



**NOVEMBER 2018
Newsletter**



MUDMASTERS! Photos: NIALL CAMPBELL

THE COMMITTEE

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**The following are also Committee Members without portfolio:
Andrew Maclean, Frank Spencer, Alan Howatson, Lewie Cameron.**

**THE NEXT COMMITTEE MEETING WILL BE
TUESDAY 11 DECEMBER, 7.30 pm (1930 hours) at FAIRWAYS, Inverness.**

PROGRAMME OF EVENTS - 2018

<i>Month</i>	<i>Trial Site</i>	<i>COC 1</i>	<i>COC 2</i>
Nov 18 th	Knockando Hill Run NEW ITEM!	Elaine Smith	
Nov (25th)	Kinreve	Peter MacInnes	

More from Mudmasters, by *NIALL*



MUDMASTER 2018 - REPORT

What is it?

Mudmaster is a joint British Army and SLROC event comprising of a variety of on and off road challenges over a weekend, based in the Central Belt. Around 60 competitors entered between civilians and the army/navy plus the army usually brings out its big trucks for a play as well.

Challenges include RTV trials, off road orienteering, auto-tests and on road navigation between off road sites. All challenges are scored with the lowest score at the end winning.

Who Entered?

Fraser Hughes and Peter MacInnes in Fraser's 100/Rangy thingy

Rory MacLennan and Lewie Cameron in Rory's 110

Lord Williamson and Lord Martin (dressed in tweeds) in Lord Williamson's new V8 Classic Range Rover

Niall and Fiona Campbell in our Suzuki Jimny

The view from the Jimny - How did we get on?

Day 1, first challenge was an orienteering stage at Wormlaw. 40 mins to pick up 14 letter boards. We had a disaster right from the start by missing the very first turning and had to do half of the stage picking up letters in reverse order and against the flow of traffic – I presume everyone else thought we were completely daft. We did not pick up all the letters and had to bale out as we were out of time – despite my best efforts with the 1.3 Jimny and a heavy right foot. The others all made it through with a clean sheet.

Then it was off to Torphin Quarry for a couple of trial stages – fairly simple and no issues for anyone. Between sites we are also picking up letter boards if you follow the plotted route correctly and keep your eyes peeled, so there is no real let up for the navigators.

Compulsory lunch halt saw us all gathering at a Tesco carpark in Bathgate, with the Lords turning up the style with a fully equipped lunch hamper on the tailgate. Ballencreiff followed with 3 more trials – a bit more challenging, but everyone again managed to clear.

An auto test was next – we arrived to find Fraser and Peter in trouble with a broken throttle cable. They had rigged up a hand throttle to limp into this site, but could not continue further without a proper fix. By sheer chance, the owner of this site had some old Landies in various states of decay. A quick word and a bit of cash-in-hand greased the wheels for a scavenge hunt and by the the time we were leaving the site a replacement cable was being fitted and Fraser and Peter were good to go.

We then had a long road section up to Carron valley which is a huge forestry site near Stirling. We had to navigate through the forest picking up letters on the way – which was about an hour's drive in the gathering darkness (we've been lost in there before in the dark and rain and we were really pleased to nail it this time).

The toughest challenges over for the day, it was just a short trip back to the final time control - Aye Right. We got completely bamboozled in a short, simple looking route though another wood - by this time in the full dark. We found the end point eventually, but I still have no idea if we actually followed the correct route.

Day 2 was classic Mudmaster, big on variety, full on and great fun. We had two orienteering sites to start, Twechar - a concrete plant and Glenhove - a small wood. Orienteering is normally Fiona and I's weakest discipline (see day 1) but we nailed both. Fraser and Peter also had a flier, but the other two crews dropped some points here. We were then navigated down to Cambuslang for an auto test, and 4 more trials located on a farm and army rifle range. These trials were more challenging again with a lot of moguls and possible cross axles if you were not focussed. It was cold and dry however which made everything easier – would have been really tough if it had been raining. Getting out of this site and onto the final site was though some boggy ground and a bit of fun. Lord Williamson almost getting stuck and keeping us right with the route out.

Final challenge was a new one for Mudmaster - clock based orienteering, over some rough ground with numbers to add up in the end and a tight time limit so we had to really push the poor Jimny (new set of shocks required methinks). The Lords must also have been pushing it and had to re seat the springs on the Rangy after this one.

So Who Won?

The inter club competition was really very close, Fraser and Peter came out on top with 6 points and 9th overall (b****ds, I am not competitive - honest). We were next with 7 points and 10th overall. The Lords finished up with 10 points and 13th overall, while Rory and Lewie scored 14 points and were 15th overall. This is a very respectable set of results for the club. To put it in context the winner scored 1 point, but the last placed finisher in 56th place scored 140!

If you want to see the full scores, have a look here <http://www.scotresults.co.uk/>

I have competed in Mudmaster 6 times now and it never disappoints. The organisation is amazing (thats the Army for you) and variety of off roading challenges and terrain we cross is fantastic. You don't need an extreme vehicle - Rory was on all terrains and I am thinking of using my un-modified Grand Cherokee next year – though perhaps I would not use a real shiny.

So roll on next year, I for one cannot wait.

Niall Campbell

*Great write up, Niall; thank you very much –
Linton/Ed*





Tordarroch trial - 21 October 2018

CofC – J. Maclennan

It was a blustery start to the day, though thankfully it stayed mostly dry throughout. With the trial being on a Saturday (and a week early due to Mudmasters the next w/e), there were only the nine entries. There was a good

range of vehicles of differing sizes and capabilities, from fairly standard Discovery to full-blown winch-challenge special.

For those that have been to the Tordarroch site you'll remember just how rocky it is – trying to set-up sections to challenge each of the vehicles' capabilities, without causing too much vehicle damage was a challenge itself.

The first section started at the entrance gate; there was a drop over a rock ledge into a dip which resulted in a few rear bumper/towbar knocks but nothing serious. Unfortunately the lack of lift in Paul's Discovery combined with the extended winch bumper resulted in him getting hung-up and having to be gently recovered.

Section 2 used the 'bomb-hole' next to the road – care had to be taken with wheel placement, these pesky rocks could throw the rear of the vehicle into a strategically placed cane (as Fraser found out).

More rocks and ledges in Section 3 – this section looked worse than it actually was – there wasn't much distance between the gates and the driver had to be mindful just how much the vehicle would lean as it traversed the ledge. A few drivers earned points as the bodywork just caught the cane. The width of Rory's special was a bit of a disadvantage here, but the way it articulated over the rocks was very impressive. Paul decided (probably wisely) not to subject his Discovery to any more damage and retired – he borrowed shots of Daniel's Nissan for some of the other sections and drove well.

We moved to the other half of the site for the remaining sections; section 4 was a bit of up and down with a finish through a gate on a side-slope (other approaches were available). James had to take a couple of shunts on the turn on the hill as the tyres broke traction and he lost momentum.

Yet more rocks in section 5 – this was a fairly short straight run over boulders and slab that were spaced just the right distance apart to bring the vehicle to a halt – having just the right amount of momentum and knowing where exactly to place the wheels on each obstacle were key to a smooth drive here. No cleans in this section – most people (wisely) chose to take the inside cane mid-point enabling a better exit line towards the finish. Roy was doing so well up until this point too with a clean sheet, but ended up with getting 'into the points' here.

We moved over to the corner of the site and had a quick break for lunch – Keith ended breaking a front CV but managed to get it fixed in time to complete the section. Not so much jagged rock here, but traverses and axle-twisters over smooth slab with some tight turns. Neil was lamenting not having his 90 to drive but seemed to be settling in well with the replacement Discovery, though the banging on the rocks was causing some electrical issues (hazards on continuously, though maybe considering the terrain that was deliberate?) We

reversed this section for # 7 which didn't cause too many problems apart from for Keith – trying to take a wider line through the entrance ditch caused him to get hung-up leading to many points.

We finished with a traverse and a hill climb, followed by a drop for section 8 – this was quite challenging with some of the enterprising drivers taking a loop line up the hill to avoid taking a shunt – this nearly didn't work out for John in his Suzuki as his loop-out put him literally between a rock and a hard place – he kept it together though and scored only the one point. Daniel's Nissan looked great as it eventually clawed its way up the hill, just unfortunate that he missed one of the gates at the bottom leading to an unwanted penalty (I think there was a bit of 'target fixation' going on).

So, that was it for the day, we managed to get finished fairly early, no major mishaps and with the ground being fairly dry no vehicles covered in mud and clag either. Only 7 points separated the first seven scores, so there was something throughout to test every vehicle and driver.

Congratulations to Roy for scoring the lowest, many thanks to Alastair Forbes for the use of the ground and thanks also to those who helped with marking and retrieving canes, etc during the day.

See you next time, all the best.

John



Name	Vehicle	Class	S1	S2	S3	S4	S5	S6	S7	S8	Total/Posn
Roy Panton	G-Wagen	SWB	0	0	0	0	5	4	1	1	11 / 1 st
John Maclean	Suzuki	SWB	2	2	2	0	3	2	1	1	13 / 2 nd
Fraser Hughes	LR 100"	LWB	0	2	0	2	5	0	1	4	14 / 1 st
James Fraser	Discovery	LWB	2	0	4	2	3	0	2	3	16 / 2 nd
Neil Taylor	Discovery	LWB	1	1	6	1	2	1	2	3	17 / 3 rd =
Rory Maclennan	?	LWB	2	2	2	2	7	0	1	1	17 / 3 rd =
Daniel Watson	Patrol	LWB	0	0	4	2	2	0	1	9	18 / 5 th
Keith Robertson	Discovery	LWB	5	0	3	2	2	2	24	2	40 / 6 th
Paul Gollan	Discovery	LWB	21	6	Retired						

Many thanks to John Maclennan, Clerk of the Course.

Great write-up, and thanks for making up the score sheet nicely for me! (Ed/Linton).

Highland 4 Wheel Drive Club extends grateful thanks to land owner Alastair Forbes for kind permission to hold the club's TORDARROCH event.

4X4 TRIAL Supplementary Regulations

1. The H4WDC will promote a cross country Vehicle Trial on

Sunday 25th November.

The event will be held entirely on private land at **KINREVE.**

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 granted. **PERMIT No: *Applied for.***

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 the event.

(c) First vehicle starts at 10:00 hrs

7. Vehicles will fall into classes as per club rules i.e. SWB, LWB and OPEN. 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: **Elaine Smith.**

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

12. Other officials are:

Clerk of the course: PETER MACINNES

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.

Next EVENT - 1

KNOCKANDO HILL RUN:

Sunday 18th NOVEMBER

WHERE: An off road run in and around Knockando Estate, Aberlour, Moray.

WHEN: Sunday 18th November, 10:00 for 10:30.

MEETING POINT: KNOCKANDO HALL CAR PARK - AB38 7RX.

INFORMATION: This run is suitable for all 4x4s. The planned route takes in hill roads (uneven and overgrown in places), **and main roads.**

Recommended that tyres are all terrain.

Vehicles must be ROAD LEGAL.

DURATION: Run expected to take 3 to 4 hours with plenty of opportunities for photos and a blether with other drivers.

CONTRIBUTION: £15 per vehicle.

Remember your packed lunch and snacks.

NOTIFICATION: If you are planning to come along, please contact Elaine:

**Elainesmith1234@hotmail.com or
07917 878 838 to note your interest.**

See you there!



Tordarroch Trial photos – all by **FRASER HUGHES**

Next EVENT - 2

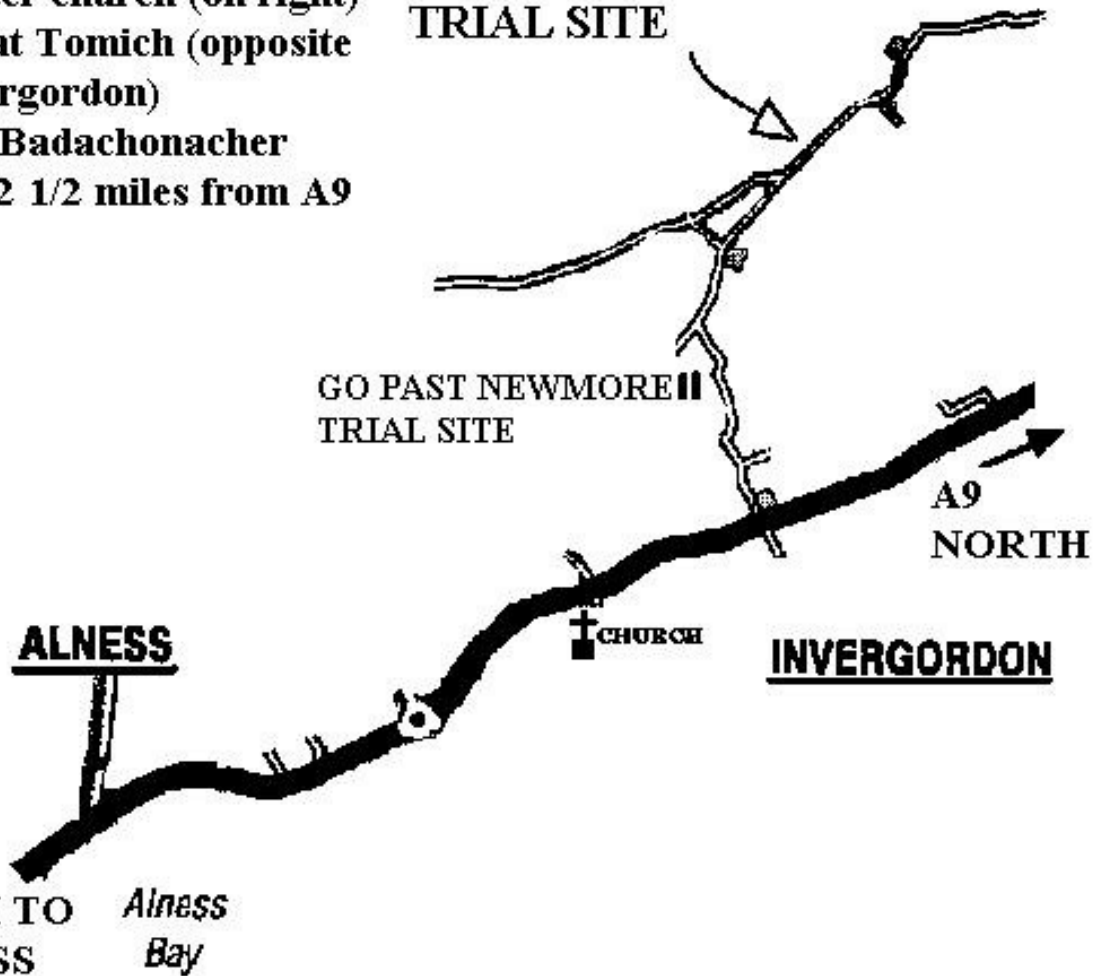
KINREVE TRIAL:

Sunday 25th NOVEMBER

Head north from Alness
One mile after church (on right)
turn LEFT at Tomich (opposite
road to Invergordon)
Go through Badachonacher
Trial site is 2 1/2 miles from A9

KINREVE FARM
TRIAL SITE

GO PAST NEWMORE
TRIAL SITE



PLEA to Clerks of the Course - please write competitors' FIRST and LAST NAMES and VEHICLE TYPE / COLOUR / CLASS on score sheet, and send a photo of the sheet to Linton, so he can include WHO ATTENDED, + SCORES in the newsletter. Thanks.





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