



July 2007

ramble on

## The Problem Finding Trial Sites!

We know this shouldn't be happening but.....!!!

Some C-o-C's do not have sites booked; folks are obviously having trouble finding landowners who are willing to have trials on their land. We need to know AT LEAST 3 months in advance where a trial is being held!!! The reason for this is for insurance purposes and Club Members planning their strategy!

If a site isn't available in any particular month, then people need to rally together and find somewhere! Just because one person has taken on the responsibility of being C.o.C does not mean it is solely on their shoulders if a Trial-site isn't found. It is on the shoulders of everyone to help out as Club Members.

For instance, Frank Bright helped Chris H several times to find a site when the T'ir Gofal monster reared its' head. In turn Chris H helped the Tomleys when they didn't have a site in time.

It could well become necessary to revisit some sites (if we are welcome) more than once in a year. Those competitors who aren't happy about repeat sites should perhaps attempt to help struggling C.o.Cs to find a venue!!

Mid Wales Four Wheel Drive Club Ltd prides itself on having a MONTHLY trial! I think we all need to remember this, and prove that it is still true: We are a Club, in other words a team; a unit of people who meet every month to take part in a sport which you all love!

We all have to pull together when help is needed!!

*Victoria Hughes*

## Dates for your 2007 Diary!

Date	Venue	C.o.C
July 15 <sup>th</sup>	Trallwm Estate, Abergwesyn	Ceri & Tegwyn Hughes
July 29 <sup>th</sup>	Comp Safari @ Cwm Derw	
Aug 17 <sup>th</sup>	Capel Cynon, Ffostrasol	Tim Mackley & Chris Spittle
Sept 23 <sup>rd</sup>	<b>NO VENUE</b>	J.P.R.
Sept 28 <sup>th</sup>	AGM Dyffryn Castell 8pm	
Oct 21 <sup>st</sup>	<b>NO VENUE</b>	Martin James
Nov 18 <sup>th</sup>	Ashfield	Chris Hughes
Dec 9 <sup>th</sup>	<b>NO VENUE</b>	Jo Willett

As you can see there are 3 dates which have yet to be allocated a venue!

These dates are: September 23<sup>rd</sup>, October 21<sup>st</sup> and December 9<sup>th</sup> 2007.

**Please would you all help each other and try and find a venue for each ASAP!!!**

It is important to have confirmed venues AT LEAST 3 months prior to trial so that insurance can be organized!

As soon as you have confirmed a site please contact a Committee Member and inform them!

# 'Shropshire Blue'

Cae Glas Trial Report - June 2007

Somehow Shropshire gave its name to a unique, distinctive cheese that actually has nothing to do with the county, just like cheese has nothing to do with trialing, but Mike and I crossed the border from Shropshire to give you a unique and distinctive trial. And I think we succeeded.

Neither Mike Lee nor I had set out a trial at Cae Glas before, and it's been a few years since I drove there. The unspoilt hillsides make a superb natural site; the ground is perfect for trials, even if the access road is appalling.

We decided to use areas where recovery was possible, it had rained more than a bit in the previous week and we have only just recovered from the trauma of Frank and Alan's trial there last year, which must rate as the wettest and muddiest trial in history!

Luckily for us the torrential rain held off, except for a short shower on Saturday, but the ground remained wet - and the bogs were just that little bit wetter than you'd normally expect in June, so we just had to take advantage of that.

I'm sat here writing this just over a week later and we're in the middle of the biggest chaos caused by floods I can ever remember, so we were lucky.

We set eight sections altogether, four in the morning with three up and down a gully at the far end of the site and one on its own centered around a bog that proved easier to drive than we thought.

In the afternoon we stayed close to the parking area and used the small stream, the bog and the numerous low steep banks for three sections and the legendary 'valley' section that is now compulsory when trialing at Cae Glas.

I can remember the first time we used this valley, I drove my old twin cam Lada to trials in those days - and then drove it home it home again if it was still in one piece.

Once it was stuck in that valley I thought it was doomed, the mud was up past the sills and it was jammed between trees with a rope attached to the most powerful trialer available, probably Pooler's, whose only goal was to get the Russian rocket out at all costs!

Somehow we got it out without adding any more damage to it, and I

drove home instead of walking, which was a bonus.

But back then that section was more like a challenge event than a trial section, the only way through is now much more open but no easier.

So who did what? Well it was good to see Dave Dee out playing again with Acne all tidied up for the ARC events, and still performing well for a very standard leaf sprung Series Land Rover, it's a shame he's up against the likes of Tim Mackley's coiler but that's the way the class system is.

Dave however is in a class of his own, and as usual had some good sections to prove he knows exactly what Acne can and can't do. One thing it can't do though is demolish large trees; there was a hell of a bang as he entered the valley - followed by a lot of towing as he was dragged back up the steep hill.

Les and Marc are also in Class Three and drive a leaf sprung motor as well. But the Scrapu is a creation all on its own, and a very good one.

Les didn't have a bad day, the highest score he had was a five - he just had three of them! But he still beat Marc who was having an unusually bad day.

There was a pile of new special short leaf springs in their trailer, so either the Scrapu isn't due for retirement just yet or the new V8 Son of Scrapu is going to have the same springs, whatever they come up with the old Scrapu will take some improving on, and I can't wait to see a V8 Daihatsu.

The well modified 90 Defender belonged to Simon Crowe, a newcomer to our trials but not off road driving. The mods to the Rover were all good ones for Challenge Events, but the roof lights had to go before the day was out or Simon would have had none left.

The suspension however is a different story, and the dislocation cones and long shockers make it a very flexible motor, and not as unstable as many people seem to think they become when modified in this way. He drove the side slopes and never used the external roll cage once, and I hope that nice big winch is still working after he nose dived into the river and came to a very sudden stop.

Simon is obviously an experienced driver, but trials are not what his motor is designed for so his score reflects that rather than his driving, the score sheet shows one clear and then a set of 'decent' scores, but one or two points on each section soon bumps up the total.

John Bradshaw wasn't doing badly either, any score in the low 20's showed that the driver was paying attention. It's just that there were plenty of other drivers with similar scores - and obviously a few with far better scores.

But John drove with his usual laid back style and beat Malcolm Sumner by nine points in the same machine, too many 7's Malc'. One was on the first section when he slid off the side slope, not that he was the only one to do that.

John's Rover goes well, and he has loads of experience as well, although it could be argued that they have both driven the new Rover since it was built. But the years of trialing with the old leaf sprung Dragonfly adds to John's overall experience.

Clive stayed upright and since he's fitted a Salisbury back axle finished the trial as well, which means he's getting some driving in; and it shows. The score sheet shows a line of "average" scores, he didn't do particularly badly on any section, and when he scored and carried on driving he got around most of the sections. It's that "experience" thing again, and that's got to be earned. Clive's not frightened of having a damned good go at any section and sometimes it works. Somehow I think it's going to work a bit more often in the near future.

Angus is another driver who's certainly not afraid of having a go either, and in a full size Range Rover with the back end bodywork chopped off Angus is impressive to watch. It looks big and bulky, not the sort of motor to throw at steep side slopes, but Angus says it feels safe, and who can argue with that? It's been balanced at some big angles but still comes back onto its wheels.

This pleased me (and obviously Angus) a great deal at section three where he pioneered the high line across the top of that sandy outcrop up by the fence.

On Saturday I crept along that with my wheels firmly on the bottom of the outcrop, the side slope wasn't that bad but being at the top of the sloping field it felt worse than it was. Anyway, I planted the canes to keep people tight against the outcrop. Mike suggested moving them tighter in to force drivers to keep the wheels on the top, which we then thought was a bit much, so we just put the high canes in the fence and left the low ones with just enough room for a Range Rover axle to get through.

Come the trial, and there's a bit of a discussion about the best line. Dave Tomley suggested running the high side wheels across the top,

but it wasn't met with much enthusiasm.

But Angus' Rangey is a big motor with the front bodywork still in place and he would have hit the low canes, so he gave Dave's idea some thought and decided it was possible; or at least worth a try!

Angus just went wide out into the field, booted it, and threw the Rangey across the top as we all stood there waiting for the major roll. Nothing happened, the soft suspension just soaked it up and the power kept all four wheels pinned firmly to the ground - no drama at all.

If a driver of a Range Rover who'd never seen just how good they are had seen that manoeuvre they wouldn't have believed it.

It was a genuinely impressive piece of driving; something Angus shows us more of at every trial, which helped his decent score of 25 points.

J.P.R. had a bad start to the day with 5 points on section one where he slid off a side slope and touched a cane, and an uncharacteristic 6 and 4 later on in the day boosted his score to 20.

This from a CoC's point of view is good. I'm not trying to rub it in John, but 20 points from a driver such as yourself shows Mike and I had you on your toes!

The winner of Class Three was Ian McMahon with a very good 10 points, that's exactly half of J.P.R.'s score for the mathematically challenged.

Ian was driving Tim Mackley's new improved V8 with some rather nice long travel Fox shocks that were apparently a wedding present. He obviously had a sensible wedding list.

Ian and Tim were also enjoying a bit of rivalry and remained level on 3 points as far as section four, the next section saw Ian scrape a one point advantage.

By section 6 Tim was 2 points behind, which wasn't an impossible task to regain, but the last two sections were a disaster for him and the trial finished with Ian on 10 points, and Tim with 22.

The motor was performing well though, the new suspension looked very impressive in action.

Daffydd Morgans is certainly getting the hang of trialing and his machine, which is now in Class Two as its road legal.

The 25 points he finished the day with were spread across most sections, except for the 7 points on section one. He wasn't alone there either, but the points were difficult to get back.

There were a few very experienced drivers who ended the day with

their points in the mid twenties, and that V8 is a competitive machine, so Daffydd has nothing to be disappointed with.

Marc was another driver who gained a high score on section one and fought hard to regain them, and like the others; failed. The 8 points on section 6 didn't help either and added to his total of 26.

Mike and I didn't set many tight gates; we both think the ground should stop you, not a tight turn or a narrow gate, but what do you do to stop the bloody Scrapu? The thing is so agile it becomes difficult to set out a trial that stops Marc and Les, and also stops the bigger V8 coilers.

I'd like to say it was the skill and experience of Mike and I as CoC's that prevented the Scrapu drivers having it all their own way. Whatever it actually was their scores are very similar to other drivers' scores, which must mean the ground rather than the gates stopped them as well.

I don't know what we'd have needed to do to stop Matthew Tomley? He drove exceptionally all day and finished with 9 points and Class Four winner.

Sometimes you can tell who taught him to drive – his dad, because Matt also floors it and drives with spirit. And it paid off.

For most of the day he just drove the sections and hardly anyone really noticed just how well he was doing, but on every section that he scored some points, someone did actually beat him. Matt just had low points or clears on every section and drove without drama.

Dave Tomley was yet another driver who scored a 7 on the first section and never regained those lost points.

For the rest of the day he matched his son Matt almost point for point. That first section has a lot to answer for!

The battle for Class Five was between Chris Spittle and Jo Willett, and although I drove a lot of the sections on Saturday I didn't use my fiddle brakes at all as we wanted the turns to be fair for all classes.

But that didn't stop these guys using them to gain the advantage of a better line towards the next obstacle or gate, and for the most part it worked. Obviously it didn't work when Chris heaved on a fiddle and slewed straight into a tree while flat out at the bottom of a steep climb.

That's the trouble with fiddle brakes, sometimes they work better than expected and you end up facing the wrong way!

Jo's score was a respectable 21, not helped by a 6 on section three which once again was impossible to regain and left Chris the winner with 13 points.

Mike and I enjoyed the whole weekend immensely, we were extremely lucky with the weather given the floods and chaos of the next week. We had one short and heavy shower on Saturday and that was it, unlike last year!

We saw some great driving, as well as some silly mistakes that lost points. But that's trialing for you.

We did our best to make the ground stop you, and I think we succeeded; a lot of drivers who hit canes misjudged it, and paid the price.

Where the score sheet has a line of similar scores, such as section one, it was the ground adding to your total.

Many thanks to Sam and Linda for their help, and anyone else who did their bit by signing on or scrutineering.

And to everyone who complimented Mike and me on our trial, "thank you" – we enjoyed our weekend at Cae Glas, the "blue field" as much as you did. So that's the tenuous connection between Shropshire and Blue.

Dave Lloyd

**- Ensure that you have your say! -**

**Email anything you wish to include in the Torque Dirty to:**  
[torquedirty@midwalesfourwheeldriveclub.co.uk](mailto:torquedirty@midwalesfourwheeldriveclub.co.uk)

## South Wales Interclub Safari 22<sup>nd</sup> July 2006

It is our turn to host the next round of the South Wales Interclub Safari on 22<sup>nd</sup> July.

We have had to go back to using Cwmdrwr for this one as there was no other suitable alternative. We can get a very course in there with a promise of the bikers being kept away! Only trouble is if this going to happen, we will need Marshalls on the day! It would also be nice if we could have some help setting out!

I am guessing that as all the equipment is at the garage, myself and Alan will be doing the majority of the fetching and carrying with the help of the usual suspects. But if anyone else would like to offer a hand, it would be more than gratefully received. We do not mind setting the course out, as long as we have enough marshals turn up on the day so the event can actually go ahead!

If anyone wants to help, could you give me a call, you can get me either at Franks at home on 01982551748 or on my mobile 07870666442.

We are desperate for sites for next year, so if anyone hears of one please let a committee member know!!

Thanks!!

**Laura Burns**

### TRAINING DAYS FOR TRIALS EVENT OFFICIALS

A series of PRACTICAL days are proposed for anyone who has already been, or wants to be in future a club Trials Clerk of the Course, Safety Officer (C-o-C's "2<sup>nd</sup> man") or Marshal.

**IT IS HIGHLY RECOMMENDED THAT NEW C-o-C's ATTEND ONE OF THE SESSIONS!**

Each day will cover, depending on the needs of those attending:

- **The Rule Book Guidelines for C-o-C's etc.**
- **Risk Management - crowd control!**
- **Laying out a trial - what to avoid, what to include**
- **Vehicle de-bogging - keeping control of towing / snatching**
- **Roll-over recovery - safe methods**
- **Winch recovery - the do's & don'ts**

We will set up real scenarios for each item - this is not theoretical stuff, folks!!

The training sessions are £10.00 per person (this will be donated to the Air Ambulance) and will be held near Newbridge on Wye with MWMAC Ltd. ("Land-based Training for Professionals")

The days will be restricted to SIX people on a first come, first served basis.

We will hold as many events as possible until everyone requesting has attended

It is not necessary to bring a trialer but you may be asked to.

Donations to the Wales Air Ambulance will be welcomed each session.

**WE NOW HAVE SIX PEOPLE WANTING TO DO THE TRAINING DAY – IT WILL BE WHEN LINDA IS BACK ON HER PINS:** bear with us for the dates

**Further dates for 2007 – to be announced.**

**Please phone Chris. Hughes on 01597 860123 or 07775571449 (leave a message if ansaphone on) or e-mail [sws@midwales.com](mailto:sws@midwales.com) to book your place, giving date preference.**

# End of Season Celebrations 2007

After the success of last years' party, we are eager to make this year's Celebrations equally as enjoyable!

If you have any suggestions as to a venue;  
email:  
[torquedirty@midwalesfourwheeldriveclub.co.uk](mailto:torquedirty@midwalesfourwheeldriveclub.co.uk)  
or  
contact a Committee Member.

Please remember to obtain a copy of their Christmas Menu - many pubs/restaurants are eager to promote their Christmas menu so don't be shy about asking them!

Final choice will be made at Septembers AGM, (Sep 28<sup>th</sup> 2007), so ensure you are there to "fight for your right to partay"!!!



## IMPORTANT PEOPLE.....

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

**Please ensure to call before 9pm**

Frank Bright	Chair	01547 550 200
Dave Dee	Vice Chair	01970 890 664
Chris Hughes	Company Secretary	01597 860 123
Elaine Bradshaw	Membership Secretary	01545 570 240
John Bradshaw	Committee Member	01545 570 240
Ian MacMahon	Competition Secretary	01974 241 039
Martin James	Committee Member	01970 832 729
Malcolm Sumner	Treasurer	01545 571 547
Tim Mackley	Committee Member	01597 810 518

Victoria Hughes      Web & TD manager      07891 302 535

**Remember that some of these numbers are also business numbers; please keep calls to a minimum!**

Email :

[torquedirty@midwalesfourwheeldriveclub.co.uk](mailto:torquedirty@midwalesfourwheeldriveclub.co.uk)

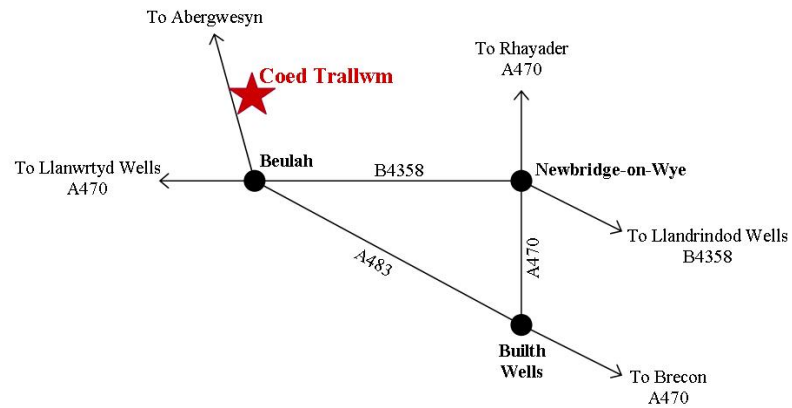
*Don't forget our official website where an archive of all Torque Dirty™'s are available to read online!*

[www.midwalesfourwheeldriveclub.co.uk](http://www.midwalesfourwheeldriveclub.co.uk)



**Date :** July 15<sup>th</sup> 2007  
**Venue :** Trallwm Estate, Abergwesyn  
**C.o.C :** Ceri & Tegwyn Hughes

**Scrutineering :** 8.30 – 9.15am unless told otherwise



There is a café on site – where the owners would very much appreciate the custom!!

Trallwm Estate is a private estate which runs mountain biking holidays and has a number of holiday cottages.

[www.coedtrallwm.co.uk](http://www.coedtrallwm.co.uk) for more info



View more photos at [www.midwalesfourwheeldriveclub.co.uk](http://www.midwalesfourwheeldriveclub.co.uk)