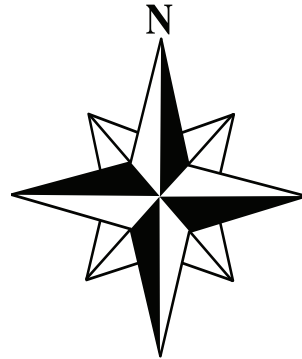


NEXT TRIAL & COMP.

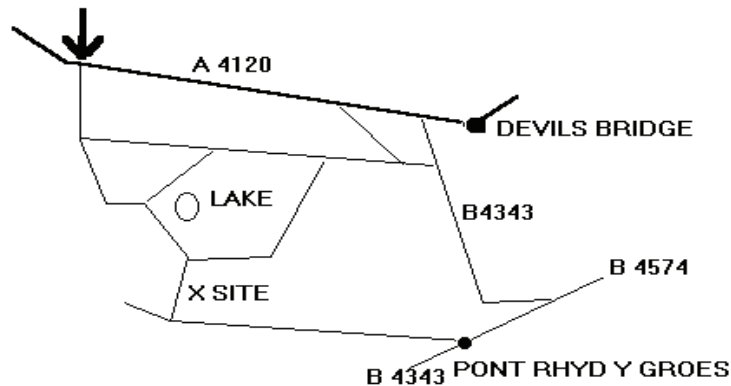
DATE. April 30th May 1st

VENUE Trisant

C.O.C. J & E Bradshaw,
M. Sumner



Scrutineering 8-30 to 9-15am



TRISSANT QUARRY SITE IS AT OS. SHEET 135. ABERYSTWYTH.
REF. 721741

THE AREA AROUND TRISSANT IS A MAZE OF NARROW LANES.
PLEASE DRIVE CAREFULLY.

THE EASIEST ACCESS IS FROM THE JUNCTION ARROWED.

[Http://www.midwales4x4.blogspot.com/](http://www.midwales4x4.blogspot.com/)

davelloyd4x4@aol.com

TORQUE

DIRTY™



APRIL 2006

RAMBLE ON

I sometimes wonder if this of A.A. - not the motoring hobby of ours does strange organisation - so we can sit in a circle and say "My name's Dave, and I'm addicted to gathering up old 4x4 parts and welding them together."

We drive in places most sane people wouldn't even walk, in machines that the manufacturers would no longer recognise, and we go out and do it in all weathers as well! But I see people out golfing in fog and howling gales, which is well past our levels of lunacy.

The driving part of our sport we all share, but some of us become hooked on the greasy bits as well and get some strange kind of pleasure out of spending our spare time welding and grinding, and scouring scrap yards in the rain for parts.

Perhaps we need our equivalent

And the more parts I acquire, the more I start thinking, which as we all know is not a good thing and should be kept to a minimum.

My problem is that I've nearly finished my new trialer, and I'm still scavenging shedfulls of bits from the scrapyards ready to modify the bloody thing!

But you can *never* have too many spares and parts for future projects can you?

I just wish I could find some time as well.

Dave

IMPORTANT PEOPLE.....

If you need to know what's going on , and where , please contact one of your committee members .

Please call before 9-00 PM.

FRANK BRIGHT	Chair.	01547 / 550200
DAVE DEE.	Vice Chair	01970 / 890664
JO WHITBREAD	Treasurer	01559 / 362597
MALC' WHITBREAD	Committee Member	01559 / 362597
CHRIS HUGHES	Company Secretary	01597 / 860574
LINDA LLOYD	Membership Secretary	01952 / 433184
DAVE LLOYD	Newsletter Editor	01952 / 433184
ELAINE BRADSHAW	Committee Member	01545 / 570240
JOHN BRADSHAW	Committee Member	01545 / 570240
IAN McMAHON	Competition Secretary	01974 / 241039
MARTIN JAMES	Committee Member	01970 / 832729
MALCOLM SUMNER	Committee Member	01545 / 571547

Remember that some of these numbers are also business numbers, please keep calls to a minimum.

NEWSLETTER EDITOR.... Dave Lloyd.

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contributions to ... COALBROOKDALE,
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SHROPSHIRE,
TF8 7DU .

MID WALES FOUR WHEEL DRIVE CLUB LTD.
Registered in England and Wales. Registration Number. 3520969
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Trisant weekend event.

Sunday April 30th

Trial.
Monday May 1st
Mayday Bank Holiday.

Comp Safari

C.o.C's

John and Elaine Bradshaw
Malcolm Sumner.

Camping and toilets are available.

Volunteers needed for Marshals,
please phone a C.o.C. and let them
know in advance if possible.

NEW DATES Revised 10 3 06

Trial Dates. 2006

April 15, 16 & 17th	CANCELLED	
April 30th May 1st	Trisant	J & E Bradshaw
MAY 21st	(NEW DATE)	F Bright
June 18th	Crug	D Lloyd & Mike Lee
July 16th		
August 20th		M James
September 17th		J.P.R.
October 15th		T Mackley & C Spittle
November 19th	Ashfield	Chris Hughes
December 10th		D Dee

Comp Safari Dates. 2006

April 2nd	GORC.	
May 1st	MW.	
June 11th	GORC.	
July 2nd	WW.	
JULY 30th	MW	(NEW DATE)
August 28th	WW.	
October 1st	MW.	

These dates were arranged at the Committee meeting on 10th March 2006.

Please remember that they could still be subject to changes, but we will inform everyone if changes do take place.

Chipping away to victory.

Now you can't blame me for that biting wind. And at one any of the mayhem at point we actually saw the sun Cwmgilla this time, it was shine through. nothing to do with me at all!

And I'm pleased to say that Halfay down the track there's my record for the most rolls a lovely spot where the farmer still stands, despite the has at one time dug stone from excellent efforts of Jo Willet the hillside, and along with a and Chris Hughes. They had a spring to make a swamp and a few over, but not enough to narrow, tree lined old track. take the title off me. Perfect for a section, and more

I don't know if it was the cold someone on their side. that put people off because we Which it did to Dave Tomley, only had 12 drivers, those that and damn nearly did to J.P.R. stayed in bed certainly seemed how the Beast managed to fall to have made the best choice back on its wheels is beyond as we unloaded and me, he should have been over. scrutineered in the morning. But they scored 1, as did There was a bitterly cold wind Frank, Tim and Matthew. that swept across the hilltop, A clear was impossible I think, and the snow was still drifted I felt quite safe marshalling against the fences in places. between the 1 canes anyway.

As Frank pointed out, the previous week we wouldn't have got near the place! Just across the track the next section did a simple loop

Down the long track in the valley is was different though, still cold but sheltered from The early gates were all

downhill, especially the 10 and 9 which focused the drivers attention quite a lot.

The problem was climbing up the loose stone rubble behind the ruin. And the running order made no real difference here either, you either drove up the stone and carried on to score 1 point like Matthew and J.P.R. or you span for 5 points, or slid sideways into the canes for 6 points.

That section that was so simple to look at, basically one big right loop and a steep climb, but like all good sections—it was far from easy.

There's a tranquil stream running through the valley at Cwmgilla, with steep banks and trees all along its winding path.

So that's where we went next. Drive down the bank, turn left along the stream, and left turn back up into the field.

But, as ever, the CoC's had done their homework and spotted a few obstacles to slow you down, and in a few cases stop you entirely.

The dead fox was the first obstacle because the carcass

was just decomposed enough to stink your motor out for the rest of the season if you drove over it! Dave Tomley said he was going to aim for it, but he chickened out, thankfully.

The main obstacle was a small waterfall and the tight right turn around the tree and over the roots where over half of you scored 3 points as you cross axled down into the deep water.

One's from Les Price, Dave Tomley, J.P.R. and Chris Spittle were hard won, and showed that it was driveable in a wide variety of motors.

Downstream a bit, through the gate, is a patch of very soggy ground at the base of a steep bank, and once again the stream has steep banks to contend with as well.

The 5 gate was the obvious problem as you came down off the steep bank and tried to drive along the stream, which was just about wide enough for the Scrapసు to drive down. Anything with a Range Rover axle had to choose a different line, one that meant a lot of leaning over.

If you want to look your best when you're getting stuck in the mud make sure that you're wearing something from the a range of clothing we now on offer with the Club Dragon logo embroidered upon it.

There is a range of sweatshirts, fleeces, polo shirts, caps and other items available in most sizes.

Please ask Jo Whitbread for details.

DON'T FORGET.

FIRE EXTINGUISHERS AND ROLL CAGES ARE NOW COMPULSORY IN ALL CLASSES.

excitement and fierce suspects, but that doesn't stop competition which promises a thrilling seasons sport. And watch out for the new guys as well, I heard more than one other driver comment on the way Arwel was driving. He made usual mistakes the beginners do, but he 'drives' well.

I really like Cwmgilla, there's Class four was dominated by John, but the Tomley boys were probably driving a bit more carefully than usual so as not to damage the Beast. But don't discount Ceri who is coming on strong and making decisions that pay off. Angus drives well, but it's a big motor for our trials. Daffyd's got a good motor, he's keen and certainly willing to have a good go. Maybe the championship will go to one of the usual suspects, but that doesn't stop anyone driving as hard as they possibly can and aiming to beat the driver one place above them. It didn't stop Chris from driving as well as he possibly could, even though he was the only class five driver there.

I really like Cwmgilla, there's just so many sections there, and so much difficult terrain, and even if we do use some of the same bits again, who cares? The new CoC's always put their stamp on the sections and they become completely different. Which is exactly what Jo and Chris did, and we had an excellent trial as a result. So many thanks to these guys and everyone who helped to make it a great day out.

Dave Lloyd

Trial pictures, comp pictures, other 4x4 related gems (and sometimes non 4x4 'stuff' as well) can now be found at -
[Http://www.midwales4x4.blogspot.com/](http://www.midwales4x4.blogspot.com/)

Tim Mackley chose a different route however, and shot up the bank and behind a tree in great style on his way to a 2. The finish was up the steep bank, and it turned into a contest to see if anyone could actually clear the 1 gate and the summit of the climb, which I think Frank won. This was the first section to see any clears, and six of you managed.

Further down again there's a triangle bounded by a fence, again with a steep bank, trees and the stream. This area is tight, the trees all seem to be the exact width of a Range Rover axle, the fences are just about at the limits of Range Rover steering lock, and the mud inbetween is deep!

This caused big problems for many drivers, except Les in the nimble Scrapసు who cleared. The gap and left turn between the trees at the 8 gate stopped a lot of you, including Chris who despite his fiddle brakes managed to get his roll cage jammed firmly on the tree, but

J.P.R. scored 3 and Ceri and Dave 6, so it wasn't impossible in a class four motor. Frank also scored 6 by going wide, and that was in the Half Pint which has legendary manouverability. That was a section that most drivers would like to have had another go at because it was probably driveable in every motor there, well maybe Angus in the Range Rover would have struggled? But the CoC can allow two shunts, so maybe he could have done it as well.

Still a good section though, as you watched the others getting stuck you were forced to rethink your line, whether it worked was another matter!

After lunch we resumed just through the gate where the cattle feed.

There's another smaller stream that joins the main one, and it makes a perfect hairpin bend as the banks are high and steep.

Across the flat and up onto a ledge, down at a crazy angle, a couple of turns and back up over the ledge at an angle into



CLASS ONE
 CLASS TWO
 CLASS THREE
 CLASS FOUR
 CLASS FIVE

the trees for the 1 gate. Arwel was first away and got stuck on the river bank in his Land Rover bodied Daihatsu, as did Daffyd in his 'Whitbread' motor that he'd repaired after losing his gears earlier in the day.

But these two are new drivers, and I'm sure they're going to learn fast and get through next time.

Angus got stuck here as well, unfortunately there wasn't enough room to take advantage of the shunt in his Range Rover.

Les, well he just span to a halt. Five drivers scored 1's and Chris disappeared into the trees for a clear.

By this time the contenders in class three, Frank, Les, Tim and Marc, were only two points part

In class four Dave had trashed a front axle earlier in the day so both he and Matthew were now driving J.P.R.'s Beast, but John was way ahead by now.

Chris was in a class of his own.

So the competition was fierce in class three, and no prisoners

were being taken!

Section seven was another that crossed the stream and used the steep banks on the one side, but it was a section we've not used before and a good challenge.

The end dropped down steeply to the stream bank that had to be driven at an angle, which then meant your back wheels fell off the bank and a roll was the likely result, as Dave found out when the Beast gently fell sideways into the stream. But Arwel had the first roll, with his wife on the wet side of the Daihatsu.

Marc and Frank were damn close to rolling as well, as was everyone I suppose?

Even Chris in class five entered the stream at a precarious angle, but he scored the only clear and Tim, Les and Marc scored one.

This left Marc on 20, Tim 19, and Frank and Les with 18 points in class three, with one section left.

Frank was nearly smoking again by now!

2	3	4	5	6	7	8	9	10	TRIAL TOTAL
5	3	0	6	1	2	3			21
6	1	0	0	6	1	2			20
6	2	0	8	1	1	6			25
5	3	3	3	1	1	2			22
6	3	4	8	7	2	8			47
6	1	0	6	1	3	0			18
10	10	10	8	7	6	8			64
1	3	5	6	1	2	6			25
1	1	0	3	1	1	6			14
6	3	3	8	7	4	9			48
5	3	1	6	3	2	1			28
5	1	0	8	0	0	1			20

RESULTS March 06

Cwmgilla. Jo Willet & Chris Hughes

<i>DRIVER</i>	<i>CL</i>	<i>VEHICLE</i>	<i>QUAL</i>	<i>BEST SIX TOTAL</i>	<i>1</i>
Frank Bright	3	Half Pint			1
Les Price	3	Scrapsu			4
Tim Mackley	3	Land Rover V8			1
Marc Price	3	Scrapsu			4
Arwel Davies	3	Daihatsu			9
Dave Tomley	4	Land Rover V8			1
Daffyd Morgan	4	Land Rover V8			5
Matthew Tomley	4	Land Rover V8			1
John Richards	4	Land Rover V8			1
Angus Hornby	4	Range Rover			8
Ceri Hughes	4	Land Rover V8			7
Chris Spittle	5	The Muddler			5

And what a section to finish with, this was a difficult and long section, one that left no room for error and even less to recover if you did make an error, however small. It started by climbing onto the ledge and down again, left hand loop, back onto the ledge and off the end at a horrible angle. Ceri tried a terrific line and missed the loop altogether, he just drove across the side of the bank and made it look easy. Great stuff! After that there were a couple of 'wall of death' bits on loose stones where sliding down into the canes was all too easy, as some drivers found out. The finish was an evil climb up the bank, over two small stone ledges and between some big trees, the angle of attack was the problem here as was the momentum needed to clear the ledges. Too much and it was wheels in the air time, as Chris showed us on his way to a 1. Frank had a good bounce as well but ran out of grip to score 3. There was some risk of going over backwards here, which made it exciting to watch to say the least!

Ceri finished a great drive with a 1 as well, and Marc and Les both threw the Scrapsu at the climb for 2 points. Anyone who got over halfway up there did bloody well, so Dave's clear was greeted with a huge cheer from the crowd. He came back down in some style as well, something to do with the brakes on the Beast apparently?

The trial couldn't have finished better if someone wrote a script for it, Les won class three by one point over Frank with Marc one point behind his dad. What other motor sport, as cheap as trialing can be, can offer the chance for drivers who are closer to retirement than they admit to drive on an equal footing with young people, and in motors that are so vastly different? Tim wasn't that far behind either in his coil sprung V8, which again is a very capable motor driven by a very good younger driver. Class three is already shaping up to give us a lot of