



MARCH 2017 Newsletter



Peter Lawton and his **Series 2A** get going on section 2, at the **Tomatin** trial. Peter has contributed an article about his trusty, and splendidly rebuilt, vehicle for this month's newsletter. Photo by Linton.

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THE COMMITTEE

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Angus Panton, in the **Jimny** shared with father **Roy**, before the rear axle location bar bent and finally fractured. Photo by Linton.

Editor's Corner



From film taken by **Roy Panton**, on my camera. Not actually on a section, but while "assisting" with preparing a section (to be run in the opposite direction, by the way).

Hi Folks

I'm keen to include an

**article each month,
written by YOU,
about your trials vehicle.**

Don't need to write much, but can include: age (*vehicle, not you!*), when you got it, modifications made, problems experienced, successes enjoyed, future plans, and anything else you can think of.

You can send it on as a simple list covering the above items, or write a full, detailed exposé - it's up to you.

Photos, especially of mods or damage, are welcome, of course.

Peter Lawton has already contributed an article about the life & times of his Series 2A - thank you very much Peter - and it's in this month's newsletter.

Who's next?

Please send your contributions for the newsletter to:

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

On the following page is the list of dates of our events for 2017.
As you can see there are a few blanks in the Clerk of Course spaces.

This is because we need you!

These events may not run if someone doesn't volunteer.
So if you want to get involved please contact a committee member.

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>
Mar 19	Alladale Wilderness Reserve run	Stewart Meikle	Fraser Hughes
Mar 26	Whitebridge Challenge	Neil Taylor	-
Apr 30 TRIAL	Kinreve	Rob Hellett	
May 7	Corrieyairack Pass run	Fraser Hughes	Stuart Mackay
May 21 ** (WEEK changed) TRIAL	Nuide	Neil Taylor	
May 26 - 28	Scottish Land Rover Show, Ingliston	Lewie Cameron	
Summer (TBC)	Novar run	Stuart MacKay	Summer (TBC)
June 3	Truckness, Bogbain, Inverness	Lewie	
July 1-3	Gairloch w/e	Lewie Cameron	
July 30 TRIAL	Inverarnie	Peter MacInnes	
Aug 27	Laggan Challenge	Neil Turnbull	
Sept 3	Grantown MotorMania		
Sept 10	Dam Fine Day Out (4 dams)	Peter MacInnes	
Sept 24 TRIAL	Belivat		Daniel Watson
Oct 21 (WEEK EARLY) TRIAL	Tordarroch	James Fraser	
Nov 26 TRIAL	Galcantray	Davie Miller	Lewie Cameron

Please note: All venues to be confirmed!

**FOR DETAILS OF NEXT 2 EVENTS,
INCLUDING MAPS,
SEE FOLLOWING PAGES IN NEWSLETTER**

MONTHLY FEATURE - RULES PAGE

Rather than include all the rules in every copy of the newsletter, I thought it might be worthwhile to include just an extract of part of the rules each month.

I know that we are not an especially "competitive" club (well, mostly), but, if we are going to go to the bother of having rules, we may as well know what they are, otherwise people may get frustrated when they get marked down when they have been following the rules, or, perhaps following their own *INCORRECT* interpretation of them.

Occasionally, I may include my own comments. Of course, you are MOST WELCOME to send in your comments about any aspect of the rules, especially if you are able to offer clarification to the rest of us.

This month (copied directly from "H4WDC Competition Rules 2016"):

In order to be classed as STANDARD a vehicle must be close to its specification as manufactured. The standard classes provide fair competition between drivers in vehicles which are as far as possible, of similar ability.

In particular it should be noted that the following changes are accepted as STANDARD :-

- A **change** of or **upgraded engine**.
- **Parabolic springs** in lieu of elliptic.
- **Tyres** to a pattern **no more aggressive than MT/R** up to a **maximum** diameter of **33"**.
- Tyres of **maxicross** or **any other extreme pattern** up to a maximum diameter of **31"**.
- All **tyres** must be **within the standard bodywork** of the vehicle and **road legal** for that type of vehicle.
- **Minor changes** which do not materially affect a vehicle's ability or are designed to reduce damage will **normally** be **acceptable**.

THE FOLLOWING CHANGES WILL PUT A VEHICLE IN THE OPEN CLASS.

- The fitting of **DIFFLOCKS** (*see note below*), **LSD**, **FIDDLE BRAKES** etc *unless* fitted by manufacturer as standard.
- **Chassis and severe body changes**.
- **Suspension lifts** and changes (except as above).
- **Tyres beyond the limits of standard class**.
- **Special vehicles** of limited production (eg Bowler, Foers)



Here is a photo of a **MAXI CROSS** tyre I downloaded from the web

Difflocks: I'm told It's OK to fit them, so long as you don't use them during the sections. James Fraser has them in his Disco, but doesn't use them (except to attempt extraction, once he's bogged and finished on the course.) If they're fitted as standard, such as on the rear axle of my Shogun, or on a Haflinger, G-Wagen, Land Cruiser, etc, then it's OK to use them.

MONTHLY FEATURE - YOUR VEHICLE

To start a new series about our own trials vehicles, Peter Lawton sets the ball rolling with the story of his rebuilt, multi-purpose, oft-trialed, Series 2A.

PETER LAWTON'S SERIES 2A

My Series 2a began life in 1967 which was also the first year I was able to take to the road in a three wheeler on a motorcycle licence.

I am not sure which of us has aged best but I still have all original parts fitted.

It came into my possession in April 2008 from the Kinross area where it had recently had a chequered life as the basis of a trialler but being quite unloved.

It had very low diffs fitted and these were immediately changed for Rover diffs to make it at least manageable on the road. On the way home from Milnathort it managed to get through 3 litres of oil, a tankful of fuel and almost froze me to death as there were virtually no seals anywhere around any of the doors.

It has an original period petrol engine of 2 ¼ litres and has the head skimmed at some time to give 8:1 compression and runs a Webber carburettor. The gearbox is an LT77 from a 90 and this gives reasonable road gearing but you still know it is an old vehicle from the speed the fuel gauge falls. 18mpg is a fairly good figure for this old girl.

It was very tired in all respects and had quite a long list of essential tasks which I began to tackle one by one. Things like brakes, steering, lights which didn't fail randomly and bodywork which leaked like a sieve. Plenty to keep me busy.

I began trialling with it at Tordarroch in April 2009 and promptly got stuck in the mud (see pic) and holed the rust riddled fuel tank on a rock.



The engine then came out and it had a full rebuild including a rebore, new valves, pistons and bearings throughout. All of this done at home with the aid of my son in law and to his usual race engine standards of preparation as far as tolerances and preparation went. We fitted a new clutch at the same time and painted



the engine at the same time before refitting. All very nice and tickover so quiet that you couldn't hear if it was running.

I use it every day and trialled throughout 2010 to July 2013 when the chance of getting the rust heap known as a chassis through the mot were down to zero. Not even new sections and patching would have worked , it was that bad.

A FULL rebuild then took place over a 5 month period. It now has a galvanised chassis and a galvanised bulkhead, removeable gearbox crossmember with fabricated mounts for the It77 gearbox. Main crossmember moved back 100 mm to accommodate the removal of the handbrake drum if necessary and a notched front crossmember to allow for the modified prop shaft which the gearbox configuration requires.



All the body panels came off and new seals were fitted wherever possible and new floors and floor bearers went in throughout. A fair amount of fabrication went on to repair the front seat boxes and the whole of the lighting harness was rebuilt.

New brake lines were fitted as were new drums all round and the system is upgraded to powerbraking with the split system off a series 3. New steering arms and a new steering idler went in and both front hubs were rebuilt with new swivels and bearings. The old springs were replaced and Parabolics with heavy duty dampers fitted. These were also mounted with polymer bushes rather than the metalastic type which trialling seems to kill.

All this now leaves me with a very useable, somewhat thirsty, non power-steering every day mode of transport which I can use for trials as well as a radio car on rallies (SNOWMAN 2017, stage 1 jcnctn 4), and as a towcar for the trailer and Westfield sports car which we use for sprints and hillclimbs.

Easily identifiable by the gentle haze of blue smoke after it has idled for a while and this is without doubt valve stem oils seal wear, and so head off and new guides this summer is the next job unless I manage to break something else trialling beforehand.

Pete Lawton (who also took the photos)

Thank you Peter - Great article, and photos, and I'm glad you "have all original parts fitted", and haven't so far personally enjoyed / suffered the indignity of having your chassis galvanised or your gearbox uprated just yet! - Linton/Ed

Next month: John MacLennan tells us all (nearly all?) about his Haflinger.

And by way of contrast, here is **Neil Taylor** in his **90**,
also on the start of Section 2 at Tomatin.

Neil has mentioned that his 90 is also **due a rebuild** due to rust issues.





H4WDC Event Report Sheet



Event: Tomatin Trial Date: February 2017 Standard + Open Class

**Clerk of the Course (Standard class): Andrew Maclean
Clerk of the Course (Open class): Mark Fraser**

**Entrants: 14 (Standard), 4 (Open)
Sections run: 8 (Standard), ??? (Open)
Weather: Wet to start with, turned out quite nice later.**

Most challenging section (Standard class):

(Note by Linton) the LAST one - boy, it was a cracker, too! (let you guess who set that one up).

Mishaps (Standard Class):

Jim and Ian suffered very unfortunate total loss of power - engine simply would not start. Possible immobiliser problem. A real shame, not least because the big Jeep does very well, and is a sight to see as it bends the landscape into submission.

Roy and Angus bent, then snapped, the suspension lateral connection rod, rear of their blue Suzuki. Given Angus' driving style, not really that surprising...

Linton got stuck a lot. And airborne a few times. Situation normal, then...

Class Winners:

John MacLennan (SWB)

James Fraser (LWB).

Lewie Cameron (Open)

Comments:

In the standard class quite a few vehicles got bogged. It is noticeable that **not everyone's vehicle has good solid and secure tow points front and rear**. Please all check this on your vehicles and fit them if necessary. This is a safety requirement.

Many thanks to the land-owner, Mr J Cameron-MacKintosh - and it was a pleasure to have you join us and observe what we get up to.

Thank you to the Clerks of the Course, Andrew Maclean and Mark Fraser.

TOMATIN TRIAL - OPEN Class

Name	Class	1	2	3	4	5	6	7	8	Total <i>Posn</i>
Lewie Cameron	Open	15	9	3	5	9	12	4	10	67 1st
Kyle MacKinnon	Open	13	7	12	8	15	7	16	6	84 2nd
Chris Caton	Open	18	10	14	11	11	15	9	4	92 3rd
Eric Lawson	Open	13	13	15	12	13	12	14	9	101 4th

Many thanks to Mark Fraser, CoC, OPEN Class.



Here's a picture of **all 4 of the Open Class** vehicles at Tomatin.
Photo by Linton - I didn't get the chance to photograph them in action this month.



Elaine in action in the SJ Suzuki shared with Andrew Maclean. Still from film by Linton.

TOMATIN TRIAL - STANDARD Class										
Name	Class	1	2	3	4	5	6	7	8	Total Posn
John MacLennan	SWB	0	0	3	0	1	0	0	0	4 1st
Davie Miller	SWB	1	4	3	0	0	2	0	7	17 2nd
Neil Taylor	SWB	2	1	10	0	1	0	5	9	28 3rd
Elaine Smith	SWB	2	4	7	0	6	4	3	9	35 4th
Rachel Taylor	SWB	2	2	7	4	1	6	12	16	50 5th
Peter Lawton	SWB	2	15	9	0	2	5	0	18	51 6th
Linton Chilcott	SWB	4	15	16	0	0	7	1	9	52 7th
Roy Panton	SWB	1	1	5	0	0	2	12	Ret	-
Angus Panton	SWB	1	1	9	1	0	9	7	Ret	-
James Fraser	LWB	1	0	6	5	0	9	14	12	47 1st
Rob Hellet	LWB	2	9	15	2	2	7	15	10	62 2nd
Ben Alsbury	LWB	7	3	19	11	2	14	18	9	83 3rd
Jim Nicol	LWB	1	1	0	Ret	-	-	-	-	-
Ian Jameson	LWB	10	13	Ret	-	-	-	-	-	-

Many thanks to Andrew Maclean CoC, STANDARD Class.

Next EVENT - 1
Alladale Wilderness Reserve Run
Sunday March 19th

DETAILS:

Organised by Fraser, and here's what he has to tell us about it:

Sunday the 19th of March sees the 4th run through Alladale Wilderness Reserve so, not to get boring, we are going to **run it in the opposite direction.**

So, **meet at Tarvie Services (between Contin and Garve on the A835) for 10.30 am** and we will head from there.

This run will **take most of the day so bring something for your lunch.**

For those who haven't joined us on this run before, it is a beautiful run through 3 different estates and is **easily done by all types of 4x4's** with even road tyres.

It is not in anyway difficult and would not be suited to the individual looking to get some serious off roading.

In fact, we have had a couple of issues in the past with drivers moving off the gravel track and this caused us issues with the land owner. So - if you do this you will be beaten with a large stick and have your membership card placed upon your person somewhere that it may not be accessible to use at future events....

**We will be taking a fee of £15 per vehicle
with £10 of each going to a charity
chosen by the land owner.**

Cheers, Fraser

Next EVENT - 2
WHITEBRIDGE CHALLENGE
Sunday March 26th

DETAILS:

From Neil (organiser):

Anyone coming will need a co-driver.

Rules / marking system will be explained on the day. It's easy to understand
Last year was a challenge with a twist - and it will be different again this year.
There will be another couple of surprise challenges this year again.

Directions:

Take the B862 southwest from Inverness.

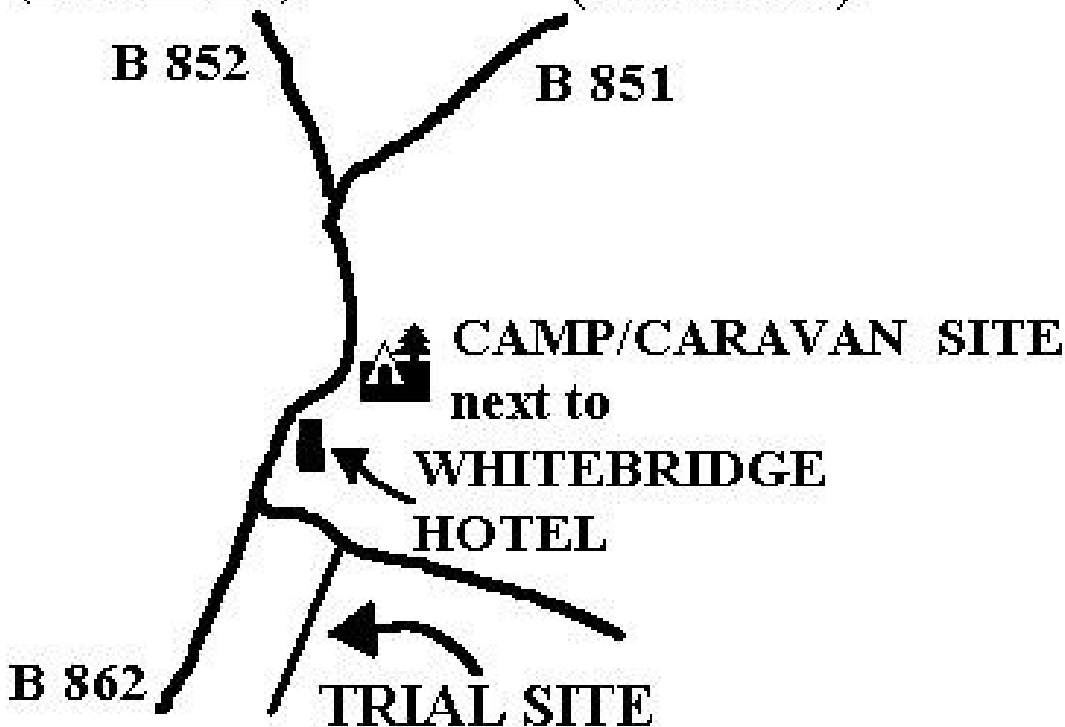
After approx. 24 miles you'll reach Whitebridge.

Pass the Whitebridge Hotel (postcode IV2 6UN) and take the next road on the left, signposted 'Killin'.

Take the next road on the right and the trial site is in the field on the left.

**FOYERS &
INVERNESS
(20 MILES)**

**DAVIOT
(20 MILES)**



FOR SALE, or WANTED

For Sale items will stay in for 3 MONTHS.

After that, tell me if you want them repeated, please

Land Rover CD auto-changer part no. STC 53117. New, unused, still in box.

Fits early Freelander and Defender.

Disco 3 Workshop & Repair Manual on CD.

Free for collection, Kiltarlity area.

Eddie - Inv. 741433

MITUBISHI PAJERO DIESEL AUTO - FOR SALE

I'm advertising on my friend's behalf a 20+ year old Pajero, which is in really good condition. I was very impressed with it when he bought it about 3 years ago, but unfortunately he has developed a medical condition which means it has not been driven for 1 year and is no longer needed.

I re-commissioned it for him recently, and after having new fuel lines braised into the top of the fuel tank, it now **starts instantly without any cranking and idles and runs perfectly.**

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

It doesn't have an MOT, but, 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.

New brake pads fitted just before it was SORNed - but there is now a brake warning lamp illuminated and a chuffing noise from a rear wheel. I think the park brake drum unit has packed up, but, one of the caliper bolts has rounded off and it cannot be easily removed. I plan to weld another nut over it, when I have the time, in order to investigate the brake issue.

Good BFG All Terrains fitted.

Please send me an e-mail at highland4wheeldriveclub@gmail.com if you are interested.

Pictures on next page.

PAJERO FOR SALE (continued)



Vehicle is near Cawdor.
Linton



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