



NOVEMBER 2014 NEWSLETTER



Peter shows us how it's done in the 2A.

Editor's Corner

Welcome to November's newsletter, we have a jam packed issue for you this month!
There is a report and photos from the Tordarroch trial, Santa's Navigational Challenge treasure hunt from October and a great report on the Mudmaster event that was attended by three H4WDC crews in November!
Also we have exciting news about the run over the Corrieyarick pass scheduled for the end of November!
Keep your photos coming in for the Photo Competition too, remember there is a hoodie to be won!!

Thank you to those who contributed to this newsletter and for those of you who haven't, why not?!
☺

As always, please send all articles for inclusion to the address below:

highland4wheeldriveclub@gmail.com

Cheers Pete

THE COMMITTEE

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NEXT EVENT!!

SUNDAY 30TH NOVEMBER

Corrieyarick Pass run

Meet in the big car park in Fort Augustus at 10.30am

See further on in the newsletter for details!

TRIAL VENUES AND EVENTS 2014

Please Note: All trial venues to be confirmed

Date	Event	Clerk of course/ Contact	Assistant Clerk of course
Sun 30 th Nov	Corrieyarick Pass Run		
Sunday 28 th Dec	Santa's Hangover Challenge <i>Inverarnie</i>	Peter MacInnes	

Tordarroch Trial Report

A reasonable turnout on this breezy and showery day, at least for the standard class. It's a good bit of - ground Tordarroch, well it is if you like rocks (not much in the way of mud) - it makes a nice change taking the vehicles home reasonably clean.

The first two sections were quite similar, comprising tight turns, rocky steps and some side slopes. Careful wheel placement and a strong nerve when running along the side of the big raised boulder helped keep the vehicle offside away from the cane.

Section three was a bit more tricky, with a drop down in to the boulder strewn ditch and a sharp climb out, followed by a turn over a ledge, with another couple of ditch crossings. Pete was first here and unfortunately became a little wedged - this section favoured the later runners; Rod came a cropper too, getting high-centred on the rock ledge. Duncan in his clean Discovery 3 wisely elected not to attempt it – although set up as a standard section there was limited potential for 'taking the cane' or alternative routes.

Section four was pretty straightforward - a slalom along the side of the drainage ditch, nice and soft with hardly any rocks (for a change).

Section five was interesting – kind of convoluted, over rocks and a sharp turn up the hill followed by a steep descent. Well done to Alan for making the turn up the hill look easy – no wheel spinning at all.

Back to the ditches and the rocks for section six – this section looked worse than it was, with most getting through with low scores. To make it more interesting for George and Lewie in the open class the gates were changed forcing the lads over even bigger rocks – spectacular to see.

Section seven saw a bit of head-scratching and a bit of muttering – 'How does he expect to fit a Landrover through there? – b*%\$dy Haflinger owners!' Well... a bit of intuition and a careful shunt saw pretty much everyone through the gap in the trees, along the ditch and up the hill – another section that looked worse than it was.

The last section was 'THE HILL' – it started on the other side, some sharp turns that could be cleared by picking the right line (and remembering to fold in your mirrors!) followed by a bumpy ascent. I think everyone apart from Frank in the Haflinger had to have a few attempts, picking off a gate at a time, reversing then two more attempts at the next gate. It got a bit greasy as Ryan found out (I thought that I had taught him everything that I knew but I must have left a couple of important bits out..); Neil in his 90 and Jim in the Range Rover did well, and Rob was flying (literally) – well he was until something went in his front axle.

So that was it – I hope everyone enjoyed it, and I look forward to seeing you all at the next one. Many thanks to Alastair Forbes the farmer for kindly letting us use his ground – it is much appreciated.

Cheers!

Tordarroch Trial Results

Name	Class	1	2	3	4	5	6	7	8	Total
Frank Spencer	Std	2	0	0	1	0	1	0	2	6
Alan Harrower	Std	8	5	7	2	2	0	1	11	36
Peter Lawton	Std	13	3	37	0	2	1	3	12	71
Neil Taylor	Std	4	0	0	4	1	0	1	7	17
Jim	Std	7	5	2	6	3	0	1	9	33
Duncan	Std	37	13	40	10	17	40	11	18	186
Rod Cook	Std	8	2	30	0	5	1	3	20	69
Rob Hellet	Std	5	2	3	0	5	0	4	18	37
Ryan Maclennan	Std	6	1	0	1	1	2	4	23	38
Lewie Cameron	open	1	2	2	0	7	1	8	Ret.	
George Lobban	open	3	0	0	0	6	2	3	3	17

Breaking News **Corrieyairack Pass Run**

We've finally had the green light for a run up the Corrieyairack Pass for Sunday the 30th of November. Meet at the big car park in Fort Augustus for 10.30. Open to all club members with £20 per vehicle going to charity. New members can join on the day.

This is a cracking run and should not be missed.



Mudmaster 2014 Report

Mudmaster is a joint British Army and SLROC event, based around the central belt. Three hardy H4WDC crews joined the 60 odd vehicles taking part in the weekend challenge. Fraser Hughes and Iain MacKinnon in Frasers' green 110, John MacLean and Iona Sheilds-Munro in a red 90 and my wife and I in our Jeep Grand Cherokee.

The event covers 5 different disciplines, including on road navigation, RTV sections, off road navigation through forests, off road orienteering and auto tests. We covered around 230 miles over the whole weekend, got to watch a heap of off road action as well as competing ourselves and chatting to other crews at the different stops. My memories this year included:

We set off from the TA centre in Dunfermline at one minute intervals, navigating towards the first off road site. Disaster strikes us from the off when we miss the first turn off over the Forth Road bridge meaning we go 20 minutes out of our way and miss part of the pre set roadbook. This means we will have dropped points from any letter boards located along the set route and might drop points for being late to timechecks. The error is blamed on old maps, which do not show the new motorway junctions. *(Always best not to blame the navigator this early in the event, especially if she is your long suffering wife!)*

Harburnhead, where there were a couple of RTV sections. The first is fairly simple and we clear it easily. But the second looks quite tough to me. I watch a a 110 and a Disco both getting bellied at the first gate and a couple of 90's getting past that gate but getting cross axeled in the centre sections. We are up next, just after a nice Series IIA. However disaster strikes and the Series rolls onto its roof, attempting the last gate on a very steep downhill. They are unhurt and saved by a roll cage, though front windscreen is twisted and smashed and vehicle is looking worse for wear. OK, deep breath, major rethink here. I politely wave a couple of Royal Navy crews through in front of me to give me time to re-assess, then off we go. Momentum gets us over the belly crest and, good use of throttle also gets us past the axle twisters – navigator has eyes closed by this stage and is clinging on for dear life. A tight left then down last steep bank and we are clear. Nice adrenaline spike on that one!



Over to Worm Law, where we have to navigate through a forest, while looking out for letter boards at the same time. As we have dropped back through the field, delayed by on road navigational mistakes and the roll over, the forest track is getting quite cut up and rutted by the time we arrive. One sharp hairpin right up a steep slope causing a few crews a bit of bother, with some getting stuck. But with a steady right foot, we make it without any problem. We hear later that Fraser pulled out a couple of Army Landrovers here, including one driven by a Major. Much to the chagrin of the surrounding lesser ranks who were trying to impress.

Twechar is an old opencast mine with very black sticky coal dust/mud with a couple of RTV sections. The first was straight forward and the second should also have been OK. But with lots of vehicles cutting up the ground, an Army 110 gets bogged in deepening ruts between a small loch and a hillock. It takes the marshals about 45 mins to winch him out. Next few vehicles, including us,

are asked if we want to attempt the gates, or just take the points. I make an attempt and fail miserably – getting dark by that stage, don't you know. The Jeep just slipped into the aforementioned ruts. I floor it, but other than showering the marshalls behind in sticky black gloop, don't go anywhere. However a quick pull from the winch and we are out. Only 1 point lost here, so not too bad. By the time Fraser arrives, they have shut that gate as no-one else was getting through.

In the dark and in pouring rain on Saturday evening we have to navigate through another forest. But this time we are in a small convoy of vehicles including a huge Army lorry. Very difficult to see forest track junctions in the dark, however the lorry has fantastic lights, so it takes the lead. We are in the wood for over 45 minutes and my navigator is convinced that after about 30 minutes we are all going the wrong way. We emerge from the wood to find ourselves right back at our start point – damn, should have listened to navigator! We then meet Fraser and John for the first time that day, who were about to go into the forest. However most folk are turning round and skipping the challenge to go direct to the next site as it looked too difficult. After a debate, team H4WDC also admit defeat and head round by public road.

We finished Saturday on a high note at Cambusbarron, an Army tank proving ground. Another orienteering challenge, we get all but 1 letter board, with some fantastic technical tracks, with lots of bare rocks and steep slopes, very slippery in the rain – my rocksliders really earned their keep here.

We all meet early Sunday to start another half day of challenges. Unbelievably the Series IIA turns up, to a huge round of applause, with the crew having spent half the night repairing vehicle and fitting new windscreen – respect! We also hear that John also had a drama last night. Complaining of serious loss of power, the 90 limped back to hotel. Lift pump delivered first thing Sunday morning, fixed in hotel car park, back in the game!

First challenge on Sunday was at Avon Bridge, two RTV sections. You know it is going to be fun when you arrive and most of the marshals vehicles have barely made it through the gate and are being towed out of the way. In front of us is a Disco 4, which I can see is really struggling to get to the first RTV section. However once up there, they were not too bad and we cleared them both.

So how did we all do? Well, yours truly came 12th overall, Fraser was mid table at 38th and John who suffered from reliability all weekend dropped down to 56th. Make no mistake, this is a tough and challenging event. You really need to concentrate all weekend, especially the navigators who do not get a break all day. However it is really enjoyable, with a big variety of off roading situations and great camaraderie between teams.

Will I go back? I certainly plan to. You do not need a modified vehicle to compete, though I would say good mud tyres are essential. The Series IIA came 11th overall despite the roll – even more respect! And a Suzuki Jimny and Freelander were both in the top 5. It would be great to get a bigger team from H4WDC involved, perhaps better co-ordinated in terms of hotels etc to make it more social. However I do not think we let the side down this year – so here's to next years event - Bring It On!!!

Naill Campbell

Santa's Navigational Challenge

Many thanks to those who came along and participated in the treasure hunt on 5th October. The winners, "Two Carols and a Driver", (Neil and Carol Turnbull and Carol Smith) are photographed below. Congratulations also to Stuart MacKay and Family who took home the wooden spoon!



H4WDC Photo Competition 2014

Submit your best photos taken at an H4WDC event for the chance to win an exclusive H4WDC Hoodie courtesy of our friends at Highland Vinyl Craft. All photos received will be included in the Newsletter and will be judged at the club AGM. Send your entries to highland4wheeldriveclub@gmail.com or pass them on to a committee member.

Tordarroch Action





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