



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

WINTER 2019



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**Red lead and
other heavy stuff**



**We secretly auction off the
Chairman's Range Rover**



Simon says "go backwards"

£10 (free to members)

Committee contacts



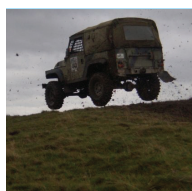
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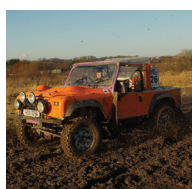
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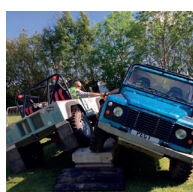
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vacant - help needed



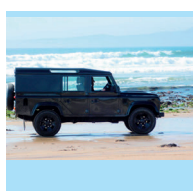
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Contact Committee



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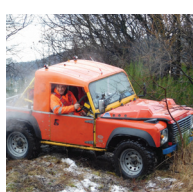
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Chairman's chat

Hello all,

I hope you really enjoy this current issue of **Cross axle**. Normally at this time of year I would be reflecting on what the Scottish Land Rover Owners Club has been doing, but not this year.

Don't get me wrong, SLROC has had a fantastic 2019 with a myriad of fully supported events covering a complete range of Land Rover Related activities. Club Members have achieved great success at events throughout the UK, even bringing home cabinets full of trophies. Ultimately though I do hope there has been something for you to enjoy.

However, the committee is now working hard on sorting out events and activities for 2020.

The preparation for the AGM, Prize Giving and Dinner is well underway - have you got your tickets?

The new look website has been launched and the calendar for next year has been set out - have you marked up your diary for the events you want to participate in.

The May Arran trip activities are being finalised and you need to book your ferry tickets and accommodation.



We have opened up new competition sites and are investigating yet more new land with wild and varied terrain.

The new format "Who dares Wins" was successfully trialled in November 2019 and is being arranged again for next year.

So plenty to look forward to!

IMPORTANT - Motorsport UK have brought out a new requirement for next year. All Competitors and most Passangers / Navigators will require to have at least a basic Competition License called an RS Clubman License. This is in addition to your SLROC Club Membership. If you intend coming to any event (excluding Green Road Runs) then you need to apply for one now! The License is free and you can find more information at <https://www.motorsportuk.org/2020-rs-clubman-licence/>.

As ever, I hope to see you out on a hillside, quarry site or forest track soon.

All the best,

Dean

LROC - Chairman ⚙

Help needed

There is always something needed done to help organise and host events along with the day to day running of the club.

Helping out at events are a great way to get involved with the club and usually this can be on a very informal basis, just turn up on the day and let someone know you would like to help out.

What better way is there to enjoy the countryside? ⚙



Editors note

Once again it's a privilege to be able to bring together all these stories of events, projects and happenings. It always amazes me just what a varied bunch of enthusiasts we are with a certain common link (or is that missing link?).

There are so many aspects to our hobby, some prefer competing, others would rather be working in their garage at endless projects (or is that endless project?) Many enjoy touring, seeing and experiencing new places, meeting new people and those old well known faces too.

I hope that you enjoy reading the magazine, drool over some of the fantastic vehicles, reminisce with some of the old tales and get a feel for events you hope to join us at next year. One that's already pegged to be a cracker is our trip to Arran in May. See you there! ⚙

p.s. we didn't really auction off the big mans Rangeie :)



A SERIOUS 1

AKA - Michael gets his bits in order

Michael Jackson competes successfully in his 80' V8 special but he has another series side to him, he has spent many many hours in and out of his garage working on restoring his 1950 S1, enjoy his story below and hopefully it will inspire you to get your project completed and back on the road.

I purchased my 1950 (July) Series 1 80" Land Rover from Ebay back in 2004. Over the years many hours were spent repairing and maintaining the vehicle, including replacing the rear cross member and the fitment of a 1952 Siamese bore engine, which I rennervated (*thats one for the Harry Potter fans*) to replace the 1955 spread bore engine that was in the vehicle when I purchased it.

In January 2017 I decided to renovate the vehicle as I wanted to return it to its original build state, which I estimated would take about 6 months, how wrong I was. The major factor that I had not considered was the planned purchase of a competition vehicle, which arrived a month later and which ended up taking the majority of my spare time during 2017 – competing and maintaining/repairing/modifying. The chassis



was not in too bad a condition, or so I thought, and needed repairing along the bottom of the O/S leg of the chassis; the gearbox cross member and O/S bulkhead outrigger both needed replacing; and a new battery tray was needed, as a previous owner had cut it off the chassis and relocated the battery under the passenger seat. The rear cross member was sound, as I had previously replaced it. I did consider fitting a new chassis, but wanted to keep the vehicle as original as possible. Simple patching is relatively easy and not too time consuming, but I did not want the chassis to look like a patchwork quilt, so I meticulously



Rot cut out and solid flush repair undertaken

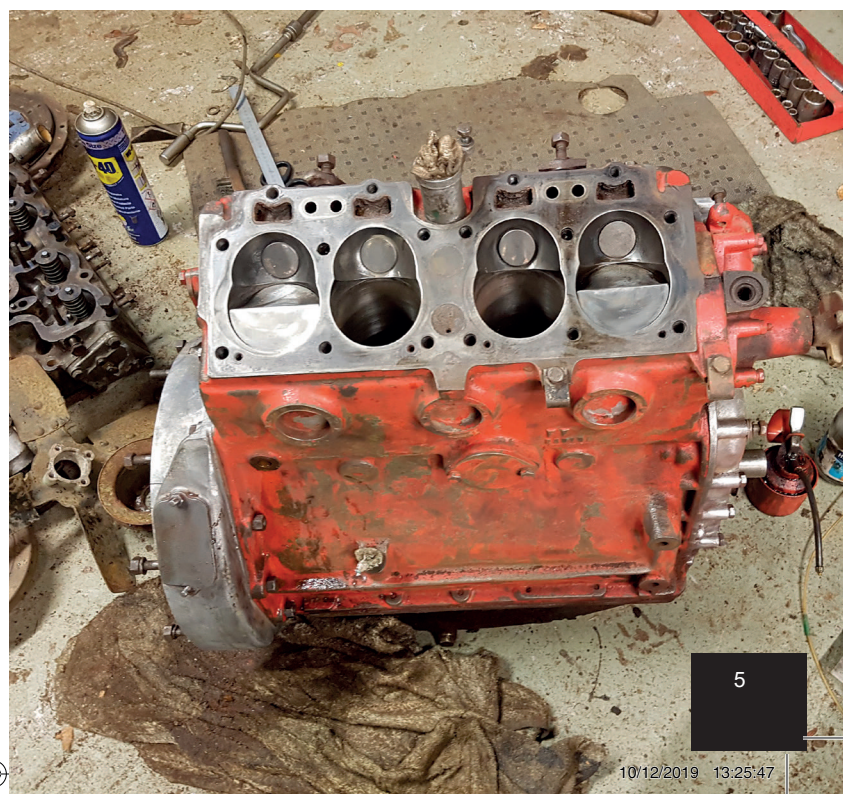
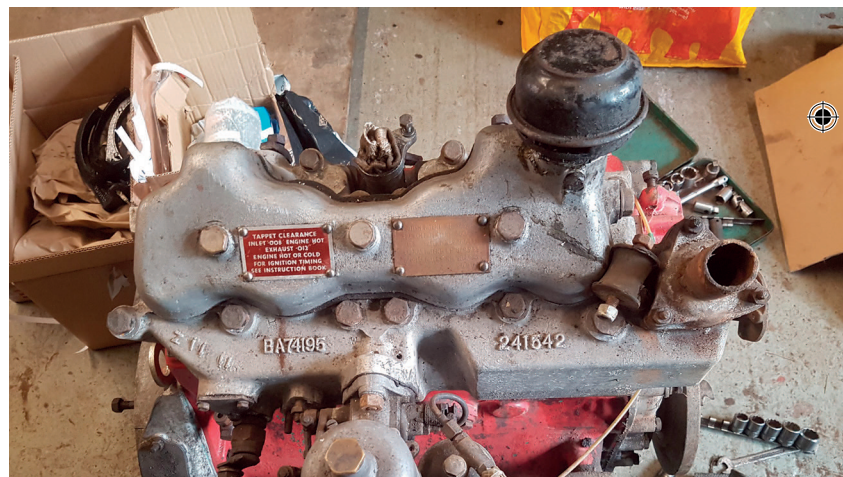
cut all of the rot and cut patches to fit the holes and flush welded them all. The chassis alone ended up taking me approx. a year to sort. First stage of the chassis renovation was to repair all obvious rot, then have it shot blasted and then repair any other areas that showed up after the shot blasting. The chassis was painted with Red Oxide paint immediately after blasting and any sections that were repaired after blasting were repainted. The vehicle chassis was originally Bronze Green, so to make sure that I used the correct shade, I purchased it from the Series One club shop. I treated the inside of the Chassis with Waxoyl after I had hoovered out all of the shot and rust that lay in it. For all black components, I used a Satin Black paint so as to make sure that the paint was not to shiny.

Once the chassis was sorted, the bulkhead got the same treatment. One of the trickier jobs was the repair of the two front corners, where a previous owner had badly repaired the areas around the two side lights and had fitted modern lights, as this repair was going to be very visible. I flush welded new sections in and welded in some new lengths of pipe to mount the lights into.

Axles were next to be overhauled and were both fully stripped, cleaned and painted; new seals, brake shoes, slave cylinder seals were all replaced and one

of the rear semi floating wheel bearings also needed to be replaced. The shot blasting removed the many layers of paint and uncovered the axle numbers, which I am happy to say, were correct for the age of vehicle. New brake pipes were made and fitted throughout and the Master cylinder was overhauled, as the brakes had previously been very poor.

Engine and gearbox were the next jobs. As mentioned above, I rebuilt my current engine about 8 years ago, which included re-bore and new oversize pistons; crank regrind and new shells; and the fitment of a Rover 60 aluminium head and SU carb. Therefore, there was not too much to do with the engine other than refurbish an original head and carb that I had in the shed and paint in the correct colour, both of which needed to be done to return the engine to the original spec. The biggest cost of returning the engine to original spec was the acquisition of an original air filter and connection pipes – circa. £350 My free-wheel gearbox was the correct unit for the age of vehicle, except for the operating linkage for locking the free-wheel unit that was fitted. Land Rover replaced the chain pull mechanism that was fitted to my box a couple of months before my vehicle was produced in





Engine dropped in and starting to come together

July 1950 with a depress rod system, so I acquired the linkage and returned it to original spec.

Once the engine and gearbox were fitted, I was able to refit the refurbished bulkhead, the new Stainless-Steel fuel tank that I had heavily invested in (original tank used to leak when filled above ½ way) and a new bumper etc.

It was now down to sorting out the electrics. The old loom had been cut, butchered and modified many times, so a new loom was required. Auto sparks make original pattern looms to order and utilise cloth covered wire with the correct colours, as was used 70 years ago. Prior to me purchasing the vehicle, the Dynamo had been replaced with an alternator, which I upgraded many moons ago when I fitted a heavy winch. In order to return back to standard, I purchased a number of dynamos and a new regulator. The first

dynamo was an original one but got damaged in the post, the second was again original, but overcharged the battery as it had a short circuit inside that I could not track down and the third ended up being a new unit, as I needed reliability. My dash assembly had some non-standard components in it, so I purchased a second hand dash, which had all original components in it and I made a good dash up with a combination of components from both dashes'. An early reconditioned fuel pump was also purchased to complete the initial electrical installation, as I previously had a non-standard unit fitted.

In order to get to this stage of the build, a significant amount of research was carried into the original

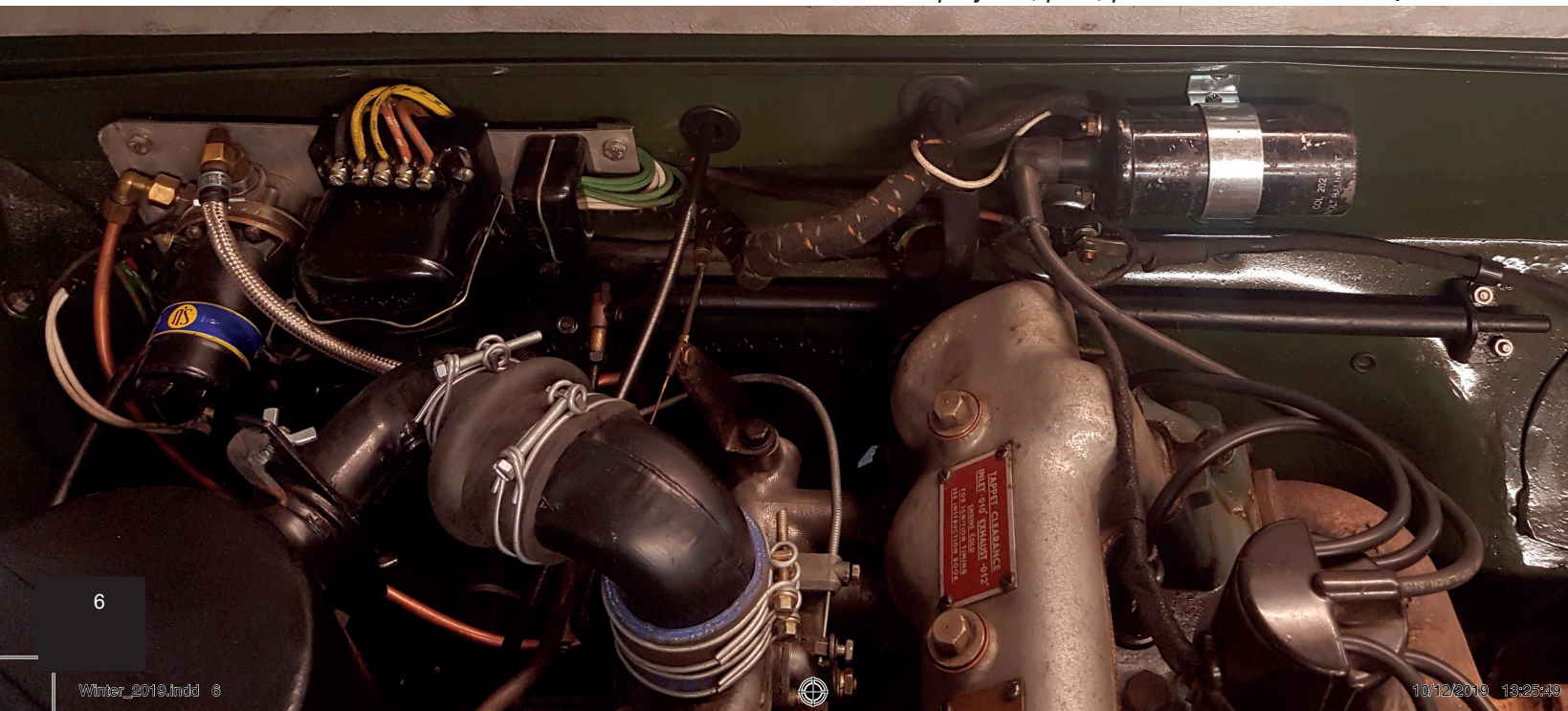


Undoing historic patches

build and spec, as Land Rover made many changes to vehicle builds and specs in the early days of production.

A wide range of parts were purchased in order to get the vehicle to as much of an original condition as possible, which included both new and second hand parts from the internet, historic vehicle suppliers, auto jumbles, Series one club and via word of mouth. I would estimate that I could probably have done the job in half the time and half the cost if I had just repaired what I had, using normal methods and practices and fitted not standard parts that would have done the job ok.

If you spot Michael either on the road or at an event flag him down and he'll be glad to chat about his projects, past, present & future ones. ⚙️





LAND ROVERS EVERYWHERE

WAR STORY
BY HARMONY HUNTER

My day at War of the Roses

War of the roses is a fun exciting family fun weekend despite the fact of the colossal walk from one task to another and the views are amazing. Through out Saturday the activities for the team are scattered all over the hill coming from a 12yr old I have no idea why they put the odd 2 tasks on the opposite sides of the hill however there are land rover buses but when I wanted one it was never there :).

When the long tiring walk from one end of the hill to the other to cheer my dads team on was done (and I had eaten all the food and snacks) it was time to meet up where we had started waiting on the results it took forever one by one they scores came in I added them up on my phone. Once the scores were all in the excitement was building only to be told we were to meet up at the camp-site at 9pm noooooooo.

After a long but great day we went back to Ford house thanks to my mum (Stephanie) Linda and Rae they feed us all then back to the camp-site for the results suddenly the crowds arrived to listen to the scores Andrew Akers read the scores of the kids events and Tyro finial it was the War of the roses scores and there it was my Dads team had won first place the Golden Oldies, red rose 2nd and young ones 3rd (our newbies came 4th) then it was time for Team spirit silence the tee shirts were brought out and there Andrew said Scottish .. B it was the young ones lots of cheers. Despite all the walking and land rover talk all weekend I was just so so so glad to see the look on my dads face when he won 1st place super proud
by Harmony Hunter
age 12 🌀

WAR STORY
BY BILLY PHILLIPS

BILLY'S BUCKETLIST

We did it!

This years war proved to be the pinnacle of achievement from trying on and off for some 18 years for me personally. My first was 2001 when I went down to do the RTV and cheer on the then current team. I fared reasonably well but was really interested in the war challenge itself, not for the faint hearted , before the days a safe practices injures were not uncommon and aerial runways with boson chairs swinging brave souls over the gorge was right up my street. I was asked to join the team the next year and have competed every year that we sent a team down since. At some point I was fool enough to take on the role of captain , I think largely due to the fact I would be the only person not suffering from a hangover on the day of competition. There are stories to be told of nights out on the town before the war and me trying to get my team members back before daylight, Crazy drives home in my 110 full of drunken fellows and projectile vomiting. That thankfully is in the past and

a more mature responsible team are now under my captaincy, I think that I now have the easiest time of all previous endeavours , we all work so we'll together, all grasping the task in hand and set about what needs to be done efficiently. When I was younger there was a team nickname the old crocks and I was envious of how these old guys performed so well ,with little of the mad running around our team seemed to do relentlessly,I suspect that with the passing of time we are becoming the old crocks and experience is a virtue indeed.
So this year to follow last years highest ever placing of second we managed an outright win,I couldn't be more proud of my mates and of myself to bring the trophy home to Scotland.
Many many thanks to all who contributed to make a great weekend even better.
Billy 🌀





There's something not quite right here

SIMON FAILS THE SOMMELIER TEST

CANNY TELL HIS REDS FROM HIS WHITES

I've always been the type to want to know what I'm getting into beforehand, so when Neil asked if was willing to be a team member for the clubs entry in War of the Roses 2019 I think I was a bit hesitant. But eventually agreed to come down for the weekend and watch and as a substitute if needed.

I had seen all the photos and heard all the stories from the previous years so I knew that this was a great event and a lot of fun to be had. And when so many from our own club were going down I didn't want to start feeling left out.

Apart from the main event on the Saturday, the Red Rose Land Rover Club also run Tyro, RTV and CCV trials during the weekend. So I put in my entry for the Tyro that took place on the Friday evening, thinking this would be a nice way to have at least joined in and done my bit for the war effort.

The Tyro is a nice and relaxed affair, but with a certain piece of silverware currently on my shelf I knew there was pressure to score well here. And during the first 2 sections it was a breeze! Lovely summers evening,

John McAdam as copilot/photographer we tootled round with clear scores. But then I guess I relaxed a bit too much.

You see, in our club, the gates are marked with red on the right. Every other club in the country? Red goes on the left. You can probably see the direction this is going in, and I certainly thought I knew the direction I should have been going but there might have been a couple instances of not getting lost, but just having my own idea of which direction to go. Starr Hunter took



over as copilot. "Do you know where you're going?" Starr asks? "Yes", I said, whilst going very much the wrong way through a gate.

The whole weekend is a great event, and a huge amount of effort goes in from the organisers to make it. I can't wait for next year...

WAR STORY
BY SIMON BOAK

I was asked if I would be interested in taking part in a team at War Of The Roses which just so happened to be on my weekend off so I decided to take part, I've been to Cartmel before and took part in the RTV and did really quite well. I decided to do the war on the Saturday and the RTV on the Sunday.

I travelled down with my sun-in-law George and on the way we met up with Callum Ford and Michael Jackson, the journey of 200mils went well with only one coffee and fuel stop. When we arrived at Cartmel (a horse race course in South Lakes) we set up camp had a few beers and a BBQ, the perfect day but unsure of what was expected of the following day!!!! Saturday morning and we had to go through scrutineering and again I didn't know what they were looking for, my Land Rover is in really good nick so had no fear there but they were more concerned about the tack, ropes and shackles which I passed, good start to the day. We then travelled a couple of miles to the off road site where the days events were taking place, hill land with lots of rocks and just a great place to be with a Land Rover. In our teams we were handed an O/S map of the site in which there were ten numbers on, each one being a task and each team was given a number to start with and off we set.



WHAT A RESULT

WAR STORY
BY ANDY TAYLOR



We set about the challenges and with a slow start to the day the team started working well, really well and by the end of the day we did quite well with a fourth place which amazed me as the team of six didn't know each other at the start of the day. That night there was another BBQ and plenty chat about the days events, it was something new for me and really enjoyed it, would do it again. Sunday morning and the RTV, was looking forward to this and again went through scrutineering and back along to the same site as the day before. I was first off on the first section, but strangely confident as I normally do CCV trials and cleared the section, in fact by lunch time I had cleared everything, this wasn't going down well so they made things a bit tougher and I scored a few points. I really enjoyed the day and came in third.

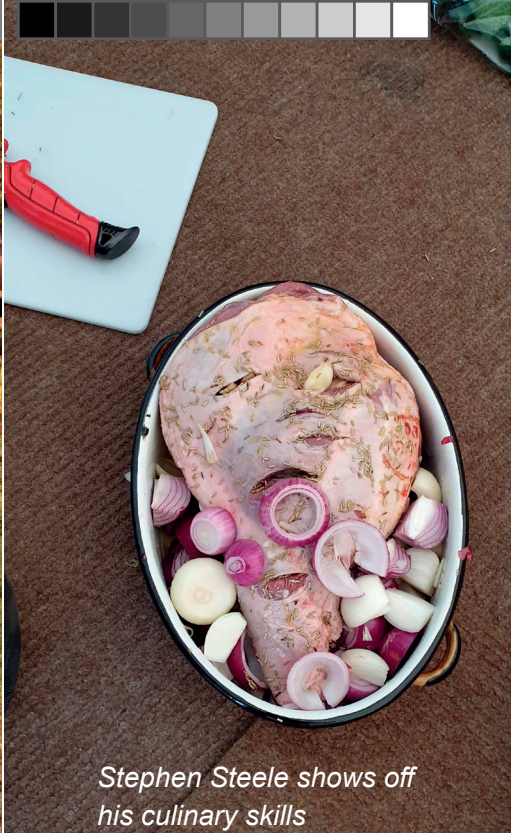
We all went to the awards in which one of our teams won the War Of The Roses and one of our club members won the CCV and another club member the RTV, so a Scottish clean up of the number one places. Don't think we'll manage that again. (course we will!! ed.) We packed up and travelled our four hour journey home without any problems, the weekend couldn't have went any better with getting good results, great weather and no mechanical problems, the perfect weekend and would do it again if needed.





The Club organises over 50 events throughout the year, it's not very often you are more than a week away from an off-road event. That can be a simple excursion through forestry tracks or full on hammering your car in a competitive safari. What they all have in common is the legendary Land Rover in all shapes and guises. We all love to use our cars for what they were built for, whether that is a fantastic daily workhorse or pushed to it's limits off-road, so make the most of it and come and join us at the weekends, you'll be surprised quick the day goes. ⚙





Stephen Steele shows off his culinary skills



A fantastic dish he conjured up on the Mull Trek in May.



It would also be a perfect winter warmer

STEELY LAMB

Ingredients;

X1 Leg of Lamb, Rosemary, Thyme, Salt and Pepper
Garlic Cloves unpeeled, Potatoes cubed,
Thickly chopped Red and white onions, Shallots
Pitta Breads, Rapeseed oil

METHOD;

Cut and stuff garlic cloves, thyme and rosemary into the lamb leg.

Rub the leg down with extra rosemary and rapeseed oil along with your desired salt and pepper

Thickly chop onions and layer the bottom of your chosen roasting pot

(Cast iron Dutch oven preferred but a standard chicken roaster will work)

Place the Lamb on top of the onions

Cube some potatoes and add them around the edge of the lamb along with the whole shallots and the remaining onions. This might be tight if you're using a small pot so don't over pack it.

Pour in about 500ml of water around the edge of the lamb. You may need to add more water along the way to prevent charring.

Place the covered pot onto some coals of your pre built fire for about an hour. Add coals to the top of your pot to give the lamb an even cook.

At this point you'll have had a few beers and the wood will be entering the fire at a fair rate of knots making it into a small inferno so Rotate your pot periodically so that one side of the pot does not get all the heat.

Finally feed Martin Comrie the lamb. ⚙️

Want your Landy in the Magazine? Send your photos to nellsctt@aol.com



Ok, so you might be wondering what this is all about. A disaster turns out good after a call for help creates friendships and from that we have a story for the mag. Find out more about A&T Adventures on social media



BIG AND COLOURFUL.



Who we are:

A&T consists of Adam Yates & Teddy Seymour 2 crazy guys from Portsmouth, England, who's goal is to live life to the max. Challenging themselves, their Vehicles, there complete being to the things that some may say should just not be done! Bringing fun, laughs, smiles, happiness and OMG what just happen and what's next to each other and others around them.....

A&T Adventures Tour 2019

Beginning of July and finally my work has taken me up to Scotland, The production of Belgravia (same makers of Downton Abbey) have been on the road for 21 weeks and I now I'm in Hopetoun House Queensferry. Saturday and I've finished work and head to the

Megget reservoir to wait for Adam to join me so the summer Adventures can begin.

While here I meet with gamekeeper Billy and he lets me in on some locations we can get away from it all in the trucks, My 1977 Land Rover 101 fc mods inc chassis stretch to 131 1/4in, Custom body, 300tdi engine.



Adam soon joins me and we find ourselves on top of a Mountain and me with a blown steering box.! A plea for help on a 101fc page on Facebook finds its way to the Scottish Land Rovers Owners Club and soon your very own Stephanie & David Hunter come to the rescue and offer a replacement steering box to get me off the mountain and soon a plan is hatched to have it posted to gamekeeper Billy's and he can bring it to me and replace on location.

Box fitted and on the road it has come to light they know a trusted mechanic in Perth by the name Allan





Crow who could fix me up with.... READY FOR THIS!
A power steering conversion.! My dream is to have PAS but never had the time or person to do it and finally here is the opportunity, so with that off to Perth we go.

On arrival Allan is soon on the case looking, working out etc and it turns out he also has a Overdrive OMG my second wish for my 101 Spirit Bear and with options sorted its Game on for the epic upgrades.

Adam is forced to leave me as his dog buster (15years old) is unwell back in Portsmouth and it's down to me

place to visit list.

Then that's me off to lands end, while on the road a number of emails and calls later and agreements have been made for me to get Spirit Bear to the lands end sign, and with arriving at 07.30 as asked I'm quickly guided down the side of the visitors centre down a service lane and tight squeeze round a left hand bend and I can see it! The lands end sign and the photographer who runs is moves the chain & box allowing me to reverse in next to the 2nd iconic



to keep the Adventure going.!

From Perth to Aberdeen to meet Mark for some Gold Panning and a few nice wee overnight spots are added to my little list.

From there it's Peterhead followed by Loch Ness
Then I punch up to John o'Groats and Dunnet Head while at JOG I manage to get tourist info to let me up to the iconic sign with Spirit Bear YES just what I Wanted!

Now for the push South

A quick swing was Portsmouth to collect my fishing gear and we are off to Looe in Cornwall for my annual British Sea Angling Festival I do every year
Next stop St Michelle's mount always been on my





land mark BOOM I've made it I am an "End to Ender" John o'Groats to lands end in a 1977 Land Rover 101 Forward Control (now with power steering & overdrive) But it does not end there!

Next to see Mr James Linnett the UKs first ever World gold Panning Champion at where other than Cornwall Gold iv spent weeks lining this up to get a interview and chat and as soon as my cameras have finish recording the BBC local TV, radio & paper turn up to see James and I and the clock is ticket to edit and upload before they do.....

Mission complete I head off into the Cornish countryside for some more gold panning followed by Devon for more of the same.

It's now wed 25th Sep and my next race is on.. To reach Adventure Overland Show in Stratford-upon-Avon since my return in February over-landing network, portal and others have been inching for a interview WHY?

Because after 2 years in the planning and organising Adam & I (A&T Adventures) took a 1992 Saxon fire engine called Squirtle filled it with Toys, Games, Books, Pens cloths etc drove it to The Gambia had two fun days at 2 Orphanages giving them our cargo then donated the fire engine to The Gambian fire service and boy is there a whole different story right there.!!

You can follow all our Adventures on any of the following

Facebook-

<https://m.facebook.com/AandTadventures>

YouTube-

<https://www.youtube.com/channel/UCIYXhs8qAPxq96Ch5jdy9ow>

Instagram

www.instagram.com/aandtadventures

Twitter- <https://twitter.com/ATadventuresuk>



Since the final timed event of 2019 was cancelled we were all suffering from speed withdrawal. To alleviate the symptoms and help us through the winter Stephanie Hunter organised a very entertaining evening for those usually competing in and marshalling timed events at Xtreme Karting in Larbert.

Chris Moir swapped his big 110 Hi-cap for a tiny kart and showed us all how it's done. Stuart Anderson came 2nd with Ben MacDowall close on his bumper. Great fun was had and we are sure this will not be a one off! ⚙



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EVER SO FAMOUS S1 80"

by Jamie Blamire



I think Nostalgia is the reason many people treasure and admire Land Rovers, this is certainly true in my case. For me a series 1 was the first car I drove, the first car I filled with petrol paid for with pocket money and for the first few hundred miles around the same field only managing to get into 2nd gear, it was the start of a lifelong love affair.

The raspy sound of the engine and the smell of grass and mud on the hot exhaust mixed with burnt fuel is enough to take me straight back to being 12 years old again and the point at which I first fell in love with Land Rovers, in particular Series 1s.

This love of series 1s and Land Rovers in general has been the cause of a few questionable decisions in my life and potential divorce has never been too far from my wife's thoughts when I have announced the

purchase of the latest 'bargain'.

Having picked up the latest edition of Classic Land Rover magazine (issue 71) in mid-March this year I was instantly drawn to the picture on the front cover and the feature article beginning on page 58 regarding a distinct looking 1951 80' Series 1 that, in June 1984 had climbed Ben Nevis, one of only eight vehicles to ever climb the great mountain.

Having read through the article and learned the story of Iain Sutherland and a group of his friends tackling this epic feat I was excited to then learn that the Land Rover would be part of an auction at the Tractor World

Show at the Royal Highland Centre, Edinburgh the following week. I would be there with my children anyway so I would get to see this special vehicle in the flesh.

Now at this stage I had no intention of doing anything other than looking at the car and the rest of the lots and my desire to see the Land Rover was one only of intrigue to see what condition it was in and how the years following the ascent of Ben Nevis had treated it.

However, as has happened a few times before, once I saw the car standing there in all its glory the aforementioned nostalgia and previous guilty pleasure of bidding/buying Land Rovers kicked in and before I knew it, I had abandoned the kids with my brother in-law and went off to register for the auction.

Upon my return we found out that there was over 1000 lots that day and the Land Rover was the last lot of the day, likely to go under the hammer around 4pm, time to think rationally and that perhaps bidding wasn't a good idea. The more I thought about it the more reasons I came up with to try and buy this rare and historic vehicle.

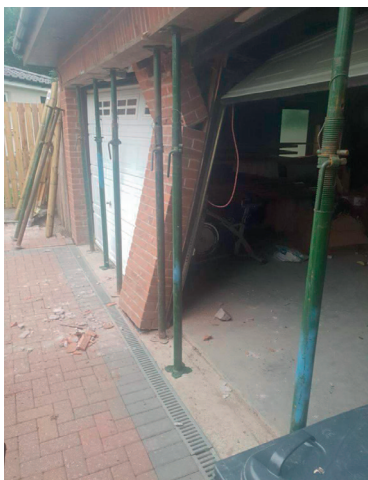
The history alone and the story it had to tell made me bristle and the opportunity to potentially own the car was too much to ignore. Another rather fascinating part of the lot was the diary from Iain Sutherland from each day of the trip up Ben Nevis, lots of slides and various other items all of which are to be treasured along with the car. I knew I would regret it if I didn't at least try my luck at the auction.

We joined the auction crowd around 3.30pm and waited patiently for the final lot to commence. Bidding started off slowly, to my relief, but climbed quickly. It eventually came down to me and one other guy to close the bidding out. As the final number approached, I hesitated for only a moment and gestured to the auctioneer that I was out of the race, however he quickly pointed out it was my bid that was leading and the hammer fell shortly after, I now owned what I think to be a very special Land Rover.

After the panic had subsided and the all the paperwork had been completed, I loaded the Landrover up and took it home full of ideas on what to do next. Before leaving the auction I managed to get a quick chat with Iain and his wife and while I think he was sad to see the Landover go I hope he took comfort that he saw someone buy it who will cherish it as he did. The Landrover was dry stored for the first couple of months out in Grangemouth while I cleared some space in my garage. This gave me time to consider what should be done to it and also what we could do to add to its already impressive CV.

When I brought the Landrover home from Grangemouth around August time, it didn't take long to add to its story and for it to make its mark within our family. As the engine has not run for around 10 years the easiest way I reckoned to get it off the trailer, having winched it on, was to ask my wife to give me a quick push, she duly obliged and her ability to shove a Landrover off a trailer out matched my ability to brake, or in this case yank on the handbrake as the brakes didn't actually work, quick enough which resulted in the very precious Landrover knocking down the front of my garage within 2 seconds of landing on the drive way.

To be honest, once the dust had cleared and my wife had contained her laughter, I was more annoyed about the small crease in the offside rear wing than I was about the pile of bricks that were previously the front of



the garage. Once in the garage, or what was left of it, I got the chance to have a good look at the Landrover and have to comment that the condition of the vehicle is fantastic and it remains the same as it did the day it came off the mountain in 1984, the chassis in particular

is in great condition and does not show its age. The engine is complete and original and having been re-built in 1983 prior to the trip up the hill we were hopeful that it would not take much to get it running. In early September we took the Land Rover up to Allen Crow who has managed to recommission it with new brake cylinders, ignition barrel and some spanner magic and its close to being ready for collection.

As much as I probably should keep it inside and dry stored for the rest of its time in my ownership, I won't, it needs to be used and taken out every now and then for a run and occasional adventure. Anybody with an interest in old Land Rovers needs to see it, it's a great



example of what these vehicles were made to do and the originality and history of it is what I like most.

As the market continues to dictate an ever increasing price for old land rovers and in particular Series 1s, I did use the 'it's a great investment' line with my bemused father when he first came round to see it , to which he pointed out its only an investment if you intend to sell it- which I don't, my kids may think differently once I'm gone but for now its one of the family for hopefully years to come.

Once the Landrover is back on the road I am keen to hear from anyone with an interesting idea for an adventure with the old girl and I will definitely try to get it along to a few shows next year, for now some easy autumn drives to get us started- Let the story continue! ⚙️





GREEN ROAD RUNS



Some great photos from Alan Griffith of Green Road Run in June and an indication of the fun that was had even when event had to be cancelled early in the year due to the weather, it was more the proximity of the trees rather than the fun that could have been had in the snow. If you spot Alan out on the road (you cannot really miss him) give him a wave and if you get a chance to chat he is always up for a blether about adventures that can be had. ⚙



A couple of months before I had finished my rebuild, I noticed on the Series 1 website that members from Scotland were planning to do the NC500.

NC 500

Michael Jackson

I was confident that I could make the deadline, it was September 2019, so put my name down.

In all, there were 10 Series 1's that took part – 2 x 80" pickups, 3 x 107" Station Wagons, 1 x 86" Station Wagon, 2 x 80" Hardtop, 1 x 80" Softtop, 1 x 107" Pickup, and 101 and 109" Ambulances also came along.

Those of us who were travelling some distance, met up in Inverness on the Sunday night, where we camped on a local site. The remainder of the vehicles joined us early Monday morning.

First day, we travelled up to John a Groats, where we camped for the night. Second day saw us travel along the top coast to Durness, where we experienced extreme winds as we tried to sleep through the night. Duggie felt that his tent was going to blow away with him in it, so he decided to pull the poles, drive his Station Wagon on top of it and sleep the night across his front seats. Third day took us to Gairloch, forth day to Applecross and we finished in Inverness on the Friday.

Unfortunately, we were unable to participate in the Friday night BBQ as I was CCVing on the Saturday.

Ultimately a fantastic route and would suggest everyone should have it on their bucket list.





ARRAN 2020

2020 takes us to Arran where we have a weekend of beer, competition, forest roads and to finish it off with a wee dram and the collection of 62 bottles of Arran Whisky! Friday early evening we have a trip to the Arran Brewery more information to follow on this.

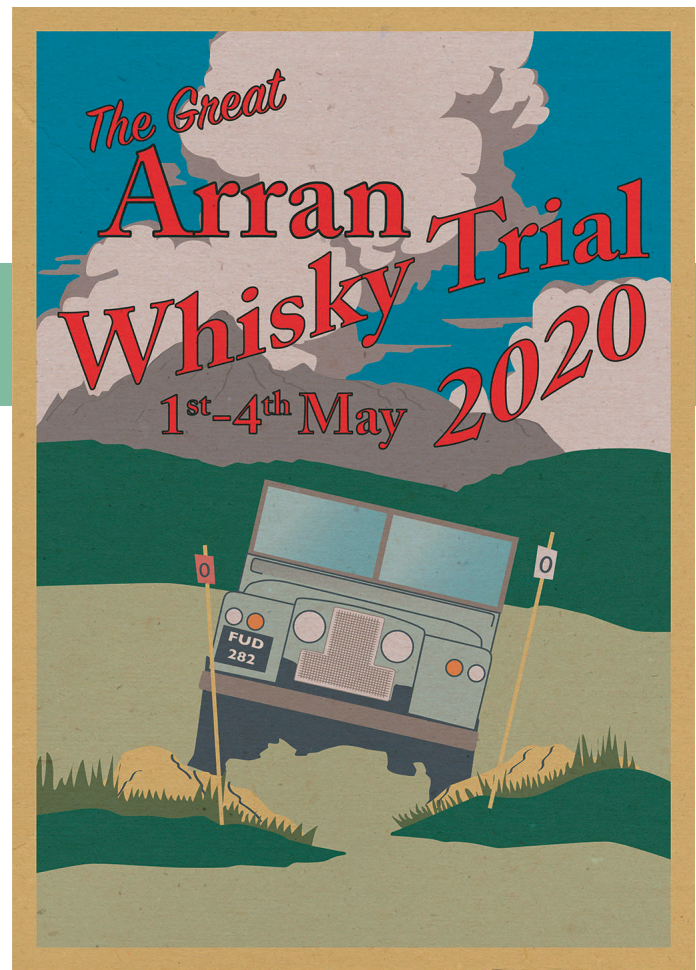
Saturday thanks to Ruari for finding us land we will be holding a Classic Trial (the club back in the 70's held a trial on Arran) this will be set out for you to trial in the land rover you drove over or feel free to bring your trials car along and you will have a chance to win a trophy from the lump of railway line we brought back from Mull! Sunday with great help from Alan Griffith and Gordon McCheyne have been working together to organize a green road include forestry tracks and coast routes which will lead us to the distillery to collect our 62 bottles of Arran Whisky.

We are staying at Middletons Campsite in Lamlash when booking this in Feb, 2 things, book early and book under the Land Rover club we will keep you posted on social media & www.slroc.co.uk. Round about the campsite there are hotels, cottages, B&B's take a look at google and see what is available near the campsite again you need to book now!!!

The club is taken across their marquees for social gatherings we are looking for a volunteer to transport on their trailer please get in touch with me.

Ferries are open for bookings now we recommend you do not leave this until the last min as this is one of Arrans busy weekends.

You will be given an itinerary when you arrive on the island for now lots still to confirm please keep a watch on the forum and Facebook page for updates. Anyone questions please feel free to call us or anyone mentioned above!



Arran is a very popular Island and ferries can get fully booked, the bank holiday weekend is the following weekend so it may not be too bad but best get booked early just to make sure you can get the ferry that suits you best.



A FEW WORDS FROM CONVENORS

GREEN ROAD RUNS - Convenor - John Smith

This year we started of with a trip to Heathland where havent been for a few years. . Nice to be somewhere different. Then it was Balquidder with our hosts Mr Mrs Mcnaughton happy for us access the tracks on their land. We were back at Wooler in August still plenty of new areas to investigate, then our usual September weekend in Hexham. Lastly our December trip we are heading down to Forest Estate in Castle Douglas where again we havent been for a while. Looking forward to seeing everyone there. Thanks to all who come along and make these Green Road Runs enjoyable ⚙



TIMED TRIALS - Convenors - David & Stephanie Hunter

With the timed trials now completing its 8th year we are starting to see new competitors coming along with some of our younger members buying competitive cars. With the numbers dwindling at the club comps this year we really need the support from the drivers to continue, we are not ready to give up yet we will run them for another year. So girls and boys make use of that free license next year and dust the cobwebs from those hidden away race cars! We all know the speed events are a lot of work but they a huge amount of fun, we would like to thank all our land owners and helpers who have supported us see you all next year! ⚙

CCV - Convenor - Dave Mitchell

With the winning scores coming down to the last sections on the last event of the year it is fair to say the competition was fearse, that does not mean there was not fun and hilarity all away through. I would like to thank everyone who has helped me in the last 2yrs I have enjoyed being the convenor but it is time to hand it over to someone else for me to practice my driving skills which have been neglected! Thank you to all our land owners who make this possible, this year we have tried out a new site in Torrence and we will have the chance to try out our new site in Shotts! Please get in touch before the next CCV if you are interested to take the role on and remember you have lots of help you are not doing it on your own! Untill next year! ⚙



RTV - Convenor - Gordon McCheyne

Another successful year with the RTV being well attended, you will be pleased to here I am continuing the role of the RTV convenor for another year. Many thanks to all our land owners and everyone who has helped this year, we have enjoyed varied turain on many different sites including a new site in Shotts that we have managed to secure for many events in the future also in talks with another new site in the pipe line! So until next year thank you all! ⚙



TYRO - Convenor - John & Barry Anderson

This year has been a fantastic year for Tyros with numbers up overall. It's great to see new faces enjoying their new pride and joy in the landscape it was built for. Tyros are a fantastic way to get to know your car and help build confidence in what it can and cannot do. This year we had more juniors driving which, again, is a fantastic achievement and we hope we do build on this. To assist in this the Club has decided that despite the MSA raising fees for the day we are keeping juniors entry fees as they are to help ensure the sport can be as accessible as possible and a great family event. ⚙



IMPORTANT NOTICE TO COMPETITORS

Motorsport UK, the governing body for UK motorsport has changed the licence requirements for 2020.

Text below is supplied by Motorsport UK

Dear Club Member,

We hope you are looking forward to the upcoming year.

We wanted to let you know that from January 2020, Motorsport UK will be introducing a requirement for all competitors in Motorsport UK permitted events to hold a Motorsport UK competition licence; in addition to your club membership. This will be at a minimum the new RS Clubman licence, This applies to new competitors as well as to anyone previously competing solely with a club membership card.

The good news is that this entry-level, RS Clubman licence, will now be free.

This initiative is being introduced by Motorsport UK to encourage participation at grass roots level as well as to ensure that all competitors are covered by comprehensive public liability and personal accident

insurance. It replaces the Non-Race Clubman licence, (which in 2019 cost £29). All licence holders will have access to the Member Benefits Programme which provides substantial discounts on well-known brands' products and services, and can offset the costs of competing.

If you have not previously held a Competition licence or not renewed in 2019, it will also be a requirement to apply for a new RS Clubman licence in order to compete or be a passenger in Club events. This is free of charge and applicable to Autotests, Trials, Cross Country and Road Rallying including 12 Cars and Scatters. Please note: an RS Clubman licence is not required if you are already in possession of a current 2019 Competition licence.

You can apply for an RS Clubman licence from the Motorsport UK website from 18 November.

We wish you a safe and enjoyable year of motor sport in 2020
www.motorsportuk.org ⚙

“Chassis needs welding again Gordon” The words of an MOT tester were beginning to wear thin (no pun intended) after the third year. My mind had been made up for me....time for a new chassis. The hunt was on for replacement chassis for my 200tdi powered Ninety.

Gordon McCheyne and his mates junk the rust!

By the end of the weekend we had my old ninety stripped to a rolling chassis. The chassis was most definitely due for a replacement.

A CHANGE BETTER THAN A HOLIDAY

There were three mainstream galvanised chassis companies I was considering, all much of a muchness in price...but all too much! As it happened, one afternoon I was scouring the advert pages on Facebook Marketplace, the SLROC forum and Gumtree where I stumbled upon an advert for a galvanised Land Rover chassis for a 90 with mounts for a 200tdi. And it was local too. What were the chances! It was almost too good to be true. I viewed the chassis and a deal was done.

The next stage was to round up the man power to begin the task. Step up Dave Tomlin, Kevin Fulton, Bob Donaldson, Alan Morrison, Tony Truesdale and Kyle Duncan – top men!



Dave and I started early one Saturday morning in late July, later joined by Bob, we made great progress with the strip down.



The drivers side outrigger was almost rotten through, the cross member was reminiscent of Swiss cheese and after giving a gentle tap with a hammer, it was evident the chassis was thinning in places. As is the way with projects, the replacement parts list grew rather quickly. The

bulkhead was in a bad way - holes above the driver side vent and above the driver side door hinge I knew about but both footwells being rotten, a hand size hole above the passenger side door hinge and holes at the vent handles I was not aware of. So it was back to the internet searching for a used but good second hand bulkhead. I found a 200tdi bulkhead on Ebay that, from the pics, looked good and at a reasonable price too but was down south where I couldn't view easily and therefore would be a bit of a gamble. I had heard there was a TD5 bulkhead and complete dash available locally...how could I resist a look at that?

The engine, gearbox and transfer box came out in one with the help of a borrowed engine hoist and the suspension and axles didn't put up much of a fight to part company with the chassis.





With the help of Dave, Bob and Tony the new chassis was lifted into position, axles and suspension fitted then the engine, gearbox and transfer box were lifted in on new mounts.

In two weekends we had successfully taken a Land Rover from a working (albeit somewhat flexible) vehicle to its component parts spread out between my driveway, garage and side of my house and then to a rolling chassis. The night the chassis was removed I got a knock at the door – a friend of a neighbour wanted to buy the old chassis. Presumptuously he had come with a trailer and a friend to lift it on. Cash in my pocket and one less problem to deal with – it was a no brainer.



Earlier in the year Dave, Kevin and I had agreed to complete in the home nations RTV at the LRO show in Peterborough on 14th and 15th September. We had just 5 more weekends to rebuild and test my Ninety. The pressure was on.

The rebuild was going reasonable well despite it feeling like everything that needed replacing required some fettling to get it to fit – shims needing removed, additional packers here and there, grinding, sanding, filing, mashing with hammers to get things to fit...it had begun to take its toll.

I was getting somewhat fed up with the project, I think Dave was wishing he hadn't agreed to help and I know our wives and my kids had had enough of dad on the drive again...

However we persevered and pushed on knowing we had a deadline to meet. The week of the Peterborough show it still wasn't ready – I couldn't get the clutch to bleed. I tried bleeding by pumping the pedal, I tried



back bleeding with an oil can – it wasn't working. I had never tried an eezibled kit but it was the best £19.99 I have ever spent. Panic over.

Shakedown was a 330 mile drive to Peterborough which, I'm pleased to say, it managed with ease. The RTV sections in the arena are quite tight, technical and challenging with limited room. I was moderately concerned that something may go wrong or a nut and bolt work loose but no, it all held together as did our nerves and our composure. And I'm proud to tell you we won the LRO Home Nations RTV for Scotland. ⚙️





RIGHT GUYS!
WHAT HAVE YOU BEEN UP TO!!
SLROC HAVE WON ALMOST
EVERY ***** THING!!!

THE NEWBIES

Great weekend,
great event,
great result!

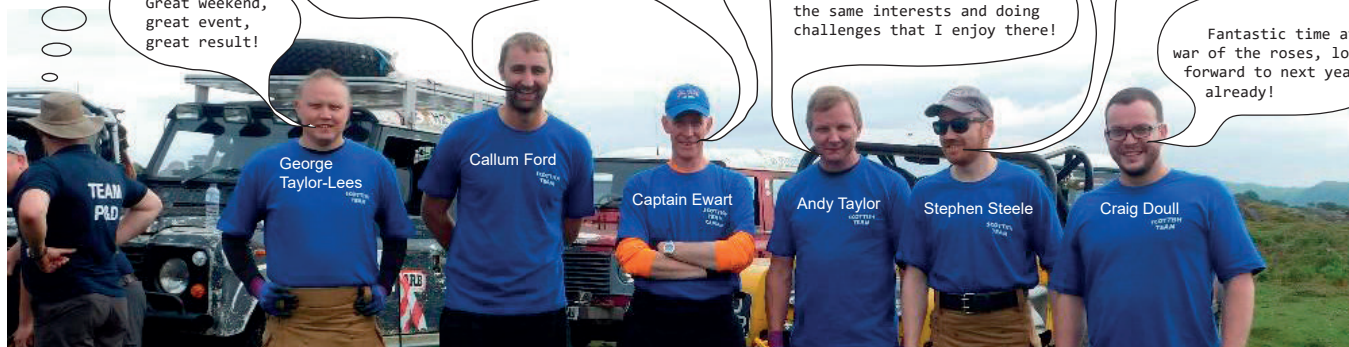
Great weekend spent with
friends in a beautiful part of
the countryside!

As a first timer to war of the roses
I found it to be challenging, entertaining and
well thought out while enjoying the company of
all the other team members and competitors alike,
I recommend it to any club member whether they
have a road going land rover, a trials vehicle
or anything in between there is something for
all!

It was a great weekend away
with a bunch of people with
the same interests and doing
challenges that I enjoy there!

First time at the war of the
roses but definitely not the
last, great experience

Fantastic time at the
war of the roses, looking
forward to next year
already!



WAR OF THE ROSES CHAMPIONS!

Another great
year with a great
team, can't wait
for next year!

Is it time
for more beer
yet?

War of the roses for me is an amazing
event that helps bring the club together
and shows what can be achieved even by teams
who haven't worked together before. It really
is the ultimate team building event which
challenges you both mentally
and physically!

I was nervous about
being able to fit in but
fortunately I was adopted by
a great team as their most 'senior'
member! Winning team spirit award was
a great endorsement of how well the
team worked together!

the team really has improved
this year, its clear to see
the strength of the youth,
especially in young Henry"

Great people,
great event and
most importantly
great pubs!

my brother
makes
cool stuff!



THE YOUNG ONES



The Red Rose Land Rover Club
hosts the fantastic annual event
"War of the Roses" in Cartmell for
more info check their website or
facebook or speak to any of the
members who have attended in the
past.

Date for your diary -
Next years event is being held 9th to
13th July 2020.

WINNERS THE GOLDEN OLDIES

War of the Roses
is the best event on
the Land Rover calendar
which is why it has
survived 32yrs!
I have competed in
12 of those and
not intending to
hang up my kilt yet!

Land Rover
team event of
the year!

Ropes, rocks,
ratchets and rots of
raughs along the way!

I would like to say,
just like the wee spider,
"if at first you don't succeed,
try try and try again."

A GREAT TEAM
thats what brought
the trophy back!

Great weather,
great event, great people
and an excellent first time
experience!

We need a
plan for next year
to thwart these pesky
SLROCers



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

YOUR PHOTOS WANTED for AGM!

photos from Majors, Hill Rallies
War of the Roses etc...

Any event any member participated in
outwith Scotland during the past 60yrs
Bring along or please get in touch with
any Committee member
(see page 2 for contact details).



AGM & Dinner

1st February 2020

Please come along and help us celebrate a very succesful year for our 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

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 18 January 2020.

SLROC Classic RTV Trial - Dechmont Hill - 7th July 2019

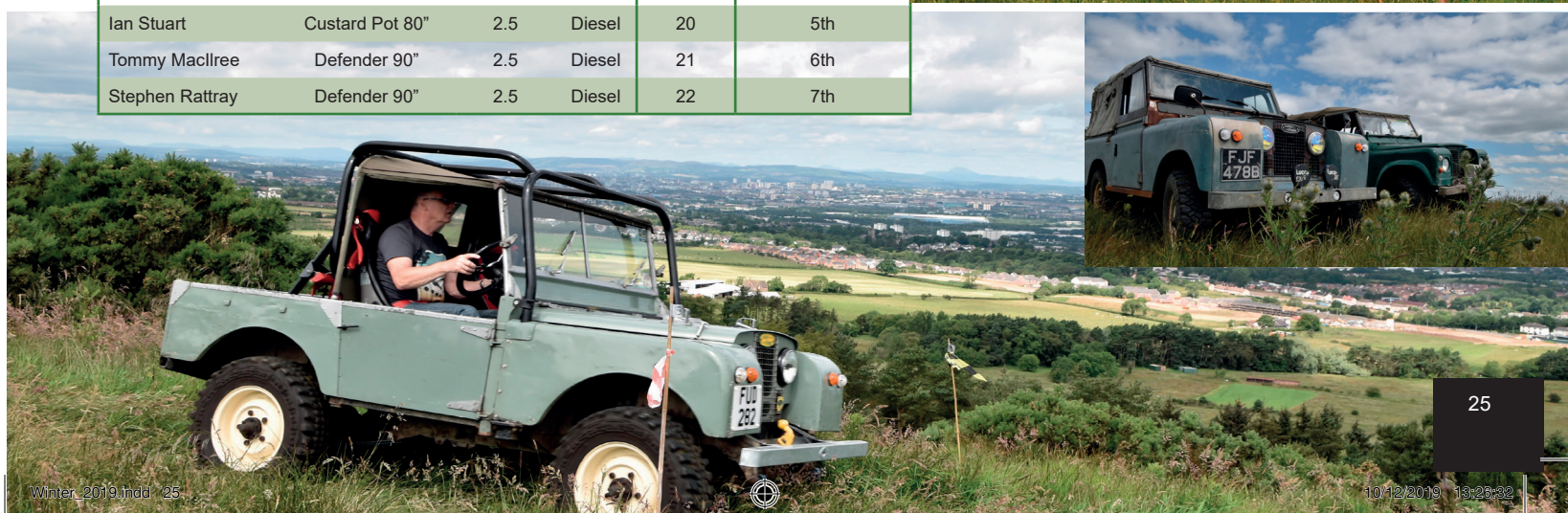
Leaf Sprung RTV Trial

Name	Model / WB	Engine Size	Fuel	Points	Position
Michael Jackson	1950 Series 1 80"	2	Petrol	2	1st
Lindsay Macbeth	1954 Series 1 86"	2	Petrol	10	2nd
Jenni Neilson	1952 Series 1 80"	2	Petrol	13	3rd
Julian Anderson	Series 3 88"	2.25	Petrol	18	4th
Martin Cargill	Series 3 88"	2.5	Petrol	20	Joint 5th
Kieron Freyne	1954Series 1 86"	2	Petrol	20	Joint 5th
Mark Sneddon	1966 Series 2A 88"	2	Diesel	21	6th
Robert Sneddon	1966 Series 2A 88"	2	Diesel	22	7th
Chris Cruickshank	Series 3 88"	2.5	Diesel	24	8th



Non-Leaf (Coil) Sprung RTV Trial

Name	Model / WB	Engine Size	Fuel	Points	Position
Donald Urquart	Defender 90"	2.5	Diesel	0	1st
Bill Conner	Defender 90"	2.5	Diesel	1	2nd
Charlie Cook	Defender 90"	2.5	Diesel	12	Joint 3rd
Ian Johnson	Defender 90"	2.5	Diesel	12	Joint 3rd
Simon Boak	Defender 90"	2.4	Diesel	18	4th
Ian Stuart	Custard Pot 80"	2.5	Diesel	20	5th
Tommy MacIree	Defender 90"	2.5	Diesel	21	6th
Stephen Rattray	Defender 90"	2.5	Diesel	22	7th





TYRO Trials Championship 2019

Name	20.01.19 Glenmavis	27.04.19 Kidlaw	25.05.19 Bathgate	31.08.19 Torphichen	21.09.19 Torrance	13.10.19 Dechmont	10.11.19 Twecher	Total	Total with discard
Peter Shickle		10.00	10.00	7.50	9.47	10.00	3.53	50.50	46.97
Andrew Steel	7.14	10.00	5.79	8.75	10.00	3.00	10.00	54.68	45.89
Simon Boak	7.14	5.00	5.79	10.00	9.47	8.00	10.00	56.40	44.61
Mags McLay	7.86	10.00	3.16	6.25	9.47	10.00	5.88	52.62	43.58
Mauragh McLay	7.14	5.00	2.11	3.75	9.47	10.00	5.88	43.35	37.49
Barry Anderson	10.00	2.00	7.89	5.63	2.63	0.50	7.65	36.30	33.80
Justin Omond	5.36	1.00	10.00	0.63	5.79	2.00	10.00	34.78	33.15
Allan Griffith		6.00	7.89	7.50			4.71	26.10	26.10
Martin Comrie	3.57				9.47	10.00		23.04	23.04
Adrian Martin	1.43	5.00	6.32	2.50	3.68			18.93	18.93
Craig Doull	2.86		1.58	5.63		8.00		18.07	18.07
David Low					9.47	8.00		17.47	17.47
Ron Murdoch	3.93					8.00	3.53	15.46	15.46
David Hunter	9.29				5.79			15.08	15.08
Kristian Shore				10.00		4.00		14.00	14.00
Jazmyn Hunter	2.86				1.05		7.65	11.56	11.56
Starr Hunter	7.14				4.21			11.35	11.35
Tom McIlree	3.21		3.16		1.58	3.00		10.95	10.95
Stuart Sneddon			10.00					10.00	10.00
Stephen Steel	10.00							10.00	10
Alan McKay			8.42	1.25				9.67	9.67
Clark	9.29							9.29	9.29
Bryan Anderson				3.13	4.74		1.18	9.05	9.05
Eilidh McLay	5.00				3.68			8.68	8.68
Brian Ralton	7.86							7.86	7.86
Mike Taylor	7.14							7.14	7.14
Jamie Cooper					2.11	5.00		7.11	7.11
Jamie Colgan			6.84					6.84	6.84
ErimErin Low					0.53	1.00	4.71	6.24	6.24
Calum Ford			5.79					5.79	5.79
Graeme Brown				5.63				5.63	5.63
Campbell Doull						5.00		5.00	5
Kieran Foucart	4.64							4.64	4.64
Denise Dawson	4.64							4.64	4.64
Alvin Barber			4.21					4.21	4.21
Wullie Clark						4.00		4.00	4
Greg Ford			3.68					3.68	3.68
Dean Pugh	1.79						0.59	2.38	2.38
Ian Crosbie							2.35	2.35	2.35
Blair Martin	2.14							2.14	2.14
James Rae				1.88				1.88	1.88
Steve Catfrow							1.76	1.76	1.76
Stevie Comrie						1.50		1.50	1.5
Graeme Roy	1.07							1.07	1.07
Neil Barker	1.07							1.07	1.07
Graeme Jackson			1.05					1.05	1.05
Michael Barber			0.53					0.53	0.53
John Scott	0.36							0.36	0.36
Not in championship									
George McLay	9.29	10.00		8.75	9.47	8.00	7.65	53.16	45.51
David Hunter	9.29				5.79		10.00	25.08	25.08
Ian Stewart	9.29					8.00		17.29	17.29



RTV Trials Championship 2019

Name	27.01.19 Manor Powis	09.02.19 Twechar	24.03.19 Crieff	27.04.19 Kidlaw	25.05.19 Bathgate	31.08.19 Torphichen	13.10.19 Dechmont	03.11.19 Shotts	Total	With discards 6 from 8
Bill Conner jnr	9.17	10.00	10.00		10.00	8.89	8.89	8.33	65.28	56.95
Chris Moir	4.17	9.17	6.15	7.69	7.14	4.44	4.44	10.00	53.20	49.03
Kevin Fulton	6.67	5.00	9.23	5.38			7.78	9.17	43.23	43.23
Gordon McCheyne	9.17	5.00	7.69	10.00	4.29			5.83	41.98	41.98
Dave Tomlin	3.33	7.50	6.92	6.92	2.86	1.11		7.50	36.14	35.03
Stuart Robinson	5.00	8.33		8.46	8.57	2.22			32.58	32.58
Julian Anderson		7.50	3.85	6.15	5.71	6.67			29.88	29.88
Charlie Cook	7.50		8.46	4.62		6.67			27.25	27.25
Imogen Lorimer-Hill						8.89	10.00	5.00	23.89	23.89
Stephen Steel	10.00		5.34	1.54	1.43	4.44			22.75	22.75
Tony Lorimer						10.00	6.67	3.33	20.00	20.00
Bill Conner snr	6.67	7.50							14.17	14.17
Kyle Duncan				4.62			5.56	3.33	13.51	13.51
Luke Reay			3.85	9.23					13.08	13.08
Stephen O'Rourke	1.67	1.67	5.38	3.08					11.80	11.80
D Bruce McPhee	2.50	3.33	2.31						8.14	8.14
Wullie Clark	0.83							6.67	7.50	7.50
Paul McCallum		3.33	1.54						4.87	4.87
Stuart Sneddon								4.17	4.17	4.17
Neil Campbell							3.33		3.33	3.33
Dean Pugh				3.08					3.08	3.08
Val Morgan							2.22		2.22	2.22
Tom McIlree								1.67	1.67	1.67
Joanne Baillie		0.83	0.83						1.66	1.66
John Morgan							1.11		1.11	1.11
Joanne Baillie				0.83					0.83	0.83
I Crosbie								0.83	0.83	0.83



RTV Trials Championship Class 2 2019

Name	09.02.19 Twechar	24.03.19 Crieff	31.09.19 Torphichen	13.10.19 Dechmont	Total no discards
Kieron Freyne	10.00	10.00		10.00	30.00
Frank Wolfe	7.78	5.00	8.33	5.00	26.11
Lindsay McBeth	10.00	1.67	8.33		20.00
Ian Stewart	5.56	8.33	5.00		18.89
Peter Williamson		3.33	10.00		13.33
Emma McCreedy	6.67				6.67
Dean Pugh		6.67			6.67
Craig Gibson	4.44				4.44
Dick Carter	3.33				3.33
Gordon Cheyne			3.33		3.33
Mark Carter	2.22				2.22
Kevin Fulton			1.67		1.67
Brian Ralton	1.11				1.11



CCV Trials Championship 2019

Name	27.01.19 Manor Powis	03.03.19 Crieff	07.04.19 Kidlaw	25.05.19 Bathgate	18.08.19 Bathgate	03.09.19 Torphichen	03.11.19 Torrance	Total	Total with discard
George McLay	8.42	9.50	8.46	10	7.37	10.00	10.00	63.75	47.96
Michael Jackson	7.37	9.00	10.00	9.09	10.00	8.95	7.33	52.65	47.04
Kieron Freyne	10.00	2.00	7.69	9.55	8.95	4.21	8.67	41.52	44.86
Andy Taylor	4.74	7.00	9.23	8.18	5.26	8.95	8.67	43.85	42.03
Billy Phillips		10.00		4.55	6.84	9.47	9.33	40.19	40.19
Bob Wilson	8.42	9.00	1.54	7.27	9.47	4.21	4.67	44.58	38.83
George Taylor-Lees	8.33	7.37	6.15	3.18	3.68	8.95	6.67	44.33	37.47
Dave Low	9.47	9.00	5.38	5.45	2.11		6.00	37.41	35.30
Lindsay MacBeth	9.47	3.50	2.31	8.64	5.26			29.18	29.18
Gary Taylor	4.21	5.00		7.73	8.42		2.67	28.03	28.03
Frank Wolfe	6.32	5.00	3.85	2.73		6.32	2.00	26.22	24.22
Ian Stuart	0.53	5.50		7.27	1.05	7.37	0.67	22.39	21.86
William Jackson		6.50			7.89	7.37		21.76	21.76
Jenni Taylor Lees	1.05	5	4.62	2.73	3.68	2.63	5.33	25.04	21.36
Neil Scott		3.5	6.92	6.36		3.16	1.33	21.27	21.27
Peter Williamson	6.32	2.50	3.85	0.91	2.63	5.26		21.47	20.56
Luke Reay	2.11		0.77	4.09	6.32	4.74		18.03	18.03
Dougie Thomson	3.68				4.21		4.67	12.56	12.56
Ian Cupples		1.5		4.09		1.58	3.33	10.50	10.50
Allan Crow	3.16	6.50						9.66	9.66
Jim Douglas		1		5.45				6.45	6.45
Ian Kelly					6.32			6.32	6.32
Martin Comrie						6.32		6.32	6.32
David Hunter	5.26					0.53		5.79	5.79
Mark Carter				5.91				5.91	5.19
Ewart Hogarth	3.16			1.82				4.98	4.98
David Mitchell	1.58	0.50				1.05		3.13	3.13
Stuart Anderson					2.11			2.11	2.11
Johnnie Drysdale						2.11		2.11	2.11
Dick Carter				1.82				1.82	1.82
Emma McCready				0.91		0.83		0.91	0.91
Pops Anderson					0.53			0.53	0.53



SPEED Trials Championship 2019

Name	17.2.18 Glenmavis Timed Trial	28.04.19 Twechar Mini Comp	09.06.19 Uphall Timed Trial	17.08.19 Bathgate Night Mini Comp	20.10.19 Bathgate Timed Trial	Total
Dougie Thomson	10.00	10.00	10.00	10.00	10.00	50.00
Michael Jackson	9.00	8.33	4.13	6.67	6.67	34.80
Ian Kelly	6.00	6.67		8.33	2.22	23.22
Dave Low	8.00		8.57	5.00		21.57
Billy Phillips	7.00	3.33	5.71	1.67	3.33	21.04
Stuart Anderson	1.00		2.86	3.33	8.89	16.08
Gary Taylor	3.00				7.78	10.78
Gordon McCheyne	2.00		7.14			9.14
Neil Scott	4.00				4.44	8.44
Luke Raey			1.43		5.56	6.99
David Mitchell	5.00	1.67				6.67
Jonney C		5.00				5.00
Hugh					1.11	1.11



WANTED - CCV Convenor

Dave Mitchell who has been convenor for this year is taking a back seat, well actually he is getting back in the front seat so would like someone to take over the steering wheel.

There are plenty of people that can assist and the key responsibility is ensuring land permissions and permits are in place. Help will be provided to set up sections etc. so don't feel this is a major undertaking. Contact committee member if interested.

The Championship Cup 2019

Name	Speed	CCV	Total
Michael Jackson	34.80	47.04	81.84
Dougie Thomson	50.00	12.56	62.56
Billy Phillips	21.04	40.19	61.23
Dave Low	21.57	35.30	56.87
Gary Taylor	10.78	28.03	38.81
Neil Scott	8.44	21.27	29.71
Ian Kelly	23.22	6.32	29.54
Luke Raey	6.99	18.03	25.02
Stuart Anderson	16.08	2.11	18.19
David Mitchell	6.67	3.13	9.80

SLROC Trophy Winners 2019 Season

Club Champion

THE CHAMPIONSHIP CUP
Best in CCVs, Timed Trials and Club Comps
Michael Jackson

Tyro

THE EILEAN BHOID TROPHY - Tyro Champion

1st Peter Shickle
2nd Andrew Steel
3rd Simon Boak

THE ACORN PRIZE

Best Lady
Mag McLay

THE LOTHIAN SHIELD

Best in East of Scotland Tyros
Peter Shickle

THE WEE WHEEL

Best under 17
Mauragh McLay

THE DYNAMIC DUO TROPHY

Best Senior and Junior in same car
The McLays

SLROC Trophy Winners 2018 Season

Classic RTV Trial

THE JOHN FOY TROPHY

Best Standard Series 1 - Michael Jackson

THE W BAIRD CUP

Best non-standard Series 1 - No winner

THE W NOLAN CUP

Best Series 2, 2a or 3 - Julian Anderson

SLROC Trophy Winners 2018 Season

RTV

RTV CHAMPIONSHIP CUP

1st Bill Conner Jnr
2nd Chris Moir
3rd Kevin Fulton

THE SLROC LADIES RTV TROPHY

Imogen Lorimer-Hill

THE DAVID ALDRIDGE SHIELD

Best Novice
Kyle Duncan

THE DONALDSON DIESEL AWARD

Best Diesel
Bill Conner Jnr

THE GRAHAM CUP

Best RR/Discovery
Kyle Duncan

THE GLENDARUEL CUP

Best Leaf-Sprung
No winner

THE DUNBARTONSHIRE SHIELD

Best in West of Scotland RTVs
Bill Conner Jnr

THE APPLEYARD CUP

Best in RTV Class 2
Kieron Freyne

Speed

THE SPEED GOD ON WHEELS - Speed Champion

1st Dougie Thomson
2nd Michael Jackson 3rd Iain Kelly

QUEEN of the HILL

Best lady - Not awarded

GLASGOW 4x4 TROPHY

Best Novice - Hugh roberts

BARTTEC ENGINEERING TROPHY

Bathgate Night Comp - Dougie Thomson

SCCC

THE SLROC AND SORC CUP - SCCC Champion

1st David Brose
2nd Billy Cruickshank 3rd George Bryson

THE BLACK SMOKE TROPHY

Best Diesel - Billy Cruickshank

THE TARTAN TEAMWORK TROPHY

Best Double Entry - Not awarded

THE CUSTARD MOTORSPORT TROPHY

Best Prod. or Mod.Prod Vehicle - David Brose

THE SUNDAY CUP

Best Sunday-only Competitor - Not awarded

CCV

THE BELFORD TROPHY - CCV Champion

1st George McLay
2nd Michael Jackson
3rd Keiron Freyne

THE SARANN CUP

Best Lady
Jenni Taylor-Lees

THE NORMAN PATTISON TROPHY

Best Novice
William Jackson

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
George McLay

THE CLAYMORE TROPHY

Best 88" or over
Andy Taylor

Other

J.W.WOODWARD SHIELD

Best Marshal - James Elliot & John McAdam

THE JANSYL CUP

Best Lady Behind the Scenes - Stephanie Hunter

OFF THE BEATEN TRACK AWARD

Best Gent Behind the Scenes - Dave Tomlin

SANDY YOUNG CUP FOR SERVICE

Significant Contribution to Club - Dean Pugh

THE TLC QUAICH

Best-Kept Competition Vehicle - Craig Gibson

THE ZIMMER TROPHY

Best Over-50 Competitor - George McLay

THE MACKENZIE DUFFIELD TROPHY

Best SLROC Competitor at an English event
Ben MacDowall

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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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.