



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

WINTER 2018

CELEBRATING 60 YEARS



IN THIS ISSUE:



Read about our successful teams at War of the Roses



We attend the Peterborough LRO Show RTV



Details of SLROC 2019 Mull Trek

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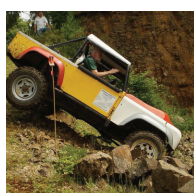
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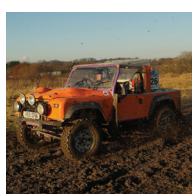
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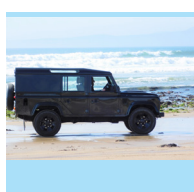
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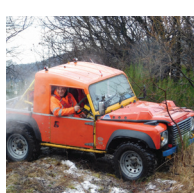
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Chairman's chat

Dear All,

At the end of my first year as chairman of the Scottish Land Rover Owners Club, 2 things stand out.

The first is the diversity of the Club and its Members. This past year we have put on over 50 events - but they cover a huge range of all different aspects of Land Rover Ownership. Those who wish to compete on a skill basis in our Trials, are not necessarily the same as those who love driving through the countryside on our Green Road Runs & Weekends away. Those who love our Speed Events are not necessarily the same as those who have loved showing off their pride and joys at the car shows. Even those who put on demonstrations at the Scottish Land Rover Show Arena are different from those who give advice on ownership problems on our forum and social media pages.

It is great that the Club can cover all these different aspects and more and I sincerely hope that we can continue to accommodate all these different interest - with Land Rover as the common theme.

The second is the huge number of volunteers who work tirelessly behind the scenes in organising all the above events and the running of the club. I'm ever thankful for those who do the "named" jobs, but who helps them? Who helps the conveyors set up the course and marshal the events? Who collates all the scores and keeps all the records? Who helps transport all the trophies for engraving? Who moves the club equipment from event to event? Who helps send out the membership cards? Who helps pack and post the club magazine? Who does 100 & 1 other jobs (some I don't even realise are going on!)? During the year I am convinced that 100s of people have in some way "served" the Club and it's Members. To every one who has done something to assist - THANK YOU!

Along with all the previous Chairmen of the Club, I'm sure they will all recognise that the diversity of the club and the volunteers that support it are driven by one thing - their overwhelming passion for Land Rover.

Dean Pugh
SLROC - Chairman

Vacancies

Thank you to Gordon McCheyne and John & Barry Anderson who have done an excellent job in their roles as RTV and Tyro conveners. However they are now looking to pass this on to someone new.

We are also looking for help in running the Club shop, so please get in touch if you feel you can assist. A big thank you goes to Iain Kelly & Amanda Lawrie who got us so far.

If you are interested in taking up either of the roles and willing to be an active contributor to club activities then please get in touch with the committee.

New Editors

Meet Your New Editors: Neil Scott and Simon Boak
We welcome you all to this Winter 2018 edition of Cross Axle continuing the club's 60th anniversary celebrations. This is the first issue we have produced in our new role as magazine editors and we hope that you enjoy reading the news, articles and, of course, the all important end of year scores.

We're always looking for new articles for the magazine so please do get in touch with your stories. There's no need to be an award winning author, just put down your adventures, trials and tribulations in your own voice. We'd love to hear from everyone from long-standing members on your recollections of events past, to our newest members keen to share their experiences firsthand.

We always need photos for the magazine, send us your photos for inclusion in articles & gallery.



YOUNG GUNS TO GO WAR!

By Martin Comrie

I'm blindly watching the telly whilst scrolling through Facebook when I come across 'Stephanie David Hunter' has posted an event on the Scottish Land Rover Owners page. Interested as always, I have a look: 'Meeting at ours to discuss war of the roses'. I've heard of this event but have never actually looked into it until now. So I decide to pop along as their house is only along the road to find out what all the fuss was about.

This sounds great. A full weekend of Land Rovers, camping, competing and my favourite: a few very small whiskies all set in the very beautiful Lake District.

Whilst at the meeting we discussed teams and decided to run two teams at the main event. A team of very experienced—although tired—oldies and a young brightly team of newbies which I was gladly slotted into. Names were getting passed about, most of them I had never heard of or even knew that were members within the club. I was very excited to meet these fellow

brave souls that were willing to take on arguably one of the hardest events mentally and physically within the ALRC.

Within one of the club events which we thought most of the team members would be attending we held a small practice for the war. This included some tasks that the oldies had come across in previous years, the likes of blindfolded driving while the navigator relays directions. Fishing for metal fish while driving as well as the dead car pull and push.

Unfortunately due to other commitments most of the members of the young team were not able to attend the practice and with that the only practice we had we were going in to the competition blind, or at least with one eye shut.

It's the Friday morning of the event with numerous trials ahead of us. We had decided to convoy down but plans had changed. I left late morning while some



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of our team were getting gear together and leaving a bit later. Others had already left and were in Cartmel already. I arrive at the campsite in Cartmel which is situated in the horse racing circuit. That's when I received news that the guys that were only half an hour behind us were running late due to eager team mates doing illegal Defender Tdi speeds on the motorway (65mph) while others were in pursuit which resulted in them developing a slight over heating issue. I get my tent set up and leave room for others which I have still to meet.

An hour or two later Chris, Ben and Ross arrive and we introduce ourselves while handing out a couple cold beers. Tents get set up and it's now getting dark. Plenty banter has been flowing while checking out each others cars admittedly forgetting that we were two team members short. As the night goes on a few more beers have been passed around while two outlines appear, hearing Scottish accents we assume these up to now strangers are the other two team

mates. The brothers Dan and Jamie introduce themselves "sorry we are late we have been checking out the local pubs". It's getting on eleven o'clock at this point but we are young and Scottish and still had plenty of beer, grab a seat and we can get to know each other better. With the event kicking off around eight o'clock tomorrow morning this is the first time we have met in person. We still can't even see what each other look like and we still haven't talked about tomorrow.

The morning of the event comes around and we feel we need to introduce ourselves once more because of the dark, nothing to do with the beer consumed the night before. We hear car horns beeping which means we have to head over to the marshals tent to get the cars checked out along with the equipment. There is a lot of equipment being used from recovery ropes, bailer twine, winches, shackles as well as numerous tools that could be used. The cars are getting a lot of attention too especially Ben's 300 Tdi 90 which he has put a lot of time and money in to. I was a co-pilot in



Chris's 300 Tdi 110 hi-cap while the two brothers Dan and Jamie were using their Dad's 80 inch trialler.

We work well together in the event enduring the intense heat while keeping cool heads, there could be a lot of arguing but listening to our captain Dan who was the most experienced we navigated most tasks with confidence and in harmony.

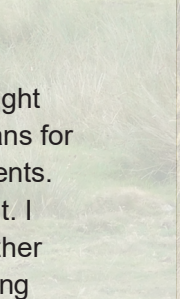
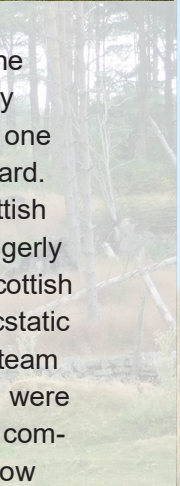
We finish the tasks first and can eventually relax meeting at the top of the hill, being our first time the marshals are over asking us eagerly how we got on. We reply with a reserved answer not knowing at all if we had done okay or if it had been a disaster. Everyone else arrives and we all convoy back to the campsite where the results were getting read out.

Once the cars are back next to the tents and the equipment has been sorted back out from the rush of the event we hear the horn again meaning it's results time. We got the results in and we had come fifth

while the oldies managed a very excellent—and the best result yet—by coming second. We are all very pleased with ourselves when we get told there is one last trophy to get handed out: the Team Spirit Award. This trophy is quite coveted with the original Scottish team winning it a few years back. Everyone is eagerly awaiting on the name getting called out when "Scottish Team B" is shouted from the marshals, we are ecstatic with the result. We thought we would be the last team to win it due to our circumstances but we did and were apparently very deserving of it with the marshals commenting on how well we worked as a team and how much encouragement we gave each other.

With this in mind we celebrated pretty well that night together and were straight on to talking about plans for the next one and where we can make improvements. To say we enjoyed it would be an understatement. I certainly feel we have a strong bond with each other and will be friends as well as team mates for a long time coming. ⚙





ALEX'S CHEF-D'OEUVRE

By Stephanie Hunter

The story of the Classic Trial

Many years ago Alex Lyndsay started the leaf sprung event, as the leaf sprung Land Rover becomes less available it seemed obvious to open the event to all classic Land Rovers (including some classic drivers). This meant for the first time that tyro, RTV and CCV drivers could all compete at the same event – this was very interesting.

The best summer weather I can remember in about 20 years might have had something to do with the excellent turn out. The variety of Land Rovers from the club that turned out for the day at Dechmont was fantastic.

From road going to CCV Land Rovers, and even a 101 came along.



The classic trial is 12 gate sections over a larger area than a standard RTV (between a tyro and RTV I would say) given the tyro drivers a new challenge but still enough to challenge the RTV drivers and, well, for the CCV drivers this should have been a breeze! Last place and second last both were CCV drivers I do not need to mention names as you know who you were...

I could go on telling you about the day but why do you not just come along next year with the family and a picnic. This was one of the best events this year with great friends so when the calendar comes out get the day booked, you will not be disappointed. Thanks to Alex and Donald for organising the land owner and set up crew. See you all next year!!!





WE FIND THE "ROUGH" IN PETERBOROUGH

Members of SLROC represent the club in the RTV trial held at the Land Rover Owners Show in Peterborough

By Alan Morrison

It all started with Gordon, Kevin and I asking why there was no Scottish entry to the RTV Home nations competition last year in the main arena at the Peterborough Land Rover Show. "You never entered one" was Russ's reply, Gordon's answer of "That will be sorted for next year" was shouted back. Which after a chat with Dave and Stephen was agreed and our entry submitted.

The basis for a home nations RTV competition is 4 teams with 3 cars for each team, and over 2 days they would compete to be the overall winner for the weekend. Gordon, Dave and Stephen were our 3 drivers for Scotland, which then kick started the usual rush of checking the 90s over and the subsequent parts ordering to fix what had been found.

Kevin and I would be going down in the back up Discovery with Old Blue on a trailer, kindly provided by Gordon as Blue had a weekend pass on the Series 1 club stand, my D3 with lingering coolant issue was swapped for Kevin's D4 after mine acted up outside of Hamilton.

While we swapped Discos, the 3 90s continued South but were stopped on the A66 while Gordon investigated and fixed his wandering rear axle, some tightening of bolts was the cure. The 3 drivers took a few breaks on the 320 miles trip down, Team Luxury didn't need to and as such we met them up near Peterborough and went into the grounds on Friday afternoon to drop off Blue at the club stand and have a look around.

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Saturday morning saw us in the grounds and meeting our competitors as the 90s were subjected to scrutineering to make sure they were ok for the RTV. Rather curiously, Wales couldn't field a full team, so they joined with England, so Scotland, England and N.I. had a team each. Each day had 2 sections to be driven, all 3 team drivers would drive each section. Lowest score overall wins.

We sadly didn't get off to a superb start with Dave coming down off the bank early and picking up a large score, his next run didn't fare much better as a side slope with log caught him out and a recovery backwards was required to get him free.

Stephens door popped open on a cross axel section and before Kevin could catch it, it had clipped a cane about half way through the course. He also got stuck on a log on another course run and had to get recovered back as well to get free. His final war wound was a crimped exhaust pipe on a rocky section of a course. Fixed after by borrowing a guy and grinder to cut the section off.

Despite these challenges, after the Saturday scores had been counted up, we were in first place which was a fantastic result for us.

Sunday saw some better performances from us, although Gordon picked up an 8 with an unfortunate cane clip. Stephen managed an impressive clear on

a tough stage, and unlike the N.I. team, managed the rock climb finish without destroying his drivetrain. A broken front diff put one of the N.I. cars out and their backup P38 struggled with the course. Gordon got a turn slightly wrong and clipped a 4 cane before the see saw on the Sunday.

The final course for Sunday involved a see saw finish, canes 3-2-1 were on the see saw so to get a clear, you had to drive up it. The idea also being to let competitors try and balance their car on the see saw, most



cars tried it, bar Dave. Who for some unknown reason, wasn't keen on it and his choice of words on video reflected that.

Unfortunately, team N.I. took the win on the Sunday and with that, the overall win with some superb driving bringing them low scores and clears when it mattered. Scotland slipped to second and the Joint English/ Welsh team third. However, it was a very light hearted and friendly competition and for only a small section of land to work with, they did create some impressive and tricky courses to be tackled. All in, a very good week-end was had, second place is respectable to finish on and with early chats, we believe it will run again next year. Team Scotland will be wanting to take home the trophy next time. ⚙



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6 DECADES OF DIAMONDS

For this anniversary edition (yes this is part 2) we asked a few past Chairmen to pen several words about their time at the Chair of your beloved club.



Jimmy's faithful 'OLD 80'

Jimmy Donaldson 1985-1986

Jimmy Donaldson, there's probably not too many active in the club who knew Jimmy but his name pops up regularly, usually preceded with "The Legend that is....."

Quoting Jimmy his memories (maybe clouded now) SLROC was all "sex, drugs and rock 'n' roll" and probably in that order too! Great times were had and many fantastic memories remain of crazy times spanning and driving and just blethering Land Rovers with mates, including Alex Lindsay, Steven Preston and Sandy Andrews to name but 3.

Jimmy joined the club in mid '60s, and was Chairman during the '80s. He still keeps up with the stories in the club and can see that even though motors have changed the Club still has the fun in the mud appeal, and it just doesn't get better than a crowd, a muddy field & land rovers. (come along to the Boxing Day Bash to find out more). He's also happy to see that the Club ensures there are events for the owners of leafers to enjoy. Jimmy now has a slightly more relaxing time keeping pigeons and takes in rescued ones when required. A Club Champion Eight times! Jimmy was a master of the mud and to this day that remains a record.

Michael Bruce. Chairman 1986 – 1999

I first took an interest in the Club while watching the very first trial, held at Luss in November 1958, on Television! I did not go to the event, but went to the next one as a spectator. By 1962 I had navigated for my Father at the National Rally and was driving as a recovery crew at events, but was too young to compete. That started a couple of years later and I got my first prize at the Perth event in 1967. Dad had been in from the creation of the Club and had been a member of the original Land Rover Owners Club prior to 1958. After a gap while at college I went back to watch the 1974 Currie Trial and was given a drive by Andy Graham. A few weeks later I bought a Series 1 and have been around ever since. Dad also drove my Series 1 and took part in his last ever trial back at the original site at Luss in 1981.

For some reason in 1985 I received a letter, written by the then Secretary, Alan Griffiths, informing me that I had been made an honorary member. Not long after that, I learned that most of the club's finances had disappeared along with the chairman. I turned up at the agm, held at Cramond, just to see what was going on and came away as vice chairman. Someone also proposed me as a scrutineer, but I remember the late Stevie Stewart saying "Not him. He knows too much!". I was in the motor trade, but was quite chuffed at the remark. Stevie and his wife, Ella, were among the best Club drivers at that time.

The committee eventually managed to keep the year's events going and work up the club shop and the club got back to a more healthy bank balance. Jimmy Donaldson passed the Chairmanship to me the next year. We have an enthusiastic committee, but spent very little time reading rules. Life was fun. Roll bars were needed for Safaris, but apart from a couple of v8's most cars were series 1's or 2's with 2 litre or 2 1/4 power. We managed to send a team of 7 to the national rally each year.

Decent written committee agendas and minutes were reintroduced and the membership rose. We often had up to 36 vehicles at a trial, occasionally in 3 groups. Attention to the rule book started to increase as design of cages and fitment of safety gear, helmets etc became more important at speed events and the habit spread to trials..



Well at least there is some scaffold poles

In 1987 after much discussion at committee I proposed at the agm to turn the club into a limited Company for the protection of its office bearers and to improve its credibility. With Chris Kinross, a practising solicitor on the committee the job was done, thus creating the third version of the club's name.

On several occasions visits were made to Solihull to attend ARC (now ALRC) meetings and accompanied by George and Mags we managed to adjust their thinking in line with ours and a few rule changes resulted. Meantime we updated our own Supplementary Regulations and published them in book form. Later these were updated again.

In October 1988, to coincide with the 30th anniversary of the Club, a Ceilidh was held in Strathyre village hall. Largely organised by the Scott family from Callander, it was a sell out and was followed by many more in different locations. A highlight was a piping display by 'Mad Tam' Murray, which must have made an impression on me!

Around 1990 Neil Hopkinson produced a coil sprung V8 Series 1 lookalike. We had seen a few at events down south, but this was a novelty in Scotland. This was a sign of progress that eventually, by the turn of the millennium took over. In the meantime, in spite of self policing and improved design we were landed with a system of log booking created by the then ARC. This, while it was an extra level of beaurocracy, at least forestalled the MSA from imposing a version of their rally car log book. We managed to get George

and myself appointed as Logbook Scrutineers to avoid the need for others from deepest Englandshire to come North to carry out the function. We did have an initial visit from Dennis Wright to our Comp Safari at Glendearg, Galashiels, where he saw our reasonably well turned out selection of cars. A few got their logbooks straight away and many others soon after having minor alterations carried out. The distance from Yorkshire convinced Dennis to recommend us and we have been self sufficient ever since.

In 1992 I was asked by Sheila Wilson to enter a Hillrally in Wales. It sounded like fun, but was only 3 weeks away and Nessie, as my Series 1 had been named by my wife, had been hammered for several years in every club competition, was not fit to go that far. I had to decline, but started to think about the next one. In October 1993, equipped with a novice navigator, who did a superb job, and a service crew we set off, accompanied by Sheila and Steve Ramsay, to see if we could complete this event. We all came back with prizes and that was the start of over a decade of rallying, subsequently taken up by a host of other members.

At Club events Sheila and my wife, Alison, vied for every point at trials and safaris and each won many trophies. All with leaf springs and no power steering! Sheila also completed the first Scottish Hillrally in her Series 1.

As the 1990's drew to a close I began to feel that I was not supplying much new input and eventually when George MacLay stepped forward I was happy to see the Club move forward again in his direction. We had had our share of excitements, many big successes and a few accidents and tragedies, but the club was big and robust enough to move forward into the coil sprung era. My thanks go to all those who helped in committees and at events to make the Club the success it still is.



Michael leading the Club at The Scottish Land Rover Show this year

George McLay 2000 – 2005

Our Chairman who led us for the first 5 years of the new millenium () seems to have a polite way of saying it's a time he would rather forget. George's Chairman's biographic report follows:

It was a balmy evening in June 1960, he remembers it well, when he uttered the word which seems to have set him up for life. His vocabulary had rapidly expanded from "Mum" and "Dad" to now include "CAR!". After that it was soon a case of "Dad!, Dad! Dad! Let meeee drive." So there it started, George on his Dads knee driving the Ford Thames 300E.

Soon after the hunt was on for internal combustion. I'm guessing there were a few gravity powered bogies in there somewhere on the way to octane power, surely every kid had built a bogie or a cartie in those days.

Anyway from somewhere he got a string of 2 wheeled toys (one wheel drive? something not quite right here, but hey its the 70's) these included a Honda 50, Bsa Bantams and a James scrambler. Mmmm.... A scrambler? Maybe getting somewhere here.



George to the rescue

Then follows on a long list of motors including Hillman Husky Comet Cob van, this one was for the brave but then who needs brakes when your in your early teens? MK1 Cortinas, Corsairs, HA van, Vauxhall Victor 101 and a Hillman Super Minx Estate (not sure if George has remembered this right or is just reading from the exhibit list at the Scottish Transport Museum). All these before he could legally drive on the road, I'm sure the statute of limitations applies here.

So after all this George gets mobile, just around the time American Graffiti and Jaws were released, though the brand spanking new 1976 Suzuki TS 250a had to be used off-road only until he reached his birthday. There we have it "HAD to be used off-road"! Following on from this at the age of 18 arrived a true classic, rusty, but trusty classic, a '68 Mk1 Escort welded within an inch of it's life. I bet we would all love to have one of those in the driveway today. Things seemed to go downhill from there on with a Mk2 1.6 Ghia, RS2000 (nice) and a Rover 3500 Vitesse..... Ah HAH! A Rover with a V8! Now we are getting there.

Look forward to more on George's biography in the next issue, along with Bobby Muir and Dougie Thomsons recollections.



CHEAPSKATE CUP

By Dave Hunter

Unlike many of our other ideas this did not start with whisky round a camp fire...

It started with a little green trials car on its first outing at the boxing day bash 2011. After a fun filled frosty day I approach the start line for my last lap of the day turned to the time keeper Ian Stewart and said 'we need more of these events'. In no time at all Ian Stewart messaged me back with the words 'timed trail', not knowing what a timed trail involved a meeting had been arranged round Johnny Drysdale's kitchen table. Things moved quickly and the committee decided we could have a trials run. Manor Powis was selected as the site and we chose a variety of different classes of vehicles:

- Coil sprung 80 – Dave Hunter's 2.25 petrol
- Leaf sprung 88 – Alex Scott's Tdi
- Coil sprung 88 – Billy and Alex Philip's Tdi
- 110 – Johnny Drysdale's V8
- Coil sprung 88 Bowler – David Aitkin's V8

Alex Scott quickly realised that his leaf springs were never going to keep up with the coils. Hatching a plan Alex slid a brick under Johnny Drysdale's accelerator pedal costing Johnny some seconds at the start of the event not knowing what had happened.

Although each of the 12 laps are short at only 320m, we very quickly realised this was highly competitive not to mention a lot of fun.

At the end of the day what we had worked out was it did not really matter what trials car you had; the times were very close!!!! Oh most importantly the winner that day..... Billy Phillips (in the diesel!!!) who said, and I quote, "this event is what these Land Rovers are made for".

Report went back to the committee and chairman Robert Muir agreed for 4 timed trials to be added to the calendar. As the trophy that Billy Phillips received on that first event was a golden fish (it was all we could find at short notice) we let him keep it, we now needed a new trophy.

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The club has many trophies looked after by Sheila Jesiman but there is no timed trial trophy as this was not a championship. Dave in his true style built the trophy with parts from the scrap pile.

The name of the trophy came about when someone in a conversation said racing can be expensive – at that point my little trials car owed me under £700 – I said that timed trailers would be known as the cheap skate racers.

Dave then came up with the idea that each winner would keep their name onto the cup before the next event where they would have to pass the trophy (and a bottle of fizz) onto the new winner hoping to encourage rivalry and good sportsmanship at the end of each event, which I can assure you it does.

After 4 years of great competition the reoccurring question was asked “can we have a championship?”



In order to have a championship we need to have more events.

A meeting was then held and we decided to add 2 club comp safari events to the calendar. The committee agreed giving us a championship. Now we have the championship the drivers have a chance to lift the SL-ROC speed god trophy, it is nice to see the drivers still want to lift the cheap skate cup so they can keep their name onto what once was a pile of scrap.

With special thanks to Alex McComack (set up), Johnny Campbell (scrutineering), land owners and all who have supported this from drivers to time keepers and marshals these events have grown and with new faces coming to join the event we hope to keep the interest going. ⚙





MULL TREK 2019

3rd – 6th May

Next year join the Club on our Mull Trek for a fun packed weekend!



Stephanie Hunter:

I have been in touch with the Tobermory distillery where we have been invited along to have a tour of their distillery and sample a selection of whiskies. But the main reason is to collect the 60 bottles of their 14yr old Ladaig whisky with the club's name on the label for £85! If you are interested in getting one then please get in touch with me to order your whisky.

Alan Griffith will be organising a green road run for one of the days and on another we will be at the distillery so we have decided to keep it on the May weekend of 3rd to the 6th of May. I have shared details of the campsite – Shieling Holidays – that we will be staying at which you will see caters for everyone's needs. I have spoken to the owner who is looking forward to our stay. I have listed some prices below, these may change in the start of the new year so please do not hold them to these prices. As for the ferry please contact them to book your own ferry. We will set up an event page on the Facebook group in the new year to keep you all posted with finer details.

The Owner Says:

90 pitches, 30 with hook-up, some right by the sea, others with enchanting views to Ben Nevis. 16 Shielings and 2 cottages.

It is the ideal base for Mull: stroll to pub, shop, cafe, ferry, buses for Tobermory and Iona (for Staffa); walk to swimming pool, castles, and hills. Wild life tours collect from the site. No need of a car, especially for short breaks.

Just visit our website www.shielingholidays.co.uk to book and escape to a better world.

90 pitches, 30 with hook-up, some right by the sea, others with enchanting views to Ben Nevis. 16 Shielings and 2 cottages

Tent and 2 people £18 (£15 if no car); extra adults £6, children £3, dogs £1.50; hook-ups £4.50. Shielings from £39/£244 per night/week; ensuite Shielings from £55/£330 per night/week, Cottages from £60/£360, all for 2 adults.

ROC



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Trophy return reminder

It would be appreciated if all those currently in possession of a trophy could return it as soon as possible to Sheila Jessiman (sheilajessiman@gmail.com), GEMM 4x4 or any committee member.

Rogues Gallery

We are holding the 'rogues gallery' in the entrance of the hotel and asking club members to copy a few photos from the start of the club to the present day. To be included in the gallery just bring along or please get in touch with Stephanie Hunter or Lindsay Macbeth (see page 2 for contact details).



AGM & Dinner

2nd February 2019

Please come along and help us celebrate 60 years of our club at the Grange Manor.

AGM 2-3pm

Trophy presentation

4-5.30pm

Dinner 6-8pm

Entertainment 8.30pm

There will be live entertainment from Uncle Red who will be taking us through 60 years of music. This will be in a separate room next to the dining room.

ALL proposals for discussion at the AGM must sent in writing to the

Club Secretary, Billy Phillips, by 19 January 2019.



The Grange Manor
Grangemouth, FK3 8XJ

SLROC Classic RTV Trial - Dechmont Hill - 1st July 2018

Leaf Sprung RTV Trial

Name	Model / WB	Engine Size	Fuel	Points	Position
Julian Anderson	Series 3 88"	2.25	Petrol	0	Joint 1st
Charlie Cook	Series 3 88"	2.4	Diesel	0	Joint 1st
Jenni Neilson	80"	2	Petrol	0	Joint 1st
Ruari Treble	Lightweight 88"	2.5	Diesel	0	Joint 1st
Donald Urquhart	Series 3 88"	2.25	Petrol	0	Joint 1st
M Cargill	Series 3 88"	2.5	Petrol	2	Joint 2nd
Hugh Kay	Series 2A 88"	2	Diesel	2	Joint 2nd
Jim Neilson	80"	2	Petrol	2	Joint 2nd
Hamish Lockie	Series 1 80"	2.6	Petrol	6	3rd
Stu Howe	F/C 101"	4.6	Petrol	10	4th
Tom Webster	Series 3 88"	2.25	Petrol	17	5th



Non-Leaf (Coil) Sprung RTV Trial

Name	Model / WB	Engine Size	Fuel	Points	Position
Neil Campbell	90"	3.9	Petrol	0	Joint 1st
Craig Gibson	Defender 90"	2.5	Diesel	0	Joint 1st
Ewart Hogarth	Old Yel'r 80"	3.5	Petrol	0	Joint 1st
Starr Hunter	Series 1 80"	2.5	Diesel	0	Joint 1st
Tony Lorimer	90"	3.9	Petrol	0	Joint 1st
Imogen Lorimer-Hill	90"	3.9	Petrol	0	Joint 1st
Stephen Steele	90"	2.5	Diesel	0	Joint 1st
Robert Wilson	Tomcat 80"	2.2	Petrol	0	Joint 1st
Simon Boak	Stumpy 80"	2.25	Petrol	2	2nd
Martin Comrie	Stumpy 80"	2.25	Petrol	3	3rd
Geoff Harrold	Freelander 100"	2.5	Petrol	5	4th
Ian Stuart	Custard Pot 80"	2.5	Diesel	9	Joint 5th
Bruce McPhee	Defender 90"	2.5	Diesel	9	Joint 5th
Andrew Steel	Red Dwarf 88"	3.5	Petrol	9	Joint 5th
Billy Cruickshank	Series 2 88"	2.5	Diesel	10	6th



TYRO Trials Championship 2018

Name	21.1.18 Twechar	25.3.18 Crieff	27.4.18 Kidlaw	19.5.18 Torphichan	1.9.18 Bathgate	14.10.18 Glenmavis	24.11.18 Twecher	Total	Total with discard
Simon Boak	9.23	10.00	5.00	10.00	10.00	10.00	5.00	58.18	48.18
Alan Griffith	6.92	6.25	8.33	10.00	10.00	6.43		47.93	41.68
Starr Hunter	9.23	8.75		10.00	4.21	5.00	7.00	44.19	39.98
Barry Anderson	5.38	6.88	8.33	10.00		7.14		37.73	37.73
Treror Marr		8.13	10.00	5.63			7.00	30.76	30.76
Martin Comrie		8.13		6.88	8.95	5.71	1.00	30.67	30.67
Stuart Sneddon	4.62	6.25		6.88			9.00	26.75	26.75
Ron Murdoch		5.00				7.86	10.00	22.86	22.86
Bryan Anderson	3.85	4.38		3.75		1.43		13.41	13.41
John Anderson	6.15	2.50		4.38				13.03	13.03
Pete Stamper			3.33			9.29		12.62	12.62
Justin Ormond				3.75	2.11	4.29	2.00	12.15	12.15
Stephen Steel	0.77	3.13					8.00	11.90	11.90
Martin Duncan	10.00							10.00	10.00
Kieran Singer					8.95		3.00	8.95	8.95
Greig Ford		3.75		5.00				8.75	8.75
Jazmin Hunter				2.50	5.26			7.76	7.76
Blair Martin					7.37			7.37	7.37
Jamie Colgan					6.84			6.84	6.84
Dean Pugh					6.84			6.84	6.84
Neil Stoddard					5.79			5.79	5.79
Ellie Griffith					5.26	1.43		5.26	5.26
Derek Moss	3.85							3.85	3.85
Craig Doull					3.68	2.86	4.00	3.68	3.68
Tom McIlree					3.68	4.29		3.68	3.68
John Ewing		1.25		1.88				3.13	3.13
Callum Stoddard					2.63			2.63	2.63
Alastair Scott		2.50						2.50	2.50
Adrian Martin	2.31							2.31	2.31
Kieran Feucart						2.14		2.14	2.14
Martin Crombie			1.67					1.67	1.67
Wullie Clarit					1.58		2.00	1.58	1.58
Rhona Duncan	1.54							1.54	1.54
Andrew Steel		1.25						1.25	1.25
Alvin Barbor				1.25				1.25	1.25
Alex Reid					1.05			1.05	1.05
Nathan Pugh					1.05			1.05	1.05
Michael Barbor				0.63				0.63	0.63



Total
with
iscard

48.18

41.68

39.98

37.73

30.76

30.67

26.75

22.86

13.41

13.03

12.62

12.15

11.90

10.00

8.95

8.75

7.76

7.37

6.84

6.84

5.79

5.26

3.85

3.68

3.68

3.13

2.63

2.50

2.31

2.14

1.67

1.58

1.54

1.25

1.25

1.05

1.05

0.63



RTV Trials Championship 2018

Name	14.1.18 Manor Powis	10.2.18 Glenmavis	25.3.18 Crieff	28.4.18 Kidlaw	19.5.18 Torphichen	1.9.18 Bathgate	13.10.18 Torrance	2.12.18 Glenhove	Total	Total with discard
Gordon McCheyne	6.00	4.55	10.00	10.00	4.62	5.00	10.00	10.00	60.17	51.00
Bill Conner jnr	7.00	10.00	9.23	8.33	7.69	5.00			47.25	47.25
Charlie Cook	9.00	8.18	3.08		2.31	10.00	6.67		39.24	39.24
D Bruce McPhee	2.00	1.82	5.38	10.00	3.85	10.00	3.33	3.75	40.13	36.31
Grant Millar	10.00	10.00	8.46	5.83					34.29	34.29
Julian Anderson		6.36	4.62	1.67	9.23	8.13		1.25	31.26	31.26
Luke Reay	6.00	5.45		6.67	7.69	3.75			29.56	29.56
Dave Tomlin	3.00	4.55	6.92	3.33	3.08	6.88		2.50	30.26	27.76
Chris Moir	4.00			3.33	8.46	3.75		6.25	25.79	25.79
Bill Conner Snr		0.91	7.69	5.83	1.54	8.75			24.72	24.72
Stephen O'Rourke				7.50		8.13		8.75	24.38	24.38
Ross Muir		8.18		4.17	10.00				22.35	22.35
Tony Lorimer			6.92		6.15				13.07	13.07
Imogen Lorimer-Hill			4.62		5.38				10.00	10.00
Kevin Fulton						0.63		7.50	8.13	8.13
Billy Cruickshank	8.00								8.00	8.00
George Taylor-Lees						6.88			6.88	6.88
Stephen Steel			1.54			1.88		5.00	6.88	6.88
Trevor Shields	1.00	2.73		0.83	0.77				5.33	5.33
Jennie Taylor-Lees						3.75			3.75	3.75
Graham Paterson			2.31						2.31	2.31
Trevor Keay			1.54						1.54	1.54
Martin Cargill						1.25			1.25	1.25
Neil Campbell			0.77						0.77	0.77



RTV Trials Championship Class 2 2018

Name	10.2.18 Glenmavis	25.3.18 Crieff	28.4.18 Kidlaw	19.5.18 Torphichen	1.9.18 Bathgate	13.10.18 Torrance	2.12.18 Glenhove	Total no discards
Kieron Freyne		10.00	10.00	10.00				30.00
Lindsay MacBeth	8.00	3.33	7.78			10.00		29.11
Michael Jackson	6.00	6.67		8.00			6.00	26.67
Frank Wolfe	10.00		10.00				2.00	22.00
Mark Carter			4.44	4.00		8.33		16.77
Craig Gibson					8.88	3.33	4.00	16.21
Bob Wilson	4.00						10.00	14.00
Peter Williamson			5.56	8.00				13.56
Emma McCready			4.44	2.00		6.67		13.11
Luke Reay							8.00	8.00
Ian Stewart			7.78					7.78
Brian Ralton						5.00		5.00
Dean Pugh			2.22					2.22
Stephanie Jackson	2.00							2.00
Chris Ralton						1.67		1.67
Dick Carter			1.11					1.11



CCV Trials Championship 2018

Name	14.1.18 Manor Powis	21.4.18 Bathgate	13.5.18 Crieff	2 .6.18 Kidlaw	1.8.18 Bathgate	14.10.18 Glenmavis	25.11.18 Twechar	Total	Total with discard
Andy Taylor	9.33	7.86	8.75	8.46	9.50	4.17	10.00	58.07	46.04
Michael Jackson	7.33	10.00	7.50	8.46	7.50	8.33	9.17	58.29	43.46
Lindsay McBeth	10.00	8.57	6.25		9.00	9.17		42.99	42.99
George McLay	9.33	9.29	6.25	6.15	8.00		8.33	47.35	41.20
Frank Wolfe	4.00	6.43		6.92	9.00	10.00	7.50	43.85	39.85
Kieron Freyne	6.00	7.86	10.00			7.50	3.33	34.69	34.69
Billy Phillips	2.00	6.43	3.75	10.00	6.50	2.50		31.18	29.18
Gary Taylor	0.67	3.57		10.00	6.00	5.83	2.50	28.57	27.90
Ian Stewart	7.33	3.57		1.54	4.50	7.50		24.44	24.44
Neil Scott	2.67	5.00	2.50	2.31			6.67	19.15	19.15
Dave Low					10.00	3.33	5.00	18.33	18.33
Alex Phillips	6.00			4.62	4.00			14.62	14.62
Peter Williamson					2.50	5.83	4.17	12.50	12.50
Bob Wilson		4.29				1.67	5.83	11.79	11.79
David Mitchell	2.00	1.43	1.25	6.15			0.83	11.66	11.66
Andrew Steel	8.00				3.50			11.50	11.50
Dick Carter				3.08	7.50			10.58	10.58
Mark Carter				3.85	5.00			8.85	8.85
Dougie Thomson	5.33				3.50			8.83	8.83
Stuart Anderson					5.50			5.50	5.50
Dave Hunter	3.33	2.14						5.47	5.47
Ewart Hogath					1.50		1.67	3.17	3.17
Ian Kelly					2.50			2.50	2.50
George Taylor-Lees		1.43						1.43	1.43
Emma McCready				0.77	0.50			1.27	1.27
William Jackson					1.00			1.00	1.00
Billy Cruickshank						0.83		0.83	0.83



SPEED Trials Championship 2018

Total
with
discard

46.04

43.46

42.99

41.20

39.85

34.69

29.18

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18.33

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12.50

11.79

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11.50

10.58

8.85

8.83

5.50

5.47

3.17

2.50

1.43

1.27

1.00

0.83

Name	18.2.18 Manor Powis TT	22.4.18 Bathgate Mini Comp	11.8.18 Bathgate Night Mini Comp	16.9.18 Callander TT	7.10.18 Glenmavis TT	3.11.18 Twechar	Total
Dougie Thomson	10.00	10.00	10.00	10.00	10.00	8.57	58.57
Michael Jackson	8.46	9.09	9.17	6.67	7.78	10.00	51.17
David Mitchell	6.15	7.27	5.00	5.00	6.67	4.29	34.38
Billy Phillips	7.69	5.45	4.17	1.67	4.44	5.71	29.13
Gary Taylor	7.69			5.56	5.56	2.86	19.44
Ian Kelly	3.85	6.36	5.83			1.43	17.47
Andy Taylor	9.23	8.18					17.41
Stuart Anderson					8.89	7.14	16.03
Neil Scott	3.08	2.73	0.83	8.33			14.97
Billy Cruickshank		3.64	8.33				11.97
Andrew Steel	3.85		3.33		3.33		10.51
Robert Scott/Donald Budge			7.50				7.50
Bowler Navies			6.67				6.67
Sam Taylor	5.38						5.38
Jamie Mac		4.55					4.55
Dave Hunter	1.54	1.82			1.11		4.47
Alastair Lawson	2.30	0.91					3.21
Pops Anderson			2.50				2.50
Jonny Campbell					2.22		2.22
Chris Cruickshank			1.67				1.67
Ian Stewart	0.77						0.77



The Championship Cup 2018

Name	Speed	CCV	Total
Michael Jackson	51.17	43.46	94.63
Dougie Thomson	58.57	8.83	67.40
Andy Taylor	17.41	46.04	63.45
Billy Phillips	29.13	29.18	58.31
Gary Taylor	19.44	27.90	47.34
David Mitchell	34.38	11.66	46.04
Neil Scott	14.97	19.15	34.12
Ian Stewart	0.77	24.44	25.21
Andrew Steel	10.51	11.50	22.01
Stuart Anderson	16.03	5.50	21.53
Ian Kelly	17.47	2.50	19.97
Billy Cruickshank	11.97	0.83	12.80
Dave Hunter	4.47	5.47	9.94

SLROC Trophy Winners 2018 Season

Classic RTV Trial

THE JOHN FOY TROPHY

Best Standard Series 1 - Jenni Neilson

THE W BAIRD CUP

Best non-standard Series 1 - Hamish Lockie

THE W NOLAN CUP - Best Series 2, 2a or 3

Joint winners - Julian Anderson, Charlie Cook,
Ruari Treble, Donald Urquhart

SLROC Trophy Winners 2018 Season

Club Champion

THE CHAMPIONSHIP CUP

Best in CCVs, Timed Trials and Club Comps
Michael Jackson

Tyro

THE EILEAN BHOID TROPHY - Tyro Champion

1st Simon Boak

2nd Alan Griffith

3rd Starr Hunter

THE ACORN PRIZE

Best Lady

Starr Hunter

THE LOTHIAN SHIELD

Best in East of Scotland Tyros

Trevor Marr

THE WEE WHEEL

Best under 17

Starr Hunter

THE DYNAMIC DUO TROPHY

Best Senior and Junior in same car

Starr & Dave Hunter

SLROC Trophy Winners 2018 Season

RTV

RTV CHAMPIONSHIP CUP

1st Gordon McCheyne
2nd Bill Conner Jnr
3rd Charlie Cook

THE SLROC LADIES RTV TROPHY

Imogen Lorimer-Hill

THE DAVID ALDRIDGE SHIELD

Best Novice
Stephen Steele

THE DONALDSON DIESEL AWARD

Best Diesel
Gordon McCheyne

THE GRAHAM CUP

Best RR/Discovery
Not Awarded

THE GLENDARUEL CUP

Best Leaf-Sprung
Julian Anderson

THE DUNBARTONSHIRE SHIELD

Best in West of Scotland RTVs
Gordon McCheyne

THE APPELYARD CUP

Best in RTV Class 2
Kieron Freyne

Speed

THE SPEED GOD ON WHEELS - Speed Champion

1st Dougie Thomson
2nd Michael Jackson 3rd David Mitchell

Best Lady Trophy

to be commissioned - Not awarded

GLASGOW 4x4 TROPHY

Best Novice - Andrew Steel

BARTTEC ENGINEERING TROPHY

Bathgate Night Comp - Dougie Thomson

SCCC

THE SLROC AND SORC CUP - SCCC Champion

1st Alastair Morton
2nd David Brose 3rd Johnnie Drysdale

THE BLACK SMOKE TROPHY

Best Diesel - Not awarded

THE TARTAN TEAMWORK TROPHY

Best Double Entry - Not awarded

THE CUSTARD MOTORSPORT TROPHY

Best Prod. or Mod.Prod Vehicle - Alastair Morton

THE SUNDAY CUP

Best Sunday-only Competitor - Not awarded

SCCC VOLUNTEERS CHAMPIONSHIP

Helen Gentleman

CCV

THE BELFORD TROPHY - CCV Champion

1st Andy Taylor
2nd Michael Jackson
3rd Lindsay Macbeth

THE SARANN CUP

Best Lady
Emma McCready

THE NORMAN PATTISON TROPHY

Best Novice
Andrew Steel

THE JACK BRUCE TROPHY

Best in CCVs and Comps in South of Scotland
Not Awarded

THE CLASS 2 TROPHY

Best Road-Going Vehicle
Frank Wolfe

THE SOOTY AWARD

Best Diesel
Lindsay Macbeth

THE CLAYMORE TROPHY

Best 88" or over
Andy Taylor

Other

J.W.WOODWARD SHIELD

Best Marshal - John "Pops" Anderson

THE JANSYL CUP

Best Lady Behind the Scenes - Stephanie Hunter

OFF THE BEATEN TRACK AWARD

Best Gent Behind the Scenes - Patrick McNally

SANDY YOUNG CUP FOR SERVICE

Significant Contribution to Club - Dick Carter

THE TLC QUAICH

Best-Kept Competition Vehicle - Simon Boak

THE ZIMMER TROPHY

Best Over-50 Competitor - Andy Taylor

THE MACKENZIE DUFFIELD TROPHY

Best SLROC Competitor at an English event
- Kieron Freyne

THE DESERT FOX AWARD

Winner of Boxing Day Bash - TBA

THE FRASER MARTIN TROPHY

Best Land Rover at Boxing Day Bash (vehicle not
used in CCV or Comp or the Overall Winner of event) -
TBA



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The figures provided are NEDCeq calculated from official manufacturer's WLTP tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO2 and fuel economy figures may vary according to wheel fitment and optional extras fitted.