



**Linton makes the front cover again!  
Well grounded at Galcantray.**

## Editor's Corner

Welcome to the September and October edition of the H4WDC newsletter!

This month we have a report from Coignafearn run and the Galcantray Trail by Stuart.

I also have included a report from Gairloch which I forgot to include in the last issue.

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](mailto:highland4wheeldriveclub@gmail.com)**

*Cheers Pete*

### **COIGNAFEARN RUN – 13 SEPTEMBER 2015**

On a bright, breezy morning, 20 vehicles set off from our assembly point at what had been The Little Chef at Tomatin for a high top run on the above estate! After a very pleasant run along the River Findhorn we arrived at the Estate Office to be greeted by the new Estate Manager, Kenny Graham, who wished to give us an introduction to the aims of the owner, Doctor Rausing. Her wish is to run Coignafearn as an environmental friendly estate, partly by nurturing existing trees and planting native woodland with excellent results as seen with the thriving Birch wood saplings towards the foot of the Calder Burn.

On leaving Coignascallan, we turned left up the hill track on the side of Carn-Mor and up round Carn Easgainn Mor, unfortunately passing the entrance to the plateau with its wonderful views, before I realised it .(coming in from the opposite direction to last year)! However, there were plenty more great views to come, including a herd of deer on the skyline and an eagle spotted by some including Evril who caught it on camera! Many grouse and other smaller birds were also seen! Carrying on we proceeded down by the Elrick Burn with impressive views of the new Coignafearn Lodge before turning left at the bottom and stopping at scenic Dalbeg for a picnic by the river.

Once fed, watered and with chat finished, we proceeded on to the second part of our trip, the equally interesting North Circuit, up the side of the Creagach Burn where I led the group off track onto an old part of the original track which involved a drop into the burn which had obviously gathered a few more rocks since last year. Giving Daniel, who was following, a good blast of black diesel, I eventually – after 3 attempts I think – I made it, breaking my rusty tail pipe. I gathered/hoped that this was the only damage caused. Daniel's comment from the big Nissan was "Any more bits like that?" A young lad in a Nissan or Mitsubishi Pick

Up offered to secure the pipe with plastic ties. Sorry, I forget your name, you did a great job – it is still holding yet!

We continued round by the Odhar Beag Burn, appreciating the many panoramic views before dropping down by the Calder burn where we observed a capable Argo with driver and young passenger heading over the rough towards the aforementioned Birch plantation.

A most enjoyable day out on the high tops, with all the great views, wildlife and excellent climbs and descents, in a most scenic glen had come to an end!

***Stuart***

PS £400 was raised - £300 has been given to Highland Hospice (their thanks printed on another page) and £100 to aid Club Funds.

### **GALCANTRAY TRIAL – 27 SEPTEMBER 2015**

This Trial very nearly did not run due to a shortage of Club fire extinguishers. An additional problem was that the Specials had no Clerk of Course.

A count of vehicle extinguishers was made and with the wet undergrowth and foliage, I made the decision, as the only Committee Member present, to go ahead with the Standards on condition that Neil should moderate the severity of the sections. The other committee members were either working, on holiday or were taking part in the Loch Ness event that day!

Due to the goodwill of ex-committee member, Mark Fraser, volunteering to run the Specials - they ran under the same conditions. Mark had appeared with a very potent coil sprung S1 V8 he had recently purchased from the Chairman of an English club. This chap, having built the machine, found that he had no time to use it due to his commitment with organising/running club events! Unfortunately, Mark will have to wait until the next Trial before he can try out his new machine competitively.

When scrutineering the only problem found was that several vehicles did not have the required additional pull off spring fitted to the carbs or fuel injection final linkage. They were requested to have one fitted for the next Trial.

Many thanks to Neil and Mark for running another successful event, and also to all who helped with recovery and to those who collected canes.

Finally, many thanks to David Walker for the use of his excellent and testing venue.

***Stuart***

## **THE COMMITTEE**

<b>NAME</b>	<b>POSITION</b>	<b>CONTACT DETAILS</b>
<b>Stuart MacKay</b>	<b>President</b>	<b>01463 790215</b>
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<b>Peter MacInnes</b>	<b>Newsletter Editor-in-Chief</b>	<b>07736 546303</b> <b>highland4wheeldriveclub@gmail.com</b>

### **NEXT EVENT!**

#### **Tordarroch Trial: Sunday 31<sup>st</sup> October 10:00am Start**

Directions; Head south on the A9 from Inverness and turn right at Daviot towards Ft Augustus. After about 5 miles turn right in Farr signposted Free Prespeterian Church. The site is on the left after about half a mile. If you go over the humpback bridge, you've gone too far!

### **Belated Gairloch2015 Report**

#### **A View from the Jeep**

After a social nights camping at BigSands, the main off road dish was served up with about 25 assorted 4x4's leaving the campsite just after 10am on a wet, showery Saturday. The hill track has been extended and now goes quite a way into the hill. Once off the track onto the moor proper, the red mist descended and vehicles scattered down a slope eager to get into the action. Then most of the movement stopped. From half way up the slope I could see vehicles at all angles, mostly stuck trying to get over a ditch – especially LewiesLandy, which was at an impressive angle. This was to prove a difficult obstacle both on the way and the way back. As the ground cut up, it got worse for the 4x4s at the back. Heavier vehicles in particular struggled. With the aid of waffle boards and scaffold planks, we eventually made it over. This theme continues for most for the day. Sections of drier ground where we made good progress, then boggy sections that took thought, throttle and a fair bit of towing to get through.

Eventually with the main target hill coming into view, once again the red mist descended and vehicles charged away, determined to be first to get to the top. Sitting for a few minutes watching unfold, it looked like an ant hill with ants swarming all over it. I could see a couple of vehicles made it to the top almost immediately, then the swarming slowed then stopped as the ground cut up and became more challenging. On my arrival at the bottom slopes, I first tried a straight hill climb route I used last year to get close to the top. I could see someone had already tried up and not made it, but still it should be easy enough. How wrong can you be? I got about three quarters of the way up before coming to a halt in a rooster tail of mud. OK, engage reverse and just back down the hill in a controlled manner (at least that's what the off road driving instruction say!) One seriously buttock clenching slide back down to the bottom convinced me that this would be much, much more of a challenge than previous years. Once a track had been used once, it became extremely slippery. I tried every route I could see, but could make no headway. I could see others trying as well with similar results and similar brown trouser moments.

I worked my way around to the north side of the hill to find a collection of vehicles had gathered and in the middle, Scott's Disco had snapped a joint and was left with no drive to any wheel. Fortunately for Scott, this club is not like Top Gear and does not leave colleagues behind. So with Phil Mudge in his Disco taking point and myself and others helping where necessary (sometimes towing in tandem), we towed and winched the stricken Disco back over about two miles of open moorland. Back near the track, the routesthrough were getting very cut up. Ryan in his bobtailed RR and Lewie, who thankfully appeared back, having made it back to the camp site and then wondered where we all were, helped with the final push into the track at around 7.30pm. So nine and a half hours of open hill driving– magic. Back to the campsite to find my cooler still cold – how good did that beer taste!

So who actually made it to the top? Both Halfingers(obviously), LewiesLandy, the silver Suzuki Jimmy, Johns nicely modified big white Toyota Landcruiser, Eric's Range Rover (sorry if I have missed anyone out). Interestingly all those have a rear locker – perhaps this shows the value of lockers in extreme situation – or perhaps they are just better drivers than the rest of us.

Anyway, a great weekends off roading and socialising, well worth the long drive up.

**Niall Campbell**

## **TRIAL VENUES AND EVENTS 2015**

<b>Date</b>	<b>Event</b>	<b>Clerk of Course 1</b>	<b>Clerk of Course 2</b>
<b>October 31<sup>st</sup> (Sat)</b>	Tordarroch	John MacLennan	Ryan MacLennan

**Please Note: All trial venues to be confirmed**





***A Certificate of thanks from Highland Hospice for the donation from the Coignafearn run.***

## **Supplementary Regulations**

**1.** The H4WDC will promote a cross country Vehicle Trial on **Saturday 31st October 2015** . The event will be held entirely on private land at **Tordarroch**.

**2.** The meeting will be governed by the General Regulations of the **RACMSA LTD** (incorporating the provisions of the International Sporting Codes of the **FISA**), these regulations and any written instructions the Club may issue for the event.

**3.** **MSA** permit has been applied for. **PERMIT No:** TBC.

**4.** The event is open to all fully paid up members of the H4WDC.

**5.** Competitors must produce a valid club membership card and sign on. Club membership number must be displayed on participating vehicles.

**6.** The program of the meeting will be as follows:

(a) Scrutineering starts at **09:15** hrs

(b) Competitors not signed on by **09:45** hrs may be excluded from this event.

(c) First vehicle starts at **10:00** hrs

**7.** Vehicles will fall into classes as per club rules i.e. 80", 86", 90" and LWB. Vehicles may enter into one class only. The starting order on sections will be as per Club Rules. Competitors on the day of competition may be split up into 2 groups.

**8.** All vehicles must comply with MSA Technical Regulations. Passengers may only be carried in accordance with **Rule H. 11.3.2**.

**9.** The entry fee is **£15** per competitor. All entries must be made on the official entry form and accompanied by the appropriate fee. All officials must also sign-on on the official signing on sheet.

**10.** The secretary for this meeting is:TBA.

**11.** The maximum entry for this meeting, inc reserves is 40 and the minimum is 10. Should the minimum figure not be reached, the organisers have the right to cancel the meeting.

**12.** Other officials are:

**Clerk of the course:** James Fraser

**Scrutineers and Club Marshals;** Non-competing, attending Committee

Members

**13.** Results will be available after the competitor completes each section by simply asking the scoring marshal. Results of the event will be published in our monthly newsletter.

**14.** Any protests must be lodged in accordance with **0.5.1**.



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