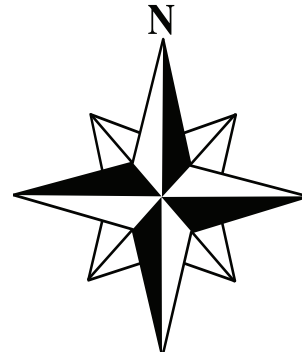


# NEXT TRIAL.

**DATE. 19th March**  
**VENUE Cwmgilla, Knighton**  
**C.O.C. J.Willett & C, Hughes**

**Scrutineering 8-30 to 9-15am**



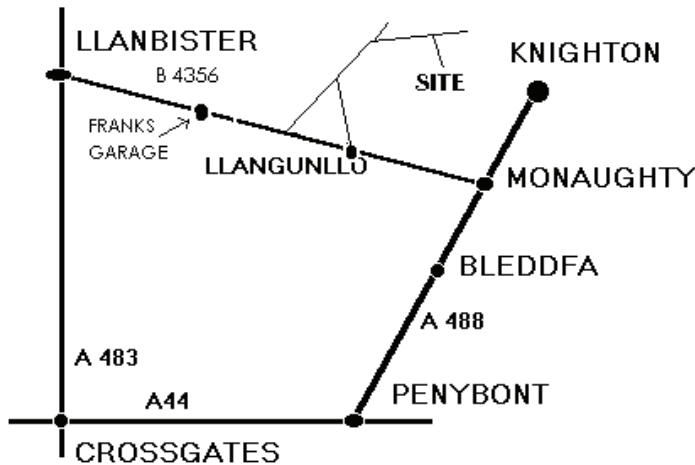
# TORQUE DIRTY™



**MARCH 2006**

## RAMBLE ON

TO NEWTOWN



CWMGILLA. Site entrance Map Ref. SO.245727  
Presteigne & Hay on Wye. Sheet 148  
Use the small road between Franks Garage and Llangullo village to approach Cwmgilla. The track to the site is a public footpath, please drive carefully and shut all gates.

[Http://www.midwales4x4.blogspot.com/](http://www.midwales4x4.blogspot.com/)  
<http://www.midwales4x4.proboards55.com/>  
[davelloyd4x4@aol.com](mailto:davelloyd4x4@aol.com)

Firstly, check the dates of future brand new 3 ton van as part of my events in the lists further on. job.  
Some dates have been changed, the I parked the van on a busy town comp on March 5th was cancelled high street about midday last and will be rearranged at the next Monday and went into the local Committee meeting. cake shop, to my horror I looked out and the van was rolling down the road on its own, the handbrake had probably be cancelled or rearranged failed.  
The three day event in April, the and the van was rolling down the Easter bank holiday, will also road on its own, the handbrake had probably be cancelled or rearranged failed.  
on another date as well due to lack After crossing the street, bouncing of venue and C.o.C's. off a new BMW and crossing the pavement it crashed into the door of If you have any ideas and thoughts a pub, smashing the door off and about venues or want to volunteer cracking the brickwork of the for these events, or any others that building. Luckily nobody was are still available, then please injured. contact a Committee member.  
Many years ago we saw a trialler Our sport is a safe one, but that roll away as well, and again nobody doesn't mean we should be was hurt.  
complacent about safety and an Heavy vehicles pick up a lot of incident this week has shown me speed very quickly when they're just how easily an accident can rolling, and they can cause death or happen. serious injury.  
I drive a lot of miles for my So please take extra care when we employer, and very recently I had a park on hills. Dave Lloyd

## 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.

Telephone. 01952 / 433184  
Mobile 07789903930 & 07811699352

Email [davelloyd4x4@aol.com](mailto:davelloyd4x4@aol.com)

Snail mail.  
Please send any  
contributions to ...

DAVID LLOYD  
52 WELLINGTON ROAD,  
COALBROOKDALE,  
TELFORD ,  
SHROPSHIRE,  
TF8 7DU .



## Comp Safari Dates. 2006

March 5th	MW.
April 2nd	GORC.
May 1st	MW.
June 11th	GORC.
July 2nd	WW.
August 28th	WW.
October 1st	MW.

**These are the dates we have at the moment, but they could change. Please check closer to the events. We have no information about venues yet, but we will let you know as soon as possible.**

## DON'T FORGET.

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

MID WALES FOUR WHEEL DRIVE CLUB LTD.  
Registered in England and Wales. Registration Number. 3520969  
Registered Office. Erwyd Garage, Ponterwyd, Aberystwyth, Ceredigion. SY23 3LA.

## TRIAL DATES.

March 19th	Cwmgilla	Jo Willett Chris Hughes
April 15, 16 & 17th		
April 30th May 1st	Trisant	J & E Bradshaw
June 18th	Crug	D Lloyd & Mike Lee
July 16th		
August 20th		
September 17th		J.P.R.
October 15th		T Mackley & C Spittle
November 19th	Ashfield	C Hughes
December 10th		

These dates should be right, if there are any changes then we'll let you know.

If you want to volunteer for spare dates, especially the ones earlier in the year, or help another CoC, then ask a Committee member.

Please ask around and look for new sites as well, and if you need any help at all just ask.

The weekend events will need helpers, and ideas for other things to do as well, again please contact a Committee member if you can help.

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.

## A FAMILY AFFAIR.

It was one of those mornings time ago. So it's good to see when staying in bed till him back.

lunchtime and then going to the pub had far more going for it than driving to Trisant in freezing fog. And as we slid sideways on black ice down the slip road onto the Shrewsbury by-pass we began to wonder if it was worth it.

Right down in the far corner the Tomley's had the first section laid out, starting on the rocks and dropping down with the fence as a boundary before a blast up a sand dune and the finish.

But it was, the roads cleared somewhere around Welshpool, and the trial was being set by Dave and Matthew Tomley so there was every prospect of a good trial.

It was the drop and the tight turn that caused the problems as everyone tried to avoid the ten point penalty for hitting fences, which everyone did, some were closer than others though.

It was still bitterly cold when we arrived, but at least it wasn't foggy. I can remember a trial there many years ago where we needed people walking in front of us to shout directions because the fog was so thick we could barely see our bonnets, it was driving by Braille.

And nobody can moan about it being too tight a turn either, yes, there were five 1's from some of the usual suspects, but Jim got a clear in his 90"

This wasn't an easy section that made it easier for a class two motor, far from it, it was a hard section that Jim drove better than the rest of you.

There was a good turnout as well, eighteen drivers including three new faces, although Prys Morris has trialled with us before a long

Now you'd got a taste for desert driving in that sand the next section was completely in the sand as it ran along a ridge,

down then over the ridge before winding it's way back up through some turns.

This sand moves around beneath your wheels like driving on ice, it saps the horsepower and sees wheels sink without trace. Then suddenly some grip is found and 'bang' - there goes some bit of the drivetrain, another halfshaft or diff bites the dust. Which is exactly what happened to Tim Brookes again. What he's got to do to keep that motor from breaking axles I don't know, and Tim's running out of options fast.

Chris came to the rescue and offered Tim a drive in The Muddler for the rest of the day, so Tim did get a day's sport despite the breakage.

No clears on this section, but the six 1's were hard won.

Tactics varied a great deal as well, some drivers tried the softly softly approach while others tried the "drive like it's stolen" method.

Who was right? Who knows?

The rocks also move under your wheels at Trisant, so that was the next challenge, rocks.

A couple of small humps and drops, some tight turns before the small pond and the finish was up a small bank.

Sounds easy doesn't it?

So how come there was only one clear?

Tim Mackley just managed to get the right line to poke a hub through, which redeemed his 5 points from section one a bit!

There were a few spirited drives up the last climb onto the stony ridge as well, but the canes were placed just at an awkward position to get a clear run at it, but that's the whole point of trials isn't it?

Make it look easy when it isn't!

I was starting the next section by where we'd parked, so I didn't get to see the last part of the section on the big climbs behind the ruined house.

The start was tricky though, with its mixture of loose sand and stones, tight turns and nasty bumps that easily cross axled you. But the only person to get caught was Les Davies in the Minx who just touched a cane on the way through as he slid in the sand, which was

was tricky all the way through. The bad luck story of the day must go to Hal Ridge who drove Jo's V6 further than anyone else, coming to rest straddled on the ridge with the front bumper just touching the red 2 cane, so he scored the same as many others who didn't make all of the climb, very bad luck Hal, but take consolation that Jo scored a lot less, so it must have been down to the driver and not the dumper tyres having more grip on the climb!

And again that bit of the section was such a good challenge that it got driven after the section had finished, and Dave Tomley didn't get any further than Hal either.

That was a trial laid out with the drivers enjoyment the main priority, there were no lengthy

recoveries, no serious damage, no waiting around - we went home about 2-30 - and on many sections there was a good mixture of drivers and vehicles scoring low points, and every section had a clear or a low score from someone.

And best of all it was a trial where drivers had to concentrate hard, I think every section had at least one sneaky bit where the exact line was critical, where if you made a mistake there was no chance of making it right again.

That's a black art, something the Tomley boys seem to know an awful lot about.

Great trial gent's, and many thanks to everyone who helped out along the way, that was a good day out.

Dave

Trial pictures, comp pictures, other 4x4 related gems can now be found at -

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

Heap! well driven guys.  
I always found that when I You know when a part of a drive sections like this they section has been just that extra look completely different from bit of a challenge when drivers the drivers seat though, and have another try at it after the driven carefully most side sections finished, and there slopes are safe. Go slow was a queue to have another enough and you should be able go at that bit. What an to turn down and boot it before excellent section.  
the roll happens. The Heaps problem was it didn't do It was going to be hard to top 'slow' and had it's roll centre that, but the Tomley's had a somewhere around the top of another great one for their the roll cage! finale.  
The start of the section was Starting on the flat top of the also difficult and a few drivers rock pile, and then dropping ended up beached on the pile down, through some tight of loose dirt, but most carried turns, through the gate into the on just to try and drive that fields, and then the hard part side slope. started.  
It must have been a bit of an The final gates were all on a anxious moment for Prys steep climb that followed the being first away, this was his muddy stream, then turned first trial for a long time and right before the pool, and he was driving an unknown finished with a left turn and a motor as well, so his 3 points very steep climb through the on the side slope were nice gorse that led to an impossible ones. looking ridge and even more unlikely 1 gate.  
That was a good score on this There's a big list of 2's on the section, and Les Price, Sam score sheet, and some lower Wilkinson, Jo Willet, J.P.R. and Tim Brookes should feel pleased with their efforts. But section wasn't just an easy hill Ceri and Frank should be very climb / mud run with an pleased with their 1 point, impossible finish, oh no, it

bad luck. motors showed that the section  
Six clears here, and again that was just about hard enough.  
didn't make it an easy section.  
Angus Hornby drove his Section six was just a bit Range Rover through for one further down and started with of the clears, and that's a very a drop into the rocks, up the standard motor except for the steep bank towards the road lack of rear bodywork. The fence, down and up a good shunt longer motors are loose climb to the 1 gate. allowed could have been an There's a few 6's and 7's on advantage, but he only gets the score sheet where drivers one. The rest of the section he failed the climb or misjudged drives just the same as Half the tight turn back down. But Pint and the Scrapsu. So that it was difficult, you needed to was a good drive from Angus. get a run at the climb and then trickle around the turn as slowly as possible.  
After lunch we went over the road to the ground that has Those that did make it didn't some great climbs and lots of all go on to a clear, just Tim loose stone to play on. Mackley and J.P.R., there was Also, just inside the gate, are a lot of loose stone flying some small mounds - lots of around where I was them - perfectly designed and marshalling by the 1 gate as placed for cross axleing even well!  
the best articulating 4x4, so The next section was a good that's where you went next, one, it was one of those finishing the section with a sections that looks horrible climb onto the old abandoned when you walk it, that side track to the right of the slope dropping off the old entrance gate. The gate Les track and then turning back up got the Minx well and truly again to cross the track looked hooked up on as the gatepost bad. Well it did to me anyway, went inside the roll cage! but that might be flashbacks to No clears here, but five 1's from a variety of drivers and the old days when I drove The

# RESULTS. February

Trisant. CoC Dave & Matthew Tomley

CLASS ONE  
CLASS TWO  
CLASS THREE  
CLASS FOUR  
CLASS FIVE

Jim Hornby  
Frank Bright.  
J.P.R.  
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>
JimHornby	2	Land Rover 90			0	4	3	1	5	4	7	8			32
Tim Mackley	3	Land Rover V8			5	1	0	0	1	0	7	2			16
Les Price	3	Scrapsu			5	4	2	3	2	6	3	2			27
Les Davies	3	The Minx			2	7	2	8	7	9	7	2			44
Arwel Davies	3	Daihatsu/Rover			2	4	2	1	5	2	7	5			28
Marc Price	3	Scrapsu			1	7	2	1	1	1	6	2			21
Frank Bright	3	Half Pint			4	1	3	0	1	1	1	2			13
Angus Hornby	4	Range Rover			9	7	7	0	5	4	5	5			42
Sam Wilkinson	4	Land Rover V8			5	7	4	1	1	4	3	2			27
John Richards	4	Land Rover V8			1	7	1	0	1	0	3	2			15
Chris Hughes	4	Land Rover V8			8	7	3	1	2	6	5	2			34
Stephen Smith	4	Range Rover			4	7	8	3	2	6	7	2			39
Prys Morris	4	Range Rover			2	4	8	2	2	7	3	5			33
Ceri Hughes	4	Land Rover V8			1	1	4	1	3	5	1	4			20
Jo Willett	5	Land Rover V6			4	1	3	1	4	5	3	5			26
Chris Spittle	5	The Muddler			1	1	1	0	2	1	4	2			12
Hal Ridge	5	Land Rover V6			2	4	3	1	2	7	7	2			28
Tim Brookes	5	Land Rover V8			1	2	2	0	2	2	3	6			17

Marc Price has set up an internet Club Forum where you can exchange messages, buy and sell parts, and post pictures. Message forums are a great way to 'talk' to other people who share your interests, so please make an effort to go there.

<http://www.midwales4x4.proboards55.com/>