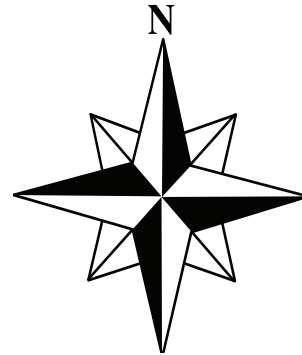


# NEXT TRIAL.

**DATE.** September 17th  
**VENUE** Builth Wells  
**C.O.C.** J.P.R. & Tim Brookes

*Scrutineering 8-30 to 9-15am*



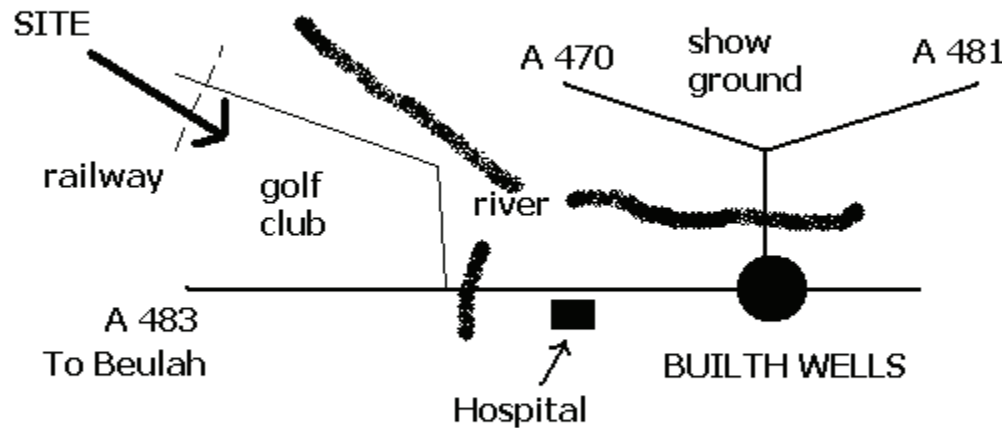
# TORQUE

# DIRTY™



SEPTEMBER 2006

## RAMBLE ON



**Do not enter the site from the tarmac drive, the entrance is straight into the field on the town side of the drive. ( In other words, use the tradesmans entrance ! )**

<http://www.midwales4x4.proboards55.com/>  
davelloyd4x4@aol.com

There's a whole new world out there, a sometimes unreal world that more and more people are enjoying with nothing more than a cheap computer.

The internet has opened up so many new ways of enjoying our hobby, there's more 4x4 sites than I can possibly look at, and many are a great source of technical information as well as great fun. Some are just crap as well, but nobody forces us to go there again.

Which is why I'm so pleased that we will soon have a proper Club website, to compliment the 'Unofficial' one that Marc has set up.

Do we need both ? Yes we do, An official site presents an image

of our Club that will reflect our commitment to our sport and the safe and responsible way we run the Club. Also, all the relevant information will be there for anyone interested in joining.

The 'Unofficial' site already serves it's purpose, and does it very well. It gives people somewhere to chat online, we can moan and complain, take the mickey, buy and sell junk. Results and pictures are posted the night of the events.

It's great fun and very useful.

The internet is the first place people look for information these days, if we don't have that information there, then they'll never know about our great Club.

*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.

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 .



Don't forget the A.G.M. on Friday 29th September at the Dyffryn Castell Hotel, Ponterwyd.

So far we have the following items for inclusion on the agenda.

Comp's. Drive around lap on setting out day ?

'Pay & Play Days" - good publicity for the Club ?

Make full harness compulsory. The Club having "a duty of care" towards its members ?

11 trials a year, the 12th being the Team Trial ?

Club Shop. Someone to take responsibility etc ?

Comp's. Increase fees to cover costs, and the issue of refunds etc. ?

Supplementary Regulations. What do we require ?

Child protection & safety at events ?

Money collection & accountability at events ?

That's the list so far, more agenda items will almost certainly arrive before the A.G.M.

Obviously the people raising the above points have given more detail but I have condensed it into the simple points above.

We will have a LOT to discuss, so please be punctual.

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

## HOW TIME FLIES.

January 2003 was a sad time, it was when I fired up the gas axe and finally sent The Heap to that great trial section in the sky, and the local scrapyards weighed it in and gave me £40-00.

That was after I'd salvaged the Subaru engine and Daihatsu gearbox though, that's a great combination that's still alive and kicking.

The Heap, in all its various forms, gave me a lot of pleasure, and a good few bad backs! It also gave everyone a few laughs along the way.

But no matter how I tried it wasn't competitive and in the end my experiments just made it impossible to drive safely. So at Tuff Terrains I drove it onto the trailer after about 3 sections and decided to start again.

And after 3 1/2 years, I think the replacement is ready for action.. So with a bit of luck I'll be driving it at J.P.R.'s. Will it be a winner? Who knows, and quite honestly I'm not that competitive, I get as much

pleasure from building and preparing the machine as I do driving it. Although doing well is always a great feeling.

The complete event and day out amongst friends is far more important to me, which is why I keep coming even when I haven't got a drive.

Many of you have let me drive though, Chris Perfect in particular, and that's something I've enjoyed immensely. Thank you all.

And every time I see Chris I keep apologising for all the panel damage to that long suffering Bobtail.

The Heap had a long and sometimes proud career as a trailer, maybe it's successor will be the same? I hope so anyway.

I've wondered what to call it as well.

Every time I disappear into the garage I tell Linda that I'm going to "do a bit on the flyer"

So I guess that's it then, "The Flyer" it is! *Dave Lloyd*

## A RIGHT CAPEL CORKER

Blimey, is it that time of year again already, clerk of the course duties were on us again. This month found Chris & myself doing our stint down in the west country just inland from Newquay.

Chris had unearthed a gem of a site near Capel Cynon & Ffostrasol. More affectionately known as 'frostya\*\*ehole'. This was new trialing ground for us, a disused & overgrown quarry offering a superb mixture of terrain.

After a wet & soggy marking out day on Saturday we had a planned 10 sections, yes we'd thought you'd get your monies worth or was it that Chris just loves ploughing through the undergrowth trying to find impossible terrain.

Well Sunday dawned, a good mix of classes & drivers, but a few regular faces missing. I guess the prospect of a six

hour round trip might put some off or was it just the hangovers ?

First section found us at the top end of the site in a three sided arena. A series of loops and a tricky climb up a mossy slope lead back down off a steep ledge where Ian got his backend airborne familiarising himself with the muddler. Les P dropped a 6 at the climb, come on Les don't let young chippy run away with the title again. A tricky 3-2-1 was to await the lucky ones, with the lowest being a 2.

Section Two took us back down to the entrance. Away from the 10 gate a series of axle twisters lead to a tricky turn at the 7 gate and a slippery climb out which claimed at least half the drivers. Les pulled a few points back as Marc dropped a 6 here. For those that managed the 6 gate a clear was on after a steep climb up a gravelly bank.

Back up in the main quarry found us at section 3. A drop

into a small gulley followed by a wall of death lead to very large rocky steps to the finish. Chris was trying his hardest the day before to get his tyres smoking to the 1 gate. No clears here but low scores all round. This section also ended Clive's trialing day as the familiar sound of crunching metal in his rear axle was heard. He's yet to finish a trial, unlucky again!

Section four had a very tempting hill climb finish which was proving difficult the day before when wet. Before that up and down the banking dropped you into the main quarry, pretty rocky in places, similar to Trisant, a tight turn by the waters edge, too wide and you wouldn't get up the banking which claimed JPR and Jim. From here a long hill climb through 3 & 2 gate and step up into the undergrowth for the 1. Quite a few clears and not only by the specials.

Four sections down and only 11 o'clock, so time to squeeze another one in before lunch. A

short section around a shallow pond with a tricky 9 to 8 gate which caught out Les Davis and Brian with his steroid tyres. The poor old 90 struggles with those 37" Simex's but Brian seem to be enjoying himself, now sporting a chopped hard top. No more catching the canes now, hey Brian?

Keeping high through the 6 to 5 lead to another rocky climb to the 2 and 1 gate. No clears here but our first roll of the day, cue, Jamie and his magic trialer, yep part of the spittle clan. On reversing back down fro the 1 gate, suddenly on left lock, "oh where's my fiddle gone", found him toppling over. Back on his wheels the only thing dented was his pride.

Time for a pit stop and onto section six. The 9 to 8 gates were proving difficult and after second attempts for Les and JPR they had to settle for an 8, as did most of the drivers except class 5's. Plenty of recovery here as the motors were getting beached on the steep mounds. Trying to

**J.P.R. has proposed that his trial could be run without using diff' locks or fiddle brakes. This would obviously only affect class five drivers.**

**Nothing has been decided, so it will be discussed at the drivers meeting.**

- • • • •
- A man sticks his head into a barber's shop and asks, "How long before I can get a haircut?"
- 
- The barber looks around the shop and says, "Just over an hour, Sir." The man leaves.
- 
- A few days later, the same man sticks his head in the door and asks, "How long before I can get a haircut?"
- 
- The barber looks around at the shop full of customers and says, "About an hour, Sir." The man leaves.
- 
- A week later the same man sticks his head in the shop and again asks, "How long before I can get a haircut?"
- 
- The barber looks around the shop and says, "Oh, at least an hour." The man leaves.
- 
- The barber looks over at a friend in the shop and says, "Hey Bill, follow that man and see where he goes. He keeps asking how long he has to wait for a haircut, but he never comes back."
- 
- Shortly after, Bill comes back into the shop laughing.
- 
- The barber asks, "Well, where did he go when he left here?"
- 
- Bill looks up, tears in his eyes and says, "Your house!"
- 
- • • • •

Well, with the action over, well done Jamie, up to 64, you everyone I think said they had a need to down size those boots good day in a cracking little site Brian! Once again Marc I'm on It'll be nice to return here in the your tail! winter months. As the scores suggest it was a day for the Tim specials the lowest being 4,



## TRIAL DATES.

September 17th		J.P.R.
October 15th		Martin James
November 19th	Ashfield	Chris Hughes
December 10th		Dave Dee

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.

reverse with a pot noodle in hand was proving quite difficult. The usual 3 – 2 – 1 was awaiting the specials, yawn, it was certainly their day .

Section seven was a reverse of a previous one. Playing in the rocks with a couple of steep drop offs, pass a huge digger bucket, the only piece of machinery left from the glory days, through a bomb hole climbing up to the 2 and 1. Once again varied scores and clears for Ian, Jamie and Jo .

Section eight, well we were getting through the sections at such a great speed of knots, I'd forgotten this one, I'm sure Chris was running 2 sections at once, a clerk on a mission !!

Section nine or was it eight ? a reverse of section two. Dropping off a grassy bank, up a banking lead for a bumpy ride as most drivers commented to a good old aggressive hill climb finish which only Ian & Jamie achieved. Of course it was all down to driver skill, nothing to

do with the motors .  
The last one ! Apparently the fees are going up next time Chris officiates .

At Angus's request we reversed section one so he could do a hill climb, which he didn't make, at least there were no turns here so he could shout 'shunt'. A failed hill climb also claimed Les D, who ended up at a 45 deg angle and the motor stalled. After a bit of head scratching as to the best recovery a voice from behind bellowed "give him a quick snatch", yep you can guess what happens next , the Minx toppled over with Les already bracing himself. Good suggestion Ian. The poor old Minx looked a sorry sight with no drive and a rad leak .

Another motor to suffer was Jo's , at the hands of co-driver Hal. Away from the 10 gate I'm sure he thought he was being timed and didn't let off the gas until an almighty bang going through the 1 gate. An expensive clear , hope you're gonna send him the repair bill Jo.

# RESULTS August 06

Ffostrasol. C.o.C. C. Spittle & T. Mackley

CLASS ONE  
CLASS TWO  
CLASS THREE  
CLASS FOUR  
CLASS FIVE

Jim Hornby  
Marc Price  
J.P.R.  
Jamie Fowler



<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	6	2	3	3	7	8	7	9	7	60
Brian Dumbarton	2	Land Rover 90			7	6	1	9	9	8	7	3	7	7	64
Les Price	3	Scrapsu			5	6	1	0	2	8	7	7	2	3	41
Marc Price	3	Scrapsu			2	6	4	0	2	5	2	0	2	3	26
Clive Meldrum	3	?			6	1	2	Ret							
Les Davies	3	Land Rover			7	5	2	3	9	8	8	5	6	8	61
Daffyd Morgans	4	Land Rover V8			7	6	1	7	2	8	8	6	5	0	50
Angus Hornby	4	Range Rover			4	6	2	6	6	6	5	2	2	8	47
John Richards	4	Land Rover V8			5	0	1	2	1	8	1	0	1	0	19
Ian McMahan	5	The Muddler			4	0	1	0	1	1	0	0	0	1	8
Jamie Fowler	5	V8 Special			2	0	1	0	1	0	0	0	0	0	4
Jo Willet	5	Land Rover V6			3	0	6	1	1	8	0	0	1	7	27
Hal Ridge	5	Land Rover V6			2	0	1	0	2	2	7	0	2	0	16

That's an interesting score sheet. There's 3 sections with no clears, although there were good scores, so it must have been set with tough finishes ? That's how trials should be!

And a new member won overall with 4 points, well done Jamie. I hope we see you again, and setting that kind of standard!

The pictures on Marc's 'unofficial' web site look terrific, lets hope we can use this place again.