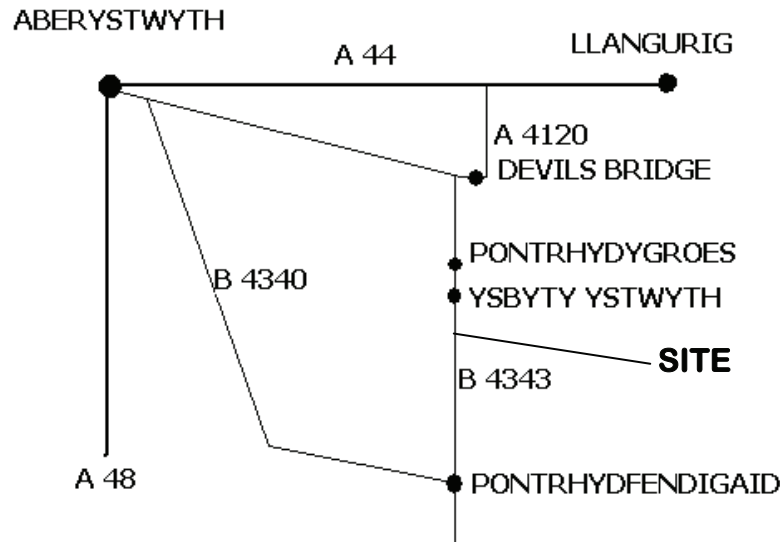
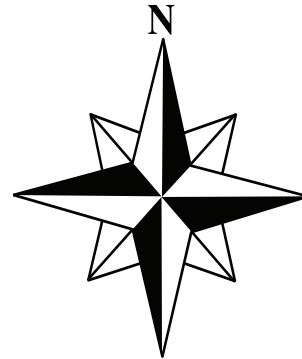


NEXT TRIAL.

DATE. October 15th
VENUE Ysbyty Ystwyth
C.O.C. Martin James

Scrutineering 8-30 to 9-15am



The site is along some very narrow lanes past a few houses, so please drive slowly and carefully.

I think the turning is alongside, or very close to a Chapel. But I'm sure there will be plenty of arrows from the main road.

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

davelloyd4x4@aol.com

TORQUE DIRTY™



OCTOBER 2006

RAMBLE ON

At the A.G.M. Ian McMahon help organize these events. painted a rather bleak picture of the South Wales Comp One reason for the drop in Safari Championship in his entries is that the better drivers Competition Secretary's report. are progressing onto bigger The events are being held, but e v e n t s , w h i c h i s entries are down and some understandable. So how do we events seem to lack the encourage new drivers - or essential organization that they keep the ones we've got? need. Although it has to be said that our events seem to be the I'm not a comp driver, and I don't profess to have the answers. But I know we can't afford to ignore the questions.

Hopefully this is a temporary thing and new drivers will appear, as will new people to

Dave Lloyd

IN THIS MONTHS ISSUE.

Swan Vista

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
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Registered Office. Erwyd Garage, Ponterwyd, Aberystwyth, Ceredigion. SY23 3LA.

TRIAL DATES. 2006

| | | |
|---------------|-------------------|--------------|
| October 15th | Ysbyty Ystwyth. | Martin James |
| November 19th | Newbridge on Wye. | Chris Hughes |
| December 10th | Felindre | Jo Willett |

TRIAL DATES. 2007

| | | |
|----------------|-------------|---------------------------|
| January 21st | TBA | Ian McMahon & Marc Price |
| February 18th | TBA | TBA |
| March 18th | TBA | TBA |
| April 15th | TBA | Angus & Jim Hornby |
| May 5, 6 & 7th | Trisant | J & E Bradshaw & M Sumner |
| June 17th | TBA | D Lloyd & M Lee |
| July 15th | TBA | Ceri Hughes |
| August 19th | Capel Cynon | T Mackley & C Spittle |
| September 30th | TBA | JPR ? |
| October 1st | TBA | TBA |
| November 18th | TBA | Chris Hughes |
| December 9th | TBA | Jo Willett |

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.

within the club. My involvement with the charity Axis will also be taking up a lot more time in the future, starting very soon with a new project that I am closely involved with.

I personally think that it's very healthy for any club or group to evolve through the involvement of new people, if the Club remains in the clutches of the same old people then very little changes. Stagnation takes hold and committee meetings end up being dominated by the regulars saying "well I don't know about that. It's not the way we've done it in the past" - to hell with that, we have to progress, and the best way is by getting new, younger, people involved and taking the load off the people who have been doing the work for a long time.

It doesn't mean the experience of any retiring committee member will be lost. Quite possibly they will contribute in other ways in the future, as I'm sure I will. But for now I'm looking at my retirement as a way of standing back and seeing a different

perspective of our Club, and having a different involvement with how it works.

I've enjoyed editing Torque Dirty, and will undoubtedly write trial reports and other stuff in the future. But it will be nice to not have to work to a deadline each month.

Linda's involvement with the Club has been gradual. As she came with me to trials and the Christmas party she also made good friends within the Club, and her organizational skills soon became known. Well, someone has to organize me for a start!

So she soon 'volunteered' for Membership Secretary and computerized the data base for the Club Membership into an easy to use format.

But we both feel as though we need some time to recharge and spend time on the things we've put aside for the last few years.

So I'm looking forward to driving once again, and Linda's looking forward to a rest!

Dave & Linda

SWANNING ABOUT AT J.P.R. TOWERS.

Some of us will remember the original "Team Hooligan" of Burnsy and Perv who destroyed everything before them with Frank's Lada, including more than one Lada as well. For entertainment value they were hard to beat, and often hard to beat at the trials as well.

But Perv took to riding motorbikes, Frank bought Half Pint off the pigeon king while Burnsy still does his best to maintain the proud reputation.

Now there's new competition for the Hooligan title out there, bring on Tim Richards and Chris Klinkert, two guys who are determined to put the maximum amount of fun into trialling, while still being very competitive in the orange oil burner.

It's going to be hard to ignore these two, not just because they drive through one gates with their hand on the horn and cheering loudly, but because they are learning the techniques of trialling very

rapidly and getting to the one gates with increasing regularity in that diesel powered Land Rover special. Originally it was a racer, but is now proving itself to be a good trialler and a welcome addition to Class Four.

Tim won Class 4, narrowly beating another young driver who's also learning that the right hand pedal hasn't got to be buried in the floor.

Ceri Hughes scored 37, just one point behind Tim. But the lead swapped back and forth a few times as he equalled each others scores on four of the nine sections, but 8 points on the final section lost Ceri his win.

Chris Klinkert wasn't far behind either with 41 points and was actually leading the class until section 4.

It's far too complicated to describe the sections at J.P.R.'s place, so I'm not even going to try. Imagine two small woods with no big hills,

and a tip of old building rubble and clay. But it's a terrific challenge.

In the trees it all looks the same, and more than one driver will look at the score sheet and curse getting lost somewhere on a section. Some drivers, me included, need good navigators! Not that I was driving, but that's another story altogether.....

In Class Two Jim Hornby scored a very respectable 37 points, equal to Ceri's, and Jim's highest score of the day was an 8 on section one, but four other drivers also scored 8. Which shows that Jim's 90 is well capable of keeping up with the other classes, and so is he.

It wasn't the easiest place to drive a full bodied Land Rover 90, but Jim knows exactly how big it is and how to get the best out of it, even lightening it as he drives by knocking windows out!

Jim's 90" is slightly modified by having an Isuzu engine in it, and other than a few practical things like the roll cage and winch, but I don't

think it's much altered from standard in most respects.

Which makes it great to watch in the hands of a good driver.

It's a shame there aren't more drivers in this class, so it was nice to see a Suzuki appear as section two was underway.

Jonathan Green's Suzy looked the business with it's roll cage and trussed front axle, I think there's other mod's as well but I didn't get to look closely.

It was his first trial, and under the 'expert' guidance of Tim and Chris, I suspect Jonathan is another "Hooligan", he had a good go at the sections until something broke and he retired on section 6.

Let's hope he can fix it and bring the numbers up in class two.

I hadn't seen Clive Meldrum's Class Three machine before, and apparently it hasn't been the most reliable machine either with a few diff' failures.

But he'd changed to the stronger, but higher ratio, Range Rover diff's and finished with 26 points.

He went home very happy.

And don't let that Suzuki

RAMBLE ON.

I guess the main changes after the AGM are that Linda and I are 'retiring' at the end of this year, but somehow I can't see our involvement ending. We both have far too many genuine friends in the club to not care about what goes on, and I just love anything to do with 4x4's.

The new 'official' website should, in theory, relieve a lot of pressure on a new editor of Torque Dirty.

At a rough guess at least 2/3 of the members have Email addy's - so they should be able to access a web site, and if TD is online then there is no need for it to be posted out to them.

Of course some people are still in the dark ages and regard computers as the work of the devil, so they still need TD on paper. Perhaps they like to read on the crapper and a laptop is a bit awkward? Anyway, if TD is online in a simple format then it can be printed easily and stuffed in an envelope for them.

This will reduce the logistics of posting and printing that means Linda and I spend about 3 year, but somehow I can't see evenings a month sat making sure TD arrives on everyones doormat.

The invention of self stick stamps was one of the highlights of the 20th century in this house!

I know that I speak for both of us when I say that it's nothing to do with being pissed off or annoyed at the way things are going within the club, far from it.

We both believe the club is prospering, and this years AGM showed once again that people are committed and willing to make things happen, and we will miss being a part of that for sure - although I'm not someone who will shut up just because I'm not a part of the committee, and neither is Linda.

The reasons we want a rest are many, and like I said - nothing to do with anything going on

information regarding the Club, although it was realised that there are members who do not have access to the internet.

For these people Torque Dirty will still be available, although it might be in a different format after the end of this season.

Two things have brought about this change, the web site will enable people to easily submit trial reports and other information via Email, which can be placed on the web site, and then printed off in some form to be mailed to those who want paper copies.

Encouraging people to use the web site by having Torque Dirty on there will ensure that the site is used and therefore kept current.

The second change is that after nearly 10 years of editing Torque Dirty I wish to retire.

Also retiring is my wife Linda, who has been Membership Secretary for about 5 years.

We are also retiring from the Committee, but I'm certain we will both still be taking a keen interest in the Club.

Joining the Committee is Tim Mackley, who is a popular and

respected Club member. At this time Tim has no specific role on the Committee but I'm sure he will before long.

It was also agreed that other new Committee members will be considered.

Victoria Hughes has also agreed to contact Total Off Road magazine to arrange an article about the Club, and publicise the new web site.

RTV trials were discussed and it was agreed that we would hold one at the May weekend event to be held next year.

The Christmas Dinner and Prize giving will be held at the Dyffryn Castell Hotel, Ponterwyd on Saturday 16th December. Cost will be about £13-50, rooms are available at £45-00 per room.

Full details to follow.

All Class and end of year trophies MUST be returned by the November trial at the latest to enable the engraving to be done in time for the December presentation..

bonnet fool you either, it's all Rover underneath. Anyway, Clive just isn't a Suzuki type of guy!

The winner in Class Three was Marc Price with 7 points, but even Marc would have to admit that the sections in the woods were Scrapసు territory! He did drive very well, as he nearly always does, but the nimble Scrapసు was in it's element there. Not that it's useless on other kinds of sections though, as his clear on the last section showed. The only other clear was Tim Richards, and two more different motors is hard to imagine.

It was a different story for father Les though, and although he drove well and didn't seem to score exceptionally higher points on any particular section, except the one I know he got lost on, he ended the day with 14 points and second place.

Tim Mackley's day wasn't as good as he'd hoped for either, and two punctures didn't help matters one bit.

Or maybe he was keeping his immaculate Land Rover looking that way and keeping away from the trees a bit too much? I somehow doubt it as Tim is one of the most competitive drivers in the club and he's never shied away from trying his hardest before, and there was no reason for him not to try this time.

Chris Hughes had the old leaf sprung Ford V6 Series Rover out again and wasn't doing badly until the last two sections on the landfill where he scored a 10 and 8. But in the trees the ancient Landy was performing well, and it sounded ever so good once he'd torn the silencer off on a stump.

Class Five was a two driver show, and Chris agreed to J.P.R.'s suggestion that no fiddles or lockers would be used.

Jo however, has a welded front diff' that would have made driving through the tight turns in the trees just about impossible, so he used the

fiddle brakes. Even at this point in the season the Championship has been decided so Chris was prepared to have a go, and he still beat Jo by one point - 17 to 18 points. I have a suspicion though that Chris' score would have been even lower if he had swung the Muddler around the trees in his usual style, and he might have made the climb on section 8 as well with the lockers in?

Jo was having a very good day, until section 6 where he scored 9 points, and there's a string of ones down the score sheet so realistically Jo could have finished on 10 points instead of 18 and won. Jo seems to have this kind of luck far too often. Perhaps he's preparing himself for the new driver in class

As always we had a great days trialing. The site is a difficult one to set out, especially in the trees, and John does a wonderful job of setting sections that are still a challenge for both the driver and the vehicle without resorting to silly tight turns between the trees to stop the drivers. The trees certainly did stop many drivers, but there was a line there somewhere.

Many thanks to John for not only being C.o.C. but for letting us trial on his land, and admire his lake with a pair of gorgeous black swans swimming serenely by. We all had a great day.

Dave

Ian McMahon needs to get the permit applications in to the M.S.A. At least SIX WEEKS before any 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 and let Ian know all the details.

Hot news from the A.G.M.

The A.G.M. was well attended with seventeen people and very productive as ever.

The main points discussed were -

The rule regarding 'Shunts'. This was not changed, but there was full agreement that we need to reinforce the rule and ensure that drivers of vehicles over 95 inch wheelbase MUST ask at the start of each section whether one or two shunts are allowed, and then state clearly to the start marshal where the shunts will be taken.

We need to encourage more marshals to ensure fairness on long sections and ultimately to ensure that trials can be run.

A lengthy discussion took place over the compulsory wearing of full harness seat belts. The M.S.A. Blue Book "strongly recommends" that they are worn but does not insist that they are. The meeting agreed to continue this policy.

It was agreed that the 'season' of trials would be reduced to 11 trials, and still retain the best six scores to count for the championship, and hold the December trial as a Team Trial.

This will allow the trophies etc to be sorted out in time for the annual prize giving.

Comp Safari drivers will be allowed a 50% refund of signing on fees if they break down before the finish line of the 'look see lap'. After that point there will be NO refunds.

Supplementary Reg's and M.S.A. Blue Book to be available for C.o.C. and Steward at all trials and comps.

The Club web site was demonstrated by Victoria Hughes who has designed it. Everyone was impressed with the web site and Victoria hopes to have it live before Christmas. It is hoped that the new web site will become the first place for people to look for any

been a very long time ago. 80.05 sec's, which was a good
Anyway, Jo was trying hard time. And J.P.R. obviously
and even hauling the fiddle hasn't lost all his skills with
brakes on at one point to get age.

some sideways action. But not
enough to improve on a mid Tim Mackley was fast,
field position with 86.63 sec's. especially on lap one when he
set the fastest lap with 36.71

Tim Richards was also in sec's, but add on 42.21 and
close competition with Chris you get 78.91 sec's.
Klinkert as they were driving You need to be consistent.
the same oil burner.

And this is also an old racer, Chris S was as competitive as
but of slightly newer vintage ever, and The Muddler has
than Jo's. terrific acceleration from that

In clouds of unburnt fuel, V8 which helped gain him
shouting and horn blowing, second place with 76.50 sec's.
and masses of opposite lock

Chris beat Tim, sorry no, he Chris Klinkerts laps were both
whopped him, and won overall fast, which is what counted in
with a terrific time of 75.43 the end. 1.19 seconds
sec's to Tim's 80.70 sec's. difference between the two
laps is impressive.

Just to rub it in Tim's old man Well done Chris.
took The Beast around in

DON'T FORGET.

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

Picture the scene.

A secret location - well, a field
near Builth Wells - and a
mismatched selection of 4x4's
ready to see who's got
bragging rights when it comes
down to that one thing that all
petrol heads worship. Speed.

The task.

To complete two laps of the
field, in opposite directions, as
fast as possible. No handicaps
or penalties for V8's, no
favour for 4 pot motors.

Just drive, and try to avoid the
lake, the tractors, the lorry
bodies and the trees!

Ceri was possibly the fastest in
some places, certainly into the
trees and over the stump as he
tore most of the gearbox
mounts and steering off.

Which made him the slowest
in the end with 259.64 sec's

Clive had a serious misfire
which slowed him down, and
he's not exactly built for
racing either, he's more prop
forward than winger if you
know what I mean.

But we've seen fast props
before, and if he'd got all 8
cylinders he'd have been
flying over the line a bit faster

than 115.26 sec's

Chris Hughes had the
advantage of a V6 Capri
engine of unknown vintage, in
an ancient leaf sprung Land
Rover with no power steering.
Possibly the straight through
exhaust added another HP or
two? If it did, it didn't help as
Chris, looking even wilder
than usual with his hair and
beard trailing behind him,
fought with the steering wheel
to come home in 115.39 sec's

Les and Marc were also way
down the list of favourites
with their 1600cc leaf sprung
contraption.

So the real battle was between
father and son, and Marc just
pipped Chipper senior.

97.67 sec's for Marc, 98.08
sec's for Les.

Jim's Isuzu powered 90 went
well, lot's of black smoke and
bouncing as the short wheel
base flew from bump to bump,
and a respectable time of
86.48 sec's

Jo's V6 is at least a coiler, and
an ex racer. But that must have

RESULTS Sept. 06

J.P.R's CoC J.P.Richards

CLASS ONE
CLASS TWO
CLASS THREE
CLASS FOUR
CLASS FIVE

Jim Hornby
Marc Price
Tim Richards
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> |
|----------------|-----------|----------------|-------------|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|
| Jim Hornby | 2 | Land Rover 90 | | | 8 | 7 | 2 | 5 | 3 | 6 | 0 | 3 | 3 | | 37 |
| Jonathan Green | 2 | Suzuki | | | 10 | 9 | 3 | 3 | 8 | Ret | | | | | |
| Clive Meldrum | 3 | Land Rover V8 | | | 4 | 1 | 3 | 0 | 7 | 1 | 0 | 8 | 2 | | 26 |
| Les Price | 3 | Scrapsu | | | 2 | 0 | 1 | 1 | 7 | 1 | 0 | 1 | 1 | | 14 |
| Tim Mackley | 3 | Land Rover V8 | | | 4 | 1 | 1 | 2 | 2 | 1 | 1 | 10 | 1 | | 23 |
| Chris Hughes | 3 | Land Rover V6 | | | 8 | 4 | 2 | 1 | 8 | 1 | 1 | 10 | 8 | | 43 |
| Marc Price | 3 | Scrapsu | | | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | | 7 |
| Tim Richards | 4 | Land Rover D | | | 8 | 4 | 4 | 2 | 7 | 2 | 1 | 8 | 0 | | 36 |
| Ceri Hughes | 4 | Land Rover V8 | | | 8 | 4 | 5 | 1 | 2 | 1 | 1 | 8 | 8 | | 37 |
| Chris Klinkert | 4 | Land Rover D | | | 8 | 4 | 3 | 1 | 8 | 1 | 0 | 9 | 7 | | 41 |
| Jo Willett | 5 | Land Rover V6 | | | 1 | 0 | 1 | 0 | 2 | 9 | 1 | 3 | 1 | | 18 |
| Chris Spittle | 5 | Muddler V8 | | | 5 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 2 | | 17 |
| | | | | | | | | | | | | | | | |