



## AUGUST 2017 Newsletter



**PAUL McINTOSH** is so cool, he has time to pose for the mudarazzi even while assaulting the bog run on section 6 at Inverarnie... His son RORY was also at the trial, taking photographs - see the club's Facebook page. Photo: **LINTON**

## **THE COMMITTEE**

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## Editor's Corner

The Inverarnie trial was super - great job by **PETE**, in setting up and scoring the trial.

Nice to see new members getting involved, as well as the old sweats showing us how it's done (or not, depending on their luck on the day!).

Someone at the trial, sorry - I can't remember who - suggested that the score sheet should show the type of vehicle driven by each contestant, as an aid to figuring out "who is who?" As many of us meet only a few times a year, that seems to me to be a pretty good idea, and I'm therefore requesting that, in future, Clerks of the Course should try to record what vehicle each driver is driving, on the score sheet.

I'll also try to include more photos of contestants in the newsletter, with names attached, to make it a little easier for us all to get to know each other a little better. This is a really great club, full of extremely friendly and helpful souls, and I think we can all take great pride in that.

**NIALL CAMPBELL** and his son **JAMES** get the prize for driving furthest to attend the Inverarnie trial - all the way from Oban, and back. I guess this says a lot about Niall's commitment and enthusiasm - but it also says a lot about this friendly club. Thank you so much, all of you, for your friendship, goodwill, and helpfulness.

I try to spell everyone's name correctly in the newsletter, and on the e-mail list. Please advise me if I, or we, get your name wrong.

Thanks to those who pointed out that **NEIL TURNBULL** was shown as the "ICE Chairman" in previous newsletters. He's regained his rightful title of VICE Chairman - a subject I'm sure he is a great expert on...

Please send your contributions for the newsletter to:

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

I use a PC, so please try to send MS Word stuff if possible.

If not, photos of hand-written stuff may be sent. *Cheers, Linton*

**2017  
TRIAL DATES AND VENUES &  
PROGRAMME OF ROAD RUNS**

**TRIALS in yellow**

NON-H4WDC events in grey

<i>Month</i>	<i>Trial Site</i>	<i>COC 1</i>	<i>COC 2</i>
Aug 27	Laggan Challenge	Neil Turnbull	
Sept 3	Grantown MotorMania		
Sep 10	Dam Fine Day Out (4 dams)	Peter MacInnes	
Sept 24 TRIAL	Belivat		Daniel Watson
Oct 21 <b>(WEEK EARLY)</b> TRIAL	Tordarroch	James Fraser	
Nov 26 TRIAL	Galcantray	Davie Miller	Lewie Cameron

Please note: All venues to be confirmed!

***Next EVENT - 2***

**DAM FINE MYSTERY TOUR**

**Sunday September 10th**

**Meet at Aigas Power Station (IV4 7AE) at 10.30 am.**

A short tour of the Power Station and Dam.

We will then go on tour further up Glen Glass to take in the scenery and wildlife.

Pack lunch is essential but a 4x4 is not as 95% of the roads will be sealed surface or have an alternative route for cars.

Maximum entry is 20 vehicles.

Peter MacInnes is organising the run, and he plans to get some more info on Facebook closer to the time.

## My Jeep – NIALL CAMPBELL (all photos by Niall)

At the Inverarnie trial in July, Linton asked me to write an article for the newsletter about my Jeep. I think he must be scraping the bottom of the barrel as there are plenty more nicely modified vehicles out there and this Jeep is not even mine. Officially this is my wife's car as I have a 04 plate Subaru Legacy 3.0 – I just borrow this jeep for the weekend! **Photo - below: Sunday driver, yeah!**



I started off-roading and trialling in a Suzuki Sj410. It did well but was on a sorn, so needed to be trailered to competitions. I got fed up with that and started looking for a road worthy 4x4. With very limited cash and this being back in 2011, the main options were a Vauxhall Frontera (remember them), or a Jeep Cherokee. I bid for a 4.0l straight 6 Cherokee on ebay and got it for £950 and from then have been a huge fan of Jeep. That was a fantastic vehicle for the money and served me well for about 3 years. A wonky immobiliser killed that Jeep after my first Mudmaster event, but I really loved its power and capability. I decided to upgrade and purchased a Jeep Grand Cherokee, again from ebay. This was one of the early, mark 2 (WJ) Grands, in Limited spec with the 4.7l V8 and cost £1,300. It also came with QuadraDrive. This is a more sophisticated 4x4 system than the ones in the base models and well worth looking out for. It came in the early Limited's (mines a 1999), plus the later Overland models.

For those with a technical bent, Quadra Dive uses Jeep's Vari-Lok differentials. These use a clutch pack to sense wheel spin and send drive from one wheel to

the other in the same axle. Similar to LSD. Vari-Lok is different to traction control as it does not brake the spinning tyre, which leads to losing momentum, it just transfers the power to the other one. The system is meant to work on both front and rear axles. In practice mine works well on the rear axle, but not on the front. Under extreme cross axle, both rear wheels will spin, but only one front will spin – so I have 3 wheel drive. However it is definitely an improvement on the standard 2 wheels spinning cross axle scenario from my old SJ and Cherokee, which have a traditional locked centre diff and open axle diffs.

My off road philosophy is to make minor mods, but not too extreme to start breaking things – I need to drive this thing back home remember and I live a long way from trial sites. The Grand Cherokee has a good 4x4 system, but its achilles heel is its ground clearance. So all my mods are mainly aimed at either protecting the underside, or raising height.



Other than a set of the largest mud tyres that will fit under the arches, here is a list of my mods:

<b>Mod</b>	<b>Cost</b>
Transfer case guard – second hand from ebay from Overland model	£40
Rocksliders - homemade	£60
2 inch lift kit – new	£117
Old Man Emu 1 inch lift coil springs and shocks – second hand from ebay	£299
Wheel Spacers 30mm - to stop tyre rubbing	£129
Steering stabiliser - to stop death wobble	£48
Steel tube - to create a sleeve for the track rod	£20
Straight through exhaust pipe – to make it sound good	£33
New front prop - imported from USA	£333
<b>Total</b>	<b>£1,079</b>

I am not a good mechanic, so you will see this is all bolt on stuff that is easy to fit. The only unplanned mod was the front prop. If I had lifted the Jeep by only 2 inches, the standard front prop could have coped. But by going to 3 inches, the front joint on the front prop became a weakness in the drive train. I went through one second hand replacement before going for the stronger upgrade from the US.

I have been off-roading this Jeep for almost 5 years now and other than some basic servicing and standard maintenance, very little has gone wrong. Pretty impressive for the hammering its gets. Its capable enough off-road and holds its own in trials. Driver incompetence is more of an issue than the vehicles capability.



What next? Probably a new vehicle (likely another Jeep), as I have modified this one as far as is practical. I (my wife) will keep it for as long as possible, but at some point it must break. Until then I intend to enjoy the comfort of the leather seats, the burble of the V8 and the distinctive smell of burning mud from the exhaust.



*Thanks Niall - an interesting and very informative read. I'm quite keen on these Jeeps, and your explanation of the 4x4 system is very enlightening. Ed.*



## H4WDC Event Report Sheet



**Event: INVERARNIE Trial      Date: July 2017**

**Clerk of the Course: Peter MacInnes**

**Sections run:      7**

**Weather:            Rain showers, came out sunny, quite warm.**

**Most challenging section:**

Down through the trees and into the bog at the top right corner of the site - which quickly became "down through the trees and drive-by the bog..." after various people found the large boulder buried there.

**Mishaps:**

Unfortunately, **IAN JAMIESON** suffered repeated fuse blowing on his very competent (when it runs!) Jeep Cherokee, which put him out of the game after section 4. A particular shame, as the big Jeep makes a great sound and spectacle, as it pulverises the ground into submission.

As always, in a boggy site, the difference between success and failure / first and last can be very small indeed - one wrong move at the start of a section can make a huge difference to the scores at the end of the day. All good fun, though!

**Class Winners:**

SWB: **JOHN MacLENNAN**

LWB class: **NIALL CAMPBELL**

What a super trial. Great job, **PETE**, Clerk of the Course. Although we only completed 7 sections, they were all challenging enough to ensure that no-one could take it easy - not if they wanted to complete each section, anyway.

Very nice to see some new members getting stuck in - in more than one sense! Very closely fought in the middle of the SWB pack, with only one point separating **NEIL**, **WAYNE** and **ROBERT**.

Many thanks to **WAYNE**, who was very active with his winch, as this is quite a boggy site, and Peter's sections were very satisfactorily boggy...

I liked the comment from some wise guy, when **MICHAEL CRUICKSHANK** mentioned that his SNAP-ON air spanner could break sticky bolts and nuts completely - "Oh. So more of a SNAP-OFF spanner, then?" :)

A few local folk who came along to spectate, which is nice. They seemed to enjoy what they saw. We should all be aware, though, that such spectators are not familiar with what we do, so they may need a little safety guidance on occasion, such as where to stand, and that they must be aware of flying stones when wheels are spinning, etc.

**Report by: Linton**

**Many thanks to the land-owner, Mr John Rule**  
**Thank you to the Clerk of the Course, Peter MacInnes.**



## INVERARNIE TRIAL, JULY - ALL Classes

Name	Class	1	2	3	4	5	6	7	8	Total Posn
John MacIennan: Haflinger	SWB	0	1	0	2	1	7	3		<b>14 1st</b>
Linton Chilcott / Shogun (red)	SWB	2	7	3	0	1	10	4		<b>27 2nd</b>
Neil Taylor Defender blue	SWB	2	0	0	2	3	16	15		<b>38 3rd</b>
Wayne Grant "Winch-man" Jimny	SWB	2	6	4	0	15	11	1		<b>39 4th</b>
Robert Trahan Shogun (blue)	SWB	2	14	5	0	9	7	3		<b>40 5th</b>
Paul McIntosh Defender 90 black	SWB	0	14	4	2	6	11	8		<b>45 6th</b>
Peter Lawton Series 2	SWB	2	8	5	0	3	21	8		<b>47 7th</b>
Monty Balfour- Paul Shogun (blue)	SWB	4	13	5	2	1	10	15		<b>50 8th</b>
Niall Campbell Jeep (Red)	LWB	0	2	3	0	3	8	7		<b>23 1st</b>
Alan Harrower LR Hi-Cap	LWB	0	4	5	2	5	12	5		<b>33 2nd</b>
James Fraser Disco	LWB	2	10	6	2	1	14	4		<b>40 3rd</b>
Jim Nicol RR P38 "Growler"	LWB	0	17	6	0	4	11	4		<b>42 4th</b>
James Campbell Jeep (Red)	LWB	0	8	5	2	7	20	11		<b>53 =5th</b>
Michael Cruickshank Toyota Surf	LWB	2	9	6	2	7	17	10		<b>53 =5th</b>
Roy Panton LR 110 Stn Wagon	LWB	18	10	8	2	3	8	9		<b>58 6th</b>
Ian Jamieson Jeep Cherokee	LWB	2	14	6	10					<b>RETIRED</b>
Fraser Mclean Defender 100"	OPEN	3	14	9	0	7	12			<b>RETIRED</b>

**Many thanks to Peter MacInnes, CoC.**



Mud and diesel smoke fly as new club member **FRASER McLEAN** guns his Defender 100" out of the pond at Inverarnie.



**MONTY BALFOUR-PAUL** with **ISLA** and **ROBERT TRAHAN** seemed to be enjoying themselves, although Robert appears here to be taking it all quite seriously (possibly reflected in the results!). Photos: **LINTON**

# **Next EVENT - 1**

## **LAGGAN CHALLENGE**

### **Sunday 27th August**

Guidance from **NEIL TURNBULL**, who is arranging and running the event:

Laggan challenge will be a treasure hunt - so same criteria ( cost, times, scrutineering etc) as trials but free range driving all day.

There will be prizes, but don't get too excited - no holidays to the Bahamas.

It's a fun day of driving and map reading, even though the map may not quite resemble where we are!! All adds to the fun.

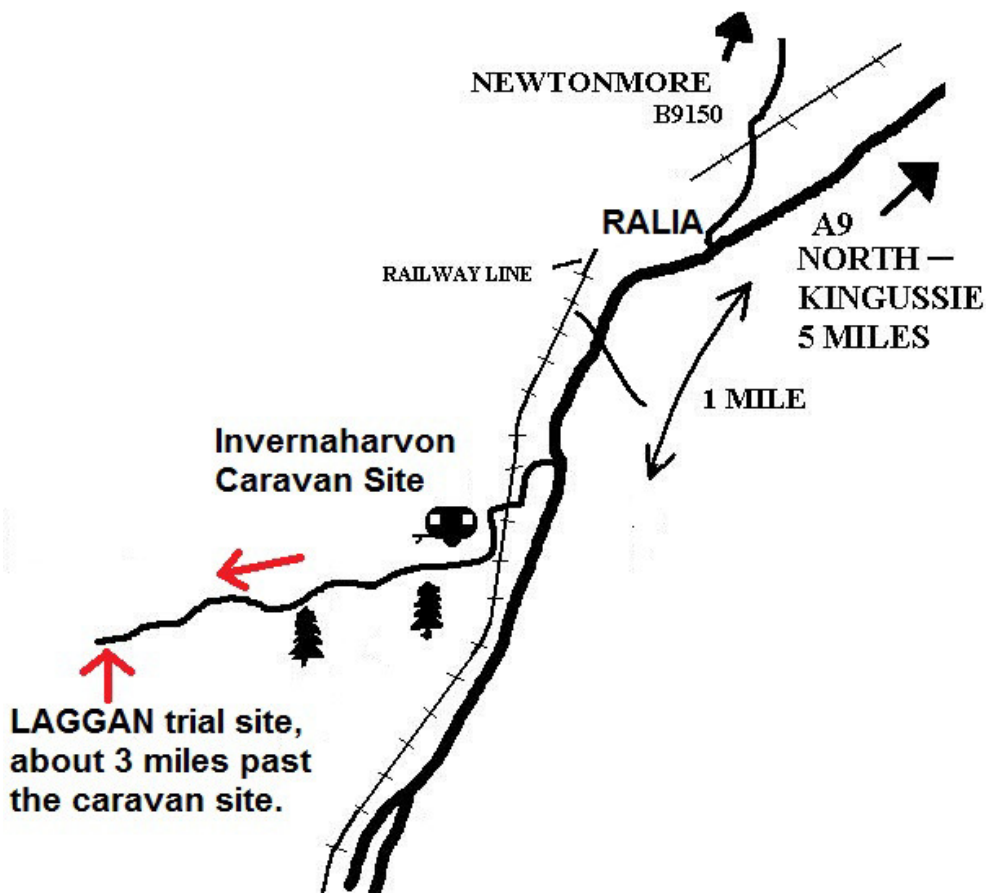
Just bring yourselves, a vehicle, and a sunny disposition!

#### **DIRECTIONS:**

Head south on A9.

One mile past RALIA, turn RIGHT (westbound) past the  
INVERNAHARVON CARAVAN SITE.

Trial site is approximately 3 miles past the caravan site.





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