jpg>
4. http://3.bp.blogspot.com/-b9-_SwvyMTg/Ugvvg4hRDGjI/AAAAAAAAABJ0/C705nj2eYrU/s1600/alps5.jpg
-

Meursault (Dijon) - Salbertrand (Gran Bosco) (2013-08-03 20:48)

From Dijon to Chamberey where we stopped to the night of the 2nd was easy driving if it had not been for the ferocious headwinds and side winds which meant we had to keep the speed down and decided to stay in France for the night.

It was very hot and we made good use of our new awning which we had fitted in preparation for nights in hot places



[1]

The next day we were to meet our guides for the week ahead Mike and Mandy Stringer of Alpine Rovers.

Fate was to delay the meeting as there was a long delay at the Du Frejus tunnel so we spent a frustrating 2 hours moving uphill to the pay booths about 50 foot at a time.



[2]

The Tunnel it'self was a serious downhill journey and quite warm so I'm wondering how Katy will cope with that as an uphill run.

Eventually we were through it and a quick run, down to Salbertrand and into the camp-site where we were directed to the "special area" reserved for Alpine Rovers.

Bouncing up to us was a small red headed lady with a big beaming smile ... it took less than one second to realise that this was Mandy and we were in the right place.

Introductions were soon made and we were introduced to the group we would be with for the next few days which consisted of the [3]Alpine Rovers crew of Mandy, Mike & German Mike and co-tourists Chris and Gillian and the "Italians" who went chasing girls in the town instead of joining us for a meal for the night

We had a really nice chat with Chris and Gillian who have a superbly outfitted Land Cruiser with Maggiolina roof tent which they have taken to some really interesting places in groups and on their own. A really nice comment from Chris when I said how we were feeling somewhat apprehensive.. "you'll be fine. I can see where we were about 5 years ago just starting out".

Well they all look in control to me, hope we get there one day.

What have we learned so far.

1. Mandy can talk for the Olympics, but she is as nice as she'd seemed on the forum so it's OK J

Damage / Problems so far

1. None

1. <http://3.bp.blogspot.com/-NexL6ldP3cQ/UgvmLhwhZKI/AAAAAAAAABKE/qsFF96hTMuU/s1600/alps06.jpg>
2. http://2.bp.blogspot.com/-gP1-e6K24a8/UgvmYzJr0QI/AAAAAAAAABKM/Y_yG0gYoNRo/s1600/alps08.jpg
3. <http://alpinrovers.com/>

Day 1 on the mountains Salbertrand to Mt Jafferau (2013-08-04 19:57)

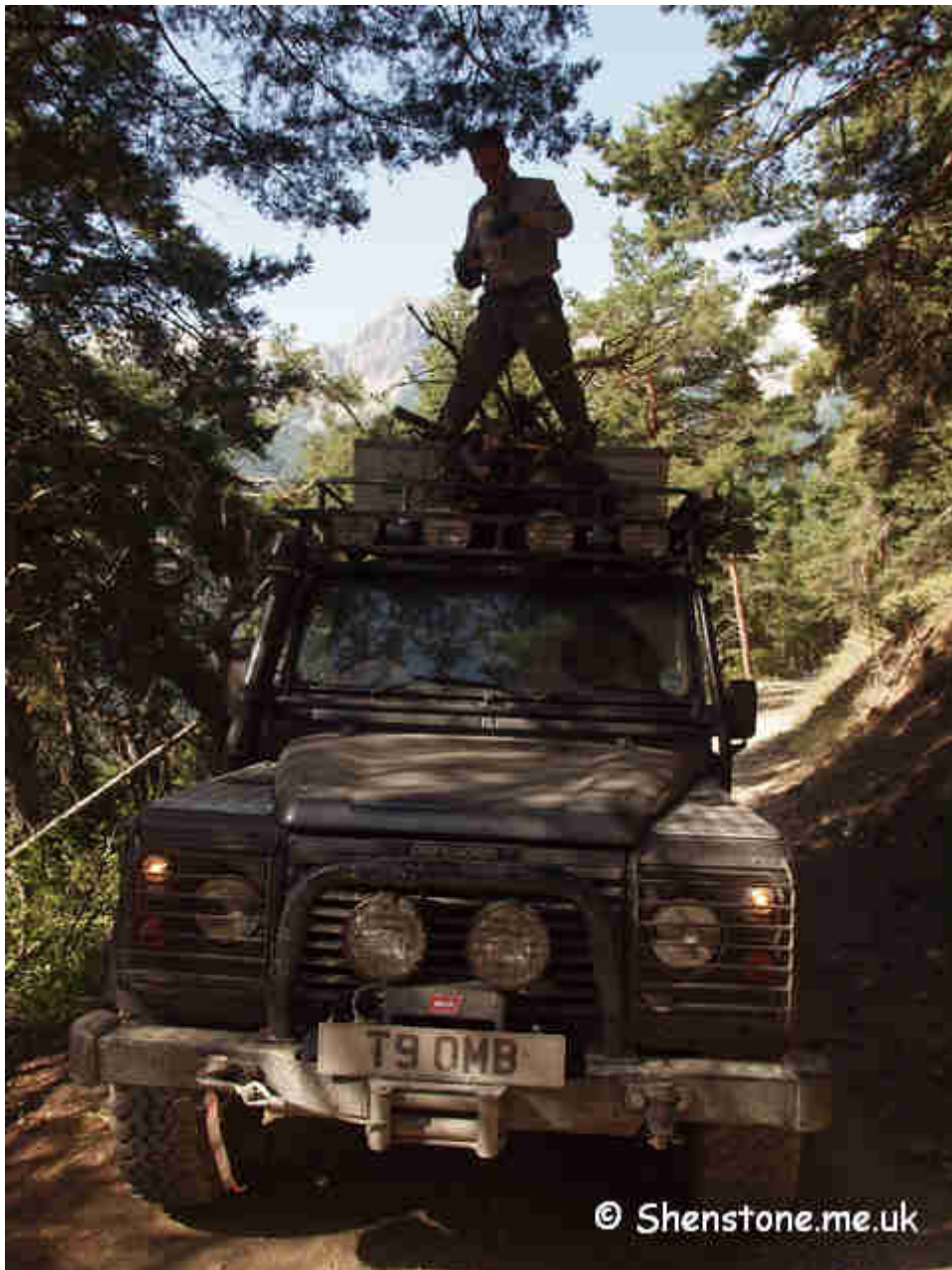
I made a check of all the fluids before we set off and all were fine. German Mike lent us a spare plug in CB so we could be in contact and we fitted the aerial on the roof.

A trip to the supermarket and we were off. The convoy was formed as follows

1. German Mike in his Series III soft top which was also his accommodation
2. Chris and Gillian in their excellently specced out Land Cruiser
3. Us in Katy
4. Mike and Mandy in their Tomb Raider 90 and their Oz tent

I was very nervous as to how Katy would cope with the steep tracks to come. Mike advised 2nd gear, Low Ratio and difflock for the loose stuff, avoid having to change gear when on anything steep. All of that was good advice so we took it.

Up the steep hills and into the trees where we made our 1st stop for wood for the camp fire, which was duly loaded on top of the Tombraider 90





On to our next stop for mountain spring water where we filled up the new carrier we had from GO Outdoors. I stowed it carefully in the back, but about 2 minutes later there was a call on the CB, "Andy you are leaking water" and the carrier had split. We emptied what was left so as not to get our gear soaking and checked what we had on board. It was about 10 litres anyway so we continued.

By this time we had done a lot of climbing and the tracks were levelling out and we were making it into 3rd gear (low) on the flatter sections.

Through some more woodlands we found our first problem with Katy that she was larger than most of the vehicles that come up here and therefore was collecting branches from trees as we went which did the awning rail no good at all and I had to bend it back into shape to use it this evening.

The tracks levelled off in places and we got into 3rd gear before arriving at the first fort of the day. Spectacular cliffs and a superb place for lunch.



[3]



[4]



[5]



[6]



[7]

On the top of the Rochers de l'Aigle it became more lunar in nature and we made our way carefully up to the ridge. We then headed up to the summit of Mount Jafferau which was about 9200 ft (about 3000m) and took a look at some more forts at the summit where I saw Mike put rocks under each wheel despite us being parked on the level. His reason seemed sensible "I don't trust Land Rovers"



[8]



[9]

The views from there were superb and we spent quite a few minutes looking around and down on the tracks we had already followed



[10]



[11]



[12]

Before retuning to our small convoy of vehicles which were just as we'd left them with the rocks still in place



[13]

From there it was a simple descent to get a chance of the wonderful Edelweiss flowers which are now quite rare in the mountains



[14]

Below the summit there was another large fort with many windows with excellent views and there was a superb silver Unimog/caravan combo parked up which we duly admired. [15]



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[16]



[17]



[18]

Finally we headed back down to our final fort of the day for tea and camp fire chat. I was quite surprised when we got a map and were able to check out the distance we had covered this first day.



[19]



[20]



[21]

All in all a really good day I was shattered, but exhilarated , about 50km (30 Miles) off tarmac roads in total according to my measurements.

What have we learned so far.

1. Katy is very capable off road
2. She does roll a bit and is not as good as shorter vehicles at going around corners (as expected)
3. The Anti Roll Bar and suspension upgrade was worth every penny
4. You use a lot less fuel than I had thought the gauge is showing full at the end of the full days driving
5. Even more needs to be tied down than we thought. The jar of honey made a bid for freedom and we nearly had a very messy bed
6. Looking at Chris's Land Cruiser with 2 spare wheels makes me think I really should have brought both of ours. It's no use to us at home if we'd had a problem. We'd been warned about weight, but weight on important things is not wasted
7. Learn from Mike and don't trust Land Rover brakes

Damage / Problems so far

1. We bent the awning rail coming through the woods- it needs to be put on properly some time
2. Nesting USB and other devices in a single charger socket didn't work as we had devices that needed more power. We need more proper connections
3. Don't buy cheap water carriers in GO Outdoors they split and you lose all the water you have carefully collected

1. http://4.bp.blogspot.com/-hhcBkB4mIpM/UgvpHW0lvYI/AAAAAAAAABKk/MGEEnN8Je_SI/s1600/alps09.jpg
2. <http://4.bp.blogspot.com/-AyB2E97TApo/Ugvpg-JRB8I/AAAAAAAAABKc/vAbTYSgxRVs/s1600/alps10.jpg>
3. <http://2.bp.blogspot.com/-LD-LGsybIAc/UgvsC5x5hFI/AAAAAAAAABK0/AXBlpKZb1Bo/s1600/alps12.jpg>
4. <http://1.bp.blogspot.com/-AGjtPh-lGUc/UgvsDT93BSI/AAAAAAAAABK8/f926PGp6GaY/s1600/alps13.jpg>
5. <http://4.bp.blogspot.com/-iowFA5kgNQ0/UgvsDPwHmJI/AAAAAAAAABK4/ejdQwS35CUs/s1600/alps14.jpg>
6. <http://4.bp.blogspot.com/-KbDhdosxliw/UgvsDl7qrUI/AAAAAAAAABLU/K5aXaObilnw/s1600/alps15.jpg>
7. <http://3.bp.blogspot.com/-MUJw4AZcvY8/Ug04Tz89ySI/AAAAAAAAABNM/DW0u7SCUqEo/s1600/alps01.jpg>
8. <http://1.bp.blogspot.com/-a-5ucpAisEQ/Ug04TyhtXZI/AAAAAAAAABNQ/BcOcjH4josc/s1600/alps02.jpg>
9. http://4.bp.blogspot.com/-CjTKtCg_1lg/UgvsD-Egl2I/AAAAAAAAABLM/nfWepWsGNeY/s1600/alps17.jpg
10.
http://1.bp.blogspot.com/-T8wkRS3NLTE/UgvsD65GWpI/AAAAAAAAABLQ/dTgW8QE_JRk/s1600/alps18.jpg
11.
<http://2.bp.blogspot.com/-oiAFrv5ZlZI/UgvsEms2GoI/AAAAAAAAABME/3qjCKfsUWm4/s1600/alps20.jpg>
12.
<http://2.bp.blogspot.com/-lWDZyPzOJGA/UgvsEuzAqVI/AAAAAAAAABLo/rNbv5IPQ1Hg/s1600/alps21.jpg>
13. <http://3.bp.blogspot.com/-6lOYoo5nLo8/UgvsExEx8xI/AAAAAAAAABLk/sTQH21QVY-k/s1600/alps22.jpg>
14.
http://3.bp.blogspot.com/-Ee1B1Bi4B_U/UgvsFc5rjvI/AAAAAAAAABLw/rik00k0fvI8/s1600/alps23.jpg
15.
<http://1.bp.blogspot.com/-zoe38h4fC6M/UgvsF8nd5YI/AAAAAAAAABL8/rk5az7fVKUs/s1600/alps25.jpg>
16.
http://2.bp.blogspot.com/-d4J1PoALx_w/UgvsGVXzwvI/AAAAAAAAABMc/95CF5v9W0uw/s1600/alps26.jpg
17. <http://3.bp.blogspot.com/-QU9zbdxJo-0/UgvsGhdIAFI/AAAAAAAAABMY/zx00z13CyL8/s1600/alps27.jpg>
18.
http://2.bp.blogspot.com/-DJx3uavCx4U/UgvsGo6J0VI/AAAAAAAAABMU/Jl4v_GfdalQ/s1600/alps28.jpg
19.
http://3.bp.blogspot.com/-jXFQkN7ivpI/UgvsHaKmLYI/AAAAAAAAABM4/Pb2_9WdVHIQ/s1600/alps29.jpg
20. http://1.bp.blogspot.com/-Mcj1GDy_eZw/UgvsHkcrdoI/AAAAAAAAABMw/uLzxNTfP_v8/s1600/alps30.jpg
21. <http://1.bp.blogspot.com/-bmlrsOA2GRY/UgvsHzr2CpI/AAAAAAAAABMs/SV44pgRLlhU/s1600/alps31.jpg>

Day 2 on the mountains Mt Jafferau to Argentiera (2013-08-05 16:02)

A wonderful sunny dawn at the fort and a leisurely start of the day with hot water for our tea from Mike's Kelley Kettle (I've fancied one, but they are quite bulky), and we made our way back down Mt Jafferau being treated to excellent views all the way.

We've got the packing up down to about 20 minutes even including the awning so we're good to go when our leaders are ready, something I think they were concerned about when they saw it.

We went back the way we came up and Katy behaved as well downhill as she had going up, for control a mix of 3rd, 2nd and 1st gears were used with very little use of the brakes other than stopping for the obligatory three point turns. Mike asked us to stop at one location to check the CB aerial which was coming loose having been battered by the trees. A good lesson for when we get our own in thinking carefully about where we fit it, and we collected some more wood whilst we could (that Tombraider is starting to look like a real working Land Rover).



[1]



[2]

As we came down we were treated to some superb views though



[3]

We then made our way across to Claviere via the highways which involved a steep uphill section and a lesson on different gearing as we were going at a speed that had me changing between 2nd and 3rd all the way and we had to take a quick stop for Katy to cool down before turning off and taking to a set of really nice woodland tracks with a lakeside stop for lunch. In the tunnels it was noted one of our headlights was dim so we need to check on that later.

Even though the track became a little dusty at times we could still see Chris and Gillian's Land Cruiser following German Mike's Series III



[4]

But finally a stop for lunch



[5]

From Claviere we made our way to the Argentiera valley which is a long gentle run up in the main as can be

determined by the number of road cars making it a good distance, eventually it thinned out and we past the last few cars (the final being the obligatory fiat panda 4x4 which get everywhere)



[6] finally we headed up into open space and our wonderful camp-site at the head of the valley near a wonderful waterfall, looking back from the end of the trip this was my favourite campsite of the ones we used. As we arrived early we spent ½ an hour sorting and cleaning to remove as much dust as possible and also put things in better places for storage before Rhian cooked us a wonderful pasta bolognaise supper.



[7]

Here you can see Mike and Mandy's Oz tent. I was quite interested to see how they work and how fast they are to put up. I can see that the basic tent is quick but the awning takes time and even when packed they are very bulky so it does depend on what you want as to whether they are good for you



[8]

Here's the view from our front door from that campsite



[9]



[10]



[11]

Whilst out strolling Rhian spotted this wonderful [12]Apollo Butterfly



[13]

And it really didn't matter which Land Rover you put into your pictures they seemed somehow to look in place and picturesque



[14]



[15]



[16]



[17]

Another 49k (30 Miles) of non tarmac roads and some more experience in overland driving. I now feel comfortable in most up and downhill situations as long as there is room to manoeuvre.

What more have we learned

1. We should have closed the vents to keep (some of) the dust out
2. We need to think about dust proofing the bedding storage
3. We attract a lot of waves and smiles – that's always good J
4. We need to fit spot lights and fog lights. It will give us more options if we have a lighting failure
5. Chris explained how his second fan was fitted on the outside of his radiator / intercooler and controlled by a manual switch and with a gauge inside so he could decide when to put it on and control it as needed – sounds a good idea
6. We nearly lost the top of the CB because of the trees so need to think of better fitting when we buy one

Damage / Problems so far

1. Katy's right headlamp and sidelight are dim. Probably an electrical poor connection I need to sort out before we head home

1. <http://1.bp.blogspot.com/-rWM2LPcTTIY/Ug04l865oiI/AAAAAAAAABN4/USTy8MUia7Q/s1600/alps03.jpg>
2. http://1.bp.blogspot.com/-M4HVNMTaoA/Ug04l-Bzn9I/AAAAAAAAABNg/pp2QWhls_U8/s1600/alps04.jpg
3. <http://4.bp.blogspot.com/-ryuBxq7XWzM/Ug04l6fp7CI/AAAAAAAAABNc/HOQ-6RHs4dE/s1600/alps05.jpg>
4. <http://4.bp.blogspot.com/-8YlijaBIUJU/Ug04mYZp3KI/AAAAAAAAABNs/k1lYpjDgnWA/s1600/alps06.jpg>
5. <http://2.bp.blogspot.com/-33zKxVEQorY/Ug04mdpdzgI/AAAAAAAAABNw/u92buBHLcWs/s1600/alps07.jpg>
6. <http://1.bp.blogspot.com/-IaKNwEZ8Qt4/Ug05PwRev3I/AAAAAAAAABOE/viJbvSThdTc/s1600/alps08.jpg>
7. <http://4.bp.blogspot.com/-sScy2HnUGV4/Ug05P6jzPRI/AAAAAAAAABOI/PAdxZSPwdmU/s1600/alps09.jpg>
8. <http://1.bp.blogspot.com/-wmdIAt5Zl6M/Ug05QHZ6X3I/AAAAAAAAABO0/0nfNp39VMMc/s1600/alps10.jpg>
9. <http://4.bp.blogspot.com/-uxfVHHq7wlo/Ug05QUSpiII/AAAAAAAAABOY/3SUNRD8v4hI/s1600/alps11.jpg>
10. <http://2.bp.blogspot.com/-V-fXCZRANKY/Ug05RL9qlnI/AAAAAAAAABOc/VymbTEg90eU/s1600/alps13.jpg>
11. <http://1.bp.blogspot.com/-CGDUKxqxV3k/Ug05RFeGyBI/AAAAAAAAABOw/UnlOtsqqfNM/s1600/alps14.jpg>
12. http://en.wikipedia.org/wiki/Apollo_%28butterfly%29
13. <http://2.bp.blogspot.com/-CyVsIRzGOx4/Ug05R5dgppI/AAAAAAAAABPo/YmNa8A1X1Fs/s1600/alps16.jpg>
14. http://2.bp.blogspot.com/-komHsKRM_NI/Ug05SAEFZHI/AAAAAAAAABPI/7Imdz2xlgbU/s1600/alps17.jpg
15. http://2.bp.blogspot.com/-_4fkonYPisY/Ug05STiuIyI/AAAAAAAAABPE/dAakA96f1hc/s1600/alps18.jpg
16. <http://1.bp.blogspot.com/-jsUTAQAF76U/Ug05S0w6bSI/AAAAAAAAABPQ/1WTEZmmBBko/s1600/alps19.jpg>
17. <http://3.bp.blogspot.com/-nTtTov-COLM/Ug05TF-aUEI/AAAAAAAAABPY/M9E7AYax83A/s1600/alps20.jpg>

Day 3 on the mountains Argentiera to Gran Bosco (2013-08-06 20:10)

A leisurely day (not)

We stated with a trip to the top of the valley to see the sights which included our first three wheel moment as Katy's suspension articulation proved a little wanting (not surprising given the strenth of the springs and anti-roll bar I've fitted. **Rhian said it was her scariest moment so far**, but I knew she could do it and with a little more shuffling were back on an even keel to appropriate comments of "I've got three wheels on my wagon – on the ground at least" from me and "at least you're still rolling along" from Mandy



[1]

It was worth it though because the views at the top of the valley were well worth standing and admiring for a while



[2]



[3]



[4]

Soon we were on our way down again. As the runners came past us there were strange approving noises coming from Mandy's car. I really do think this chap could have covered himself up so as not to embarrass old & overweight people like me



[5]

Back down the hairpins and no trouble this time, just watch the line that Chris takes and take one a little wider if we can without needing to do a 3 point turn. I think in this case even he had to have another go to round the corner



[6]

And it wasn't long before we were looking down over last night's campsite



[7]

Through the trees and along the tracks it was. Mike and Mandy's Tombraider was really starting to look limestone

coloured by now



[8] Back down again to the main roads passing a really nice Series III in real Limestone colour and with a safari roof (my perfect car for retirement) we got a good smile as they went past us. Clearly people who can admire class.



[9]

We headed up to the ski resort of Torino and off for a long track which snaked across the ridge from Siestre to Usseaux.

[10]Back on day 1 we'd seen a super Unimog and guess what was coming towards us on one of the narrowest sections. It was the same one . Mike and then Chris passed with care and then it was my turn. I was very unsure so asked Rhian to step out just as Mike Stringer came forward and stated directing me so we inched closer and closer and almost made it before it was decided that we were not going to make it. We reversed and then the Unimog reversed to a slightly wider section and then we had another go.

This time Rhian was videoing it and as you can see we were through and mike said to pull forwards and just at that point the rear wheel dropped into a hole.. **My scariest moment so far!**

IFRAME: [11]<http://player.vimeo.com/video/72546692>

[12]Passing a Unimog from [13]Andy Kendall on [14]Vimeo.
Bit it was not long before we had more enjoyment on the roads



[15]

We continued on the lane for ages getting wonderful views and Rhian recording loads of it for the video we will produce



[16]



[17]



[18]

We then planned to visit the Alpini memorial, but it was so foggy by that time there was nothing to see and then dropped down to the Alpe Pintas Restaurant in Pian Dell'Alpe where we stopped for an excellent meal of cheese and salami followed by super cake.

We were warned off asking for the Apple cake before the Mikes got there, and indeed they were so concerned that they ordered their first pudding before their main course just to be sure. Of course pudding had to follow main so they sampled another cake later just to be sure it tasted right after a meal



[19]

In the car park we noted a panda setting off with one tyre flat. Waved the driver down who said I know the tyres are bad I haven't had time to get them changed.

Bad ! the 2 front tyres were through to the metal and she was lucky that it had gone in a car park and not on one of the lethal bends. We watched the floundering for a few moments and then our team swung into action to do it for her.

[20]



The space saver tyre was flat so Chris used his air compressor to pump it up, and we were off again. We've seen it used for many cleaning jobs and now for real. Gillian told us they had a lower power one before and it was not up to the job, Chris showed me the compressor and talked about how the air tank can be fitted underneath



[21]

A quick trip back up to the top from there and then a long winding road back down to the valley below. 3rd/2nd all the way and no difflock as soon as were on tarmac. We had a couple of cars fly past us, but I would not have wanted to rely on their brakes at the bottom. Back to Gran Bosco for showers and a late supper after a long day with some fabulous views.

On route we spotted the headlight was working again. German mikes comment was “it’s probably just a loose connection... just a “Land Rover thing”

This day had been a massive amount of non tarmac roads with 71km (44 Miles) in total which had included many wonderful sights and some excellent adventures

What more have we learned

1. A compressor is a must I have seen one used for cleaning and repairs so many ways.
2. Get to the puddings 1st if you want one when the Mikes are around
3. Don’t trust Land Rover guides when it comes to getting past Unimogs and they tell you it’s OK now

Damage / Problems so far

1. The headlight is working again so I’ll not mess with it just now

1. <http://1.bp.blogspot.com/-Ilns5QQPJ60/Ug94QaxneiI/AAAAAAAAABP8/tx0csw3bHx8/s1600/day301.jpg>
2. <http://1.bp.blogspot.com/-r6k5zYqbhUk/Ug94QfzvIzI/AAAAAAAAABQA/bmFP7wacDDs/s1600/day302.jpg>
3. <http://1.bp.blogspot.com/-WxAuDx22EU8/Ug94QWWedfI/AAAAAAAAABQo/x8VN-AIAvzw/s1600/day303.jpg>
4. <http://4.bp.blogspot.com/-9kEMtVx5zfs/Ug94RAecvpI/AAAAAAAAABQI/5I9S32kJgFM/s1600/day304.jpg>
5. http://3.bp.blogspot.com/-_wVfyjwapeI/Ug94ReN0WyI/AAAAAAAAABQY/ZYOeuvSIpMs/s1600/day305.jpg

6. <http://1.bp.blogspot.com/-CWKark3Ta9o/Ug94RghwDpI/AAAAAAAAABQU/RTj4JOVRS0c/s1600/day306.jpg>
7. <http://4.bp.blogspot.com/-1ch5MpU7LRM/Ug94SKgGsTI/AAAAAAAAABQk/dyXBOePFhBg/s1600/day307.jpg>
8. <http://2.bp.blogspot.com/-bJqz8RNI3eo/Ug96YTzFdbI/AAAAAAAAABQ4/FPysM12vpi8/s1600/day309.jpg>
9. http://4.bp.blogspot.com/-rWM_QStup0o/Ug96YdOv1dI/AAAAAAAAABQ8/coa6aqkEmOY/s1600/day308.jpg
10. <http://landroverkaty.blogspot.co.uk/2013/08/day-1-on-mountains-salbertrand-to-mt.html>
11. <http://player.vimeo.com/video/72546692>
12. <http://vimeo.com/72546692>
13. <http://vimeo.com/shenstone>
14. <https://vimeo.com/>
15. <http://2.bp.blogspot.com/-eop3ngcADVY/Ug96YdqwxBI/AAAAAAAAABRU/-RJdOqan3Bk/s1600/day310.jpg>
16. <http://3.bp.blogspot.com/-tp3WT-Ja0tw/Ug96Y8zSl6I/AAAAAAAAABRM/mBC62OxvZEc/s1600/day311.jpg>
17. http://4.bp.blogspot.com/-lz59rCqMO-k/Ug96ZCdfSUI/AAAAAAAAABRI/PUf7kq-z_vw/s1600/day312.jpg
18. <http://1.bp.blogspot.com/-RZSPeuYf5yU/Ug96Z4whRuI/AAAAAAAAABR0/cys3R8ugn2s/s1600/day313.jpg>
19. <http://2.bp.blogspot.com/-Y6svebE3txE/Ug96aFVuoMI/AAAAAAAAABRk/A50lqSdQsc8/s1600/day314.jpg>
20. <http://2.bp.blogspot.com/-I8OpZcYYjZM/Ug96adVue1I/AAAAAAAAABRg/D7ldviA1rHM/s1600/day315.jpg>
21. <http://1.bp.blogspot.com/-4iDmjbJz84E/Ug96bBC4MxI/AAAAAAAAABRw/F4IfWJO5XZA/s1600/day316.jpg>

Anonymous (2013-08-17 19:22:24)

Enjoying reading this - great pictures as well. Will look forward to further instalments!

Shenstone (2013-08-17 20:55:24)

Many thanks for the comment. I'm working on the next installment now

Day 4 on the mountains Gran Bosco to Rochemolles (2013-08-07 16:17)

Day 4 we started out clean from the well appreciated showers the night before and took the tarmac up the valley to the old village of Rochemolles. We made our way up the valley on tarmac/tight bends so 3rd gear low / no difflock was the order of the day.

There we had a nice stroll and took some pictures in the church and around the village before heading off for the highpoint of our trip.



[1]



[2]



[3]

Stopping off at Scarfiotti Refuge to take lunch up in the Colle del Sommeiller where excellent ice creams are served and off again to the high pass.



[4]



[5]



[6]

Up the road from the refuge It was turn, after turn, after turn and the clouds closed in. At the refuge there had been a geological display and there was a geological itinerary we could have walked if we'd had time. We may come back again.



[7]

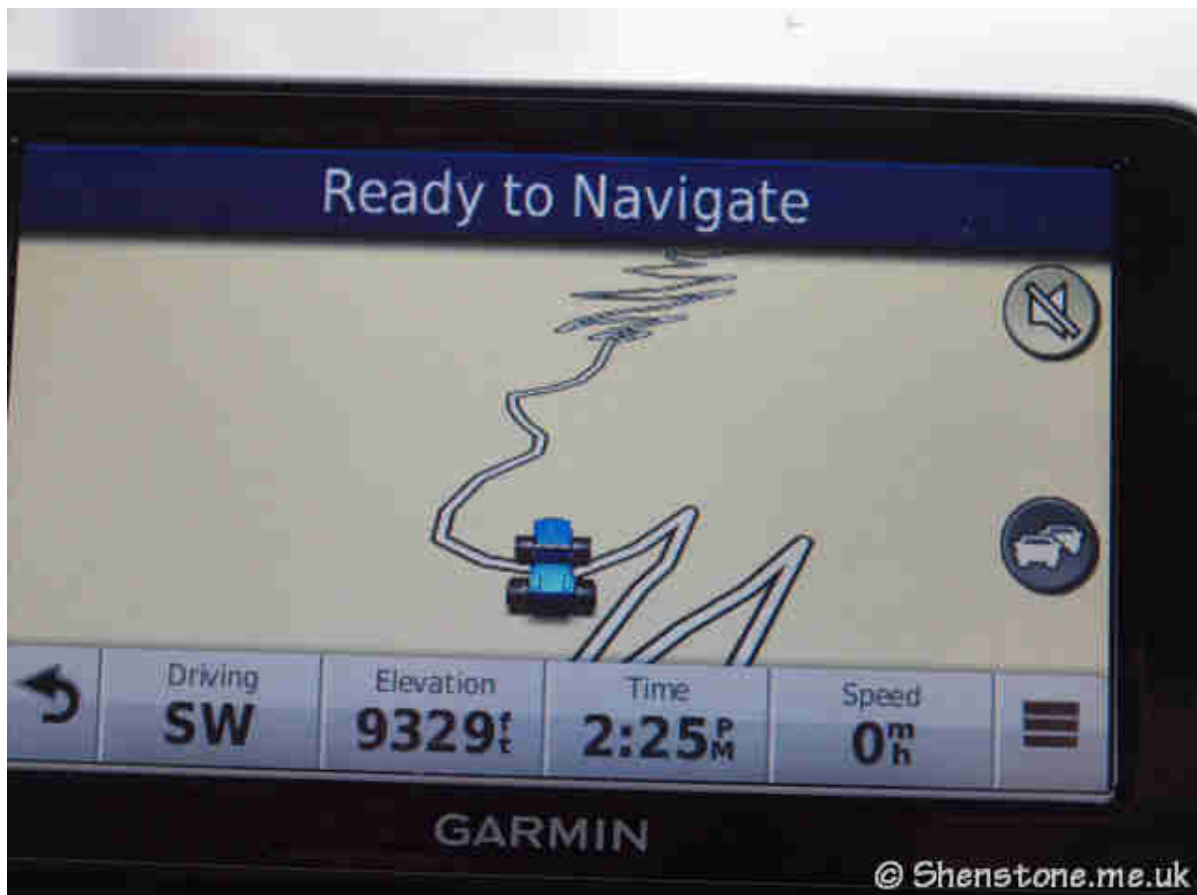
Going up there were sequences of marbles, slates verging on schist's and large iron stained sections that looked like dolomites from a distance.(see this picture take on the way down)



[8]

We topped out at 9329 ft (2843m) according to the Sat Nav and were unable to go further because the road was blocked, so not quite the 10000 ft, but still one major achievement for a 25 year old vehicle and a not very expert 50 year old driver.

Mike presented us with [9]Alpine Rovers stickers to celebrate the achievement.



[10]

Unfortunately the heavens opened when we were there and we had to head back which was no mean feat as the visibility was awful by then. I had to ask Rhian to get out in the rain and watch me back around a boulder because I was struggling to see where the road was. Being the star she is she helped Chris make the same manoeuvre before we set off.



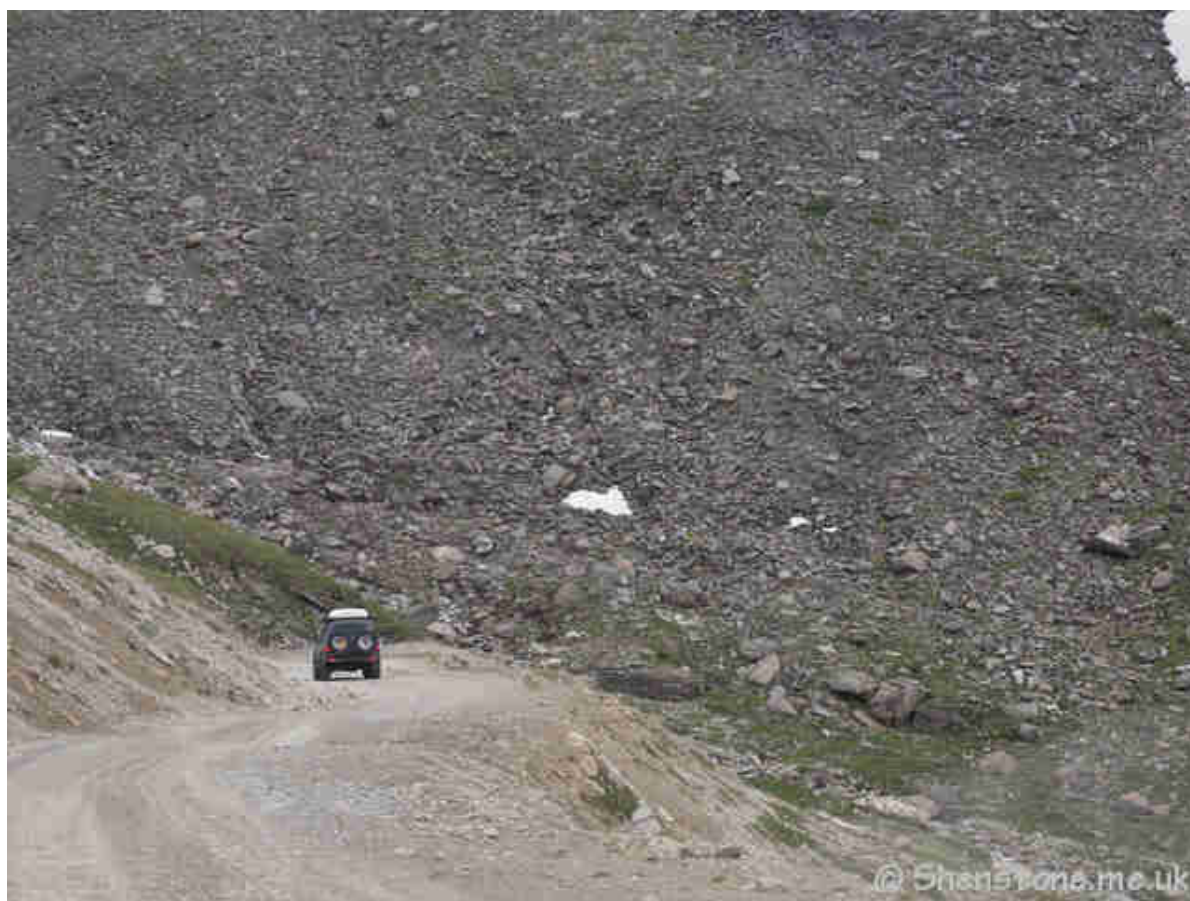
[11]

Back down was almost as hard work as going up and I was glad to make the bottom where we headed straight for camp whilst there was a break in the clouds.



[12]

[13]



[14]





[15]

Just in time as the heavens soon opened and I settled down for a serious nap before making tea which was some excellent sausage spirals, onions and followed by the Berry Bosco.



[16]



[17]

Early night tonight given the weather, which was spectacular thunder and lightning with heavy rain lashing down. Some of the lighting/thunder was really close as there was very little time between so probably hitting the hills around. I would not have liked to be camping much higher tonight

What more have we learned

1. We really do need a rear facing camera. Mike told us we were leaving a lot of space on corners when we reversed making then 5 point instead of 3 point turns and increasing the work on me.
2. It's nice having a camper in bad weather
3. Rhian suggested more catches on the cupboard doors which is a good idea as they were taking a hammering
4. Dust gets in the gas safety vent holes in the bottom which is probably why they were blocked up when we got Katy. I need to think of a safe way of dust proofing them
5. We talked about the things we could have brought from home that should be on the going away list because I've forgotten them in the past e.g. Tea, UHT Milk, Dried Milk, etc.

Damage / Problems so far

1. None

1. <http://2.bp.blogspot.com/-kQhz10kJ0OM/UhEQpGcs4UI/AAAAAAAAABSU/OnyCV6-8tSo/s1600/day401.jpg>
2. <http://4.bp.blogspot.com/-lheu0YkMX0s/UhEQow5eENI/AAAAAAAAABSQ/E7wtJeAoQY4/s1600/day402.jpg>
3. <http://4.bp.blogspot.com/-MdKo4GVFjHk/UhEQox88TCI/AAAAAAAAABSI/b9-W5oM1xds/s1600/day404.jpg>
4. <http://1.bp.blogspot.com/-pBKHEjLTZns/UhESSE6hlXI/AAAAAAAAABSk/XwNDhF8qTio/s1600/day405.jpg>
5. http://1.bp.blogspot.com/-D5oQggYvf0c/UhESSN1aX2I/AAAAAAAAABSS/OlH_3HZDEN4/s1600/day406.jpg
6. http://3.bp.blogspot.com/-ZcY_ty11Eh8/UhESSYH-ZbI/AAAAAAAAABSo/JlZnegNeFCA/s1600/day407.jpg

7. <http://1.bp.blogspot.com/-OoVYdQ-Osqs/UhESSsGYU1I/AAAAAAAAABSw/3NPa9DCRemU/s1600/day408.jpg>
 8. <http://2.bp.blogspot.com/-vOxSA7a6UZw/UhESjeyjuTI/AAAAAAAAABTU/9BK1Ryf6xtY/s1600/day417.jpg>
 9. <http://alpineroovers.com/>
 10.
<http://2.bp.blogspot.com/-i6w6b5w6gM4/UhESi1ND5qI/AAAAAAAAABTE/d0x4SaqapeA/s1600/day409.jpg>
 11. <http://4.bp.blogspot.com/-dzxubItQPp4/UhESi-mZIxI/AAAAAAAAABTM/1TrVEKIECRQ/s1600/day410.jpg>
 12.
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 13.
<http://2.bp.blogspot.com/-2CBRVo2oMVg/UhETbN9K03I/AAAAAAAAABTw/7iRJDr3GoPk/s1600/day413.jpg>
 14.
<http://4.bp.blogspot.com/-JLBit9Rc3mU/UhETbNJB26I/AAAAAAAAABTs/jqggWW4xN4c/s1600/day414.jpg>
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 16.
<http://4.bp.blogspot.com/-5X3PWxlVAbI/UhETqqw5ADI/AAAAAAAAABUE/qN32FQtKiSY/s1600/day416.jpg>
 17.
<http://4.bp.blogspot.com/-9yXagQyr0y0/UhETqhMpOeI/AAAAAAAAABUA/FJTAox3PCeE/s1600/day418.jpg>

Day 5 on the mountains Rochemolles to Lac du Mont Cenis (2013-08-08 17:32)

We started the day in Rain and we packed up our camp looking out on our fellow campers who were in tents whilst we were drinking tea inside. I took this from our side window having not had to get out of the camper at that point of the day



[1]

From the camp site we had to cross the river we had crossed to get here last night. Not a deep one thank goodness because we would have got our bed wet. First across was German Mike who took Rhian with a camera so she could record Chris doing the crossing in his Land Cruiser



[2]

And then it was my turn in Katy



[3]



[4]

Then Mike and Mandy came across so fast it was hard to get a picture

We were also rained out of the high tracks today as they would have been miserable in low cloud like that below so with our agreement we descended and spent the first part of the day in Susa town playing tourist around the

Roman remains.



[5]

First stop was to find a nice coffee shop (not the one below) and have lunch, but before we could do that we lost Mike and Mike again, and where were they ... a cake shop of course.



[6]



© Shenstone.me.uk

[7]

Then it was back in time for the Porta Savoia Roman walls and amphitheatre



[8]



[9]

After that we headed north from the town into France and around the Lac du Mont Cenis reservoir where the weather improved a little and we stopped to investigate some really interesting underground gun emplacements and tunnels



[10]



[11]



[12]

From there it was a quick downhill run to the camp site and on route we stopped again for firewood. Rhian drove the last section into campsite and did a really great job in her first experience of Katy offroad driving in Italy

[13]



[14]





[15]

We made camp at a lower than planned camp-site because of the remaining low cloud and settled in for our last night of wild camping on this trip to a nice pork & onion risotto cooked by Rhian

Whilst Rhian did the cooking I spent 5 minutes cleaning up the back cupboard and affixing the Alpine Rovers stickers we had been given. When I told Mandy what I was doing she said "Katy was the type of vehicle she was proud to have her company name on." I was really touched by this generous comment

Because of the rain only 3km (2 Miles) non tarmac roads today

What more have we learned

1. Gardening gloves would be useful for firewood collection as would have been the jungle knife I have, both will be added to the going away list

Damage / Problems so far / Things to do

1. None

1. http://1.bp.blogspot.com/-nuT_zHFPvH4/UhEiEJepNDI/AAAAAAAAABUY/vWsN_1CvKd0/s1600/day501.jpg
2. <http://1.bp.blogspot.com/--dOe7qvOZsQ/UhEiKAN5EZI/AAAAAAAAABUw/sQ1qBYKa8yQ/s1600/day502.jpg>
3. <http://2.bp.blogspot.com/-NODq68BYxic/UhEiKdzDgnI/AAAAAAAAABUK/L7iJ4m32d8I/s1600/day503.jpg>
4. <http://3.bp.blogspot.com/-bUVPqRZEQ1E/UhEiKIQISYI/AAAAAAAAABUg/lNB1TZbwKwI/s1600/day504.jpg>
5. <http://4.bp.blogspot.com/-RGzcqH2Zn0Q/UhEiTWyFqgI/AAAAAAAAABU4/rM5T6mgrp4o4/s1600/day505.jpg>
6. <http://2.bp.blogspot.com/-limAyDHq5fg/UhEiTdzeWSI/AAAAAAAAABU8/wM7GkEdW9hg/s1600/day506.jpg>
7. <http://4.bp.blogspot.com/-ONIZDzMGVrk/UhEiTfKq9bI/AAAAAAAAABVE/VtSaOSMSRzk/s1600/day508.jpg>
8. http://4.bp.blogspot.com/-oEI2Fh6Uc64/UhEib1zpxxI/AAAAAAAAABVY/VP____fq-F5o/s1600/day507.jpg
9. <http://1.bp.blogspot.com/-Ea8sKPhpGTs/UhEib33qx9I/AAAAAAAAABVQ/awPAA1JCdeo/s1600/day509.jpg>
- 10.
- http://2.bp.blogspot.com/-7TlTEW2nf4w/UhEilVY_aII/AAAAAAAAABVg/s1xcL01TzYE/s1600/day511.jpg
- 11.

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12.

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14. <http://1.bp.blogspot.com/-3KhklAZC7Xs/UhEiuPtIQSI/AAAAAAAAABV4/rIb01P-zeig/s1600/day515.jpg>

15.

<http://2.bp.blogspot.com/-o29aWQW3XzE/UhEiuFMjAvI/AAAAAAAAABWE/QqmdCcGTqpg/s1600/day516.jpg>

Day 6 on the mountains Lac du Mont Cenis to Gran Bosco (2013-08-09 18:15)

A cold morning after another rainy night, but the day did look better so We started with a brief trip over the reservoir at the end of the lake to get some breakfast at one of the excellent cafes overlooking the reservoir,



[1]

Expresso & Croque-monsieur was welcome after a cold evening / night and then up into France for a look-see/shopping trip.



[2]

The next stop was one of the most impressive forts on the trip. Good drive back towards our list nights campsite, and then Mike, Chris, Rhian and I went for a stiff walk up the hill whilst German Mike went to check what would be our last green lane of the trip for suitability as the guys were aware of some rocks that needed to be climbed over.

Fort de Variselle was truly stunning with multiple levels and rooms to explore once you had navigated the draw-bridge which was some very flimsy looking beams in my opinion.



[3]



[4]



[5]



[6]



[7]



[8]



[9]

[10]



On our return German Mike had returned and declared that the trip was probably ok for Chris and Gillian, but we were simply not going to make it over the rocks on the track without removing some of Katy's underside. So the party was split and we headed off with Mike and Mandy. Once they had been spotted as having made it past the obstacle we went to do the old Roman road they call Jurassic from the other end to meet the rest of the team for lunch. A real cracking route and a real highlight of the trip even if we only did part of it, and took more video on that run than pictures so you will need to wait for the video if you want to see more of it than I have here. We stopped on the way back for a couple of pictures.



[11]



[12]

and whilst we did Mandy located some really nice wild strawberries



[13]



[14]

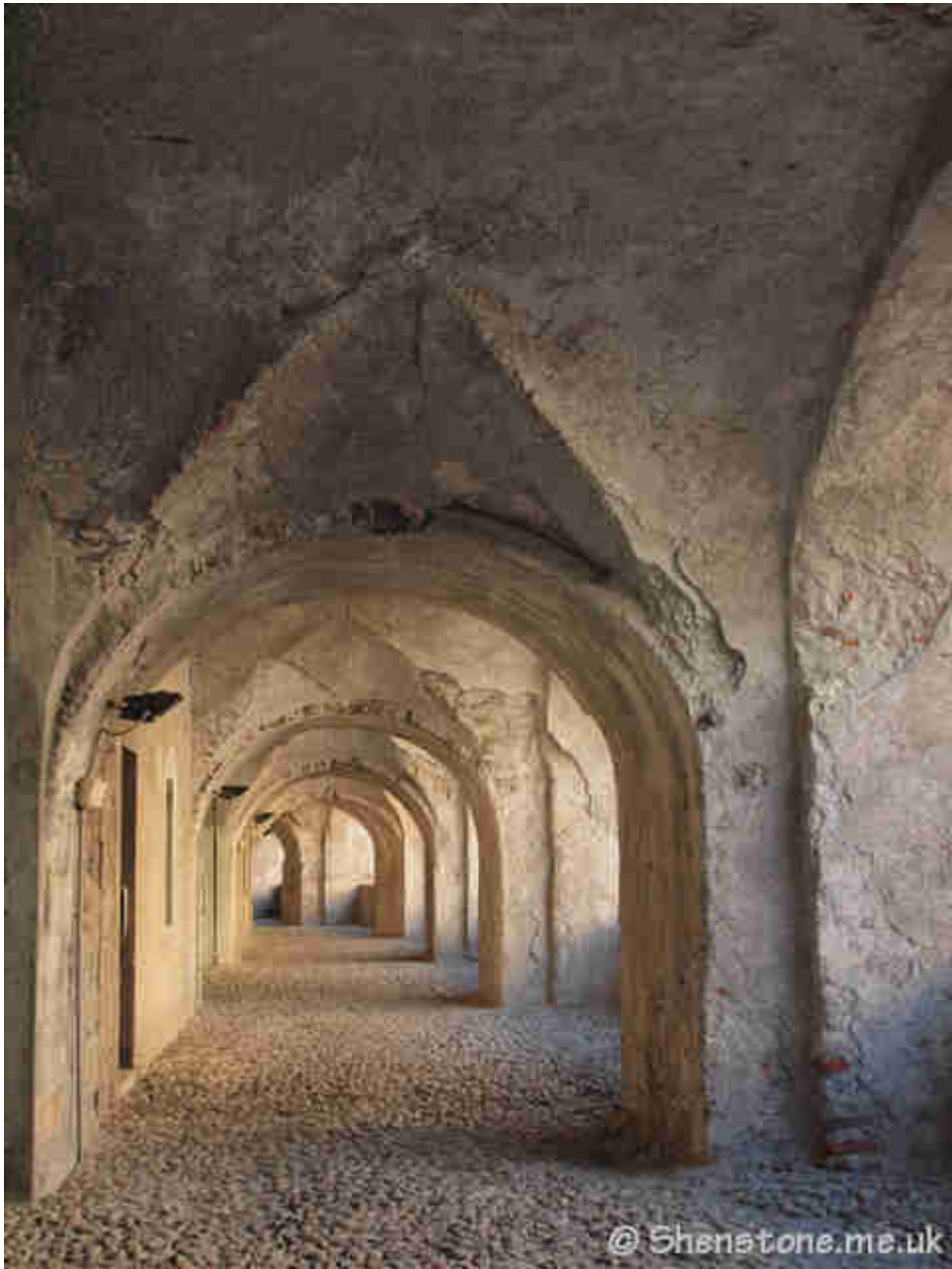
Then back through Susa and up the hill where we passed a personal milestone for Katy 150,000 miles on the clock.
[15]As I've noted before this mileage may not be real and she may well have done about 50,000 miles less than

this figure



[16]

We then went to Fort Excilles on the way back to the campsite as it was on-route and enjoyed the lifts up rather than the long walk up the old roadway, It's probably best if I don't mention who locked who into the loo or the castle.. The guilty know who they are.
A few pictures of some obscure parts of the castle



[17]

Like many old buildings the lime mortar was being redeposited



[18]

One thing they had done really well was these shadow graphics. this one showed the Alpini's practicing rope work on the mountains



[19]

And this one their emblem, the Eagles soaring



[20]

Back then to campsite where the formal bit ended and we enjoyed a meal with the group and shared thoughts and experiences.

So what more have we learned in summary

1. **We can do it – a total of about 216 Km / 134 Miles on green lanes with no serious issues**
2. Travelling with people who know the capabilities of people and vehicles was really useful. Mandy related how the Mikes take a close look at people on day 1 and decide from there what they are capable of. They were impressed with how well Katy coped and I take that as a compliment on the work and upgrade we've done, because she would not have made this in the state we got her
3. Picking a tour company based on how much you trust them to look after you is important. I'd got a head-start because I'd talked to Mandy on the Land Rover Addict and Land Rover Scene forums.
4. We have things we want to do to improve Katy, but we need to take German Mike's advice seriously "only add things that add value, knowledge of how to cope & fix things is more useful than any gadget". I think he was approving when I said my most important things on board were a toolkit and a Defender Haynes manual
5. We really need to look into fridges again. Chris and Mandy both gave us advice on compressor fridges and I'll take a look into that again
6. German Mike offered advice on the relay problem I had identified and agreed that this really did look like it was allowing current to flow even when the ignition was supposed to be off. A typical Land Rover fault apparently is the ignition switch allows some current through (post trip review has identified that there is definitely something wrong with this as the switched feed is permanently live and causing battery drain) - Need to add multi-meter to the going away kit list

7. The only negative was we had in the week was 2 camp fire nights washed out – nothing anyone could have done, and not enough to spoil what had been a fantastic adventure

Damage / Problems so far

1. None

Credits

We had some more adventures and saw some more scenery on the way home through France which I'll add, but this was the end of our mountain adventures so I would like to thank

1. Mandy, Mike and Mike from [21]Alpine Rovers for looking after us and all the positive comments and advice
2. Chris and Gillian for being good company along the way and their good advice
3. Rhian for putting up with me and taking many of the pictures and all the video which I still have to cut into something watchable
4. Steve Walford back in Cardiff for the work he put in to help me get Katy ready for this first adventure
5. John. Toby and all the other people who used to own Katy, but let her move on to us so we could have these adventures
6. All the people who dropped by to marvel at the strange apparition that is Katy as we wended our way back and fore

1. http://3.bp.blogspot.com/-Cic2ciNBY_M/UhG_9Y7PlhI/AAAAAAAAABWc/DWjwUym58gs/s1600/day602.jpg
2. http://3.bp.blogspot.com/-v-KgSm2l9BY/UhG_9V2D6KI/AAAAAAAAABWY/G9C1gUerIrg/s1600/day601.jpg
3. http://2.bp.blogspot.com/-1Zaj9HdDnPo/UhG_9aKxLdI/AAAAAAAAABXQ/8dP7z39qaCA/s1600/day603.jpg
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15. <http://landroverkaty.blogspot.com/2011/04/mystery-of-miles.html>
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20. <http://1.bp.blogspot.com/-b50CdJCp26g/UhHA8SLWmI/AAAAAAAAABYo/QFsswyh4OAY/s1600/day621.jpg>
21. <http://alpineroovers.com/>

Anonymous (2013-08-19 19:16:11)

Enjoyed reading that lot. The holiday firm you went with should link to this thread as free advertising for their trips!

Are you going to Eastnor Castle next w/e? Might pop up to look for some bits.

M (from caving club)

Shenstone (2013-08-19 21:48:05)

Hello M

Thanks for that nice comment.

I will indeed be at Eastnor and can be found on the SWLRC club stand. You won't be able to miss us no-one else drives a big Cream Landy as far as I know

p.s. I hope to have the 1st cut of the video by then

regards

A

Heading home in the Mountains and Onwards (2013-08-12 12:52)

Saturday. It had been a wonderful time, but it was time to say goodbye to the team we had spent the last week with and head off again on our own.

The De Frejus Tunnel had been a nightmare on the way here and we would have to face the 13 km (8.1 mi) going uphill this time so we were keen to hear about alternatives.

Mandy recommended the route through Briancon to Grenoble as being one worth considering for the views if nothing else. We had plenty of time for the route home so we decided that a gentle start would be good to calm our nerves from all the driving we'd been doing, I mean, roads have got to be simple after all the things we'd taken on. We waved goodbye to the Chris, Gillian, Mandy and the Mikes and set off up the valley from the camp site and up to the French border just past Claviere. From there a right towards Briancon where we stopped for a browse around the antiques market that was open. Rhian decided she had enough old things with Katy and me so we headed off again.



[1]

From Briancon the roads heads up through the Col du Lautaret (2058 m.) past some wonderful peaks with hanging glaciers. It just cried out to be admired in the sunshine so we stopped for a coffee and relaxed in the sun.



[2]

I didn't climb up I used a long lens



[3]



[4]

Here we stopped and took a picture of the third member of our crew, Cosgrove, who had come along to give us moral support at critical moments.

He'd hidden away a bit because of the marauding hounds (actually they were well behaved, but he may have been too tempting)



[5]

From there down to Grenoble was down, down, deeper and down until we levelled off nearer the status quo of sea level. With the route we had taken it was nice to have an early stop so we headed just north and selected a campsite from the Sat Nav and settled down for a nice meal and bottle of wine. The next day was Sunday and we planned for a long drive. In retrospect this was a wonderful idea because the number of lorries on the road was much reduced, which reduced the amount of overtaking we had to do and made for a much nicer drive. With no bad headwinds we were able to get to our cruising speed of about 65 and stay there for miles on end. We'd decided to visit the Royal Palace of Fontainebleau on our way home as it was somewhere Rhian had always hoped to visit so we picked a camp site just south of there in the Fontainebleau forest which was really nice and a good place to spend a quite night



[6]



[7]

Apart from the nice door and library the Palace did not live up to expectations as it was expensive, noisy, busy and frankly could have done with a good clean so we were soon on our way again north to our last planned stop of the trip...

1. http://1.bp.blogspot.com/-W4LvKWANhVw/UhZSJJaMp_nI/AAAAAAAAABY4/yHmkvLj-5rk/s1600/alps04.jpg
2. <http://1.bp.blogspot.com/-rAwhBLIGw5c/UhZSJJsCLiBI/AAAAAAAAABZU/jhoI0Vw9FWg/s1600/alps01.jpg>
3. http://4.bp.blogspot.com/-SGh_HPDW0LM/UhZSJi7f2mI/AAAAAAAAABY8/ukJ2Fr1NP-c/s1600/alps09.jpg
4. http://1.bp.blogspot.com/-44WfLH6YJlc/UhZSKGeyShI/AAAAAAAAABZQ/WdI_B4XX6g8/s1600/alps15.jpg
5. <http://2.bp.blogspot.com/-4XKLRLtYMw/UhZSJ2WPMbI/AAAAAAAAABZE/PmbPwL8Rbhg/s1600/alps10.jpg>
6. <http://1.bp.blogspot.com/-hQy4sq1iMGg/UhZS1clegBI/AAAAAAAAABZk/1M0p05HVs9Q/s1600/alps17.jpg>
7. http://3.bp.blogspot.com/-FIs8H6zqL9s/UhZS1bN0psI/AAAAAAAAABZg/Z4SuH9LoK_I/s1600/alps19.jpg

Quiet Thoughts and home (2013-08-12 17:54)

Our last stop in France was somewhere I had wanted to visit for a while and I felt that Katy should visit as well it was the [1]Thiepval Memorial in the Somme area.

The Thiepval Memorial is to the 72,191 missing British and South African men who died in the Battles of the

Somme of the First World War between 1915 and 1918 with no known grave.



[2]

My personal reason for wanting to visit was to see the inscription on the memorial to one of my ancestors [3]Sergeant William Allison Barnett He was recommended for the medal just 2 days before he was killed in action.



[4]

Even as we pulled up we gathered interest from visitors who understood what she was and I was really happy to be able to tell them [5]that she had been saving lives in Croatia when she did active duty.



[6]

There is a new visitor centre and I was amazed when they printed a summary of information of Uncle Bill as he was known in our family.

The spotless nature of the war graves in France is Testament to the work of the CWGC and to the people of France who maintain them in this way in partnership with them



[7]

What I had never known until I read the exhibition was that he had been killed on the first day that British Tanks had been used in action and that this day was a major offensive for the British Army. No wonder he was lost somewhere in combat that day it must have been horrible

Thiepval is one of those places that everyone responsible for sending people to war should go. Imagine if we sent every politician to sit and think for a day on the possible consequences

After that we needed something nice to end the day and so we stopped at a local store to pick-up some fresh produce for tea and settled down to our last night in France

Another uneventful day on the road and we were finally home

So the trip in summary

A major achievement for all of us and a set of memories to treasure

About 50 hours driving in total across 2 weeks

No significant breakdowns

A lot of learning so we do it better and easier next time

A sense of capability that will remain with us whenever we venture offroad in Katy again

Some fun with some very nice people, and stories to tell

Some Stats

2020 miles round trip

481 Litres / 105 gallons of diesel

19.3 mpg on the runs and 19.4 on the mountain days (which did include road work)

Total cost in Diesel £655 approx. I haven't taken into account all the exchange rates and charges

To end This Adventure...

I've often been asked if we've taken Katy on any adventures and I feel I can now look people in the eye and say Yes. She's been over the Alps and I don't mean on the Tarmac, I mean up and down mountains, and it won't be the last adventure we have. Just watch this space.

1. <http://www.cwgc.org/find-a-cemetery/cemetery/80800/THIEPVAL%20MEMORIAL>

2. <http://2.bp.blogspot.com/-IwjSPrtK0Zk/UhZT8zRGc7I/AAAAAAAAABZ0/42b2uA13l6M/s1600/alps30.jpg>

3. <http://www.cwgc.org/find-war-dead/casualty/769773/BARNETT,%20WILLIAM%20ALLISON>

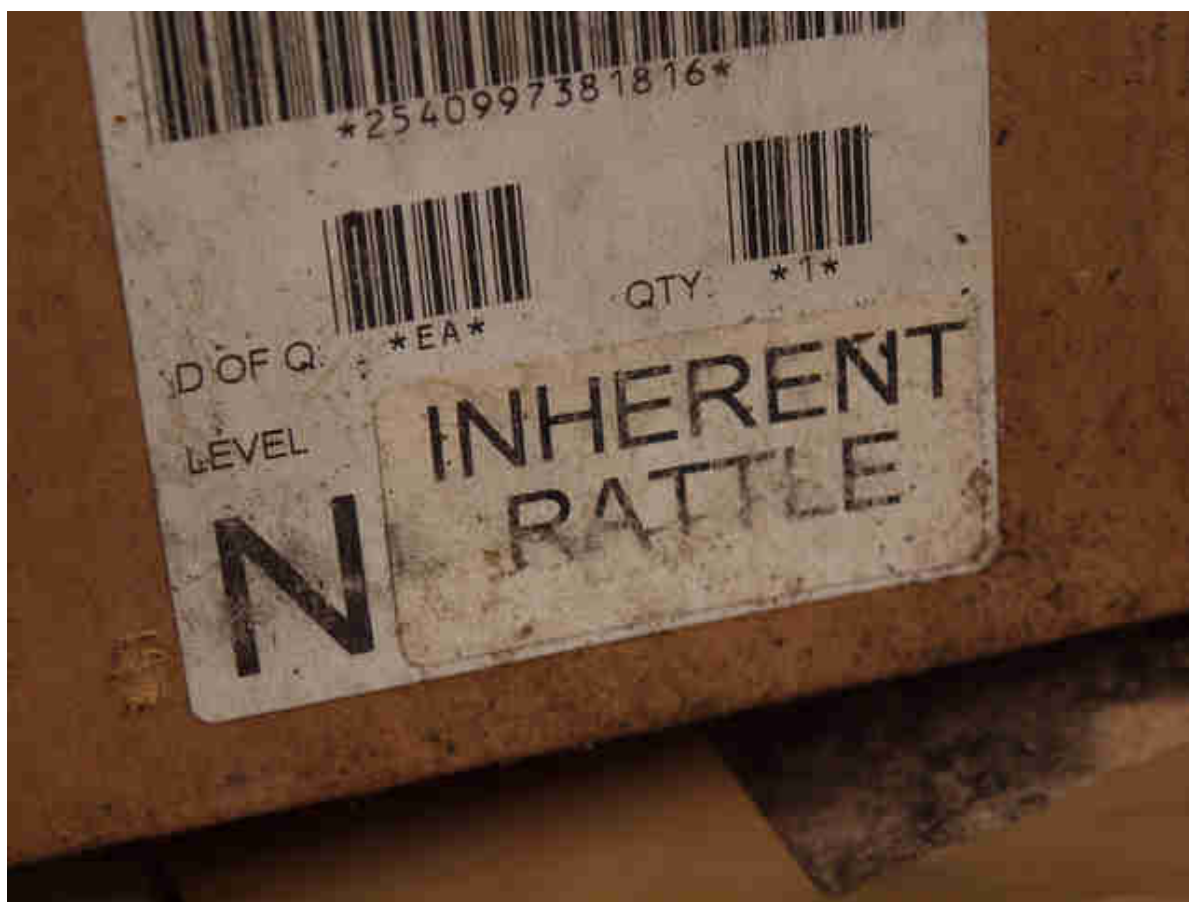
4. <http://1.bp.blogspot.com/-62z6RIea6dM/UhZT84PXvpI/AAAAAAAAABZ4/Zp4ul-w4Mkc/s1600/alps22.jpg>

5. <http://landroverkaty.blogspot.co.uk/2013/01/its-official.html>
 6. <http://1.bp.blogspot.com/-xvgfiLxIp30/UhZT8ysIfEI/AAAAAAAAABaI/9zAm3uX6G9k/s1600/alps23.jpg>
 7. <http://2.bp.blogspot.com/-SsmSL5YwSG8/UhZT9bF7jHI/AAAAAAAAABaA/-GygabvwPsM/s1600/alps31.jpg>
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Eastnor 2013 (2013-08-26 20:27)

We were full of ideas of things we wanted to do following the Alps trip so we headed to Eastnor with anticipation of finding loads of toys to buy and some parts to resolve some of the things that have been needing sorting out for some time (and one bent bumper which is a more recent addition)

We found a new bumper, but not the other items we were looking for. I did find this very important part that is factory fitted to all new Land Rovers so it was good to see a large pile of them available for those who need a replacement



[1]

Katy as usual took her place on the club stand and attracted a lot of attention from people and we had a lot of visitors wanting to look over her insides and her undergarments (suspension) as there are quite a number of people out there who are either working on or thinking about a similar venture



[2]

One thing we were really happy to see was Katy's Great Great Grandpa Huey. [3]HUE 166 is the first series 1 Land Rover and held in great reverence by all enthusiasts and this is probably the most sought after seating position in all Land Rover circles. Sadly it was out of bounds, but nice to take a look at it anyway.



[4]

Here's HUE166 in it's full glory



[5]

And here it is in the open air as it should be seen



[6]

Our club did a line up in the centre ring, including us



[7]

and one of our members won a prize for his efforts in the twist off competition and for his enthusiasm for Land

Rovers which shone through... Well Done Ryan



[8]

Back at home today I've stripped and painted the new bumper and the bull bars ready for refitting when the paint has dried



[9]

1. <http://4.bp.blogspot.com/-YTt8AWm5Ma0/Uhuo6tUtxjI/AAAAAAAAABbI/pgUS3azLdEY/s1600/Eastnor2013-19.jpg>
2. http://3.bp.blogspot.com/-InZm_AGBFIg/Uhuo6lUIsHI/AAAAAAAAABa8/2NdAFECjWG8/s1600/Eastnor2013-20.jpg
3. <http://theyfoundourengineer.authorsxpress.com/2011/10/13/land-rover-news-history-blog-6/>
4. <http://1.bp.blogspot.com/-Vg2W8Gj6ifc/Uhuo5zuhjdI/AAAAAAAAABac/2qVr4S7hJ4s/s1600/Eastnor2013-09.jpg>
5. http://1.bp.blogspot.com/-yNidVK-aacs/Uhuo5wBa_kI/AAAAAAAAABak/E9nxzRS6qDs/s1600/Eastnor2013-12.jpg
6. <http://1.bp.blogspot.com/-IcqOKgLydVs/Uhuo69lTKnI/AAAAAAAAABa4/vqbHiO3nrY4/s1600/Eastnor2013-33.jpg>
7. http://2.bp.blogspot.com/-Ey-bTgN_2ig/Uhuuab9j9HI/AAAAAAAAABbY/VqkUUQZD4t8/s1600/Malcolm1.jpg
8. <http://2.bp.blogspot.com/-St2IEtn3-GA/Uhuo6GdkXeI/AAAAAAAAABa0/ZV17k90Sn-Q/s1600/Eastnor2013-18.jpg>
9. <http://2.bp.blogspot.com/--QiWpQ4xebM/UhuuadT15aI/AAAAAAAAABbc/OKQIvDTYnKg/s1600/malcolm2.jpg>

1.3 September

Alps 2013 The Movie (2013-09-01 08:01)

During our wonderful holiday Through France and up the Italian alps Rhian was filming scenes for me. I've now had time to download it all and edit into a video which is offered here for your entertainment
It starts with an introduction about our trip through France and the rest is the overlanding scenes from about 4:25 in if you just want to get to Land Rover's off tarmac.

IFRAME: [1][//player.vimeo.com/video/73455707](http://player.vimeo.com/video/73455707)

[2]Alpine Overlanding 2013 from [3]Andy Kendall on [4]Vimeo.

Sorry it's only SD resolution I only have a basic Vimeo account so am limited on the file sizes I can upload. if you want to see an HD copy please get in touch.

I would love to know what people think of it so please do leave a comment here or on Vimeo so I can learn more about what I'm doing well and what I need to think about working harder on for future video's

1. <file:///player.vimeo.com/video/73455707>
2. <http://vimeo.com/73455707>
3. <http://vimeo.com/shenstone>
4. <https://vimeo.com/>

Anonymous (2013-09-05 21:37:22)

Good - enjoyed that, looked like some great driving.

David J Mallinson (2013-09-13 06:08:56)

Hello Andy, I thoroughly enjoyed every minute of the video, especially that hairy moment passing the chap in the Unimog! By coincidence last week I was on a short holiday in Moab Utah which is about 6 hours drive from Denver, a bit of a Mecca in the USA for off-roading so I was trying out the Jeep Grand Cherokee there. It has the off road package with skid plates and air suspension so you can get up to 11 inches of ground clearance, it had no trouble at all, but looks like the roads you were on were a bit more rocky. But we did not try any of the 'technical' off road trails. Great to see you got Katy off the tarmac and with no bother by the look of it. I'm still jealous of you having a proper Land Rover though, I still miss the 1963 Series II A which my Dad sold in 1986. Must be great to have your own accommodation without the hassle of a tent and much more comfortable as well. Look forward to more adventures, all the best Dave

Shenstone (2013-09-13 17:22:29)

Moab.. my favorite place in the US

Last time we were there one of the US Land Rover clubs was in town and despite us having a rental Chevy Trailblazer adopted us .. wonderful fun look forward to meeting you for another run there some time

