



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc2.co.uk

SUMMER 2017



This issue
Scottish Land Rover show
War of the Roses
Members' projects
Greenlaning report



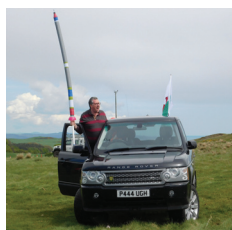
Committee contacts



Michael Bruce
President
07528 027361



Douglas Thomson
Chairman
07771 776590



Dean Pugh
Vice chairman
07590 696400



Billy Phillips
Secretary and Timed trial &
Club comp convener
07973 513926



Steve James
Treasurer
07769 882209



Dave Tomlin
Competition secretary
07753 806423



Dick Carter
Membership secretary
07809 220431



Alan Griffith
Green Road Run convener
07807 888664



Dave and Stephanie Hunter
Tyro conveners
07930 181288



Gordon McCheyne
RTV convener
07976 459377



Dave Low
CCV convener
07990 618662



Iain Kelly & Amanda Lawrie
Club shop
07967 332080



Frank Wolfe
Website photo gallery
07890 876017



Gary Taylor
Championship results
07804 827967

For up to date information go to www.slroc2.co.uk or visit our facebook page



Chairman's chat



I hope you have all had a fantastic start to the year. It has been a quick year so far, fully packed with lots of events for our members. I would like to begin with a huge welcome to all our new members who have joined the club this year, we hope you have all enjoyed joining in with our club events.

So far this year, our club committee and some of our members have made a fantastic contribution to help promote the club by attending social weekends such as the Scottish Land Rover Show, Doune and Dunblane Show, the Ignition festival of Motoring and War of the roses, where we took a team for the first time in over 10 years!! I think it's fantastic we have been able to go along to these big shows to display a variety of our members' Land Rovers and demonstrate some of our events, whilst spreading the word to more Land Rover enthusiasts what we do as a club. So I would like to thank everyone who has been involved in these events, from the organisation and set up volunteers to the many club members who have taken their Land Rovers along to these shows for display.

As I always mention in this part, the committee continue to put in a lot of effort to make sure all our events run smoothly, so I would like to say a massive thank you to our full committee for their continued support so far. Many of our committee members are taking on bigger and bigger roles within the running of the club, which I greatly appreciate. With my personal workload increasing this year, the input from our committee has been invaluable. Our committee are always coming up with new ideas to suit our club members and to improve the club and we would welcome any of our club members to join the committee and bring

fresh ideas, whether you can spare a couple hours a week or more, help is greatly appreciated. If this is something you're interested in, please don't hesitate to get in contact with myself or any of our committee members.

Now one of the most important essentials our club needs to run as many events as we do is volunteers! We are always looking for helpers to set up events, marshal on the day and help put our equipment away at the end of the day. We will continue to promote all our events and if you're free to help at all, our conveyers would love to hear from you!

Next, well done to everyone who has taken part in our competitive events this year so far. It won't be long now before we are looking at the scores for our championships again this year. The AGM, prize giving and dinner dance is being revamped this year and will be very different. Plans are well underway for this and you will find more information in this newsletter. We hope this change will encourage more of our members to come along and celebrate the successes for our club members.

Finally, I would like to say a big thank you to everyone who has contributed articles to this newsletter, and most of all to the Hunter and Low families for pulling it all together, as I know it is a massive task. If anyone would like to contribute an article, however big or small, in the future, I'm sure the guys who put our magazines together would love for you to get in touch 🌟

Many thanks,

Douglas Thomson - SLROC Chairman



THE SCOTTISH LAND ROVER SHOW

By Stephanie Hunter

This was our second year at the Scottish Land Rover show. In addition to our creative club stand (thank you to all those who provided their vehicles), it was an honour to again play a big part in the main arena alongside Diana Tigwell. Sadly, Diana has decided to retire from that role. I am sure many will agree that she will be sadly missed, but somehow I do not think this is the last we will see from Diana!

Our chairman, Dougie, did the club proud again and our club stand and shop looked outstanding. We were located in a beautiful spot amongst the trees,

where we also set up camp for the weekend. Thankfully the weather was kind to us, with only a shower over the whole weekend, and the new club pop-up shelter came in very handy! On the Friday night, after a long day setting up, we sat round the camp to good laughs amongst good friends, a few whiskies were enjoyed, and I do not think we need to mention the custard creams lads, do we now?! I haven't made them since that night, lol, I've never laughed so much, thanks lads!

Saturday came around and we had our club President, Michael Bruce, pipe us into the arena.



the arena. Later in the day, the always popular Twist Off took place. Last year, Dave had won it on both days, so what happened this year? Yes, you've got it, Hovis won again! You cannot believe how competitive this event has become and we're looking forward to it all again next year!

The club was asked again to bring the jousting back, where brave knights Dave Low and Gary Taylor fought a close battle, assisted as always by some fine maidens. WRM offered to sponsor us and provided goodie bags and T-shirts to the cheerleaders.

After a long but good day we got to walk about the site to see the other displays and prepare ourselves to do it all over again in the morning.

We all got together and had a barbecue in the pop-up, which was when the rain and thunder came. We were all exhausted and after a few drinks, an old favourite recipe and the frying pan came out and we enjoyed some fresh Welsh cakes. A few people have asked for the recipe: See insert.

Sunday was very much like Saturday, with so much going on, and when the weekend came to an end, I could not believe how fast everything was packed and cleared away... what a team we had! The club stand was taken down, club shop cleared away and one by one the owners of all the Land Rovers came and collected their well loved vehicles. Each and every person worked together and pulled it off. Plans are already underway for the show next year, which is our club's 60th anniversary, so if you would like to be involved, just ask. Until next year! ⚙️



I had the great honour of driving Nessie, followed by Dougie, Dave Hunter, Mark and Grant Heggie and Gordon McChenye in their Land Rovers, and off we went to the arena to start our day, and what a day! The activity in the arena was non-stop all day. We gave demonstrations of what our club does, which is very hard in a flat area! Thanks go to Mike Robertson and Dougie Thomson for arranging the arena equipment, which made our display work well.

Then it was Dave Hunter's turn to bring together the collapsible Land Rover, which was built in front of the crowd using parts which were distributed around

Steph's Welsh cakes

225g self-raising flour
110g salted butter
85g caster sugar plus extra for dusting
a handful of sultanas
1 egg beaten
milk if needed
extra butter for greasing

Mix together all the ingredients and cook on a stove or griddle and enjoy with good friends - whisky makes them taste even better!



Organised annually by the Red Rose Land Rover Club, this year was the 30th anniversary of the War of the Roses. With camping available at Cartmel Racecourse from 13th to 17th July, this was a family weekend with fun for everyone, and serious competition for some, set in the lovely village of Cartmel and surrounded by picturesque Lakeland countryside.

There was a full schedule on Friday and Saturday including Toy Landers (modified mobility scooters) and a push bike trial for the kids, Tyro, RTV and CCV trials, and a social get together in the marquee. Kieron and Dan Freyne and Lindsay Macbeth competed in the CCV on the Saturday and all managed to complete the event with their

roses

By Dave Low

cars nearly in one piece. It's fair to say that the course builders like to take full advantage of the rocky Lake District countryside! Only 3 points separated them at the end of the day and they represented our club brilliantly.

The main event, The War, was on the Sunday, with 7 teams competing this year. Each team comprises 6 people, 3 vehicles and any kit you want to bring along, all of which is scrutineered by the event marshals. This was the first time in 10 years that a

team from SLROC has competed. The team members were Dougie Thomson, Michael Jackson, Nick Johnson, Neil Scott and me, led by captain and War of the Roses veteran Billy Phillips.

The day involved finding our way to 9 tasks dotted around the site, and attempting to complete each one within the allotted time. Examples of the tasks included manoeuvring a 2 ton trailer under control using winches, using an aerial runway to remove objects from an exclusion zone,



and moving a dead car around a course and over a telegraph pole bridge. They are a test of teamwork, strategy, rigging skills, speed and calm heads.

Back at Control, everyone got their breath back and awaited the results, with the lowest score winning. We ended up 5th on 1625 points, but only 25 points off 3rd. The Red Rose A team and rivals Peak and Duckeries were miles ahead, finishing in the 700s. So that means we have to go back next year and do much better!

We're expecting information regarding the 2018 event to be released before the end this year and we know the organisers are considering running the War on the Saturday and the RTV and CCV on the Sunday, which would make it easier to compete on both days. We'll issue more information as it becomes available.

If you're interested in attending or taking part in 2018, please contact any member of the Committee ⚙



Main photo: Team from Left to Right - Nick, Dougie, Michael, Neil, Billy and Dave.

Top Left: Dead car challenge - team work!
Top Right: Two tyres on a sledge.
Middle left: Trailer flipping challenge.
Middle right: Team huddle - lovely view!

Bottom left to right: Dan, Lindsay and Kieron competing in the CCV.

New boy on the block

By Michael Jackson

I started RTV trialling in my late 20s in the south east of England when my second vehicle was a Series 11A, followed by an early Defender. I thoroughly enjoyed trialling and competed for a few years until the kids started arriving. We moved back up north, where two cars were needed for everyday use, and the Defender was exchanged for a more family friendly Discovery 1.

Twenty years have now passed and although I always intended to go back to trialling, different hobbies have taken a lot of my time. During this last year's festive break, my son and I took part in a Punch Hunt with the SORC at a local off-road venue in our trusty Series 1. It took quite a hammering and I decided that its nut and bolt overhaul was well

overdue, so the remainder of my festive break was spent totally stripping down the old girl, but that story is for another day.

Now without a nice nimble rugged off roader for the occasional off road run out, I decided that the time was right to go back to trialling. I have always fancied doing CCV trials in an 80" coiler and mulled over the options - do I build one, do I purchase a part finished project vehicle and finish it, or just go straight for a purpose built vehicle? As I am an impetuous individual, I decided to go for the latter and the hunt started.

As the Defender is no longer in production and Range Rovers and Discoveries are highly sophisticated, many people have commented that there are no longer a lot of vehicles available

for converting into competition vehicles and what there are, are very expensive. I certainly did not find this and found lots of vehicles in all states of repair and preparation on the internet for sale. However, as I specifically wanted an 80" coiler that was ALRC compliant, my options were a little more limited. I searched the internet for a number of weeks and finally found a six month old advert for a vehicle down in Devon. On contacting the owner, I found that the vehicle was still for sale and after a bit of negotiating, the deal was done. Three days later, a very early start saw me on my way down to Torquay to collect my new vehicle and 900 miles and 18 hours later, I was home.

My intention was to do trials only as I did not feel that a short 80" vehicle would be competitive for



Comp Safari. I trawled through the SLROC website and found that the Scottish Comp Safari was actually different to the Club Comps. I also found that the Club did timed trials and after a long chat with Dougie Thomson, I decided that I would try and get everything in place for the first timed trial of the season which was two weeks later.

After many nights burning the midnight oil and paying an additional £60 for my racing licence to be processed quickly, I made the deadline. I have now competed in a couple of timed trials, a couple of CCVs and a Club Comp Safari and thoroughly recommend joining the SLROC to anyone considering Land Rover sports. I have also found the club members to be extremely friendly, helpful and welcoming ⚙️

My new red toy!

By Andrew Steel

Having competed in the RTV championship with my Discovery 1 and more recently enjoying the TYRO championship in my Defender 90 with my son Anthony, I decided to look for a new challenge. I enjoyed watching the Shieldhill timed trial and soon after I started to look for a Comp Safari racer.

After some searching, I got lucky and became the proud owner of a vehicle which has had some history with the SLROC many years ago, which had been parked up for around 5 years. It started, moved and stopped so provided a good platform to start from.

Soon after, I brush painted the bodywork a bright red and set about making it easier on the eye for my wife and neighbours who would have to look at it while storage was sorted out. I wire brushed the chassis, applied a coat of Kurust followed by red oxide primer and a gloss topcoat in an effort to preserve the chassis. Amongst other things, a new gel battery has been installed, oil changed and wheel spats and headlight surrounds painted and replaced. My mother in law jokingly started to refer to it as the Red Dwarf, a name which I have subsequently adopted and started to use myself. I enjoyed the TV series Red Dwarf and since the chassis has been cut down and the bodywork is red, it kind of suits it!

Next steps are to sort the four wheel drive (front prop missing and suspected snapped half shaft) then have a patch repaired on the chassis. After that, I will need to investigate having the roll cage tagged before I can finally get out and play! ⚙️



PROJECT

retro engine upgrade

By Dave Low

When my 80" 'series 1' trials car, Jesse, was started in late 2014, this is a very shortened account of a key conversation:

Dave Hunter [DH]: *What do you want to use the car for?*

Dave Low [DL]: *Trials.*

DH: *What about racing?*

DL: *No, only trials.*

DH: *Are you sure?*

DL: *Yes, only trials - I'm in my forties, too old to start racing!*

So the car got a 2 1/4 petrol and after the carb was changed to an SU, it ran absolutely sweet. Bar lacking the oomph to get up some particularly steep hills at Crieff, it trialled fine too.

Then I made the fateful mistake of borrowing a car, strapping on a helmet and trying a timed trial! Pretty much the next day:

DL: *Dave, Jesse needs more power!*

So the question was what should go in it. The sensible choice was probably a tdi, which wouldn't even have needed new engine mounts and we know they trial brilliantly. The boy in me probably wanted a v8 but we didn't have one of them either and it seemed like an opportunity to do something a little different. What was available, having been sat in a yard for a while, was a Rover 2200sc with a conversion ring.

With its aluminium head and overhead cam, this free revving 4 pot was apparently quite a popular conversion in Land Rovers in England before v8s became available and cheap enough to put in trials cars. The engine came in twin carb (tc) and single carb (sc) guises and was fitted to the Rover P6 from 1973 to 1977. When new, the sc put out 98bhp, so it looked like a reasonable improvement on the c50bhp the 2 1/4 was giving.

I'll admit the transplant ended up being more work than I was expecting. The engine had apparently been used with a Series 2 box previously, so although not refined, the conversion ring did the job. The bell housing on my Series 3 box did, however, need some material rather crudely removed to accommodate the starter and the pressure plate also got a wee dose of grinder treatment because it didn't clear the main shaft in the gearbox.

The trickiest bit was the clutch plate. First, I ordered a new one from a P6 specialist down south, however it didn't fit because the hole in the middle was too small for the gearbox shaft. We eventually concluded that the worn clutch plate that came with the engine, which is much smaller than a Series one, must have been specially modified to have a Land Rover centre. I ended up having

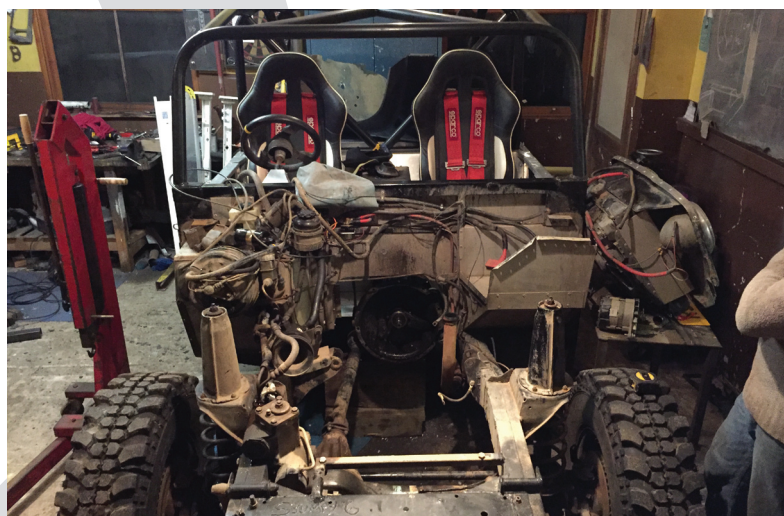




Photo courtesy of Michael Nesbitt

that clutch plate refurbished, again at a place in the Midlands. All this hassle over one wee thing cost several weeks, but it worked.

After that, it was new heavy duty engine mounts using some old circular rubber Discovery body mounts, a custom Hunter exhaust, a water temp gauge and a rev counter and the car was ready. You'll all know that there were many more things to do too and the last week was busy, but I got an immense amount of help from some kind folk.

Jesse moved out the garage for the first time with its new engine on a Saturday afternoon. At 11am the next day, we were hitting 6000rpm doing timed laps at Manor Powis in the club comp! It also trials better than before too, so all in all it has been a success. If you know anyone who has a spare 2200 lying around, please let me know, I'll probably need it at some point! ⚙️



PROJECT

Dr. Jekyll and Mr. Hyde

By Stephanie Hunter



It was at the bar (no surprise) at the 2017 AGM and Dave was talking to Diana about the Land Rover Show (yes, Guinness was involved). He was telling Diana about a cool video on YouTube that involved US marines driving a Jeep into the arena, taking it apart and re-building it in 4 minutes. He went on to say that the Russians had had a go at it too BUT the British army has never done it! So the conversation then went on to:

Dave - *"this would be cool with a Land Rover!"*

Diana - *"it would, do you have one?" (chuckle)*

Dave - *"I can build one!"*

So 12 weeks before the Scottish Land Rover Show, Dave started building a Series 1 Land Rover that could be driven into the arena, taken apart, reassembled and driven out again.

It started with a Discovery chassis being cut and shut, with the axles and props stripped and re-engineered for quick disassemble and reassemble. Next was the engine and gear box, with the thinking being the simpler the better (2.25d and a Series 2a box). The problem with this was we simply could not get enough men around it to lift it, which is why we chose the much lighter 3.5 v8. The series 2 box had the clutch pedal, brakes and hand throttle all attached to it. The wiring, cooling, and fuel systems also attached to the engine and gearbox, and the finishing touch was a detachable homemade exhaust.

Dave fabricated the bulkhead himself, giving it a detachable steering column. The Series 1 body was mated to the chassis using custom gravity fixings. It was important to have this done correctly, as all 10 of the team

had to be inside after the build. As you can see from his other projects (when they are new, at least!), Dave's skill and craftsmanship, using only basic tools, is excellent. This one, however, had to be the best.

The Land Rover was taking shape nicely and I think my favourite part has to be the time Dave took with the paint work. Apart from the bonnet, which remained untouched for sentimental reasons, he removed all the paint from the body and then painted our club shield on to the doors before the whole Land Rover was painted. He then rubbed it all back to give the patina - it is a work of art!

We took the finished vehicle to the Scottish Land Rover Show at Ingliston and, without racing against the clock, managed the rebuild in under 10 minutes, which was incredible.



Photos courtesy of Jazmyn Hunter



Special thanks go to: Britpart for the rear cross member and outriggers; Service Metals for the sheet metal; Gemini for the nuts and bolts; GEMM for the use of the trailer and tow car; DRT for the lifting poles; and of course a BIG thank you to the team who helped over the weekend - Dave(s), Dougie, Neil, Gordon, Alan, Jack, Billy, Gary, Nick and Grant. The

biggest thank you has to go to Dave for building this Land Rover.

So why Dr. Jekyll and Mr. Hyde? Well...

1 - the build started with a small diesel engine, small wheels and tyres, and a truck cab (a respectable looking Land Rover, Dr. Jekyll). It morphed into a v8 with an angry exhaust,

huge wheels and tyres, and a hard top - the Land Rover started to look like a monster (Mr. Hyde).

2 - all race car drivers have a Dr. Jekyll and Mr. Hyde side!

3 - and last but by no means least, at the beginning of the build, Dave was very much in control; half way through, the project started to take over...⚙️



Greenlaning

in the North York Moors and Yorkshire Dales

By Dave Tomlin

It's 7 am when we meet up at Bothwell services, four 90's, all old and battered. We're already one down, as Alan's boss had noted the wrong days off. Never mind, it will be peaceful! This was the latest of our twice annual greenlaning trips to the North of England.

A few minutes down the M6 and we have the first mechanical; a shout goes out on CBs as Kev's back axle is vibrating badly. A quick inspection on the hard shoulder shows it to be bulging tyre. At least it's a quick fix, allowing us to get going again, across the A66 towards the North York Moors.

Finally we get close to Lane 1 but first it's along Sutton Bank and up one of the steepest A roads in the country. Caravans are banned and it's lots of gear changing to get up it. Lane 1 (LRO Aug 2010 Lane 1) appears just after this with the welcome sign 'Unsuitable for Motor Vehicles' at the bottom. This is a good climb along a narrow lane, rocky and rutted through woodland, a couple of technical bits, but nothing too strenuous. Unfortunately at the top gate there is a

warning not to proceed due to forestry works so we turn back down.

We then headed for Rudland Rigg (LRO Aug 2010 Lane 3), believed to be England's longest unsurfaced road with vehicular rights of way. It's a long, sandy gravel pathway over rough open moorland. Gorse and heather either side with good views, gaining height as we went on. At the mid point crossroads we turned right, down to the road back along past Feversham Arms and, after a wee search, found the entrance to the Cleveland Way at the far end of Rudland Rigg. We proceeded through the woods to Ingleby Bank and some good rocky ground for serious off roading, which was far better going up than down, followed by a long straight trek across wild moorland back to the cross roads.

After a couple of disappointing lanes, we got to Osmotherly Moor (LRO Oct 13 Lane 2). This lane was the main reason for going all the way over to the North York Moors. We had thoroughly enjoyed it last year but now found it to have been severely



eroded, resulting in very deep ruts which were absolutely awesome. Before you ask why we continued, the weather was bone dry, there was no risk of doing any more damage to the route, and I had checked on Trailwise and GLASS websites that it was still open! After the ruts came an extreme rocky decent, short but well worth the drive over. We soon had a crowd of cyclists watching and wondering if we were nuts or not!

Our overnight stop was at the Holiday Inn, Scotch Corner, with great food and a wee beer or two. It offers superb value if you are in the area looking for accommodation.

Day two was another great day for weather and not quite as windy. Our intended first lane (Skelton Moor, LRO June 2011 Lane 1) is a fantastic drive but unfortunately had a TRO on it. A word of caution here, it wasn't signposted at the lane; I only knew about this because of the information on Trailwise. Others such as the Old Coach Road in the Lakes have been well

signposted but you need to do your research before you go. We by-passed this lane and went straight to Holgate Beck and the stunning views over Fremington Edge (LRO June 2011 Lanes 2 and 3). Looking over Reeth in the valley far below, it is simply stunning and the pictures do not do it any justice. Lunch was overlooking Semple Loch, a great stopping point, even if it was a bit windswept.

Cam High Road is a dead straight Roman Road, and the views behind you are again quite stunning, the downside here for us was Gordon's Defender decided it wanted a rest with steam pouring from it. After some head scratching, we took the thermostat out and all was fine for the rest of the day!

The rest of the trip was fairly uneventful, arriving home after driving over 500 miles in two days with barely a mechanical between four aging defenders, and getting totally abused at times. What other cars could do this?

Roll on autumn for our next trip, wherever that may take us 🌀

3 February 2018

Dinner & Trophy presentation



The club's AGM, dinner and trophy presentation will take place on Saturday 3rd February 2018. Following feedback from a number of regular attendees, the committee has changed both the venue and format for 2018. After many years at the Castle Cary Hotel, this year we will be using Broomhall Castle in Menstrie, built in 1874 and with an interesting history which you can read about on their website (broomhallcastle.co.uk). The format will no longer include a live band or ceilidh but our exclusive use of the castle makes it look ideal for a relaxed social gathering.

| | |
|--------------------------------------|-----------------|
| AGM | 17:00 |
| Dinner | 18:30 |
| Trophy presentation | 20:00 |
| Venue closes to non-residents | midnight |

The castle has a limited number of rooms which you can book directly. Alternatively, there are numerous B&Bs in nearby Causewayhead and the Holiday Inn Express at Springkerse is only 6 miles away.

We are limited to 100 guests for dinner, so please buy your tickets early - you will not want to miss this 60th anniversary year party!

Tickets are £25pp (£10 for the children's menu) and available from Abbie or Dougie Thomson. The hotel requires our menu options several weeks in advance, so tickets must be purchased by 30 November. Please provide your menu choices when you buy your ticket - we will remind you on the night what you have chosen!

All proposals for discussion at the AGM must be sent in writing to the Club Secretary, Billy Phillips, by 19 January 2018.

AGM

To start

Sweet potato, thyme & chilli soup
with a mint creme fraiche



Home cured beetroot gravalax
with a horseradish & beetroot jelly



Chicken & apricot terrine
served with red onion marmalade & mini oatcakes

Main

Traditional roast beef
with Yorkshire pudding, seasonal vegetables
& roast potatoes



Herb bread crumbed salmon
served with leek mash, almond & prawn butter



Cornfed chicken supreme
set on a clapsot & chive mash with an
onion, thyme & red wine gravy



Vegetarian haggis wellington
with leek & minted pea risotto & roasted sweet potato

Pudding

Chocolate & orange cheesecake
with a raspberry & mint coulis



Mango & passion fruit pannacotta
with a kiwi & strawberry salsa



Sticky toffee pudding
with toffee sauce & vanilla ice cream

Children's Menu

Homemade beef burger - with French fries



Homemade fish fingers - with French fries & peas



Macaroni cheese with garlic bread

Pudding

Sticky toffee pudding with ice cream



Ice cream with sprinkles & sauce



Fruit jelly & ice cream

Trip to Islay

4 - 7 May 2018



As part of the club's 60th anniversary celebrations in 2018, we are planning a camping trip to Islay over the early May bank holiday weekend. Islay is an important place in the history of Land Rover. More than 60 years ago, the island is where an automotive icon was given its name. Spencer Wilks, then the Managing Director of the Rover Car Company, owned the Laggan Estate on the island. In 1947, while driving his heavily modified Rover 10 across the rugged landscape, the estate's gamekeeper Ian Fraser remarked that it must be a "Land Rover", thus the name was born.

KILCHOMAN
Islay's Farm Distillery
ISLAY SINGLE MALT SCOTCH WHISKY



farm, making Kilchoman the only distillery to complete all parts of the whisky making process on site. Kilchoman truly is Islay's farm distillery - from barley to bottling. Kathy and Anthony are even open to the idea of creating some special edition SLROC 60th anniversary bottles, which would be available for purchase by club members.

The plan is to congregate near Loch Lomond and drive in convoy round to Kennacraig. The summer ferry timetable should be released late this year, at which time Calmac will start taking bookings. Members will be free to choose their own

Wilks's great grand daughter Kathy and her husband Anthony now own one of island's distilleries. Established in 2005, Kilchoman (pronounced Kil-ho-man) is one of the smallest distilleries in Scotland. Based on a farm on the rugged west coast of Islay, Kilchoman was the first distillery to be built on the island for 125 years. It displays all that is great about the grass-roots traditions of Scotch whisky distilling. As well as being one of only a handful of distilleries still practising floor malting, barley is also grown on the

accommodation preference - Bed & Breakfast, camping in one of the official campsites, or becoming one with nature and rough camping on the beach (there is always the leisure centre in Port Ellen for a shower!). We would look to incorporate some sort of green road run if that is feasible, and there are always the distilleries to visit.

As the plan is firmed up, we will share more information both on the website and the Facebook page 🌐



7 even steps to heaven

By Neil Scott

Whoever thought it was a good idea to go camping for the weekend at an international airport needs their head looked at. It didn't help that I'm a bit of a light sleeper, a decent night's sleep is a rare thing normally, but in a tent under trees on a windy night with a 5am jet powered alarm call, I had no chance and no amount of alcohol seemed to make any difference.

The Scottish Land Rover Show is a great event but just don't expect much sleep. I have now added to the resident camping equipment in the 90; to keep the stove, pans, chairs, mugs, soup and coffee company, I now have a pack of earplugs. So if any of you oil burners need some added comfort for the motorway, I may have a few going spare! I always say a radio in a 90 is pointless; in a diesel you can't hear it and if it's a V8 you don't want to detract from the exhaust burble.

So when I said camping, it's not really camping, more like glamping in a roof tent. Having got rid of the old caravan due to the dreaded damp, I had been on the lookout for an alternative. A tent would have been an obvious solution but, now past the half century, felt I would prefer a bit of comfort, simple things like a mattress. Having seen the roof tents at the 2016 SLRS, I did some research and decided on a middle range 3 man tent from Devon 4x4, complete with full length roof rack. I'm lucky enough to be able to get the Land Rover into the

garage and hoist the tent up to hang from the rafters, leaving the roof rack on for general use. When researching, there was mention of using a mattress topper for even more comfort - yes, got that too now, comfy is the word.

The 2nd trip out with the tent was to the Callander social weekend. That was a good test as it was blowing a real hoolie and it teamed it down overnight. The annex became a swimming pool due to leaks at the zips but it looks like that has now sorted itself out.

The roof tent is now getting used on a regular basis; the latest trip was to Tayvallich because I was getting the passenger ferry to Jura for work on the Monday morning. It made much more sense to be there overnight and have a lazy breakfast as opposed to getting up at stupid o'clock like the rest of the office. I would certainly recommend that wee passenger ferry from Tayvallich to Jura and the Tayvallich Inn is also worth a visit!

So if you're thinking of looking for a step up from sleeping on the ground, I'd recommend seven steps up to penthouse living. Comfy bed, no bugs and it leaves the tow ball free to drag stuff that's much more fun than a caravan ⚙

Land Rover word search

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R | U | I | L | H | N | E | L | S | R | D | L | P | F | D | O | G | T | T | M |
| X | A | O | R | E | C | B | P | E | E | A | U | O | N | I | R | R | R | N | F |
| J | X | N | T | A | D | A | V | N | N | R | R | G | V | S | E | E | U | X | G |
| Q | T | E | G | T | F | O | M | D | I | W | I | I | W | C | D | E | C | K | S |
| V | N | V | Y | E | R | A | R | R | A | N | H | E | V | O | N | N | K | S | E |
| O | T | R | D | E | R | O | S | R | A | J | E | H | S | V | A | L | C | L | U |
| H | O | R | G | O | V | O | D | P | I | E | F | T | H | E | L | A | A | I | L |
| V | X | N | R | E | U | C | V | N | M | X | B | A | Y | R | E | N | B | H | B |
| W | A | K | R | M | O | B | T | E | F | O | R | E | T | Y | E | E | N | Y | P |
| R | J | M | Q | N | J | Y | L | O | R | D | C | F | O | S | R | T | Q | T | S |
| V | C | C | T | N | V | V | K | E | T | S | Q | Y | R | P | F | R | D | E | V |
| R | F | R | D | I | F | F | L | O | C | K | P | E | S | O | R | A | E | N | P |
| T | O | P | I | C | K | U | P | H | C | A | D | O | B | R | V | P | D | I | F |
| L | R | E | T | S | A | M | D | U | M | N | B | E | R | T | S | T | M | N | U |
| D | A | O | R | F | F | O | I | P | E | P | U | T | U | T | F | I | D | I | V |
| A | X | P | K | L | O | G | V | F | N | P | K | X | T | Q | O | R | X | V | O |
| Q | Q | R | F | X | M | O | E | U | V | A | D | V | V | Y | O | B | Y | E | Y |
| E | C | A | I | G | G | D | D | I | S | C | O | V | E | R | Y | V | O | L | V |
| N | O | G | A | W | N | O | I | T | A | T | S | T | F | V | X | F | E | A | Y |
| J | D | B | F | P | U | K | G | G | U | R | V | O | U | Y | O | K | Q | R | U |

BEARMACH
 COMPSAFARI
 DISCOVERY
 EPNINETY
 FREELANDER
 LANDROVER
 OFFROAD
 RANGEROVER
 SERIES
 TRUCKCAB
 BRITPART
 DEFENDER
 DISCOVERYSPORT
 EVOQUE
 GREENLANE
 MUDMASTER
 ONETEN
 RANGEROVERSPORT
 STATIONWAGON
 TYRO
 CCV
 DIFFLOCK
 DOUBLECAB
 FORWARDCONTROL
 HARDTOP
 NINETY
 PICKUP
 RTV
 SVR
 VELAR

Spot the Land Rover

This picture was created by Frank Wolfe, using photos taken at a Green Road Run earlier this year. See if you can work whose cars are included.

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____



SUPPLYING ALL YOUR LAND ROVER NEEDS

MORRISONS LAND ROVER



ABOVE & BEYOND



Whatever you're looking for, we warmly welcome you to Morrisons Land Rover, Stirling. We have a dedicated team of specially trained staff to assist you and we offer all of these services:

- New Land Rover Sales
 - Land Rover Parts
 - Approved Used Vehicle Sales
 - Land Rover Accessories
 - Land Rover Servicing
 - Land Rover Health Checks
 - Body & Repair Centre
 - Competitively Priced Tyres
 - Approved MOT Centre
- Simply ring us on 01786 814888 for more information.

Morrisons Land Rover

Whins of Milton, Stirling, Stirlingshire FK7 8EP
01786 814888

morrisons.stirling.landrover.co.uk

Official Fuel Consumption Figures for the Land Rover range in mpg (l/100km): Urban 15.4 (18.3) – 57.7 (4.9)
Extra Urban 28.3 (10.0) – 76.4 (3.7), Combined 21.6 (13.1) – 67.3 (4.2). CO₂ emissions g/km: 299 – 109.

The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only