

VENUE CHANGE!
Trial on
Sunday 31st March
is changed to

GALCANTRAY.



MARCH 2019 Newsletter



JOHN MACLEAN in the lifted Suzuki on the mud run – the last section at Tomatin. He was bogged at this stage, and he carried out what is possibly the *sloooowest* self extraction ever – bouncing the valves off the rev limiter, pulling very slowly forward out of the mud to finish the section, as did almost everybody else. Which, fortuitously, saved us from what might have been a lot of towing at the end of the day... Photo: **Linton**

THE COMMITTEE

NAME	POSITION	CONTACT DETAILS
Stuart MacKay	President	01463 790215
Neil Turnbull	Chairman	07771 905514 neilandcarol42@gmail.com
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Chris Smith	Treasurer	01381 600541
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Stewart Meikle	Membership Secretary	stewart.meikle@gmail.com (01463) 741836
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Carol Turnbull	Policy and Procedures	neilandcarol42@gmail.com
Linton Chilcott	Newsletter Editor	01667 404606 00356 9936 9690 highland4wheeldriveclub@gmail.com

Also Committee Members without portfolio: Andrew Maclean, Frank Spencer (01479 831609, 07518 749587), Alan Howatson (07786 336572), Lewie Cameron (07746 522855).

**THE NEXT COMMITTEE MEETING WILL BE
April 9th 2019, 7.30 pm (1930 hours) at FAIRWAYS, Inverness.**

PROGRAMME OF EVENTS - 2019

<i>Month</i>	<i>Trial Site</i>	<i>COC 1</i>	<i>COC 2</i>	<i>SCRUTINEER</i>
Mar 31 st	Galcantray	???	???	Lewie Cameron
CHANGED – SWAPPED WITH KINREVE, SEE BELOW				
Apr 28 th	Kinreve	???	???	
May 26 th	Nuide	Neil Taylor	Jim Nicol	Jim Nicol
July 6 th / 7 th	Gairloch	CHANGED DATES		
July 28 th	Whitebridge	Rory Maclennan		
Aug 18 th	Laggan	Neil Turnbull		
Sept 29 th	Dores		Stewart Meikle	
Oct SAT 26 th	Tordarroch			
Nov 24 th	Kinreve	Lewie Cameron		



NB: Names and Venues to be confirmed

More chunky American iron from **DANIEL WATSON**: 1992 Dodge Ram; 5.9 litre Cummins straight 6 diesel – a very powerful and well-respected unit. They only built this shape for a couple of years, he told me.

TOMATIN TRIAL REPORT, **by Linton / Ed (who scrutineered and photographed).**

A very dry Tomatin trial site welcomed 15 drivers in 14 vehicles, to run over varied sections set up by Frank and Alan.



Despite the lack of moisture, the resulting scores indicated well set up, tricky sections, with just 25% "clears" by the half way point, after which the sun came out and, with a stiff breeze, proceeded to dry the ground out yet further. Unfortunately, the breeze outlived the sunshine.

Latecomers numbered 3, some perhaps with better excuses than others (one was one *hour* late!). You are reminded that Officials are all volunteers, so please do not take them for granted, and *please* pay them and other competitors the courtesy of attending in good time by 0930.

Left: Santa Claus and his Little Helper – CoCs Frank Spencer + Alan Howatson

Scrutineering points:

- 1 x loose battery - advisory item, to be corrected for next trial.
- 1 x competitor using tatty rope to connect 2 front tie down points - advised to ensure that only a strop or rope should be connected to his rope, and not a shackle. If a shackle were to be used, and if his own rope broke, then the shackle would be a very dangerous projectile. There is horrible film on youtube of a tow point snapping, sending a shackle through a windscreen with fatal results...
- A couple of vehicles had heavy loose metal items insecure - required to be removed immediately, which drivers complied with happily, of course.

Generally, a good standard of vehicle preparation on show. PLEASE KEEP IT UP!

After my scrutineering was over, and with no other real duties, I was able to focus on the photography (focus + photography = joke!), but also enjoyed some very interesting discussions with people who are far more technically clued up than I.

One such discussion arose when Daniel in the Loch Niss(an) Monster, stuck (again!) on rocks this time, demonstrated the fascinating sight, and the contrasting effects, off an LSD in the rear axle and an open front axle which had one front

wheel stationary (Daniel won the prize for getting 3 wheels airborne at once in a stationary vehicle). The sight of the two rear wheels sloooow turning, combined with one front wheel turning twice as fast as the two rears, generated some discussion. Most sounded fairly convinced of their views, but some sounded more convincing than others! Final majority conclusion appeared to be that, if you stop one wheel, the other rotates twice as fast as it would if both wheels were free to turn. Any takers on that point?

Lewie Cameron has promised to write in a future newsletter to tell us about his very well set up 90, with custom roll cage and electrically activated KAM lockers. He agreed with my comment that all it needs now is a V8, although he also has thoughts of big BMW straight 6 diesel power - a P38 bell housing making for a fine match. Choices, choices...



Left: Smiley James Fraser

Frank Spencer's "Big Red" (bought a year ago from Niall Campbell) is planned for a weight loss programme. Expect it to do even better in trials then, with QuadraTrac traction control and 4.6 litre V8 power to hustle it, accompanied by that wonderful soundtrack.

Phil McGovern's LR 110 HiCap was new to trialling, so far as I can tell. Apparently standard, but with serious rubber, it did well, with yet another sweet V8 rasp occasionally breaking out. Yes, I am clearly "aurally biased"...

Good to see the the only Mitsubishi doing very well. See, bias is in fact my middle name – and, yes, I do have 3 of them (Mitsubishis, not middle names – I only have two of them, and I'm not telling what they are)...

The first 3 sections were set up on the high ground at the back of the site.

Section 4 went through the trees in the low ground, then straight up the hill through the gully – except that, in the absence of any gates half way up the hill, some people wisely elected to side step the direct, and progressively slipper channel, and zig-zagged to the right to gain the gate at the top without a shunt. You missed a chance, there, Frank - need a gate half way up next time!

Right: Ali Mackay – passenger can't bear to look, so it seems...



Section 5 followed a gully along the flat, finishing with a dip and a climb.

Section 6, the sand pit, has worn a little smooth over the years, reflected in the generally very benign scores for this section. Nevertheless, a few tried valiantly to get airborne at the crests, and it looked fun, the many "0" scores notwithstanding.

PHIL MCGOVERN'S 110 Hi-Cap at the end of section 5



LEWIE CAMERON'S 90 in the sand pit, section 6

Section 7 was the first section, run in reverse (but forwards, of course – do pay attention!). Jim Nicol bravely looped right out into the bog to avoid the shunt that everybody else made, and looked very relieved to survive it – sadly, that was after taking a cane on the second gate that most others missed!

A nasty little cross-axler at the last gate trapped many into a shunt, and saw a few, with spinning tyres, sliding sideways toward the outer cane...

A boggy midpoint stuck the Jimny on road tyres, and "Nissie" took out nearly half the canes on the section! Narrower tyres and no spacers, perhaps, Dan?

Section 8, down by the fishing loch, was clearly going to be serious - Frank was spotted changing into his wellies – uh-oh! However, in the event, everybody got through, although 2 or 3 became solidly stuck for loooong seconds, before self extracting veryyyyyy slowly to gain a low score with only a couple of shunts.

No vehicle casualties, so far as I know. **ALI MACKAY** did well to get round on road tyres.

DJ GILPIN'S Jimny in the first, short, bog on section 8



A great day, to watch at least, and I think all should have had every opportunity to enjoy nicely set out sections, over the variety of obstacles that this rather good site offers.

And Roy Panton generously declined to beat James Fraser, while sharing the driving of James' Disco – how very sporting of him.

MANY THANKS TO FRANK SPENCER AND ALAN HOWATSON, CoCs.

Highland 4 Wheel Drive Club extends grateful thanks to Mr J Cameron-MacKintosh for hosting the club's TOMATIN event.



ALI MACKAY on section 2. His *young lady passenger* looks just a little unsure about that side slope...

TOMATIN TRIAL SCORES, FEBRUARY 2019

ALL Classes

Name	Class	1	2	3	4	5	6	7	8	Total / Posn
Niall Campbell Blue Jimny	SWB	0	0	4	0	2	0	0	0	6 / 1st
D J Gilpin Blue Jimny "Honk"		3	2	1	2	2	0	0	1	11 / 2nd
John Maclean Red Suzi "Long Legs"		1	3	0	0	2	1	5	2	14 / 3rd
Calum Daughtrey Green Pinin		0	0	5	6	2	2	0	1	16 / 4th
Wayne Grant Blue Jimny		3	3	3	3	2	2	2	0	18 / 5th
Lewie Cameron White 90 / black cage		4	2	0	3	2	6	4	0	21 / 6th
Ali Mackay Green Jimny road tyres!		5	5	6	8	9	4	15	0	52 / 7th
Jim Nicol R/ Rover "Growler"	LWB	1	4	0	2	2	2	2	0	13 / 1st
Neil Taylor Red Disco diesel		4	1	0	4	4	0	3	2	18 / 2nd
James Fraser Green Disco V8		3	6	0	0	2	3	5	0	19 / 3rd=
Eric Lawson Range Rover Special		2	1	2	6	2	0	6	0	19 / 3rd=
John Galasso White L/ Rover 110		6	2	0	4	4	2	5	0	23 / 5th
Roy Panton James Fraser's Disco V8		3	4	0	4	10	3	3	0	27 / 6th
Phil McGovern Blue Hi-Cap + dog		3	9	0	4	7	3	3	0	29 / 7th
Daniel Watson Nissan "Low-Rider"		9	8	0	30	4	3	12	0	66 / 8th

LEWIE CAMERON checking out his axle articulation – also thinking "*Linton, go away with that camera!*"

The ever happy **ROY PANTON**





JOHN MACLEAN
completes section 5.
DANIEL WATSON
goes landscape
gardening again.



We gotta **Convoy!** Vehicles by
JOHN MACLEAN, DJ GIPLIN, ERIC LAWSON, JIM NICOL, NEIL TAYLOR, JOHN GALASSO.
JASON TAYLOR'S "Green Meanie" stands behind.

4X4 TRIAL SUPPLEMENTARY REGULATIONS

1. The H4WDC will promote a cross country Vehicle Trial on **SUNDAY 31st March.**

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

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: TBA**

4. The event is open to all fully paid up members of the H4WDC and BORDC.

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 and LWB. 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(s) of the course: TBA

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

GALCANTRAY TRIAL:

SUNDAY 31ST MARCH

DETAILS:

Directions:

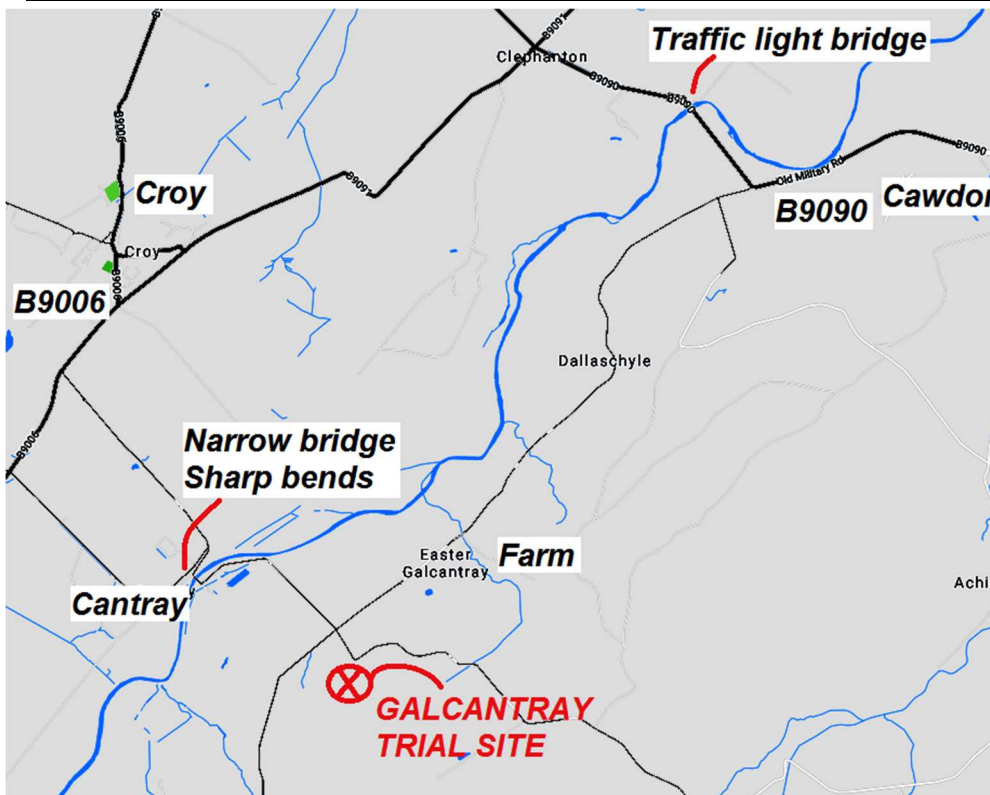
The site is a little remote, and can be hard to find. **The simplest route (south from Croy) involves crossing a narrow bridge with sharp (90 degree) turns at both ends - NOT RECOMMENDED IF YOU'RE TOWING.**

With trailers, it may be better to leave the A96 at Gollanfield junction (Used to be Ozzi Ali's restaurant), turning off southbound toward Cawdor on the B9090.

One mile west of Cawdor turn off the B9090 by Budgate farm onto a single track road. This junction is 200 metres south of the traffic light controlled bridge over the river Nairn (adjacent to where a new bridge is currently under construction).

From Easter Galcantray Farm (postcode IV12 5XS), head west couple hundred yards to cross roads. Turn left up hill, trial site is through gate on *right* at first bend.

Grid ref NH807476.



Currently, nobody has offered to act as CoC for the Galcantray trial.

Therefore, it is recommended that any members wishing to attend, and who are NOT on e-mail or Facebook, should telephone a committee member on Saturday, to check whether the trial is going ahead.

Notification of cancellation, if necessary, will be put on Facebook, and e-mailed to those on the newsletter mailing list.

Next EVENT - 2
KINREVE TRIAL:
SUNDAY 28th APRIL

DETAILS:

Directions:

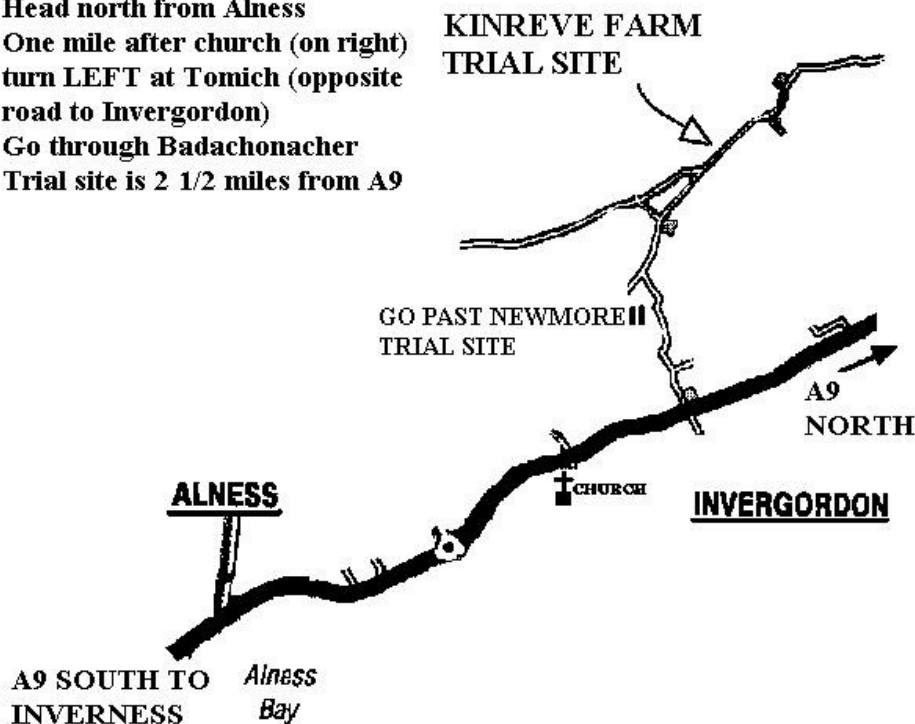
Follow A9 north past Alness, past the Rosskeen Church.

Pass Kinraig Castle Hotel then turn left at the Tomich Restaurant, follow the road up the hill to the T junction.

Turn right and follow the road for approx. 1 ¼ miles, turn left up the farm track and carry on up the hill to the barns.

Grid ref NH 700 753

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



PLEASE ENSURE YOUR VEHICLES WILL PASS SCRUTINEERING

PLEASE NOTE: It has been agreed between the two clubs that **members of either H4WDC or BORDC may enter a trial or event run by the other club.** You must produce a current club membership card, and your scores will NOT be entered in any annual championships (unless you join the other club). Take a look at the BORDC website to establish where and when their trials are run, and applicable rules. This privilege will be subject to numbers on the day.

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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