



## MAY 2017 Newsletter



*Rory MacLennan's Land Rover Special, at Nuide last year. Photo: Linton  
I don't think it looks like this now (well, it looks different at every trial!).  
How about an article for the newsletter Rory?*

**Follow H4WDC on Facebook**



## ***THE COMMITTEE***

<b>NAME</b>	<b>POSITION</b>	<b>CONTACT DETAILS</b>
Stuart MacKay	President	01463 790215
John Morrison	Chairman and RAC Liason / Scores Officer	01349 864256
Neil Turnbull	Vice Chairman	07771 905514 turnbullsworld@btinternet.com
Chris Smith	Treasurer	01381 600541
Elaine Smith	Secretary	07917 878838
Brian Pocock	Green Roads Officer	01456 415449 imladrispocock@hotmail.co.uk
Andrew Maclean	Membership Secretary	07801 368581
Fraser Hughes	Facebook operative/ Equipment Officer	07921 084313 Fraser.f.hughes@gmail.com
Carol Turnbull	Policy and Procedures aficionado	turnbullsworld@btinternet.com
Linton Chilcott	Newsletter Editor	00356 9936 9690 <a href="mailto:highland4wheeldriveclub@gmail.com">highland4wheeldriveclub@gmail.com</a>
Lewis Cameron		lewie.cameron@hotmail.co.uk.
Peter Macinnes		07736 546303

### **Editor's Corner**

**Great article about his Rangie from Eric Lawson. Thanks Eric.**

**We're on a roll with the articles about your vehicles! Next?**

Sincere apologies - last month, I omitted to thank John Rule, landowner, for permitting us to hold the Whitebridge Challenge on his land. Thank you John.

**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>
<b>May 21 ** (WEEK changed) TRIAL</b>	<b>Nuide</b>	Neil Taylor	
<b>May 26 - 28</b>	Scottish Land Rover Show, Ingliston	Lewie Cameron	
<b>June 3</b>	Truckness, Bogbain, Inverness	Lewie Cameron	
<b>July 1-3</b>	Gairloch w/e	Lewie Cameron	
<b>Saturday July 15</b>	<b>Novar Estate Run</b>	Details to follow	
<b>July 30 TRIAL</b>	<b>Inverarnie</b>	Peter MacInnes	
<b>Aug 27</b>	<b>Laggan Challenge</b>	Neil Turnbull	
<b>Sept 3</b>	<b>Grantown MotorMania</b>		
<b>Sep 10</b>	<b>Dam Fine Day Out (4 dams)</b>	Peter MacInnes	
<b>Sept 24 TRIAL</b>	<b>Belivat</b>		Daniel Watson
<b>Oct 21 (WEEK EARLY) TRIAL</b>	<b>Tordarroch</b>	James Fraser	
<b>Nov 26 TRIAL</b>	<b>Galcantray</b>	Davie Miller	Lewie Cameron

**Please note: All venues to be confirmed!**



*Colourful group photo from Nuide, last year. Photo: Linton*

KINREVE TRIAL - STANDARD Class										
Name	Class	1	2	3	4	5	6	7	8	Total Posn
David Miller	SWB									69 1st
Monty BP	SWB									108 2nd
Dave Sage	SWB									122 3rd
Ross Cambell	SWB	RETIRED								
Neil Bremer	LWB									106 1st
Alan Harrower	LWB									107 2nd
Jen Bremer	LWB									131 3rd
Michael Cruickshank	LWB									155 4th

Thanks for your efforts as Clerk of the Course, Rob Hellett.

Thank you to Mr **Iain Bannerman**, landowner at Kinreve.

**FEEDBACK from SCRUTINEERING at KINREVE:**

The following points were reported from scrutineering - please address these points on your vehicle, if necessary:

Batteries must be secure and have the positive terminal covered. Strong and secure tow points must be fitted front and rear. (One came off during a recovery - this is very dangerous).

Remember that serious safety failings spotted during scrutineering may result in refused entry to a trial.

***Ed: Could I please ask for a score sheet for the OPEN class for inclusion in next month's newsletter?***

## **MONTHLY FEATURE: YOUR VEHICLE**

### **This month - Eric Lawson's Range Rover**

***Many thanks to ERIC LAWSON, for a fascinating article and photos (except where shown) about his Range Rover, which he enters in the OPEN class. There's a lot of information here about developing a suitable vehicle, so it's a very informative article.***

Around 1998/9 had been off-roading for a couple of years with a Lada Niva or two!! I had acquired a 1977 Rangerover 2 door fitted with a 3.0l Mazda diesel non turbo – some kind of Perkins copy I believe, and an overdrive on the gearbox with a rotten body with the idea I could fix it and use it to tow the Lada to trials.

No sooner than I'd dragged it home I heard through the grapevine of a 71 tax exempt Rangerover for sale, needs work and had a seized engine but too good to scrap...£1000 no offers! Was it worth £1000 ? probably....the free road tax would eventually pay for it. The idea, use the best parts of the 2 to revive the 71 tax exempt one, it was in way better condition than the 77. How good could it get.... free road tax and diesel MPG.

Some weeks later after much welding, burning, chopping and engine lifting the 71 rangie had a new mot and a Mazda diesel engine.

It didn't take long for my almost free to run cheap motoring Rangrover experience to be shattered. The first time I passed the 30 mph sign as you leave town I discovered the Mazda diesel was not made for cruising the motorways. It took great thought and forward planning to get to 60mph and that was only if it was flat or downhill. The diesel had to go!!!

A new (second hand...probably 20<sup>th</sup> hand) high compression 3.5 V8 from a SD1 was bought for £120. The diesel was advertised in the Scotads for £250 and sold immediately!! Sucker!!

Anyway the V8 was fitted and away we go....the free road tax will make up for the MPG.

Some time passed...months...maybe a year...probably needed welding at MOT time a new plan was hatched. Shorten it! So out came the grinder, chop, the whole backend was lifted off and 16½" were chopped off the side, floor, roof and the back end refitted. This made the overhang at the rear the same as the front. A new fuel tank was made to fit the space that was left. And it was painted white.

Here we go again . **Pic.**



**Spot the Lada in the background, that was the spare Lada that would eventually end up a chopped up trialer.**

Some more time passed...probably years rather than months this time...plan...a pickup would be better!! Some more grinding and cutting a pickup is born. With a chopped up set of acquired P100 pickup rollbars. It was a white pickup for a while but that turned to white with rust so the matt black and a roller was bought.

One day got a message from a local car scrapper, they had a kit car with a ford v6 with LPG fitted and did I want the lpg as it would save them trying to get rid of it. £50 later I have a lamda controlled LPG setup with half a tank of gas. Gas plates for the V8 carbs were bough from Poland somewhere on ebay and the kit was fitted. V8 on gas.

***In a quarry at a BORDC trial.***

Anyway some more months passed, the V8 couldn't take it and had started to smoke a bit. I had picked up a 2.9i V6 Sierra



and a new plan was hatched, bin the carb 3.5 V8 and fit a fuel injected 2.9 V6.

An adapter plate was cut up out of some 10mm plate and a acquired UMM clutch plate fitted the range rover gearbox and the sierra cover plate...all bolted together, wired up plumbed in....new gas plates for the ford engine ordered and fitted .. V6 on gas...away we go again.

Nothing wrong with the 2.9V6 but an automatic would be better than an old 4 speed with overdrive, so another plan was hatched!

A rotten, yes as rotten as I've ever seen range rover 3.9i V8 Automatic was bought in Banchory, dragged home and stripped of useful parts.

Out with the 2.9 and 4 speed . Sold the 2.9 V6 its now fitted in a Mk 1 Escort.

In with the 3.9 and auto box some more gas plates.... 3.9 V8 auto on gas.

By now the next round of body repairs was due as the original patches now had holes!!! The sills had more or less dropped off so were replaced with box section. Most of the body mounts were rotten so new mounts were made and welded on 2" lower to raise the body up. The wings/arches were cut back as far as the inner wings would allow. New (to me) 15.5" wide tyres and cut down defender arches fitted.

***Below: A couple of shots from a film at Belivat trial - by Linton***





Off-roading we shall go....except...

Elgin to Inverarnie for a challenge event used a whole tank (8 gallon) of petrol and 35lts of LPG and had to stop at Forres on the way home for more petrol. A 300tdi defender used ¼ a tank of diesel for the same day out.

Another plan....

A 300tdi automatic Discovery was acquired. Stripped for parts and the engine and auto box transplanted to the Rangerover. The boost pin for the fuel pump was adjusted but mechanically that's where its at now. There's a big intercooler in the shed but its not made it to the Rangerover yet.

The 15.5 tyres were not high enough, about 29" so were sold on and replaced with 285 special tracks. +5" rear shocks fitted. +2" springs from a discovery fitted but made the back too high so the rears changed back to standard discovery rear springs so it sits more level. On full suspension travel the front tyres still contact the inner wings.....



In to the shed for more repairs at the end of 2016. The back arches/floor/inner wings need more patches!! But when its in the shed....

Cut some spacers and raise the body another 1" (might have to extend the high/low lever now!!)

Cut off the back crossmember and make it more trayback like.

Move fuel tank.

Make and fit rock sliders

Make and fit roll cage.

Fit Discover winch bumper.

Paint - nato green as it covers everything :)



What you can't see in the pic...

Home made rear dislocation cones

Home made cranked rear trailing arms

Home made steering / front axle guards

Welded rear diff

Front shock turrets cut down 1" gives 1" more travel with standard shocks

Still a big list of "to dos"....

Anyone got a td5 automatic discovery going cheap !!!

***Awesome article, Eric.***

***Your Rangie's had more engines than some of us have had 4x4s!***

***Ed.***

***Next EVENT***  
**NUIDE Trial**  
**THIS SUNDAY**  
**May 21st**

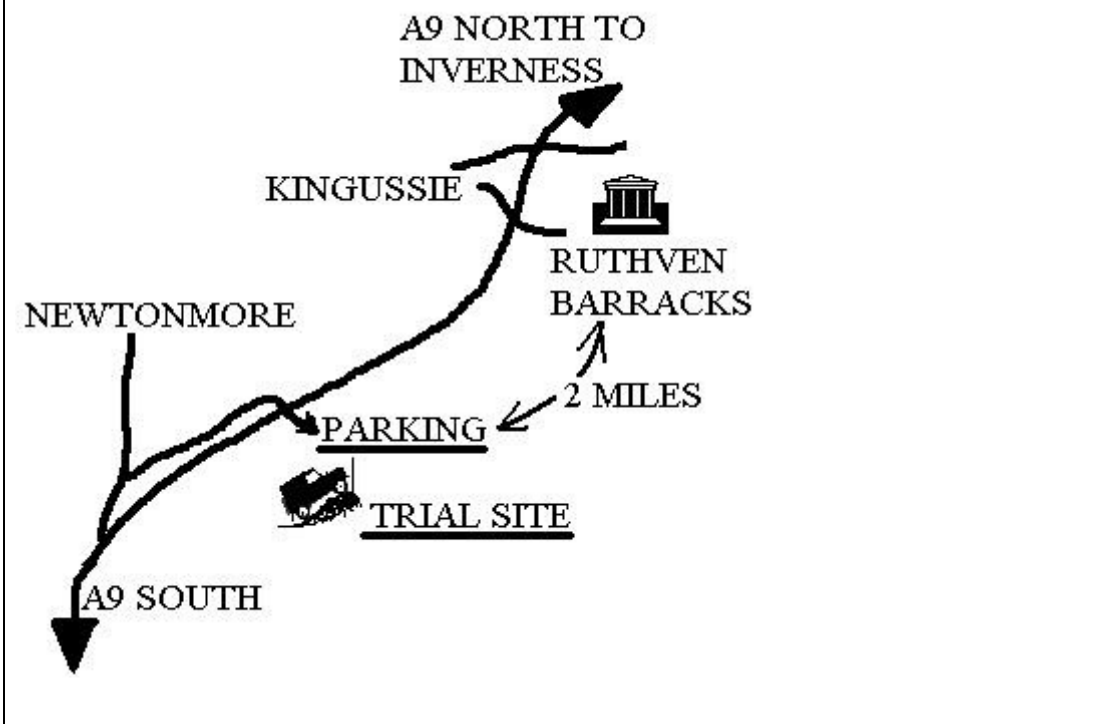
**DETAILS:**

**Directions:**

Head south on A9, pass Kingussie junction, after a couple of miles, just at the end of the long straight and immediately before the crawler lane, Nuide is on the left, beside the A9. I

f you reach the Newtonmore junction you've gone too far!

Grid ref NN733 984



**PLEASE ENSURE YOUR VEHICLES WILL PASS**  
**SCRUTINEERING**

## **FOR SALE, or WANTED**

**For Sale items will stay in for 3 MONTHS.  
After that, tell me if you want them repeated, please**

### **Wanted, Land Rover 90 needing work or w.h.y?**

I know they are now priceless as there are so few about (!), but you never know, someone may have an unloved one.

Eddie Freeman 01463 741433

[foxhole@louis16.plus.com](mailto:foxhole@louis16.plus.com)

### **MITUBISHI PAJERO DIESEL 2.8 AUTO - FOR SALE**

#### **PRICE:**

**£500 as is.**

**£1,000 with full year's MOT.**

Advertised on behalf of a friend: 23 year old Pajero, in really good condition. Unfortunately he developed a medical condition which means it has not been driven for 1 year and is no longer needed.

**Starts instantly (without cranking) - idles and runs perfectly.**

For its age, it's a **very sweet truck.**

Being a Jap import, it's in **very good condition**, except there is rust on the tow-ball frame. Other than that, it's in great nick.

#### **For MOT, it needs:**

Some welding in body near seat belt mounting.

Rear brake calipers (the carriers are seized).

Exhaust down pipe gasket.

Other minor bits and pieces.

I can get it MOT'd quickly, but I'm delaying it, so he new owner gets a full year on the MOT.



**Good BFG All Terrains fitted.**

E-mail: [highland4wheeldriveclub@gmail.com](mailto:highland4wheeldriveclub@gmail.com) if interested.



**HIGHLAND**  
**vinyl**  
**CRAFT**



**vehicle livery ~ vinyl graphics ~ garment printing**

**[www.highlandvinylcraft.co.uk](http://www.highlandvinylcraft.co.uk)**

 **07799 008503**

