



Recognised  
Club

**SEPTEMBER 2022**  
**Newsletter**

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***WE'RE BACK!***



## THE COMMITTEE

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There are others, non-postholders, on the committee, tba.		
To clarify a couple of the above positions on the committee that may appear to be overlapping: Chief Marshall is largely responsible for arranging trial dates and co-ordinating provision of equipment. Competitions Secretary largely responsible for communications with MSUK + obtaining trial permits. Please e-mail me any corrections to the above details.		

## PROPOSED PROGRAMME OF EVENTS 2022 SUBJECT TO CHANGE

MOST EVENTS CURRENTLY PLANNED ARE TRIALS. *Vehicles do not need to be road legal for trials.*

Sunday 25<sup>th</sup> SEPTEMBER  
**SATURDAY** 29<sup>th</sup> OCTOBER  
 Sunday 27<sup>th</sup> NOVEMBER

Dores trial  
 Tordarroch trial  
 Galcantray trial

### HOW ARE YOU FEELING TODAY

**WORRIED? □ ANXIOUS? □ STRESSED? □ DEPRESSED?**



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Spectator at Whitebridge

## **ED BANGING (ON)...**

So, yes, we're back. And, judging by the turnout for the trials run so far, after a 2 year hiatus, we can discard any thoughts or fears that the club was going to peter out, due to a lack of interest in the sport being maintained during the break. Turnouts have been great, with a large number of new, or newly modified, vehicles showing up.

It has taken quite a lot of effort by various people behind the scenes to enable us to get going again, not least due to the need to streamline, as well as take online, the process of signing up and paying for entry to the trials. I think we can expect further changes in the future to the sign up and payment system, but, for now, we have something that seems to work.

I'm not going to detail here the various committee meetings and changes on committee which have taken place, under quite difficult circumstances in some cases, since the end of Covid. I will very happily, though, extend our warmest gratitude and thanks to those members of the committee who have decided to take a break from their duties, as well as thanks to those who have taken their places.

In particular, and in no particular order, **Elaine Smith, Andrew Maclean, Fraser Hughes, Carol and Neil Turnbull, Alan Howatson, Peter MacInnes and Eric Lawson have all contributed enormously to the running of the club**, and we can thank them all, in no small part at all, for the club's success in weathering the storm of the last two years. Actually, maybe "doldrums" is a more appropriate term than storm in this case.

Clearly, there have been no newsletters in that period, and, unless someone else wishes to take it on, I think we can reasonably expect that what used to be a monthly issue of the newsletter will be downgraded to a lesser frequency, depending on the content available for inclusion.

So far as keeping club members informed of events to come, it seems reasonable to believe that the online web page, and more especially, the club's Facebook page, are now the primary forms of reference for the vast majority of the members who compete.

Therefore, I plan to reduce the number of newsletter issues over any year, and include mostly trial reviews and general news and information therein. Of course, I welcome your input (you know the saying "the output depends on your input") and I'm hoping to receive more articles about your own vehicles in the future, please. The hard working Lewie has promised an article about his 90, but I know there are many other unique, much-modified, fascinating vehicles in the club, so I hope very much that we can all learn about, and from, them too. Please!

My work roster gives me approximately 2 year periods when I can attend the trials, followed by a similar period when I cannot. When I am able to attend, I try to ask some of the participants about their vehicles, in order to have something to write about in the newsletter. If you don't want details of your vehicle publicised, please let me know.

During the periods when I am unable to attend trials, I will be relying heavily on newsletter content being sent to me by you folks.

Regards, Linton

# WHITEBRIDGE TRIAL REPORT – MARCH 2022 - LINTON

Our first trial in exactly 2 years.

## Section 1

Finished with a good, steep rocky finish, after twisting through small trees and boggy ground.

## Section 2

Good cross-axle start

Daniel Harvey spun an axle.

## Section 3

Can't remember.

## Section 4

Loose boulder on last uphill may have caught a few out

## Section 5

Similar S4, but neat little uphill start and an untidy not so little uphill finish, with multiple chances to get one axle airborne, meaning half your traction is gone.

## Section 6

Very boggy, uphill...

Many got stuck.

G wagon went thru, then dug a huge hole...

Callum Gibson broke a prop uj inbound to the trial. Then shared a car with DJ Gilpin.

After the 6 sections, many drivers took a run up the hill, but I went home to write this up, so I don't have any information about what happened up the hill.

**Many thanks to Mikey Durdle for running the trial, and to landowner Mr John Rule for kind provision of the site.** I hadn't seen John for a few years, and I was happy to renew acquaintance – however, just as we were chatting I was dragged off to sit in a vehicle on a section. I look forward to a lengthier catch-up next time.

## WHITEBRIDGE TRIAL RESULTS (MARCH 2022):

### SHORT WHEEL BASE

1 <sup>st</sup>	Callum Daughtrey	10 points
2 <sup>nd</sup>	Callum Gibson	12 points
3 <sup>rd</sup>	John Macgregor	19 points
4 <sup>th</sup>	DJ Gilpin	21 points
5 <sup>th</sup>	Roy Panton	23 points
6 <sup>th</sup>	John Maclean	24 points
7 <sup>th</sup>	Phillip Brown	25 points
8 <sup>th</sup>	Stuart Elliott	33 points



**WHITEBRIDGE TRIAL RESULTS (MARCH 2022) (continued):**

**LONG WHEEL BASE**

1 <sup>st</sup>	Ryan Maclennan	8 points
2 <sup>nd</sup>	Neil Taylor	12 points
3 <sup>rd</sup>	Angus Panton	17 points
4 <sup>th</sup> =	James Fraser	19 points
4 <sup>th</sup> =	John Galasso	19 points
6 <sup>th</sup>	Sean Gunn	24 points
7 <sup>th</sup>	Finlay Maclauchlan	36 points
8 <sup>th</sup> =	Linton Chilcott	38 points
8 <sup>th</sup> =	Alistair Hier	38 points
10 <sup>th</sup>	Fraser Macleod	43 points

**Retired:**

Daniel Harvey – spun axle

Jason Taylor – hose leak



**Whitebridge. We have lift off!**

**Photo: Rachel Taylor**



## GENERAL NEWS ROUNDUP:

Here is my effort to update you on some of the vehicles that were at the Whitebridge trial – just from chatting to the competitors (and making the odd rough note). Sorry for any errors – and I hope nobody minds me sharing this stuff (but if you do mind, what the heck else am I supposed to write about?):

### **Daniel Harvey's Suzuki SJ.**

Daniel's recent acquisition, from the Perth area, has Samurai axles with a springover modification, and a 1.3 carb on the 1.0 litre engine. He did the springover himself. More on that in the report :O

### **Neil Taylor's Disco.**

Beautifully built by Neil, with assistance from son Jason, over a 6 week period during lockdown, Neil's trayback Disco was a £200 MOT fail. It's a beauty now, and must be worth – well, I don't know, but plenty!

He did all the fabrication himself, and his expertise in this area is only too evident.

I could hardly believe that the stainless steel fuel tank was his own work – it's just perfect!

There's a winch at each end.

The rear diff lock is a "Sealey Special" (i.e. welded up) and he has an auto-locker in the front.

The truck goes really well.

I'm hoping he'll send pictures and more information for a future newsletter. It is the green and orange machine in the group on the front cover.

### **Fraser Mackay's L200:**

This truck is one of only 2 Mitsubishi L200s in the club to the best of my knowledge, and it lacks the fine bodywork modifications of the other, mine, which is probably the most bashed and battered L200 with an MOT currently in existence anywhere.

Anyway, this was Fraser's first trial, and he did incredibly well, especially as the rear axle diff lock (which makes such a difference on these quite long and overhang-y trucks) failed fairly early on.

The truck benefits from a replacement rear load tub, a body lift, extended rear spring shackles, a front suspension upper ball joint flip kit, and a Pajero engine, which is a bit simpler, electronics-wise, than the standard 2.5 lump.

Fraser's L200 is a 2003 model, and, most unusually, has no significant rust in the chassis (While mine literally has welded-in patches on top of welded-in patches...)

But mine's a 2005 model. So, obviously, better... 😊

### **John Maclean's Suzuki:**

No particular changes recently, so far as I'm aware, but he runs bead lockers on the over-sized tyres, and a neatly mounted arborist's saw inside the passenger's door. Very handy for urgent "modifications" to other competitors' vehicles, no doubt.

He also runs double linked extending spring shackles.

John sent this further info: I've done some modifications to the SJ over the quiet period but mostly internal, like brakes, wheel bearings and rockwatt transfer box mounting. The most noticeable mod would be the winch and home made winch bumper. Also I've converted it back to a pick up so I can mount the spare wheel inside the load bed to give more weight over the back axle, as every little thing helps.

### **Ryan Maclellan's Range Rover:**

This cutback Rangey hadn't been trialed for about 6 years, I think he said, but Ryan managed to achieve the lowest score of the day at Whitebridge, nevertheless, even beating the SWBs. At one point, while positioning to extract me from the ever-deepening hole on the last section, his steering came adrift due to a lost nut. Opening up a handy toolkit that somebody dropped at his feet – he reached in and... pulled out a perfectly fitting spare nut!

As he said *"Of all the toolkits in all the world!"*

Just in time to hear those words, Daniel, red of face and short of breath, jogged up with another nut he'd rescued from his own toolkit in the field way down below...



**SAFETY ... SPOT 1:**



**FOLKS – PLEASE KEEP YOUR SMALL CHILDREN CLOSE DURING THE TRIALS AT ALL TIMES.**

**As you know, you are responsible for their safety.**

**Drivers: Please check carefully in front of and behind your vehicle before moving.**

**I would like to make two suggestions:**

**1 When reversing, ask someone else to monitor behind your vehicle while doing so. Hazards on is also good.**

**2 How about ensuring that your small children are easily visible, perhaps by wearing hi-visibility clothing?**



**I have never forgotten getting into my CJ Jeep at a Whitebridge trial some years ago. Something made me get out again to check in front – where I found a sleeping youngster in a dip immediately in front of my front wheels!**



## Kinrive Trial Report (April 2022) – by Lewie Cameron

### **Where was the event held?**

Kinrive Farm, near Invergordon.

### **How many people entered?**

19 entrants, 2 retired before the end of the trial

### **What was the weather like?**

Overcast but dry.

### **How many sections were run?**

7 sections set out, section 1 was run in reverse to give 8 in total.



### **What was the most challenging section and why?**

Sections 1 to 4 were pretty straight forward then things got a bit more interesting in section 5. Steep peat banks and bottomless holes were quite a challenge for most.

### **Any mishaps?**

Daniel Harvey did a proper job of his rear prop shaft on section 2 and ejected it out the back of his SJ in several pieces. Simon Harkai's transfer box mount on his Jimny let go after a decent start to the day. Dan didn't disappoint with his performance and buried his Patrol in the biggest hole in the site eventually getting extracted after several attempts. Angus managed to rearrange the front of his Dads G Wagen by hitting a peat bank with enough speed to lift the back wheels off the ground!

### **Who were the class winners?**

**SWB-** John Macgregor. A really good drive with very few points overall.

**LWB-** Dan Watson. Not many points due to the Boggers cutting their way through and over the peat but they also cost Dan most of his points due to the overall width of the Patrol hitting a lot of gates.

### **Any other comments?**

A tricky site to set out as you never know how the ground is going to get cut up after a few vehicles but overall the ground was fairly dry, I have seen it a lot wetter up there before. Hopefully everybody enjoyed their day out!





## KINRIVE TRIAL (APRIL 2022) REPORT – by Linton (who had more time to make notes, as Lewie ran the whole day without a lunch break)

There was quite a convoy coming together near the Skiach service station for the last few miles to the wonderfully scenic and remote site at Kinrive, overlooking the Dornoch Firth, on Sunday 24<sup>th</sup> April.

19 drivers and 3 passengers participated in a very well managed trial (great job Lewie!) on progressively more challenging sections on the peat hags near the top of the trail up Kinrive Hill to the main trial site on the open moor, about 1,000' above sea level, just below and south east of Cnoc Corr Guinie.

After meeting up for final preparations and drivers' briefing at the farm buildings, we followed Lewie up the wooded zig then the long zag on through splendid open country to the end of the rough trail.

As Lewie, CoC for the day, said, this is a site where it's almost impossible to create sections that do not quickly degrade to very boggy ones indeed as soon as even only 3 or 4 vehicles have gone through. Despite the quickly deepening ruts and vast pools of mud that became fast established, all stuck vehicles were fairly quickly extracted (apart from Dan's big Nissan which actually hardly counts as a vehicle anyway – resembling something rather more like the Rock of Gibraltar undergoing a landslide...)

Personally, I started out trying to make up for the size and wheelbase of my L200 by carefully selecting which gates to miss out (costing 5 points), or where to accept just 2 points for mashing a cane with one wheel to avoid the mud pit between canes on some gates. I say, I started out – but, perhaps inevitably, I spoiled my own rather good start by getting more ambitious as the day went on. At my age, you'd think I'd have got over being ambitious by now!

Talking of age, our youngest recruit was Dan's little boy Freddie, who is instantly recognizable as the spitting image of his dad, but, naturally, on a rather smaller scale. As you may know, the minimum age for a passenger on sections is 14, so he'll have to wait a little longer before participating in full. This worked out in my favour though, as I got to practice my grandad duties by looking after the little fella while daddy drove the sections.

Freddie's vocabulary is coming along nicely for a 2 year old, I'm happy to report. To his own oft-repeated squeak of "Daddy FAST!" I was happy to help him add some appropriate additional phrases that came in useful later in the day, such as: "Daddy STUCK!" and "Daddy MORE STUCK!"



To start with, we drove the trail to the end of the hillside track to where it enters the forestry. While waiting in line to go second, I realized I'd now parked on just about exactly the spot where I tipped my old HJ60 Land Cruiser onto its side, popping the windscreen out, about 20 years ago, while playing about between sections. I'll try to find a photo of that event to add in here somewhere.

The first section wound nicely down and then up the slopes either side of the end of the track, with a couple of tight turns on a side slope. At least, that was Lewie's intention when he set it up. After I was second

to run, in the “blue barge” L200, most others followed my lead by looping out wide through the gorse to avoid shunts. Unfortunately, Daniel Harvey took a lesson in the rules by going through the last gate on the section in the reverse direction while making for the third gate – earning him a massive penalty. While he took this in very good spirit (good for you Daniel, and I’m sure many others will have learned about the rules from your undoing) we commiserated with him by suggesting that there was plenty of time to catch up, as we could anticipate many others picking up some massive scores before the end of the day to even things out.

Sadly, though, Daniel had no chance to improve his scores, as, on the second section (a reverse of the first section), Daniel’s rear prop shaft gave out on his Suzuki SJ and his trialing was over for the day! He stuck around for the rest of the day though, assisting with recovery winching and towing set-ups, proving himself twice over to be a very good sport.

Those two first sections were on relatively steep and dry grassy slopes, but the rest of the competition moved into the much boggy area on slightly higher ground just back down the track from where we’d started.

Section 3 was quite short, but with some down/up boggy ditches that quickly turned into peat steps that threatened to stop forward progress abruptly. This didn’t stop some crazy folks (Roy and Angus – did you really need to ask?) giving it the max, with varying results. Personally again, I was happy that my plan to put one wheel over a couple of canes (2 points each time) while keeping most of the truck out of the gates, worked quite well in passing the worst of the boggy bits while not picking up the full 5 points for missing each gate completely.

Section 4 zig-zagged quite satisfactorily across an old fence line (I think) with no serious “stucks” but some great opportunities to get the peat flying, as a warm up for the serious bogs to come.

Section 5... Nope – can’t remember section 5. Maybe it’ll come to me.

Section 6 was a humdinger. Started with a boggy run at a peat step, but the bog-run quickly becoming rutted to high-centre some vehicles that didn’t (or couldn’t) apply sufficient kinetic energy to solving the equation. Then, for those that made it past the first hurdle, a loop round to the left to drop down a very steep peat step into some sphagnum (that caught quite a few!), before another left 270 degree turn to climb back up the peat on another nearby step, then crossing back into a tricky little hole adjacent to a much bigger hole. Needless to say, some folk succumbed to sliding out of the little hole and into the bigger one – never to be seen again...

I considered this one for some while, like other competitors no doubt, as it clearly involved opportunities to get very stuck indeed very early on, earning some huge scores. Some tried to overcome the first bog run by taking a massive shunt backwards before even taking the first gate in order to carry out a full-on banzai charge. Others, me included, opted to put one wheel over a cane at the first gate to parallel the first bog, then reverse out to loop a long way back and then to sidestep one or several gates on the way to earning lesser, but still big scores.

Neil’s green / orange Disco then came along and made the section look easy... Or maybe it was just him who made it look easy?

Section 7 was a slightly less intimidating proposition, but still with traps for the unwary. Or even, the wary, in my case – after a pretty good, side-steppy start, I fell off yet another vertical drop-off

to disappear from view once again. Somewhere subterranean was my front tow point, but somebody threw me half the head of a rusted peat shovel, so I found it eventually.

Ah, now I've remembered – section 6 above was actually section 5, which makes... oh I don't know. Anyway, the next section was yet another tricky, windey little number, with opportunities to get totally bogged for the unwary. Yep – you guessed who, yet again...

At this point, while parked by the section ready to carry out towing duties, young Freddie indicated it was time for his post-crisps nap, so we strapped him in to my front passenger seat while dad did the section in the big Nissan. I say "dad did the section", but he pretty much destroyed it, as usual. The much mud-splattered leather seat in my cab appeared to prove eminently acceptable as a bed and Freddie spent the next 45 minutes in slumberland, looking so much like an angel that I've serious doubts about whether he's actually Daniel's at all!

No, he's very clearly Daniel's – apart from the size difference, they could be twins.

As I didn't want to be the one to wake Freddie on the way to the next section (the actual section 7 – do keep up!) I swapped trucks with Dan for the short transit. Which became rather a long, winding, looping, back-tracking transit for me as I simply didn't want to stop driving his Nissan behemoth at all. I have to tell you it's fabulous, giving off a hugely satisfying aura of sheer go-anywhere-ness that reminded me of the closest thing to it I've ever previously driven – which was a 60 tonne Chieftain tank, about 37 years ago on the British Army tank grounds on Salisbury Plain.

Despite the drag of the hugely fat 38 inch tyres, second gear took it up hill and down dale without hesitation or effort. What a machine. Just needs a 120 mm mounted up on top and it's good to go.

At this point, Lewie had suggested a vote about whether to do an 8<sup>th</sup> section, or to quit while we were ahead. Thankfully, that idea (the vote) was swiftly out-voted, and a team effort resulted in a final zig-zag course across and through the very muddy, boggy section at the eastern end of the site.

Several people had carried out sterling winching recovery duties, chief among them John Galasso in the "Great White Whale", so I pitched in and had a go at towing here. And cooked my clutch. Fortunately, however, while the stink lingered for the remainder of that and the following day, it seems to have fixed itself, judging by the fact I ferried another tonne of firewood with it next day.

I was second or third to go on this run, I think, and knew I had no chance of surmounting the 3 foot high peat step just before the final gate (I would have said 90 centimetres, but we're out of the EU, remember). However, much to my satisfaction, I gave myself a fighting chance, and top marks (awarded only by me, you understand), by reversing to the gate twice in quick succession and at max revs, in order to battering-ram into the vertical but soft step, turning it into a steep slope, before then looping around to attack it in the forward direction to take the gate (you can't take a gate in reverse gear, just like you can't take it in the reverse direction). Don't try this unless your tail lights are high up, and your lower mounted fog lamp is not already busted, like mine was. (And don't try writing a sentence as long as that last one unless you are sitting on an airliner, bored, for several hours at time of writing...)



**Enormous thanks to Lewie Cameron who was Clerk of the Course, and who set up and ran a full set of really wonderfully fun, challenging, and highly entertaining sections.**

**Also, of course, many thanks to our friendly and generous land-owner Mr Iain Bannerman for permission and access to the land.**

And thanks to the rest of you for good sports-person-ship (easier to write than to say, that's for sure) and lots of laughs through the day, and some truly spectacular displays of peat-flinging.

It was a great day's fun and competition with some excellent driving skills and machines presented.

Personally, I'm awarding myself the prize for winner of the "Class of Vehicles That Carried a Tonne of Firewood The Day Before and The Day After The Trial Without Modification". A class with a title nearly as long as my truck, as you can see, and only one entrant.

(Sorry if you think this trial report involves rather a lot about me. I'm lazy and, after all these years, it's the subject I know best – or so I'd like to think...)



## **KINRIVE RESULTS (APRIL 2022):**

### **SWB**

- 1st - John MacGregor 16 pts. Black 90, much modded.
- 2nd - Callum Daughtrey 18. Black Vitara.
- 3rd - DJ Daughtrey 66. Red Grand Vitara.
- 4th - John MacLean 80. Red Suzuki SJ.
- 5th - DJ Gilpin 82. Green Jimny.
- 6th - Stuart Elliot 88. Dark blue Jimny.
- 7th - Phil Brown 91. Trayback black LR 90.
- 8th - Angus Panton 94. Blue G-Wagen.
- 9th - Roy Panton 96. Blue G-Wagen.
- Simon Harkai DNF. Light blue Jimny.
- Daniel Harvey DNF. Red Suzuki SJ.

### **LWB**

- 1st - Daniel Watson 26 pts. Monster Nissan.
- 2nd - Neil Taylor 50. Green / orange "Groot" Disco.
- 3rd - John Galasso 56. "Great White" LR 110.
- 4th - Rachel Taylor 65. Green / orange "Groot" Disco.
- 5th - James Fraser 78. Green Disco V8.
- 6th - Ryan MacLennan 79. Blue Rangey cutback.
- 7th - Linton Chilcott 95. Blue battered L200.
- 8th - Alistair Hier 120. Silver Disco.



## **NUIDE TRIAL (MAY 2022) REPORT – BY LINTON**

A rather sombre meet, to start with, despite 26 turning up out of 29 who'd paid for entry. The news was going around that our mate **Frank Spencer** would not be joining us again with his cheerful smile and quick wit. A loss for us all but an especially tragic loss for his family.

It was nice that the farm manager dropped in to start with – initially, perhaps, a little perturbed by the numbers, but cheery nonetheless.

And it was a pleasure to see **Stuart Mackay**, who, after the first couple of sections had been run, gathered the club together to say some thoughtful words about Frank, and to lead us in a 2 minute silence in Frank's memory and with thoughts for his wife Julia, who, at this stage was still in hospital.

He reminded us that Frank had driven his mobility carriage to the summit of Cairngorm some few years ago, raising funds for charity. Stuart had also joined Frank some while ago in his Land Rover 110 V8 on a trip to the national Land Rover show.

The Nuide site is on fairly gently rolling ground, but with several quite large, but not especially deep lochans and some small boggy areas, and some twisty gullies and old fence lines. So it's a site that offers quite a varied, excellent, day's trialling. One good aspect of the site is that it does not tend to cut up too roughly or deeply, so those running a section last have an easier time of it than at some other sites, e.g. Kinrive.

Neil Taylor ran the day, with the large group intermittently splitting so that two sections could be run simultaneously, the second group being scored by a number of other willing helpers.

### **Section 1**

A twisty little switchback across an old wall line, with potential for high centring. Potential achieved in full by me in the L200, dangnab it... I think I was the only one to get properly stuck there, having missed a turn and trying to reverse over the ridge.

### **Section 2**

A steep sided gully close to section 1, requiring several shunts and a fair helping of sideslope courage.

### **Section 3**

A loop down and around a small sphagnum bog, which was waiting quietly to catch the unwary. Daniel, in other words, on this occasion, who reversed into the goo just a little too far for a run at the steep final obstacle, so needing a tow out.

### **Section 4**

A circuit of a large lochan. Not round it, but in it...

Daniel also demonstrated therein the disadvantage of petrol power in a smaller vehicle, when his little Suzuki engine began to run quite roughly after getting doused.

A couple of the others opted to avoid the deeper water (it felt quite deep, even in the diesel L200!) in order to save their electrics. In particular, John MacIennan's Haflinger has a very low sited distributor, it not being fitted with the far more waterproof military unit.

His son Ryan also looped to avoid the deeper section, not being prepared to melt his Range Rover bobtail's V8 by disconnecting the fans in order to avoid flinging water all around the engine bay.

#### Section 5 and Section 6

6 was the reverse of 5, through the same lochan as section 4, with another bumpy finish.

#### Section 7

Staying within the confines of a very narrow rocky gully. Go for it!

Well, Daniel Harvey did – and tipped his Suzuki on it's side. The scrutineers thereupon stepped forward to seize the opportunity to comment on the state of the underside of the vehicle.

No serious damage done, though, and, after many willing hands leant into it, the vehicle was quickly re-righted and started without problems.

#### Section 8

Run into and out of the deep valley to the south west corner of the site, with a crossing and re-crossing of a small stream therein. A few people had issues gaining traction up the hill after the second stream crossing.

There were 2 retirements:

Alistair Hier twisted his front prop shaft in a really quite artistic fashion and Callum Daughtrey ended up with only 2wd. See right...

Team Simon and Amanda Harkai both participated in the trial, Simon in a red Disco with jungle camo bonnet and a ball bearing turbo, and Amanda in a blue Jimny.

As ever, there was some winching (but not too much, as this is not an especially boggy site) with chief winching duties falling to Keith Robertson with the green LR 90, and John Galasso in the LR 110 "Great White".

Callum Gibson was driving a pretty neat lime green Special, built on a Suzuki chassis, running a Peugeot engine, and originally built in Peterhead, with subsequent further modifications.

This was another very satisfying day's trialling.

**The club is grateful to Neil Taylor for running the day, and also, of course, to our generous and friendly landowner, Mr Alistair Finlay, for his support to the club in permitting us to use the site.** Thanks also to Jim Nicol, John MacLennan and James Fraser, who did some scoring, too.



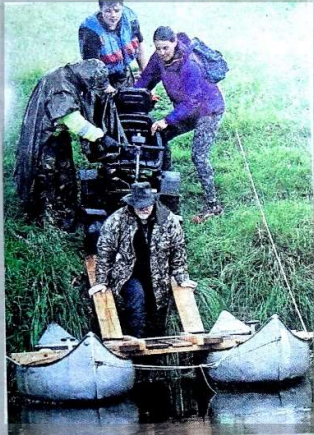


And here is Frank (and some of his team) conquering Cairngorm in mid 2019.

Thursday, July 18, 2019

www.strathspey-herald.co.uk

Strathspey and Badenoch Herald 3



The River Spey held no terrors for the team, either way.



Frank, approaching the Cairngorm summit, is well used to off-road, having spent years as an instructor.



There for moral support (from left) Evril Spencer (daughter), Alan Howatson, Ross Dodds (grandson), main man Frank, Julia Spencer, Gordon Hay, Alan Calder and Dominic McAdam.



'You never saw such rain!', says Frank as he launches off.

# Mobility man in peak condition!

CONTINUED FROM PAGE 1

England on that very morning that a new form of medicine called 'gene-silencing' had been approved for use by the NHS in England.

"The drugs will be used to reverse amyloidosis, which is absolutely fantastic."

Doctors say gene-silencing is making the "previously untreatable, treatable" and has huge potential in medicine.

"But the fact is there are all kinds of amyloidosis and there is a long way to go before we know if I may benefit directly in time from the breakthrough."

"It's very early days and, of course, my condition is well advanced. I can barely walk the length of the garden without getting puffed."

And yet he pulled off the astonishing 27-mile trip in one piece.

He said: "I just stuck to my task on my incredible vehicle which handled some very tough terrain absolutely brilliantly and, being used to 4x4s for so many years, I was well braced for the challenge."

Just as they thought everything was going Frank's way though, the very heavens opened.

"I couldn't believe it! You never saw such rain. But we decided to go anyway, with everything set," said Frank.

"Two local estates had kindly given us permission to use their land to keep the Spey crossing feasible and the brilliant team up at Cairngorm Mountain had everything in place up top."

"Everyone was marvellous and we pulled it off. I made it up to the top, eventually, using my off-road skills to stay safely on the track, and the weather really eased off over the day. Then it was 'everybody back down!' for the tea party."

The Spencers' granddaughters - Kalli Rooney Spencer, Jessica Barlow, Shannon Spencer and Millie Dodds - organised a celebratory tea which not only rounded the historic day off but also raised £600 for the cause of research into cardio amyloidosis.

"We were staggered to find that with the online contributions we had, overall, raised more than £1400 for the cause," said Julia.

■ Anyone wanting to contribute funding for research into cardio amyloidosis can do so at: [justgiving.com/teams/Evril-Spencer2](http://justgiving.com/teams/Evril-Spencer2)

**“I just stuck to my task on my incredible vehicle which handled some very tough terrain**

Frank Spencer

Daniel.  
Kinrive.





Event... **NUIDE** ... Date **29/5/22** ... Clerk of the Course **NEIL TAYLOR**

Open / Standard

Where was the event held?

**NUIDE BY NEWTONMORE**

How many people entered?

**26 ENTRIES, BEST FOR YEARS**

What was the weather like?

**DRY WITH A COUPLE OF SMALL SHOWERS LATER ON.**

How many sections were run?

**WITH THE BIG TURNOUT STILL GOT 8 SECTIONS RUN**

What was the most challenging section and why?

**SECTIONS 2 + 7 WERE THE HARDEST BECAUSE OF THE CROSS AXLE GATES AND THE SIDE SLOPES**

Any mishaps? - Name and shame!!

**ALI HIER SNAPPED HIS FRONT PROP-SHAFT ON SECTION 4. DANIEL HARVEY MANAGED TO PUT HIS SUZUKI ON ITS SIDE ON SECTION 7.**

Who were the class winners?

**DJ GILPIN WON THE SWB CLASS  
JIM NICOL WON THE LWB CLASS**

**THANKS TO JIM NICOL, JAMES FRASER AND JOHN MCLENNAN WHO HELPED OUT WITH SECTIONS.**

Any other comments?

**DANIEL HARVEY WAS THE STAR OF THE DAY KEEPING US ALL ENTERTAINED WITH HIS ANTICS. WE HAD A 2 MINUTE SILENCE IN MEMORY OF FRANK SPENCER WHO DIED IN A CAR CRASH A FEW DAYS BEFORE THE TRIAL. OVERALL A GOOD DAYS TRIALLING.**

**Please return to Newsletter Editor ASAP after event!**

## NUIDE TRIAL RESULTS (MAY 2022):

An unusually close finish, with only 1 point separating quite a few of the competitors in the final tally.

## NUIDE TRIAL RESULTS (MAY 2022):

### SHORT WHEEL BASE:

1 <sup>st</sup>	DJ Gilpin, green Jimny	9 points
2 <sup>nd</sup>	Amanda Harkai, blue Jimny	13 points
3 <sup>rd</sup>	Roy Panton, pale blue G-Wagen	15 points
4 <sup>th</sup>	Angus Panton, pale blue G-Wagen	16 points
5 <sup>th</sup> =	Niall Campbell, Jimny	23 points
5 <sup>th</sup> =	DJ Daughtrey, red Vitara	23 points
7 <sup>th</sup> =	John Macgregor, black 90 special	25 points
7 <sup>th</sup> =	Philip Brown, black 90 special	25 points
9 <sup>th</sup>	John Maclean, red Suzuki	27 points
10 <sup>th</sup>	Keith Robertson, green winch-equipped 90	28 points
11 <sup>th</sup>	Stuart Elliot, hi-vis Vitara	29 points
12 <sup>th</sup>	Sim Lewis, Jimny	31 points
13 <sup>th</sup>	Callum Gibson, bright green Suzy-bodied special	39 points
14 <sup>th</sup>	John MacLennan, Haflinger	44 points
15 <sup>th</sup>	Daniel Harvey, red Suzuki	65 points

Suzuki

## NUIDE TRIAL RESULTS (MAY 2022):

### LONG WHEEL BASE:

1 <sup>st</sup>	Jim Nicol, Range Rover P38 "Growler"	22 points
2 <sup>nd</sup>	John Galasso, white LR 110 "Great White"	23 points
3 <sup>rd</sup>	Linton Chilcott, sort-of-blue L200, with added body mods	24 points
4 <sup>th</sup>	James Fraser, Green Disco V8	25 points
5 <sup>th</sup>	James Nicol, Range Rover P38 "Growler"	40 points
6 <sup>th</sup>	Ryan MacLennan, Rangey bobtail	46 points
7 <sup>th</sup>	Jason Taylor, green Disco special	49 points
8 <sup>th</sup>	Daniel Watson, Nissan bigfoot	53 points
9 <sup>th</sup>	Simon Harkai, Red Disco	77 points

### DNF:

Alistair Hier, silver Disco

Callum Daughtrey, black zombie Vitara







DJ Daughtrey powers out of the burn and up the hill on the last section at Nuide.



Keith Robertson takes a break from winch duties and dives into the fray at Nuide.

## OVERFINCH

Some of you will have heard of Overfinch, who now provide various styling and performance add-ons to a variety of 4x4s.

They did, for a while, install Chevy V8s into Range Rovers, both the 5.7 litre iron-block, carburetted engine into late-model Classic Rangeys, then all-alloy, fuel-injected Corvette LS2 or LS3 engines into P38 Range Rovers.



I've always rather liked the Overfinch P38, although bootstrapping any modern, multi-computer, high performance engine into a slightly less modern, highly computerised car can often result, so I've read, in major difficulties in getting the computers to agree to chat with each other in a reliable fashion.

I'd been on the lookout for a suitable engine and donor P38 to conduct my own integration, and I've now ended up with a 6 litre, 400 horse power, Corvette LS2 engine of my own.

Now, all I need to do is to find a suitable chassis to install it in to.

Here's a picture of the engine.





However, as you can see from the second picture, it came with a 2005 model C6 Corvette still attached...



So now, I just need to find an old, but solid, P38 to fit it in to, and then get on with the swap.

*Ha-ha.*



Sorry, I didn't get the owner's name. But I liked the way he'd sorted out impact damage to the top rear of his Disco. Seen at Kinrive.

## INVERARNIE TRIAL – JULY 2022

### INVERARNIE TRIAL RESULTS:

#### SHORT WHEELBASE:

1 <sup>st</sup>	DJ Gilpin, green Jimny	24 points
2 <sup>nd</sup>	Phillip Brown, black 90 special	29 points
3 <sup>rd</sup>	Callum Daughtrey, black Zombie Vitara	34 points
4 <sup>th</sup>	Niall Campbell, Jimny N72 MUD	35 points
5 <sup>th</sup>	Simon Harkai, blue Jimny / black bonnet	41 points
6 <sup>th</sup>	DJ Daughtrey, red Vitara	43 points
7 <sup>th</sup>	John Macgregor, black 90 special	44 points
8 <sup>th</sup>	Callum Gibson, green / black Suzi-Peugi-Thingy	47 points
9 <sup>th</sup>	Stuart Elliot, hi-vis Vitara	86 points
10 <sup>th</sup>	Amanda Harkai, blue Jimny / black bonnet	115 points

#### LONG WHEEL BASE:

1 <sup>st</sup>	John Galasso, white LR110	25 points
2 <sup>nd</sup>	Linton Chilcott, battered (and fried) L200	41 points
3 <sup>rd</sup>	Finlay MacLauchlan, Angus Panton's green LR100	66 points
<b>DNF</b>	Angus Panton (only 'cos Fin broke his truck!) (although he wasn't doing that well, tbh...)	

**Many thanks to Ryan MacIennan for running things as Clerk of Course, and to Neil Taylor for scrutineering.**

**As ever, grateful thanks also to the Munro family for access to the land.**

Numbers were lower for this trial, but probably only because there was a rock concert on.

Although it was a very hot day, the muddy bits remained muddy after a bit of digging by the first vehicles through each section.

Personally, I found that – perhaps because the mud was so dry and claggy – it took longer to clean the underside of the truck down afterwards. On wetter days, much of the wet mud drops off on the way home, I suppose...

Once again, the indefatigable Stuart Mackay attended. I was sorry to learn from him that two past club members and lovely guys, **George Lobban** and **Brian Pocock** are now deceased.



Lewie has a couple of photos of George in action and (centre on the right) collecting silverware





Brian Pocock will be remembered by those who knew him for his fulsome hair and beard, for his never-give-up driving attitude, and for (rather incredibly it seemed to me) trialling (and trialling hard) his classic 1954 Series 1 Land Rover. Here's a few of pictures of Brian going for it, some with his son Graham at the wheel, by Loch Eriboll in 2003.



Please note that modern MSUK rules would certainly require a roll cage for any open vehicle...



I can't be asked to provide a full review of the day. (No, listen, I said "asked").

But I was interested to learn that young James Harkai it was who fashioned and welded the very smart bumpers and side bars onto his parent's shared blue / black bonnet Jimny.

Yes, somewhere under the mud is a very smart winch bumper...



James has to wait a few years before MSUK rules permit him to compete. But I get the feeling he will have got some practice in by then...



Another shot of George Lobban at take-off, from Lewie



## SAFETY SPOT 2:



### **ANAPHYLACTIC SHOCK (MASSIVE ALLERGIC REACTION)**

We all know that motor sport carries inherent risks. One risk that is encountered perhaps by anyone working, or participating in sport, in remote country areas is that of a severe reaction to an insect sting – possibly leading to a potentially fatal case of anaphylactic shock.

My wife is a beekeeper and I am a somewhat careless assistant who often fails to suit up – I get stung about 40 or 50 times a year, not least when mowing the lawns around our several garden hives. I can tell you that the pain from the sting varies, depending on various factors, from almost nil to truly eye-watering. Many beekeepers keep “out apiaries” which may be in secluded areas, but close to a trial site (there is one such site very close to Whitebridge) and bees and wasps also nest wild in holes in trees (my wife and I know of several such nests).

Food and drug allergies can also cause anaphylactic shock, but are generally easier to forecast when known about. Strangely, there are well documented cases of experienced beekeepers who have never reacted badly to stings but who suddenly develop an allergic reaction – even a fatal one. This is a very good reason for beekeepers never to work their bees alone.

Approximately 5 - 10 people each year in the UK die from an insect sting induced case of anaphylactic shock, although several times that number die from food or drug allergies. That said, only about 1% of people showing signs of anaphylaxis die – a relatively small proportion. Asthma increases the chance of a bad outcome.

A definition of Anaphylactic Shock is|:

**Anaphylaxis is a severe, life-threatening, ... hypersensitivity reaction.**

This is characterised by rapidly developing life-threatening airway and/or breathing and/or circulation problems usually associated with skin and mucosal changes.

Perhaps the most significant point about anaphylactic shock, particularly in our remote environment, is that a potentially fatal collapse due to insect venom may occur within just 15 minutes of the onset of symptoms...

(drug induced problems come quicker, while food allergies may take longer  
Also, onset of symptoms may be delayed several hours)

## **WE MUST NOT DELAY IN OBTAINING TREATMENT**

### **RECOGNITION FEATURES**

1. Widespread red blotchy skin rash; flushed or pale, clammy skin.
2. Swelling of face and neck.
3. **Impaired breathing, respiratory wheeze, tightness of chest, total inability to breathe.**
4. Weak, rapid pulse.
5. **Altered level of conscious (confusion, fainting, collapse).**

Don't assume anaphylactic shock.

Check for other symptoms (e.g. heart attack, asthma, stroke).

Check for the presence of a bracelet or necklace with details of known medical condition.



**NOTE: The primary danger from anaphylactic shock is that caused by breathing difficulties due to item 2 above. The patient simply asphyxiates...**

## **TREATMENT**

- Remove casualty from risk area of further stings.
- DIAL 999.
- Remove the stinger(s) from the skin, if bee sting(s). The venom sac will automatically continue to pump venom into the casualty for some period, worsening the danger. Use a finger nail to drag it out.
- **Avoid** use of antihistamines - not recommended for asthmatics/ allergy sufferers.

### CONSCIOUS Casualty

- Help casualty sit in position which most relieves breathing difficulties – legs raised will help to maintain blood pressure to the brain and heart.
- Ask for relevant history, or known medical condition(s).
- Allow casualty to take own medication if applicable (injection).
- Give oxygen (if available) if casualty becomes cyanosed (blue extremities).

### UNCONSCIOUS Casualty

- **Check airway and breathing:**
  - **Observe if chest is rising and falling.**
  - **Listen for breathing.**
  - **Feel for breath against your cheek.**

**If not breathing, apply CPR urgently**

**THE SIGNIFICANT FIELD TREATMENT FOR ANAPHYLACTIC SHOCK IS THE ADMINISTRATION OF ADRENALINE (EPINEPHRINE), NORMALLY THROUGH USE OF AN AUTO-INJECTOR (EPI-PEN) INTO THE FRONT OF THE PATIENT'S THIGH (as it must go into muscle).**

**Here are some considerations especially relevant to our 4x4 trials:**

1. It is very important to be able to give clear directions to ambulance crews / air ambulance helicopter pilots, in order to avoid what may be an extended, fatal, delay.  
Note down and use WHAT3WORDS and/or British National Grid reference.
2. It may be appropriate to consider taking the casualty by road to hospital, or to meet the ambulance, if there is significant doubt about the timely attendance of trained personnel to the scene. Confer with the 999 operator on this matter.
3. If someone at the trial is carrying an epipen, consider asking them to use this asset for the wellbeing of casualty. However, be in mind that these items are only ever issued to individuals who themselves carry a serious risk of a severe anaphylactic reaction in the event of a sting... They may need it themselves.
4. In the most remote locations, emphasise the difficulty of access to the 999 operator and request an air ambulance to attend.



And now... Cast your mind back.

Further back.

No – even further back – all the way back to the time before Covid. Remember?

## **Yes, *finally*, reports on the Inverarnie trial, March 2020.**

First, report by Neil Taylor:

Inverarnie Trial 8<sup>th</sup> March 2020. CoC Neil Taylor

1<sup>st</sup> trial of the year (little did we know – the ONLY trial of the year...) and 17 drivers turned up. A bit of a surprise with all the new rules and having to have a Motorsport licence to compete now, even Roy Panton turned up early.

Section 1 – started off with what I thought would be an easy section, but the points said otherwise. Only Angus Panton managed to get 0 points on this section.

Section 2 – Angus's lead was short lived as he killed the Jimny in some water on the way to this section so that was him and Roy out. The actual section was easy with no mishaps apart from Rory in the special challenge truck having to retire with a broken suspension part. He missed the best sections later on which would have been ideal for his machine.

Section 3 – this section was not too tricky, the only ones that had problems were Daniel and Donald in the Isuzu Trooper who both managed get stuck at gate 3 and had to be pulled out.

Section 4 – Started with a tricky couple of gates along a burn and up a bank which caught out a couple of drivers, then went on to a mud run of 4 gates which beached most of the Suzuki's and the Isuzu.

Section 5 – No one had any problems on this one.

Section 6 – This section proved to be a tough one, I had to alter it to make it easier as no-one who tried it could make it past gate 2. Once it was altered it turned out ok and everyone made it through with some high scores. The only ones with problems were the Isuzu duo who struggled to make it through the last gate and Rachel in my Disco who wrecked the drivers mirror getting too close to a tree!!!

Section 7 – This started with a run of 4 gates round a boggy area which caught out 5 drivers who had to be winched out, the second half of this section was up a burn and out up a steep bank

Section 8 – this section was a reasonable one to finish off the day, no problems for anyone. There were only 4 runs all day with 0 points so a lot of adding up to do!!

Hope everyone enjoyed the sections.

Neil

### **SWB**

1<sup>st</sup> – Andrew Mclean 30 pts

2<sup>nd</sup> - Finlay MaClauchlan 45 pts

3<sup>rd</sup> Keith Robertson 57 pts

### **LWB class**

1st equal – Jim Nicol Snr and John Galasso 38 pts

3<sup>rd</sup> – Jason Taylor 40 pts

And, some notes by Linton, on the Inverarnie trial, 2020:

Frank Spencer brought his Series 3, fitted with Disco 200 tdi, RR diffs. He'll aim to use it in RTVs. (Sadly, this was not to be...).

Stuart Mackay, President of the club, looked in, as usual.

Scrutineer was Daniel Harvey, whose stock Trooper 3.0 diesel needed to be parked downhill due to fuel feed gremlins. He shared his Trooper with Donald McBean.

Scrutineering showed up only one item, an insecure battery, which was rectified there and then.

Ryan Maclennan's challenge truck has:  
2 alternators and 3 batteries, 12V for most items and 24V for winches.

Nissan Y61 axles for strength with added bracing.

Fiddle brakes rarely used, as there is a spool in the rear diff, but a damaged rear brake can be locked out, so the vehicle ("weapon", perhaps?), can carry on.

Front diff has an ARB locker.

There is an air shifter for the transfer box, providing quick ratio selections - some of the events Ryan competes in involve some high speed sections.

Tyres are 40x13.5 x 17 with bead locks. He runs them at about 12 or 25-30 psi depending on high or low speed section.

He competes routinely as far as the Borders and will be in Wales in May.

(Sorry to say, Ryan has since sold this vehicle, I believe)



Sadly, Ryan's Panhard rods separated on the second section, knocking his rear axle out of line with the front. All hands pulled together and it was possible, with a winch (pulling as well as all hands), to pull the rear end back into alignment before ratchet strapping the rear axle into place. That was the end of Ryan's off-roading for the day, unfortunately.

John Galasso's 110 has the original 2.4 Puma engine (with new head gasket) but just about everything else has needed to be replaced. Both diffs are now Ashcroft Quaife LSDs, and gearbox and transfer box have been replaced.

Like me, he opts for relatively narrow Insa Turbo 285s.

Neil, your new Events Secretary, has very efficiently prepared a complete folder with all required paperwork for each month's trial for the rest of the year. Wow, great effort!  
He briefed the competitors to avoid using the track when possible. We do all we can to be good neighbours.

Neil's offspring Jason and Rachel shared his red Disco. This was Rachel's first trial in a year and a half. Jason had not trialled for even longer.

Angus and Roy Panton shared their new black Jimny, which they've had just 2 weeks. They've already fitted a 3 inch lift, necessitating longer brake lines, and they may weld the rear diff later.

But first, they're planning a Vitara engine - to replace the one which blew a hole in its block today, just "while idling" according to Angus... (Yeah. Right. Heard that one before...)

Jim Nicol's "Growler" doesn't need any further mods. The 4.6 V8 sounds as sweet as ever, and the 4 inch lift on coil springs gets him through pretty much any obstacle.

His son has driven a few trials in the Buchan club, but this was his first with us.

James Fraser's Disco doesn't need more mods either. It's a dead heat whether his or Jim's V8 sounds better, but he's armed also with ARB lockers on both axles, driven by the 3.9.

Andrew Maclean's SJ413 is totally stock. Well, he says the only mod is to put fuel in it.

Keith Robertson's green 90 has 35mm spacers, Ashcroft lockers, tough half shafts and a winch. The winch came in very useful in the bog at the top right side of the site, where James Fraser, as usual, also provided a fine towing service. Keith was asked to render more service on the second to last section, too, where several vehicles became stuck in the bog hole.

Ian MacKinnon, pale green 90 with a DAKAR sticker on the side. I guess you could say it's entirely modified, as he built it from bits he "just had lying around..."

Finlay McLauchlan, blue Jimny, owned by him since October. It has "a few!" mods...

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## **SCORES FROM THE MOST RECENT TRIAL – LAGGAN, SEPTEMBER 2022**

### **LWB**

1st - Jason Taylor	25pts Disco Groot
2nd - Roy Panton	44pts Def 100 inch
3rd - Alister Heir	57pts Disco 2
4th - Angus Panton	59pts Def 100 inch

### **SWB**

1st - Calum Daughtrey	29pts Suzuki
2nd - John McGregor	32pts Defender
3rd - John MacLean	36pts Suzuki
4th - Philip Brown	44pts Defender
5th - Daniel Harvey	49pts Suzuki
6th - Calum Gibson	52pts Suzuki
7th - DJ Daughtrey	62pts Suzuki
8th - Sim Lewis	71pts Suzuki
9th - DJ Gilpin	72pts Suzuki
10th - Stuart Elliot	101pts Suzuki
Simon Harkai	DNF
Amanda Harkai	DNF
Andrew Cameron	DNF

**The club thanks Archie and Campbell Slimon, for kind permission to practice our off road driving skills on their land.**

**Thanks to John Galasso, Clerk of the Course, and to Neil Taylor for sending the scores, already formatted for easy inclusion here. Good man!**



Photos from the Laggan trial, sent by Neil Taylor:



Going...

Going...



Gone!



Please send your contributions for the newsletter to me at: [lin@vistajet.com](mailto:lin@vistajet.com).

