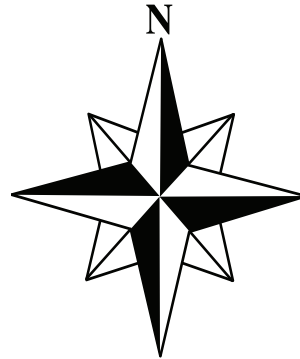


NEXT TRIAL.

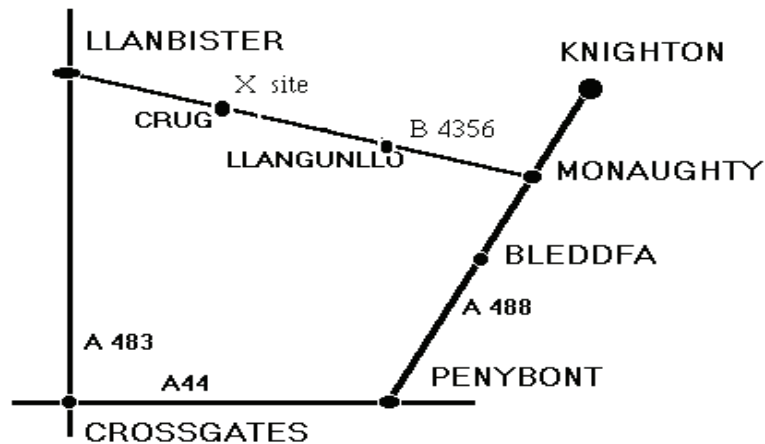
DATE. June 18th
VENUE Crug. Llanbister.
C.O.C. Mike Lee & Dave Lloyd

Scrutineering 8-30 to 9-15am



CRUG Is at Map Ref: SO 190722

TO NEWTOWN Map No. 136 Newtown & Llanidloes



Park at Franks garage, but please remember that the lorries will need to get in and out during the day so park sensibly please.

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

davelloyd4x4@aol.com

TORQUE DIRTY™



JUNE 2006

RAMBLE ON

At last years AGM it was decided that once a year we would donate the profit from one trial, and any other money we raise on the day through donations, to charity. And next months trial will be the charity event.

Many of us have favourite charities, or possibly work and raise funds for a charity that means a lot to us, and it was agreed that each year one CoC would be selected to raise funds for their chosen charity along with the Mid Wales Air Ambulance, the money raised will be split between the two. The air ambulance, suggested by Martin James, is something we hope we'll never need. But it's nice to know it's there. Not only

for an incident at one of our events but in our everyday lives as well.

This years other charity is one that I work for here in Shropshire called Axis, and we provide therapy and support for survivors of childhood sexual abuse and rape.

Axis has been in existence for about 12 years and helped many thousands of people through the trauma of abuse. Although we are based in Shropshire we take people from across Powys and have plans for expansion further west.

Both of these charities make huge differences to ordinary people lives, and I hope that you help us raise funds for them

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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Please send any 52 WELLINGTON ROAD,
contributions to ... COALBROOKDALE,
TELFORD ,
SHROPSHIRE,
TF8 7DU .



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TRIAL DATES.

June 18th	Crug	D Lloyd & Mike Lee
July 16th	TBA	Ceri Hughes
August 20th		M James
September 17th		J.P.R.
October 15th		T Mackley & C Spittle
November 19th	Ashfield	C Hughes
December 10th		D Dee

Comp Safari Dates. 2006

July 2nd	WW.	
JULY 30th	MW	(NEW DATE)
August 28th	WW.	
October 1st	MW.	

Ian needs to get the permit application in to the M.S.A. At least SIX WEEKS before the event takes place, or the Club gets fined.

So please be aware of this and plan your trial well in advance by making sure the site you want is available.

Please check with the landowner and make sure they will allow us onto the land and that they are aware of exactly what the Club wants to do.

Reprinted from the M.S.A. "Wheels" magazine

Off Road has an excellent safety record, second to none in motorsport. To keep this record, competitors need to be vigilant when it comes to their equipment. Recent changes to seatbelt / safety harnesses regulations for racing, stage rally and rallycross, now require belts to be FIA approved. This might be a good time for all Off Road competitors to check their own belts, due to the harsh outdoor environment of off road motorsport. Belt buckles are one area that should be regularly checked and cleaned. Recovery ropes and strops should also be regularly checked, they don't last forever. Worn or frayed ropes and strops need to be replaced, in fact a schedule of regular replacement might be good practice.

Training

The new-year is the traditional time of the year for MSA – Regional Association supported training seminars. With the launch of the MSA's Volunteers in Motorsport training and recruitment initiative over the next five-years, it's hoped that some training seminars dedicated to off road marshals and officials will betake place. Plans I understand are already in place for the first such dedicated training seminar in the near future. This highlights once again the need for more of the offroad clubs to join their local Regional Association and benefit from the wider community of motorsport clubs.

MUD, SWEAT AND TEARS.

I'm sat here typing away on my laptop with the sun blazing down wondering whether to have a cold beer or some chilled wine, unlike the steaming hot Bovril would have been welcome, bloody hell, it rain

Not that we let the rain, or the gale that accompanied it, stop us, oh no. We just enjoyed ourselves as usual.

And I think it was one of the best trials we've had for ages, not only were the sections great, the driving in between

was a challenge as well, Arwel discovered when tipped over dropping down a river bank.

And as we've come to expect Alan kept us entertained throughout the day by 'testing' the sections, and getting stuck.

I'd forgotten just how good Cae Glas is, and how much scope there is at this secluded place. It's classic Welsh hill country where intravenous with steep banks, a river, trees and mud. Plenty of mud on a day like that as well.

Frank and Alan had also found some new sections, and very tough they were too. Frank and Alan both dislike driving against the canes, so it was the ground that stopped you, which meant wide gates but cleverly placed to force you onto or through the natural obstacles.

With only eight drivers the plan was to rip through the sections, skip lunch and sod off home to the warm and dry, but as ever the plan went haywire as soon as people started driving, well, mainly when Alan started driving.

climbs that would have been difficult with a bit of early morning dew on them, but to the site and basically Chris Spittle and Marc cleared weaved its way along the bank, a loop in the lower field and a climb up some tree roots to finish. Angus span to a halt with the Les Price was first away and started his day well with a 1 that was only matched by Jo Willet. But as always Les was driving the Scrapsu fearlessly. The Scrapsu power steering has evolved to an even greater level of technological wizardry now with the addition of an electric pump which seems to work very well and makes sliding in the mud even easier. Which is exactly what the rest of the drivers did at some point along the section. Section two was a long one in the lower field with some

not only that climb along the side slope but the uphill mud run for the finish. Range Rover on a very precarious angle, but booted it out of trouble and took the points. By this time some drivers were beginning to get a light coating of best Welsh mud, so the next section had three river crossings to wash some off. The start was muddy, and if we'd have had more drivers there would almost certainly been some high scores. The highest was Chris, but he got lost and missed a gate, which was a shame as the finish was a steep climb in the trees that suited the Muddler.

If you want to look your best when you're getting stuck in the mud make sure that you're wearing something from the new range of clothing we now have 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.

We also have a few large vinyl stickers left and some of the rear widow type as well.

See Dave or Linda.

RAMBLE ON

Linda and I will be on holiday and help run things. in Canada for 3 weeks in July So please give it some thought, so we'll miss the trial that Ceri volunteer if you feel that you Hughes has volunteered to set want to help, and lets discuss out, possibly at Richard anything that will help this 'Gladys' Davies place at already successful Club get Cilmery, or if not there better. somewhere in the southern end of our patch. Wherever it is On the front page I wrote about we'll let you know somehow the charity that I hope we can because I might not have time raise some money for along to get a Torque Dirty done in with the local air ambulance. time. Obviously Axis is something I care deeply about because I know how much help we give to people.

When we get back the A.G.M. will be upon us sooner than we think as well, it's on Friday 29th September at the Dyffryn Castell Hotel. So please have a favourite charity and you're going to be a C.o.C. then speak to discuss and any possible new up. members of the committee.

There are many committee members who have done a great job for a long time now, and some might well be thinking of taking things easy. But we also have many younger and newer members who are obviously committed to the Club who might be willing to step forward

On a serious note, can parents please ensure that children do not get involved with recovery of stuck vehicles by attaching the ropes. And everyone, especially children, should keep well back from all recovery.

Dave

It also suited Jo's V6 as he scored the only clear. First of all we had to recover Alan in the Half Pint as he'd Reversing away from the 1 gate buried it up to the sills. I think it was also entertaining, well it took both Class Five motors to would be when the bank was as haul it out, and the mud bath was slippery as a politicians tongue. I only just starting! think it was Les that came back Ellie was sat in Half Pint, and down at all angles and at a speed got plastered from head to foot, he never intended to, but the as did everyone within 100 trees saved him. yards. But as ever she didn't complain, perhaps she's learned it's not worth complaining to her dad anyway?

By this time Alan was perfecting it's not worth complaining to her the next section and proving that dad anyway? it could be driven. Arwel rolled onto his side just This was a classic section, long getting to the start when he and difficult with a few river misjudged the drop into the crossings over the steep banks river, at last the Rover bodied and tree roots and an Olympic Daihatsu is beginning to look mud run somewhere around the like a proper trailer with it's 4 to 3 gates. The finish was a crushed wing! very optimistic climb out of the His wife Meriel was driving her river, so the 2's from Chris, first trial, and hadn't even Marc, Jo and Arwel were as practiced much either. But she good as this section was ever did a great job of ramming the going to get. top off the bank at one of the Never mind that there were no river crossings. The mud run was wide and value made it all worth while. allowed for a choice of places to

get stuck, so everyone seemed to adopt the same technique. Select the highest gear possible and bury the accelerator pedal. Chris used third gear and his V8 to great effect, and emerged with an even coating of mud over himself and the named Muddler. Sometimes a windscreen and doors looks so attractive. Angus had a smug look on his face all day. Jo and Hal have a screen in the V6 Rover, but the wipers weren't working. Bad news with those dumper tyres shifting crap at that rate. Considering we only had eight drivers, and a CoC who was determined to join in, that must have been the slowest section we've ever done, but it was also one of the funniest. After that we decided that stopping for lunch might be a good idea after all, most of us

were soaked through, some were looking like swamp monsters, but we all needed a break by then however uncomfortable we were. Frank and Alan had found some more new sections, and the theme for the afternoon was 'long, steep descents', always fun in dry conditions, but the rain was still heaving down and the wet grass took no prisoners. I couldn't see the early part of the next section and only Chris and Marc made it down the hill to score points. Chris scored 1, but only after some very imaginative fiddle braking when he was about to miss a gate, and Marc scored 2 when the Scrapసు dug its front spring hangers into the river bank. Up on the top, by the barn, the ground cut up and seemed to stop everyone else, and Jo's motor caught fire. It wasn't drastic, but required

did, that was the funniest and which shows that you were hardest trial we've had for ages. definitely driving against the ground and not against the gates. There was so much going on, the state of the drivers, Chris Marc's score in Class Three was especially was plastered in mud exactly the same as the winner of from head to toe. And he ran over Class Five Chris Spittle. So either Mike Lee's foot! Luckily the there was no advantage to air-ground was soft and Mike's foot lockers, a V8 and fiddle brakes or sank. Chris was having a bad day! Or Mikes two spaniels turned the maybe Marc was having a good inside of his Range Rover into a one? mud wrestling ring. Alan and Laura's kids looked like refugees It's a shame there weren't a few and their dogs just chased each more drivers, but maybe we'd other around in the mud. It must have been still been there on have taken them a week to clean Monday. It was a great day, and it really Meriel chose the toughest day to was a day to thank Laura for start trialing, but she had a great keeping score, Frank and Alan for day and drove very well, and not doing so much to provide a trial in doing the steep descents in those atrocious weather and all the other conditions was exactly the right marshals and spectators who made thing to do. I bet she'll be doing the day such fun. Yeah, we had mud, sweat and tears. But the tears were from laughing so damn much ! The scores of Marc, Chris and Jo were remarkable close, and Jo only lost out on the last section

Meriel was getting the hang of diagonally through the trees, and the Daihatsu by this time and again even thinking about using really drove this section well the brakes was pointless, but the getting her second 4 of the day. trees were big enough to slow you down and bounce you in the Saving the best till last Frank general direction you wanted to and Alan set the final section go, as Arwel found out. Angus down in the steep sided, heavily missed all the trees - somehow- wooded valley. and carried on to score a 2, but There is one way in, and one he was fast down that hill! way out, and both are difficult in Chris and Marc scored 1 and the dry. there was less heavy recovery Once again Alan needed the than we feared. most recovery, but we'd got used to this by now. After that Frank and Alan let us The drop into the valley was pack up and go home, and it made that little bit harder by stopped raining. having to go a little bit Did we have fun? You bet we

DON'T FORGET.

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

some rewiring just to get it off climb up a tree. I don't think the the section. For the rest of the tree was actually the finish, but day Jo and Hal could start it but that's where Chris ended up for had to stall the engine to stop it. 1 point. Les, Marc and Jo's 2 points deserve a mention as

The next section was the same well. from where I was marshalling, I couldn't see the start. But I The last two sections were on could see the descent! And it familiar territory along the track was superb. past where we park.

The long and steep grass hillside There's a smaller stream here, was bad enough on it's own, but but it's deep and just about turning right over the rocks into Scrap's width.

the stream guaranteed some Section seven was long starting excitement. by the gate, across the field into

Angus didn't make the turn, the stream, out and up the bank, well Range Rover's are heavy. down into the stream and a Thankfully there was room for swamp, then a long loop left and him to toboggan off into safety. the finish was a choice of a side Going over the rocks at that slope or a loop up a climb. I angle, and speed because brakes think everyone took the loop at were useless by this point, the finish.

meant lifting a rear wheel and There were clears from Chris, hoping for the best, and Marc and Jo, who were by this surprisingly everyone who got time well ahead of everyone this far made it. else. But that didn't mean the

The finish was a loop or two other drivers had given up, far through the river and a short from it.

RESULTS May 06

Cae Glas. CoC. Frank Bright & Alan Burns

CLASS ONE
CLASS TWO
CLASS THREE
CLASS FOUR
CLASS FIVE

Marc Price
Angus Hornby
Chris Spittle



<i>DRIVER</i>	<i>CL</i>	<i>VEHICLE</i>	<i>QUAL</i>	<i>BEST SIX TOTAL</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>TRIAL TOTAL</i>
Les Price	3	Scrapsu			1	7	1	3	8	2	2	5			29
Meriel Davies	3	Daihatsu			7	5	4	8	9	10	4	10			56
Marc Price	3	Scrapsu			5	0	1	2	2	2	0	1			15
Arwel Davies	3	Daihatsu			6	2	3	2	8	7	6	5			39
Angus Hornby	4	Range Rover			8	7	5	4	9	5	6	2			46
Chris Spittle	5	Muddler			4	0	6	2	1	1	0	1			15
Jo Willet	5	V6 Land Rover			1	1	0	2	6	2	0	4			16
Hal Ridge	5	V6 Land Rover			2	2	1	4	6	4	3	4			26

A Blind man walks into a bar. He spins his dog around his head a couple of times. the bartender yells "what are you doing!" The blind guy responds "Just looking around".