



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.sloc.co.uk

SUMMER 2019



IN THIS ISSUE:



Award winning special feature
AGM



Elmer Fud
Goes to Mull



Don't rust this man

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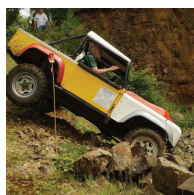
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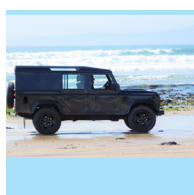
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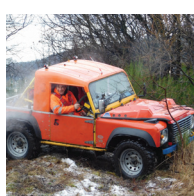
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Chairman

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Chairman's chat

Dear All

Welcome the the latest edition of Crossaxle.

As ever my thanks go out to all those who have contributed to and put together your club magazine. As with everything SLROC does, it is all down to everyone who has volunteered, contributed and participated that makes it such a great club to be part of.

Back in February we had a fantastic celebration of our 60th year at the AGM, Prize-giving and Dinner. We not only looked back on a great year of events and congratulated our Trophy winners but also looked further back at some great memories from the clubs history with a lot of people bringing photos and stories from over the years. For me, it was great to be sat with a number of multi-generational families who had memories going back throughout all those 60 years.

Bringing things up to date we have already had a great start to our competitions this year. Hopefully these will continue, but remember we are always encouraging members new and old to take part, even if it is just for fun at times. We've also had some brilliant Green Road Runs, run by John Smith and his team of helpers and I would encourage everyone to give it a go as they are a great day out.

Another highlight of the year so far is the clubs trip to Mull. Lots of stories to be told from there! (And I know plans are already underway for next years Island



There were a few donkeys driving that day

trip.)

Lots of different events still to take place through the rest of 2019. Keep an eye out at www.slroc.co.uk and our Facebook page. I'm sure there is something for everyone coming up, but if you don't see the right Land Rover event for you, why not volunteer to organise one (you'll get plenty of support and help) as there are always others who will be wanting to take part.

I look forward to seeing you out in a field or forest somewhere soon enjoying our passion for all things Land Rover.

Best regards

Dean Pugh
SLROC Chairman



Past Chairmen Story
6 Decades of Diamonds (pt2)
can be found on page 5

Help wanted

Help and assistance is always welcome at events, may are behind the scenes but these two are certainly to the fore. Come and join them at events, they appear to enjoy themselves and I am sure you would too! You just need to turn up, make yourself know to sign on marshal (the one with the clipboard).



You might even get an offer of a seat in the passenger side. No better way to get a taste of what its like, this could be literally if you dont keep your mouth shut in the muddy sections.

Editors

I must thank all the contributors to the magazine this time around. We do really hope you enjoy reading the variety of stories we manage to pull together.

There is nothing better to see than your car in print along with a wee storey about why you do what you do with land rovers, where you have been or what you have done. Its also fantastic to have it in a hard copy and not just on-line.

I have been looking through some old club magazines from 30 years ago and it does bring back clear memories, so just think you could be sitting with the grandkids leafing through showing pics of you and your land rover 30 years from now!

So lets see your trips, rebuilds, escapades, modifications or just plain photos of your Land Rovers.

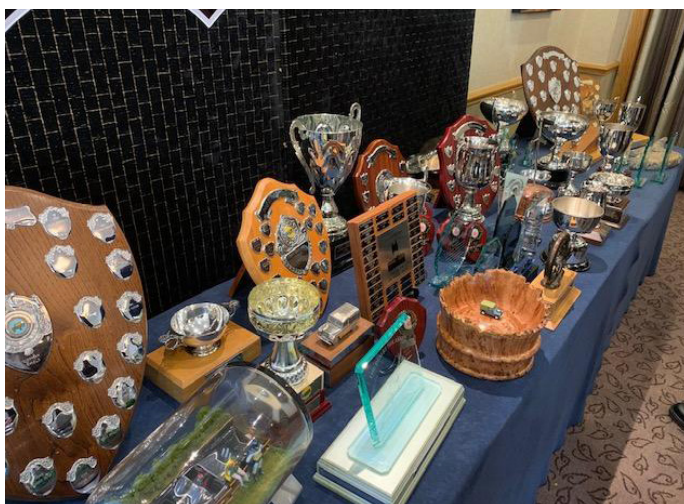
Send them to me at neilsctt@aol.com (no "o" in the sctt bit).

A good way to send large files is "wetransfer.com"

If you want to run a story past me just call 07586 074877, but to be honest we usually print what we get :)

p.s. new competition coming up, Extreme Reading - what fantastic location have you read your copy of the mag?

Thanks in advance, Neil



From the late 1980's I was very involved with the club as a competitor, marshal, committee member and newsletter editor. For the last 15 years or so I have only had contact through newsletters until Bob decided to go back to competing last year after buying an 80" 'by mistake'. He has had some good results so far and was delighted to win the Boxing Day Bash. Last weekend he was part of the War of the Roses winning team, so we are well and truly

back to being involved with the club. We attended the 60th Anniversary AGM and on arrival we received a warm welcome and it was lovely to catch up with people we had not seen for many years. The AGM went well with nothing contentious to discuss. However, I was delighted that Alex Lyndsay had a question to ask as an AGM would not be the same without Alex's input.

The club have always had a fabulous array of trophies and awards which made a stunning display at the AGM.



Most of the award winners were present and each received warm congratulations for their achievements. As a long-standing member of SLROC, my mum had been invited to present some of the trophies. She presented the awards for the CCTV championship and after many years away from the club she still recognised some of the competitors.

The break before dinner gave everyone a chance to catch up and reminisce, and the photo boards and numerous books and albums documenting the history of the club were well received. With a bit of team work we managed to name almost everyone in the pictures, even if hair volume and colour made it tricky!

Congratulations and credit to Stephanie and her team for making the event a great success. Stephanie made a fabulous Land Rover themed cake for each of the well organised tables and everyone



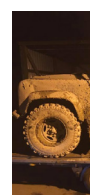
AGM 2019

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received a commemorative whisky glass. There was a rosette at every trophy winners place which added another special touch to the event. The raffle was a great success and as usual there were many fabulous prizes on offer.

SLROC has a long history of success and I am delighted that it is still flourishing and long may it continue.

Susan Wilson (Berry) ✨



A great big **THANKYOU** must go out to Sheila who year after year does a fantastic job in retrieving all the trophies, getting them looking pic and span and make sure the awards ceremony

runs so flawlessly. It usually takes Sheila 11 months to recover from this ordeal, just enough time to be fresh as a daisy for the next AGM.

Keep it up, we would be lost without you! ✨

Lot's more photos near the back of the magazine, also available on the SLROC web gallery.
www.slroc.co.uk

6 DECADES OF DIAMONDS PT2

Robert Muir 2011 - 2013

Being asked to be the chairman for this great club was an honour and a privilege, having been into cars all my life and learned to drive in a 2.5td 90, and spending a lot of time at the local Land Rover dealer my passion grow for the brand over my teens. The 5 years I spent as chairman was busy, challenging but mostly enjoyable. Lots of memories to many to pick a favourite from but as chairman it was good to see a busy driving day or AGM with not just members enjoying the fun but their friends and family that had been asked out for a bit of fun. As chairman I had support and help from my wife and family which is needed. I also had great support and help from the committee members and members of the club in organising and running events for which I am truly thankful for. I had a great time as chairman.



Douglas Thomson
2013 – 2018

After being fitted up for the chairman seat in 2013 I accepted the challenge and took over from Bobby Muir. At the same time I started up my own business, so as you can imagine this was a very busy year for me, taking on lots of new challenges. I spent 2013 getting to know the commit-

tee and valued their support over the following years to push the club forward from strength to strength. After the introduction of taster events in 2012 we pushed on with four timed trials as a new event in 2013. 2014 saw the club move forward once more as we held what was later known as our 'Big May Weekend'. Consisting of our TYRO, RTV and CCV drivers all competing on the same day on the same piece of land, followed by music, food and dancing in the evening before our driving day on the Sunday where we raised money for great charities. In 2015 after the success of the May weekend the previous year, the decision was made to make it bigger and better which I think we did with the help of the Hunter family. We had a circus theme around the marquee and the introduction of jousting with Land Rovers, we also had the great pleasure of having Land Rover Owner International magazine's Russ Brown over to write up a piece about the clubs event which was once again a great success raising £1000 for the British heart foundation. On top of this all our trials and green road runs continued to go from strength to strength and continued to be well supported by our members. The calendar is always very busy with the different trials and green road runs, and so the support of the committee was essential to pull all these events off for everyone to enjoy. 2016 saw Live Promotions introducing the first Scottish Land Rover show which was unfortunately just the week after the May weekend, this really tested our members to cover both events two weekends in a row which was no easy task. I was very proud that the club managed to pick up the best club stand award at the show and managed to pull off a successful arena demonstration display at short notice. 2017 saw once again an increased work load, due to this we decided to downsize our big May weekend in favour of the Land Rover show which once again was a success for the club, where the club was able to put on a fantastic display in the main arena. I also can't fail to mention Dave Hunter for designing and building the fantastic collapsible car which we demonstrated at the Land Rover show. That wasn't us finished, we then for the first time in 10 years sent a team down to compete at War of the Roses in July, followed in August by us attending the Ignition festival of speed in Glasgow with a stand to once again promote the club. Meanwhile all the other, near 40, events which took place throughout the year were able to take place smoothly thanks to the committee for their help with all the organising for our members to enjoy a successful year of driving. We aimed to improve the club in many ways over my time as chairman, with the social events mentioned throughout as well as providing first aid training to committee members to be on hand at events if required and improvements within the club shop and club magazine to continue developing the club as our member base gets bigger. The committee has developed greatly over the past few years, I must thank them for the massive effort of helping to pull ideas together and ensuring events ran as planned week after week, we saw new committee members join through my time as chairman, to ensure we had members at committee meetings regularly who competed in different trials or events to try and ensure we could fairly represent the club as a whole which was great to see and I hope we can continue to widen our committee who can provide new ideas and skills. I must also thank everyone who retired from the committee but provided years of support to the club. I finally gave up the chairman seat in 2018 to Dean Pugh our current chairman, however I am still in the committee and continuing to help with the running of the club. It was a great pleasure to have been such a big part of the clubs history and success. I would like to thank all who helped and assisted over the years, it was a great team effort. ✨



MULL TREK 2019

JIMMY NEILSON

Having missed out on last years trip to Islay and heard all the feedback about what a fabulous weekend it was, we were determined not to miss out on this year's trip to the Isle of Mull.

As soon as the trip was announced we booked the ferry and then contacted the campsite at Craghnure to book one of their en suite sheilings.

Most of the old club members will know our series 1 80 FUD 282 but to those who don't it is affectionately known as Elmer as in the cartoon character Elmer FUD the reg number is no reflection on my driving. As Elmer had not been on any long journeys for quite a while, I gave it a bit of a going over. The driver's wiper was repaired just in case it rained. I fitted a new electronic distributor for reliability checked all the oil levels, decided on a new front bumper as the old one was bent, happy with my efforts we were ready for the day of departure.

OK just in case of any mishaps on the journey up to Oban on the Friday we decided to go on the Thursday and stay overnight. As it happened, we had a cracking run up to Oban just one stop at the Green Welly shop for an over 60s toilet stop and a coffee.

The weather in Oban was fantastic so we made the best of it sitting outside the Harbour Inn for a few beers.

Friday mid-morning we joined the queue for the ferry over to Mull and already a good selection of Land Rovers in the lines waiting to go.



After checking in at the campsite in Craghnure we found our Sheiling which looked not bad. Once we had sorted all our bits and bobs out, we set off with some of the others along the old miniature railway line most of which has been pulled up, what a shame as it would have been quite an attraction. Ron Murdoch did enlighten us to what it looked like as he had travelled on it years ago. On the way back along Dave Hunter picked up a small piece of old rail which he apparently is going to turn into a trophy, good luck to whoever wins that.

Saturday, we followed the convoy of cars down fabulous single-track roads stopping at a beach for a photo shoot. Some of us were trying to be budding archaeologists digging up a couple of old engines buried under some rocks, Michael Bruce decided that one of them was an Austin Seven and I wouldn't argue with that (he probably worked on a few). Getting off the beach was not that easy scrabbling for grip on moving rocks. From here we headed to Fionnphort at the bottom of the Island and boarded the ferry to Iona. We had never been here before and it is a lovely peaceful island which we will go back too for a longer visit some time. On the way back to Craghnure we followed George and Mags and some others driving the longer scenic route which really was stunning.





Sunday, we were held back leaving with the convoy, not sure where we were going, we headed up to Tobermory from there we decided to go to Calgary Bay and on this road, we met up with half the convoy at a viewpoint. Once the rest of the convoy arrived, we then set off following Alan Griffiths to the forest trails he had acquired permission to drive on. The first one we did not get too far as there were trees down blocking our progress and we had to reverse out on to the road. The next track we went down we got quite a considerable distance before again having to turn around due to fallen trees. After having been behind Dave and Steph on the way down the track (we had to laugh at Steph hanging out the window of the 110 getting covered in dust taking photos) we were now behind Ron in the 101 and what a lot of dust one of those throws up. Tobermory Distillery was next on the itinerary for our tour and tasting session. This was a good tour

conducted by informative staff. Someone we know well needed more than one or two drams to get a taste for it I'm told he was in double figures when he got out. From here we did our own thing choosing to go for food in the restaurant just down from the distillery and from there back down to the campsite. Monday, we packed up the 80 and said our goodbyes to a few folks and headed for the ferry. We were very lucky as we got the earlier ferry back to Oban. As with the journey up we had a trouble-free drive back to Glasgow and did not cause a traffic jam on the Lomond side road. Had a fabulous time thanks to Steph, Dave and Alan Griffiths for organising the trip and to everyone else who was there for their company. What a great bunch Land Rover people are. Already looking forward to next year's adventure in Arran 🌀





Charlie, the 101

BROKE AGAIN

So . . . this really all started on the Islay camping trip 2018 after subjecting Jenni and our two wonderful kids (Isla & Alexander) to a weekend of hurtling around the west coast and the Isle of Islay in my old land rover 101 (affectionately known as Charlie). Some of you may have already met Charlie, and some of you may not, he is a little err... a little different... yes...different is always good. Well anyway I'll get to the point. Civilised and Charlie don't necessarily go hand in hand he is noisy, really really noisy! If you have to sit in the back there are no windows, no real ventilation other than gaps in the bodywork, and the heat generated by the engine and gearbox is unbelievable. That and to gain access to the back you have to climb in the front door over the engine lid and squeeze between the spare wheel and battery box and we were doing it with a ten month old in a baby seat.

So what have I learned about dear old Charlie? Now I like Charlie (a lot), as a pick-up truck he excels himself. He has more grunt than a pig farm, a huge load area, he can tow a trailer carrying a bowler pretty much anywhere. However, as a station wagon for transporting a family of four...he's not so good.

Whilst on the trip Jenni had mentioned how much fun we were having, how nice the weather was and how it was great to be back on the island, but maybe next time we could leave Charlie at home. Maybe bring something a little more appropriate and easier to climb in and out of, maybe a car that would not induce heat stroke and deafen its inhabitants. So I'll have to buy another car then? At this point, there was a debate about the perfectly good VW Camper parked in the driveway at home. However, I insisted that we use that for a different kind of camping trip and that we did indeed require another car to do the tent camping and it would have to be a land rover because well that's what it's all about is it not? You know the land rover club and all that I said. So it was settled another car it is! Now, I had always had a bit of a fancy for a 110 station wagon but an early one preferably a brown one with cream stripes and maybe a five litre engine from ACR automotive that would be nice I thought so the hunt was on. I put the feelers out on several occasions to no avail. I made several enquiries to online adverts and found quite a lot of rather expensive cars that simply did not live up to their price tag. I even put a



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wanted ad or two online and got nothing back so this is not going to be as easy as I thought. As it turns out early 110 county station wagons are not so easy to find in decent condition as I would have thought. Just about a year after the hunt had begun and the count down to the Mull camping trip was looming an advert for a brown 110 county station wagon appeared online first it was on gumtree then it was on car & classic then it was on ebay . .it was everywhere! The car looked perfect, absolutely perfect. I remember showing my good mate Johnnie the advert as we were sat at my dining room table slurping cups of tea. We both had the same opinion of my goodness that is a really nice car but my goodness that's a large price tag. I liked the car and I kept an eye on the advert as I was unsure it would sell at the advertised price. . . I was right.

A fortnight went by, again Johnnie and myself sitting at the dining room table slurping cups of tea "look at that" I said to Johnnie, the price had been reduced by



£3000 on the old brown 110. That's a bit closer but it's still a bit much I thought. We read the advert again; same owner for the last 29 years, full professional restoration, brand new 3.9 litre v8 fitted etc etc it was certainly close to the perfect car. If it's still there next week I'll give the fella a ring I jokingly said. That week came and went and it was still there...

So I did what anyone else with no common sense would have done... I picked up the phone and made an enquiry the seller emailed some details to me and to cut a long story a little shorter we agreed on a price over the phone and I booked Saturday morning flight to Stanstead.

It's now the Friday afternoon the phone rings in my office, its Johnnie "how you getting on he asks?" "Have you got much on this weekend he said?" Well actually I'm flying down to Stanstead tomorrow morning early doors I replied, "What's happening in Stanstead? he

asks " Well do you remember that brown 110 I had threatened to go have a look at? I said, I'm going to have a look at it!... "What times the flight he said?" 7.15 I replied, "Hmm I'm supposed to be moving boulders for my cousin Tom tomorrow he said, but erm,... Give me ten minutes I'll call you back". Literally 10 minutes later the phone rings again "Right I've booked a seat on the same flight, I'm coming with you, we've not had a road trip in years" Johnnie announces and he's right we hadn't, So it was on- we now had a road trip.

We arrived in Stanstead on the Saturday morning the sun was splitting the skies it was a beautiful morning. The seller picked us up at the terminal and drove us back to his place about an hour or so from the airport. Within 20 minutes of arriving we were off for a test drive in "Old Brown" as it turns out the car was exactly as described in the advert and drove very well for a 36 year old land rover. I decided there and then I was having it. Cash and keys were exchanged and we



were off. First stop petrol station for sandwiches & ice-cream, oh and a tank of petrol for old brown. We hit the A1 and pointed the car north for around 250 miles and it was relatively plain sailing. We were enjoying the amazing weather and taking in the views as we motored along. By late afternoon, hunger had set in and the petrol gauge was low we made a pit stop at Wetherby services for a bite to eat and fill up with fuel all was well..... or so we thought.

We continued north and hit the A66 whilst climbing a rather large hill I was aware the car felt well a little flat power wise, Then it happened! 16 miles up the A66 Pop! Pop! Cough! Pop! And then nothing!. We rolled into an opening off the dual carriageway and came to a halt. Now we had no tools. .nowt. We flew down so couldn't take any tools on the plane, and at this point both mobile phones had very little battery so we did what we could to diagnose the issue there was no



spark. "Right I'll take this side you take that side lets go see what we can scrounge beg or borrow to fix this!" I walked down one side of the road and Johnnie walked down the other to see if we could find something to fix it, I found nothing in actual fact I found a farm that was far to tidy for its own good with next to no scrap. .no abandoned vehicles of any kind and nobody to be seen! I trudged back to old brown to meet Johnnie who looked quite chuffed with himself, Okay he shouted "there's a man called Grahame on his way with two ignition coils and some tools! Result eh!" Good find I said! Grahame arrived in a pick-up truck really nice fella we tried both his ignition coils to no avail this was not going to be an easy fix! We all chewed the fat and had a good laugh whilst mulling over what to do next, then we had a genius idea Grahame towed us to the next village (Bowes) there's a pub in Bowes he informed us. No brainer. We then called all the local recovery outfits to have the car recovered back to my house but had no joy and the AA well let's not even go there.

In the end I gave up and called my good mate Robert Law to ask if he would be willing to go to my house and pick up some tooling and my spares box for the bowler as it was jammed full with spare V8 parts. At this point Robert had a better idea, he suggested bringing a trailer and just towing the 110 home. His idea was definitely the better one. Now that did leave us in a predicament, we were in a pub and no longer had to drive anything home so we had a beer or two or three or four and crisps. Robert appeared after a few hours with Dave Hunter riding shotgun. Old Brown was hauled onto the trailer with a winch and we had a nice blether with the local police who were somewhat intrigued when they saw us loading up the trailer at the side of the road in the middle of the night. Johnnie and I were a little worse for wear having just spent a few hours in the local pub & social club. It was indeed a long day we arrived home at around 3.30am. Thanks to Robert being a true hero and driving all the

way down to save us we were about 150 miles from home after all.

Myself and Grant Jessiman spent the next week at nights after work pulling the engine to bits to investigate and fix the issue. It turns out the cam gear had completely worn through and the ignition module had failed at the same time. So we would never have fixed it at the side of the road anyway. We suspect poor quality aftermarket gears were to blame in the end. Old Brown has since been repaired, and not missed a beat. We attended the club camping trip to Mull the same week and had a wonderful time. Isla and Alexander love travelling in it and we have done a couple of thousand miles in the last few weeks. Old Brown has become a much loved part of the fleet in such a short time. We plan to do a trip to the Outer Hebrides in July with it and I have the funny feeling Old Brown will be around for a long time.

None of the above shenanigans would have been achieved without the amazing support from my great bunch of friends and very understanding family. So I would like to seize this opportunity to say "thank you" to you all for encouraging my daft ideas of adventure and helping out when it all went wrong.

By Stu Howe (aged 37&3/4) ⚙



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TO SURVIVE HE BETTER GET HIMSELF GALVANISED

By Stephen Steele



My Land Rover story started somewhat randomly with a Nissan Xtrail and if you really want to go back, the catalyst would of been a LWB Peugeot Boxer van that ended it's days at the MOT station as it was overcome with Rust. Little did I know that rust would be a recurring theme in my motoring purchases from that point on. So once the Van was sent off to motoring heaven I decided to Purchase a nice clean Nissan Xtrail diligently chosen from that well known auction site renowned for it's reputation for having honest trust worthy sellers.

One day while taking a spirited drive up to Loch Lomond on a bright summers day I entered a dip in the road and my Rear suspension struts entered the boot compartment with a bang which was a surprise to say the least, luckily my brown trousers disguised the surprise very well. After some jostling back and forth with the "dealer" I decided I was done with £2000 2nd hand rust buckets and went on my search for something newer, discovering a Mint Freelander 2 trade in on the forecourt of a local Honda garage I thought I'd step up my car game and just go for it! So that was that, I now own a Land Rover. First thing I did was go and search for some groups to see if there was anywhere I could test the famous Land Rover offroad prowess without getting arrested or worse stuck up some forestry trail in the middle of the night. The first page I found was Scottish Land Rover Owners Club which seemed to fit the bill just nicely, after all I was Scottish and I now owned a Land Rover. A few messages later I ended up Marshalling at a CCV

at Manor Powis and it wasn't long before I attended my first TYRO. Getting a 12 on my first ever attempt and then almost flipping my car over (My own fault) I quickly realised that I wanted to tackle harder terrain and for that I'd needed a superior Offroad machine.

1 year later, The birth of the 90!

This is where my old friend rust returned! That's perhaps a story for another time as I'm sure you're all familiar with the usual problems such as New Suspension, crossmembers, Shock mounts, Gearboxes,



Starter motors, Swivels, brake calipers, bulheads and small things like that! So it was now time to step up to RTV's! Currently enjoying the learning experience and watching all the far more experienced drivers for tips on how to improve. It's been a real journey and It's definitely been more involved than I could ever have imagined to get to this stage but I think that's testament to all the hard work that's put into the club and how welcoming all the members have been. I look forward to hopefully taking the next step up to CCV in the nearish future.

Time will tell ⚙

*Stop press note:
Stephen has since won the RTV at
Red Rose War of the Roses weekend*



With the 60th year at an end there must be a wealth of SLROC history out there.

Ron Murdoch was good enough to loan me his old club magazines which I am in the process of scanning to an archive. It's great to go back and see reports of events and even championship scores from times past. Sadly a few of those names are no longer with us but it certainly jogs the memory if you were about at the time or, if not, helps create a picture of how the club was back then.

It's incredible that so many members are still heavily involved in the club after so many years.

There was a fantastic display of old photographs at the AGM and it would be good to get these into the archive along with names, faces, cars and dates if possible.

If you do have any old photos, videos or stories please scan them in and email me neil@sarch.co.uk

For large files contact me and we can arrange to collect or transfer digitally ☼

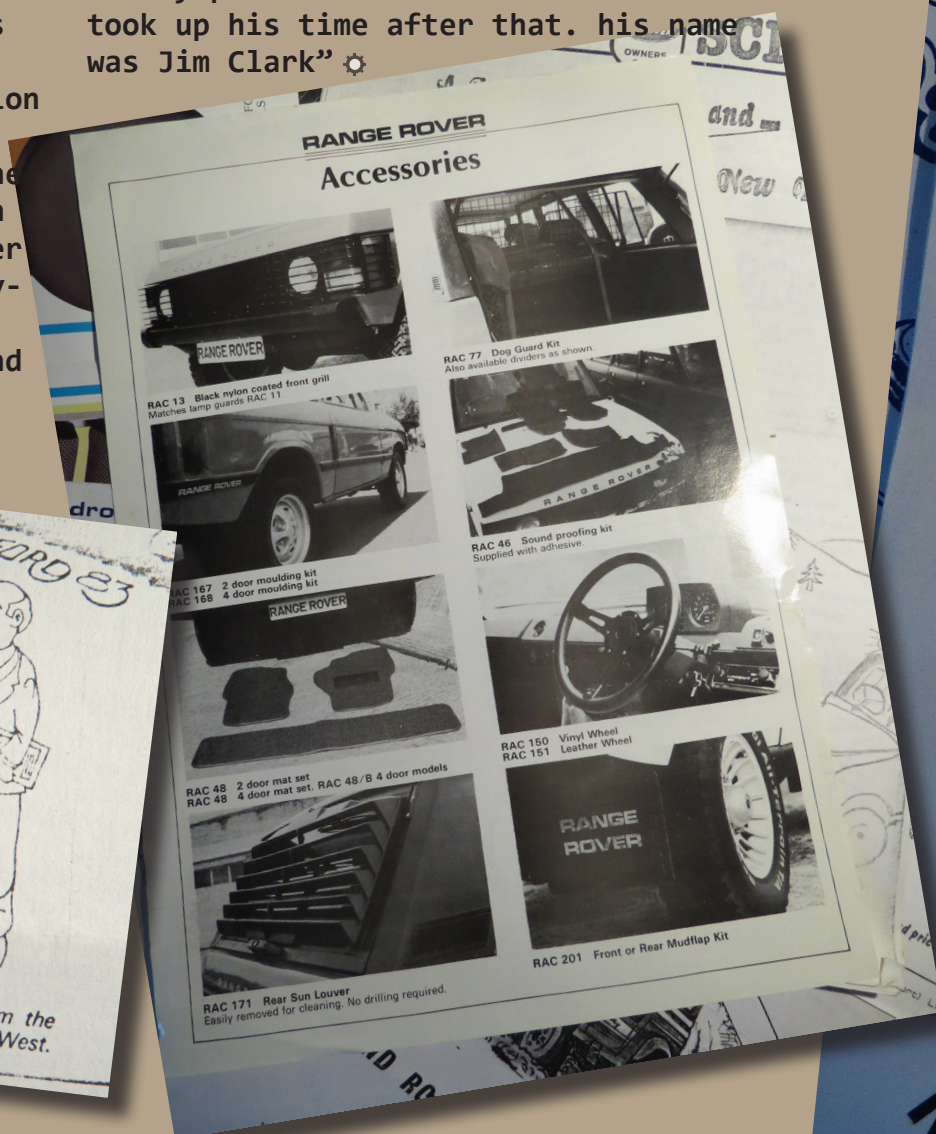
TOP NOTCH STORIES

FROM THE VAULT

"What Might Have Been (from mag in 1987)

In the early years of the Scottish Club, one of the regular members was a Berwickshire farmer, Ian Scott-Watson, better known for his association with Ecurie Ecosse. One year at Priesthough, Hawick, an event then called "Round the Barrels" and now known as a Point-to-Point, was set up around several hilltops and target completion times were established after testing by those who owned and worked the ground. On the day, Ian brought with him another young Berwickshire farmer to have his first attempt at Land-Rover competition. This young man was observed to be travelling rapidly and indeed finished far quicker than the

landowner's own target time (in those days the organisers tested out the course and then marshalled, but did not compete) and was first home by a large margin. It is a pity that we do not now have a record of whether he actually joined the Club, but he certainly pressure of other commitments took up his time after that. his name was Jim Clark" ☼



THE BEAUTY OF TRIALLING A LAND ROVER!

Ladies, as one of the few (two!) competing females in the club, I feel compelled to divulge some beneficial reasons for trialling a Land Rover. The gentlemen of the club seem to obtain some primitive thrill in thrashing and bouncing their way around a trials course shouting 'Geronimo' and 'Fasterrrr, Fasterrrr'. - Not so the ladies, as unfortunately, this Sunday ritual is something we must endure in order to preserve our beauty and health!

The site with the best available facilities overall, has to be the Kirknewton Bodycare and Leisure Centre; with it's natural and organic health features such as the 'Peegsheet Pond', and on lower ground, the 'Bitno Wongo Zintey'.

To obtain maximum benefits from the pond, it is advisable to be going too fast, in the wrong gear (preferably a lacy frock), and, coming over the hillock before the pond, bounce your right foot uncontrollably on and off the axle go faster pedal, and plummet wildly into the pond with a great tidal splash - thus completely covering all spectators in a very inexpensive mud pack. (You could then repeat the whole thing again, this time in a vehicle) Now, instead of driving through the pond, - wallow a while - stall the engine, and give your feet and ankles a quick jacuzzi (no wellies allowed - you'll look like you've got a pair on anyway). While in the jacuzzi, flex your arm muscles and imagine that you are going to actually raise the bonnet of your motor, but please do not try too hard the first few times as it has been known to put hairs on your chest, although these can be removed with 'immuck' later. Stay in the pond for as long as possible or until a gentleman competitor wonders what the fascination is and hauls you out in order to have a look himself!

The next item on our health programme is the Flab Fighter. There are areas of ground which have been landscaped to allow 132.8 'Flab Ripples' per vehicle bounce, to rid us of excess fat (although a little extra between the chassis and the pelvic bones does no harm) This part of the programme does not involve sitting in, but 'flailing' in the vehicle. Don't worry about pedals etc, as the vehicle will go as fast as it wants to - there is a power booster in the ground at the start of this section. A strong magnetic force also pulls the motor towards the 'Bitno Wongo Zintey' therefore the steering is automatic, but the steering wheel can be slapped around a little to tone up those arm muscles. Once in the 'Bitno Wongo Zintey', press the throttle hard with whichever foot is handy(!) take deep breaths and inhale burning oil vapours.

The last part of the session, due to a lack of convenient bushes, helps us strengthen pelvic muscles, and, swinging one leg over the other, and back, then the other leg, and back, we have the leg crossover exercise.

Well ladies, the truth is at last revealed, and I feel sure we will have more of you eager to join us - to have the satisfaction at the end of a hard day, of tingling skin and taught muscles.

There is another incentive, of course - at the rate we're going, you only need to turn up once to be guaranteed a ladies prize!

Come on gals - theres nothing to it - lets have some more competition!

LUCINDA HOPKINSON

First published in 1987, has much changed?

Tyro this Year
Tyro Convenor - John Anderson

1st Tyro of year at Glen Mavis 20/01/19 29 entries, great site . Winner Barry Anderson and Stephen Steele. Crieff came next but unfortunately had to cancel because of SNOW. Then to Kidlaw very good site, 10 entries, winners George,- Peter and Andrew Steel.
Bathgate 25/05/19 19 entries ,good site for all the deep ruts . (first group no problem, 2nd group 10ss.
Results winners Stuart (110) Justin (Disco) and Peter (90) so we were not Bias!!

RTV so far
RTV Convenor - Gordon McCheyne

On average there have been 12 entrants. There is less than 10 points between the top 4 drivers on the championship table so the title is still to play for.
The next one is on the 31st August at Torphichen.
October 13th at Dechmont, this is a new site for RTVs so be sure to come along and see what it's like)
Last one of the year is in November 3rd at Glenhove.
But of course there is always the Boxing Day Bash to work off that Christmas dinner !

P4ST 3V3NTZ

A WEE BIT OF WHATS BEEN GOING ON



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COMING 3V3NTZ

- | | |
|-----------------|---|
| 17th August | CLUB COMP
DAY & NIGHT
Bathgate |
| 18th August | CCV
Torphichen |
| 31st August | TYRO & RTV
Torphichen |
| 1st September | DRIVING DAY
Torphichen |
| 7th & 8th Sept. | GREEN ROAD RUN |
| 14th Sept. | CCV
Bathgate |
| 22nd Sept. | TIMED TRIAL
&
AUTOTEST
Twechar |
| 13th October | RTV
Dechmont |
| 20th October | CLUB COMP
Callander Quarry |
| 26/27th Oct. | MUDMASTER |
| 3rd November | RTV, CCV
Glen hove |
| 3rd November | CCV
Torrance (tbc) |
| 10th November | TYRO & WDW
Twechar |
| 16th/17th Nov. | HILLRALLY |
| 24th November | TIMED TRIAL
Winchburgh (tbc) |
| 26th December | BOXING DAY BASH
Larbert |







Some of Stephanie Hunter's incredible cakes, reminding some members of incidents they would rather have forgotten!



We are returning to the Grange Manor in Grangemouth for the AGM on 1st February 2020

Last year's AGM was a cracker and many happy shiny faces wining trophies and catching up with old pals & meeting new ones. It's a great evening and it's also worthwhile to come along, especially if you are a new member to enjoy some of the social side of the Club, it's not all about competing.

I must point out it is the only event we host that we can guarantee that you will not get soaked!

The day starts with the AGM followed by the Trophy Presentation - the trophy table is a sight to behold and should not be missed. Get in there early before they start to get presented.

After a short break it's dinner time, last year's meal was fantastic and service was excellent.

From then on the night is free to join in the fun and games and gas about land rovers, holidays, etc.

Rooms are available on a first come basis so be quick.

AGM & Dinner

Saturday 1st February 2020

Please come along and help us celebrate another outstanding year for the club at the Grange Manor.



AGM	2-3pm
Trophy presentation	4-5.30pm
Dinner	6-8pm
Entertainment	8.30pm

The Grange Manor
Grangemouth, FK3 8XJ

ALL proposals for discussion at the AGM must sent in writing to the Club Secretary, Billy Phillips, by 19 January 2019.

STOP THE PRESS!

SLROC had almost a clean sweep at the very recent War of the Roses challenge in Cartmel hosted by the Red Rose Land Rover Club

Our Club took 3 teams to the challenge Team A, B & C. Team A won the overall War of the Roses trophy bringing the trophy North of the border for the first time ever. Teams B & C were 3rd & 4th respectively. Team B won the "Team Spirit" award for the second year running!

Our club also took home trophies for 1st in the RTV & 1st in the CCV.

We felt we should at least let someone else win the TYRO, didnt want to be too cruel.

Full story and pictures in the Winter edition.



Save the Date!
Full info in the
Winter mag of the
Club trip to Arran
1st-4th May 2020

Scottish Land Rover Owners Club Website

The club has on-line presence, both the website and facebook. The website has a forum and is much better at keeping track of threads and discussions than facebook. It is easy to use and you can simply upload photographs.

You can sell spare parts or post a wanted add for that elusive thingumyjig to finish your project.

All this can be found at www.slroc.co.uk

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Official NEDC Equivalent (NEDCeq) Fuel Consumption for the Land Rover range in mpg (l/100km): Urban 15.4-57.7 (18.3-4.9); Extra Urban 28.5-76.4 (9.9-3.7); Combined 21.7-67.3 (13.0-4.2). CO2 Emissions 299-109 g/km.

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.