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FULL GRILLE 147

**ROW AND LOWREY - THEN AND NOW; A SEQUEL
BY KEITH JAMESON**

Last year the Series One Club magazine *Legend* reprinted pages from 1948 editions of *The Motor* telling of early trials with R02 in Wales. They caught my attention because I also knew the area from behind the wheel of an 80in but Dave Hanson's research in the last two issues of *Full Grille*, tracing parts of the original Row and Lowrey route, has persuaded me to dig out some 1960s photographs. I was quite surprised by how some of them fit with the original Lland Roving story so felt they perhaps merit a short sequel.

My first Land Rover [A] goes back to student days at Loughborough after Steve Holt and I, both training as civil engineers at the college of technology, bid £100 for 11BC59. It was one of about two hundred sold by government auction at Ruddington in March 1963 where surplus military vehicles were brought for disposal every few weeks and, following civil registration with Leicestershire CC, R06104259 duly became 630BUT. Two or three years on we had driven 27 000 miles, explored many remote parts of the country and had a lot of fun but sadly sold our trusty Series One for £95 to raise funds for, so we thought at the time, more pressing matters.

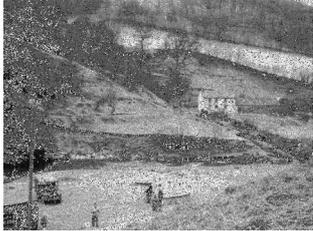
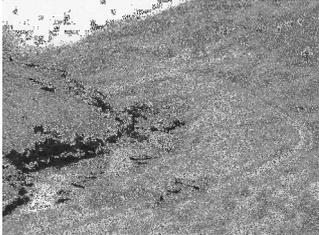
With my brother Ian and scouting friends who trained in the area alongside the mountain rescue team from RAF St Athan we made four trips to the upper Tywi, camping at Troedrihw Ruddwen in a field between the road and the river [B] where there was was a hut. Dam construction had yet to start and it was another forty years before I went back to see Llyn Brienne but in May 2004 the hut was still there, if rather derelict.

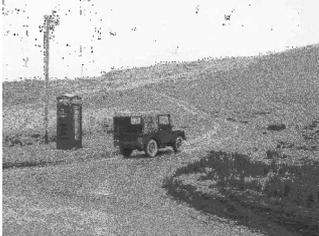
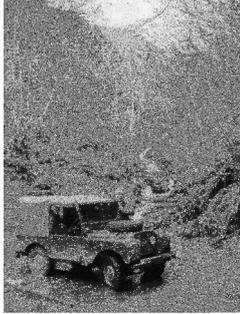
The farmer, as I recall another Miss Jones like the first owner of FBX82, lent us a key for the Forestry Commission roads so I have photographs taken around the locations mentioned by Row and Lowrey, most with dates and some with grid references. I am almost certain we did the climb from crossing the Camddwr / Tywi confluence [C] past Dalar-wen and Henfaes recounted by Dave Hanson but the section I remember best, because we drove it three times, was the track alongside the Tywi. About 2½ miles south of the point where it leaves the Tregaron to Abergwesyn road [D] the most remarkable coincidence is in [E] where 630BUT is three hundred yards past where Row and Lowrey stopped for their Pin-Pointing shot [F].

Our trip in March 1964 was notable for shearing the clutch cross-shaft to connecting tube pin two hundred miles from home on a bank holiday. Improvisation with an Allen key gave us just enough travel to prevent stalling the engine when engaging first gear and, after a little practice, we became quite proficient at changing up and down without the clutch pedal.

Two years running on the fourth Saturday of June in 1964 and 1965 we were there again, joining the local community as they met at Troedrhiw for a less critical form of shearing. Handling sheep and fleeces for the farmers made a welcome change from fixing clutch pins and our hands had never been so soft. Meanwhile their wives were in the kitchen cooking roast lamb for all who took part and, served in relays because there was no time to stop, I just remember a very convivial farmhouse lunch.

All too quickly I lost touch with 630BUT. Who knows what happened to it? Happily for me another Series One came my way in time for retirement so the fun continues.

Photograph	Caption
 <p data-bbox="379 674 408 707">A</p>	<p data-bbox="635 477 1394 555">Steve Holt (driving) and Keith Jameson alongside Bala Lake at Llangower in August 1963, before the headlamps were changed</p>
 <p data-bbox="379 987 408 1021">B</p>	<p data-bbox="635 813 754 840">SN770473</p> <p data-bbox="635 862 1086 936">Our campsite at Troedrhiw Ruddwen 30 March 1964</p>
 <p data-bbox="379 1312 408 1346">C</p>	<p data-bbox="635 1111 754 1137">SN806500</p> <p data-bbox="635 1160 1374 1283">Fording the Tywi at its confluence with the Camddwr, a point on the county boundary now submerged by Llyn Brianne 28 December 1963</p>
 <p data-bbox="379 1637 408 1671">D</p>	<p data-bbox="635 1408 754 1435">SN811562</p> <p data-bbox="635 1458 1406 1637">Undeterred by the atmospheric sign at the north end of the Tywi track where it leaves the Tregaron to Abergwesyn road near Nant y Stalwyn, 630BUT heads south for Bwlch y Ffin 28 December 1963</p>
 <p data-bbox="379 1962 408 1995">E</p>	<p data-bbox="635 1709 754 1736">SN807521</p> <p data-bbox="635 1758 1401 1937">Back again three months later and two miles on from [D] at almost the same location as Row and Lowery but looking the other way and taken from the rocky outcrop on the upper left of their photograph [F]</p> <p data-bbox="635 1955 810 1982">30 March 1964</p>

 <p style="text-align: center;">F</p>	<p>SN806523</p> <p>Row and Lowrey stopped for their Pin-Pointing photograph in June 1948, the gorge now submerged by the northern arm of Llyn Brianne when the reservoir is full</p>
 <p style="text-align: center;">G</p>	<p>SN762576</p> <p>Telephone number Tregaron 262 near Nant y Maen, a remote farm off the Tregaron to Abergwesyn road</p> <p>28 December 1963</p>
 <p style="text-align: center;">H</p>	<p>SN748497 looking north-west</p> <p>Out on Easter Day in the <i>Great Welsh Desert</i>, with (left to right) Norman Godfrey from Penarth, Steve Brown from Rhoose, Ian Jameson from Wallington and Geoff Hodges - part of the mountain rescue team at RAF St Athan - from Wrexham</p> <p>29 March 1964</p>
 <p style="text-align: center;">J</p>	<p>SN808514</p> <p>Half a mile on from [E] fording Nant y Stannog on the hairpin bend</p> <p>30 March 1964</p>