



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

WINTER 2020



Ron's already preparing to distribute the vaccine to remote areas



Defender update



2020 rare event



Another rare sighting

£10 (free to members)

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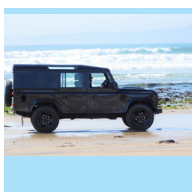
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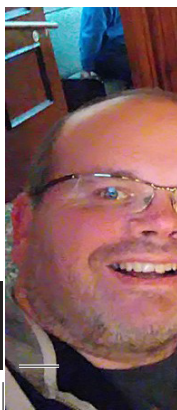
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Hello SLROC Members,

I'm writing this Chairman's Chat on a dark stormy winters night, in the middle of a Tier 4 Lockdown, feeling a bit down in the dumps - I suspect like a lot of you. Life has once more been curtailed by this dreaded virus in its second wave. The news is full

way I could see 2 groups of Land Rovers, each group parked up, socially distanced, with competitors having loud conversations across the field - sheer bliss!



Chairman's chat

of potential vaccines and everyone looking forward the when we can get back to "normal", hopefully in 2021.

To cheer myself up i've had a look back at some of the pictures and memories on social media of the events we have successfully run over the summer months, when Motorsport was allowed to restart. (I'm sure there will also be plenty further on in the magazine for you to see.)

What it does bring to mind, is as Chairman, how incredibly proud I am of the work everyone has put in to allow us to get back out in our Land Rovers during 2020. As a committee we have had to massively change our ways of working, getting used to Zoom calls, researching all the options available in the official announcements, being flexible and being prepared to change plans at a moments notice. The landowners were also very flexible as plans did change often, and they had to trust us to "do the right thing" and not bring them in to disrepute within their communities. Our convenors, set-up teams & marshals have had to re-think how they work together, what courses they layout to ensure that we don't breach social distancing rules, but still keeping it challenging. And our competitors and members have had to change how they book in to events in advance, turn up with vehicles properly prepared and also look after each other with Social Distancing, face masks, etc.

At the outset of it all, I am sure a lot of people had huge reservations and had to deal with a number of things they did not like being forced to do. But in the end, we all worked together and it made the difference. It allowed us to follow the rules as set out by the Scottish Government, Sport Scotland & Motorsport UK. It made us one of the few clubs able to put on multiple events in 2020.

It was August before we got back out, but I can remember the joy of being back up on Dechmont Hills for our opening Tyro. The views were gorgeous, looking over Glasgow, to the Campsie hills on the far side of the City (and I'm sure we could see the foot of Loch Lomond in the far distance). Looking the other

That same weekend, others were at Shotts for the Open Trial - from some of the exuberant pictures of Trials cars cocking wheels over the crests I know a great time was had.

In September we had 3 events on at Torrance. Each event on a different day and each event on a different part of the Hillside. The CCV's explored and opened up the Quarry further. The RTV where up by the Trig Point with its various challenges, and the TYRO was on the lower fields, where yours truly even had a go and came second... ..last.

And.... October was back to Bathgate, at what I always think of as the Clubs spiritual home. By this point those competing were ready for the challenges it had to face as everyone was well and truly back in the swing of things.

Over the course of those 8 events, over 100 members competed, which I think is absolutely amazing, especially when you think that most Club Motorsport Events in Scotland had to be cancelled or severely restricted. As a club, the skills and expertise we built up around the COVID-19 guidance allowed many of our members to help run, set up and participate in this year GEMM 4x4 Mudmaster event. Again, one of the very few Navigational Rally's able to run across the UK.

There are many disappointments from this year - not being able to go to Arran and not having our normal calendar of Green Road Runs. Not being able to run and complete our Championships. The fact that we won't be able to have a Prize Giving Ceremony and Social Diner together. But, looking back I don't see the disappointments anymore, I only see the perseverance, the achievements and the success of SLROC that mean we are truly ready for whatever 2021 and beyond throws at us.

I will see you out in the Quarries, on the Hillside and along the Forest Tracks very soon!

Take care,

Dean, SLROC - Chairman

P.S. I have warned the Editor to find a suitable & dignified picture to head up this column! Thankfully I don't think anyone has a picture of me falling in the river at our recent visit to Crieff! ⚙

*There's so much content in this magazine I don't even have any space left for my usual editor's notes, hope you enjoy this edition of Cross axle ⚙
p.s. Dean, I couldn't find any dignified photos of you so these will need to do! ed.*





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101

RAMBLINGS

Ron Murdoch's Adventures

I've been doing a fair bit of rambling in the last year in my 101 ambulance with its "new" engine after the original one self-destructed last July having suffered from a long-term head gasket problem unbeknown to me. I didn't think it would have been difficult to find a good 3.5 V8, but after alerting all my contacts, the only promising one that came up was from an old Forward Control Club friend in Tebay. I went down very early one Saturday morning, he drove me around his neighbourhood to demonstrate the engine (in a Series 1 LWB pickup), then we pulled the engine out and I brought it up in the back of my 90 to GEMM to do the swap. It's the higher compression version, originally out of a Range Rover with a 3.9 cam, reckoned to have about 30bhp more than my original lump, and with the extra torque the overdrive is no longer a novelty. So I set off last September after the Selkirk Show, heading to Ardrossan for the Arran Ferry and onto the campsite in Lamash proposed for next May's Club weekend. The weather stayed fine all the way round the south of the island and over the Lochranza ferry to the Mull of Kintyre. Over the next couple of days I

went down the east side road to Campbeltown then wandered up the west side to Oban to get the evening Mull Ferry, and by the time I landed it was dark and raining hard as I headed for my favourite parking-up spot up from the start of the road up the west side of the island. It's quite steep in places, and luckily I was only doing about 20mph when I saw the matt black cow standing in the middle of the road with more of its pals behind. That gave me a bit of a fright, as you can imagine. Then around the west side to Tobermory and the ferry to Kilchoan, The weather was much improved by the time I reached my overnight spot near Salen, dry enough to crawl underneath and grease the propshafts which need greasing every 500-600 miles due to the acute angles they run at. Friday's run up to Mallaig was squally, and I parked up in the big car park for the night, treating myself to a sit-down fish and chips in a local cafe. Saturday dawned wet and windy, and I had planned a scenic trip to Fort William and back by train (The Harry Potter line!). My plans were thwarted due to bridge maintenance, so sadly it was a bus replacement service. I couldn't see an awful lot

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through the steamed-up windows, but I had my lunch in Morrisons in FW (I know how to treat myself!) then back on the bus to find that the Skye ferry was cancelled due to the wind. So it was a second night in the car park, and the Eberspacher heater wouldn't fire up, which I knew was due to low voltage in the auxiliary battery, but never thought any more about it as I put the cooker on for heat instead. Until Sunday morning when the main battery wouldn't start the engine. So I had a problem with the split charge unit, which had allowed the batteries to equalize overnight. Help came from the Morar Garage with a starter pack, so I was mobile again, and the ferries were back on, so once on Skye headed for the Fairy Pools on the Glenbrittle road to see what attracts tourists in droves. It's a very pleasant stream dropping down the side of a valley in a series of little waterfalls - quite scenic, but not, in my opinion, worthy of the completely OTT mobs of tourists that block the single track road with their random car and camper parking. I drove around the top of the

island in squally weather the next day, eventually to park up on the shore at Staffin in a full-blown gale with horizontal rain for a wild night - a bit like trying to sleep in a cabin cruiser! I headed for home with one more night stop near Taynuilt, and then enjoyed the best weather day of my holiday. Such is life!

After marshalling at Mudmaster I parked the 101 up for the winter until the ambulance group crank-up at Lathalmond over a horribly wet weekend at the end of April. So we had our social gathering in a shed, not an ex-army tent!

May was the Club Mull weekend, well organised and most enjoyable - weatherwise dry and windy but cold at nights. I sat in with Alan Griffiths on the expedition to Iona, and when I got back to the 101 found that I had left the electric fridge box on all day, flattening the auxiliary battery so much that even the clock had stopped! However, my new split charge unit did its job and thankfully the driving battery was unaffected. I set off over to Applecross after the weekend to join up with John Smith and his green road run friends on their



West Highland grand tour all sporting roof tents on their vehicles. We all drifted up to Altbea, after which I peeled off and came home - a really enjoyable wee holiday in good company in amazing scenery. Then in July I convoyed up to Mam Ratagan to start another NC500 adventure with another 3 ambis, one towing the equipment trailer. The next day saw us down at the Glenelg Ferry, the last turntable ferry in Britain, and managed to squeeze 3 of us onto the first run followed by Craig on the next run, and were amazed to find a WW2 Jeep waiting to cross! After a night in the Sligachan campsite {and bar} we headed back to the mainland over the bridge, then via Plockton to Applecross. We all put our lights and beacons on as we convoyed up the Bealach na Ba so

that Phil's 101 with the trailer could get a clear run at the hill, which almost worked. But there's always some impatient clown that apparently couldn't see 4 ex-military vehicles grinding up the hill, lights blazing, and eventually backed most of his car into a layby with bad grace while we inched past with only a few millimeters to spare. That happened again leaving Lochinver with the female driver of a large Audi shouting obscenities at us after she had to back into a layby! We all had a good laugh retrospectively, but agreed that a driver like that who got so uptight about having to give way to a vehicle with a trailer shouldn't be let loose on single-track roads. Then past Stack Pollaid and up the delightfully narrow, steep and twisty single-track road through Lochinver (and its pie shop) then via



Drumbeg up to Durness (with the unmissable Cocoa Mountain) to John o' Groats where we parked up on Phil's brother's croft for a couple of nights. We enjoyed superb weather and scenery, and Phil's superb cooking all week, and went our separate ways on the Saturday.

I went to my cousin's in Dingwall for a couple of days before going back over to the Applecross coast for a week of more glorious weather, but whilst checking levels and greasing the propshafts I had noticed more spots of oil up the back door than usual and discovered that the back diff was nearly empty. I managed to get some EP90 in Dingwall and checked and topped up a couple of times before I headed for home via Skye (where I sat in the ferry queue for 4 hours in company with a 101 GS from York) and Ardnamurchan. So that was my July - 22 nights in the 101 in total, and yes it was good to get home to a comfy bed and a shower!!

I fitted a new oil seal, collapsible spacer and diff pinion bearing once home, and still don't know whether the oil seal gave way due to the bearing failing, or the worn bearing took out the oil seal, or whether the blocked breather was the cause of the problem.

August brought the Biggar Rally, and a very pleasant social Saturday evening with the ambi squad in a cosy ex-army 9 x 9 tent with a wood-burning stove. The incessant drizzle put a bit of a damper on the show, sadly. Then I took part in an ex-military vehicle show at the Ryehope Water Pumping Station Museum near Sunderland, a Victorian palace of huge steam-powered beam engines in steam for the weekend. September brought the Scone Show where the SMVG put on their biggest annual display of green machines - an impressive 45 big boys' toys this year, ranging from WW2 vehicles to modern Wolf Land Rovers all in warm sunny weather. Then what was flagged up as the last ever Selkirk show (due to lack of volunteers coming forward to run future shows) again in sunny weather. That used to be one of the best shows, but the downfall started a few years ago with a really wet



day turning the field into a quagmire, followed by its cancellation the following year. Since then the entry list dropped from nearly 2000 to 800-odds, but everyone's hoping that some more volunteers will put their heads above the parapet to rejuvenate the event.

My 101 is no show queen as I reckon the joy of owning a classic vehicle is to drive it and use it, not to cosset it in a heated garage watching its investment value appreciating, and if I have to hose the mud off after a grand day out, then so be it!

So what's next, I hear you asking? My last show of the year is held at Brunton Airfield near Alnwick, followed by the fantastic Mudmaster weekend with entrants from all over the UK. I've never competed, but have enjoyed being one of the Marshalling squad since its inception, watching the interaction between Club and Military, and enjoying army haute cuisine that marshals are privileged to share. Then my 101's off the road for winter while we huddle round our fires through the cold dark days with the odd Beast from the East event thrown in until we get our daylight back in April - I hate winters!!

Next time similar adventures ; different year!

Ron Murdoch ⚙



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I really wanted another 90, but the boss told me it had to be family friendly. So 3 years ago I bought the cheapest D3 I could find that was manual and had no sun roof to leak. It was a bit scabby underneath, but at the price I didn't look too closely as I couldn't justify spending more on a better one. To be honest, I wasn't taken with it to start with especially when the EGR valves played up on week 3 (blanked) and the oil temperature sensor caused it to rev erratically on week 6. However, all diagnosable with a GAP IID tool. After a while it began to grow on me. You can be off-roading one minute, then load up the family (canoe on roof, fill the boot with everything you own, stick 3 bicycles on the back) and cruise off on holiday. However 3 years later the rusty boot floor was starting to look like it needed attention or the car was going to be scrap in a few years. The car budget didn't support replacing it, so I started to look at rust solutions. A random chat with Bobby Muir at GEM4x4 focused my mind that I either needed to do this properly, or not bother.



OPTIMUS D3 - MEGAPROJECT

STARRING ADRIAN MARTIN

So, the weekly drive to Aberdeen and back was used to ponder different methods of lifting off the body on my driveway. Fast forward to Corona virus lockdown and it looked like I would be working from home for a while – perfect time to tackle the D3 rust. So, while the numpties were buying toilet roll on the last Friday before lockdown, I bought steel to make a lifting frame and scoured scrappies for transit van scissor jacks. By the end of March I had a design. I then set to fabricating, eventually producing the frame you see to the right.



The neighbours were confused and wondered what it was. If only they knew..... The idea was to jack the body using 4 x transit van scissor jacks on the sills until I could get the white beams under the body and transfer the load to the jacking frame. Then jack the beams up the frame using the same scissor jacks. So, the body was disconnected, wiring, suspension, steering, etc. Lifting all went to plan apart from finding that the scissor jacks clashed with the air suspension compressor and air reservoir (removed) and then discovering that the front chassis outrigger got in the way of the jacks. A quick swop to 2 x disco 1 hydraulic jacks (front) solved that.

Once the body was on the lifting beams it was easy work to get the body 5 foot up in the air. This left me with a view of the boot floor corrosion and the state of the chassis.

A quick power wash of the boot floor removed all remaining paint (it was somewhat depressing and beer had to be consumed).



Patina is trendy in some parts! ed.

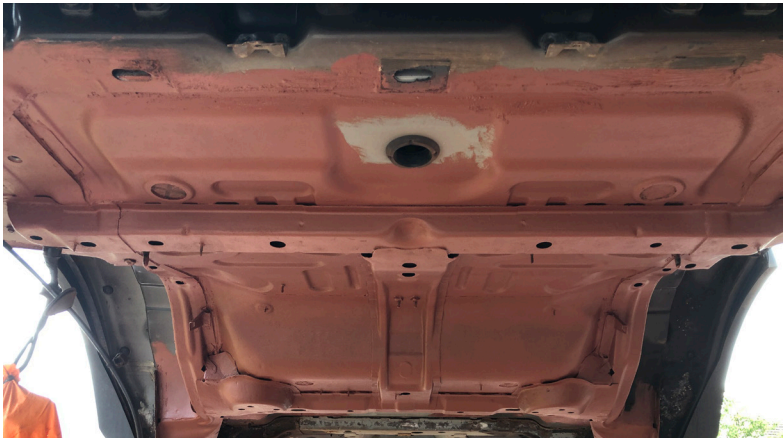
Therefore, I have hundreds and hundreds of pictures of wiring loom clip locations, rivnuts, bolt orientations, and so on. I also discovered past bodes, one of which is the fact that apparently, sheared prop shaft bolts can be fixed by ‘gluing’ them back in with black silicone! Eventually I ended up with this:

After a session with the hammer, I found a soft spot where the rear half shafts pass through the chassis. A weld repair later and chassis was good to go for blasting.⚙️



After some time cleaning up the underside I ended up with a relatively good-looking surface that looked even better with an initial coat of paint on.

This led me to look at the chassis. I asked myself, “Would I really put the body back on a rusty chassis?” No was the obvious conclusion, so I started stripping the chassis as well - I never do half a job, as it’s better to heroically fail after completely stripping it rather than bodge the job. I had downloaded and printed out the full LR manual from the TOPIX web site when I bought the car (a 1M tall pile of paper – wait until no one’s at work and press print), however Land Rover obviously didn’t think anyone would be stupid enough to do a fully chassis strip down – no guidance available.



Tune in next time... Does Adrian forget where the sprangdangit goes? Will he do it quickly? Will he pay his doctors bill? Will he get some help from Chester? These questions and many others will be answered in the next episode of **Cross axle** ⚙️ (Q. whats the parody of?)



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I bought my first Land Rover in 2013 it is a v8 lightweight with the intentions to move on from TYROs to CCVs.

At the time I was pregnant with our first child and there was very little I could do to the car, so a paint job seemed the best idea! After looking at colours and wanting something different the bee theme came to mind.

There's one thing about CCVs that differs from the other SLROC disciplines - at some point you are going to end on your roof so you better be prepared!



50% Black 50% yellow 100% nuts

Jenny Taylor Lees

In the 7 year I have owned the bee I have painted it 3 times the first was just the body when I got it.

The second was just last year. Unfortunately, this paint job was completed two nights before the Bathgate trial where the bee seen its most challenging day since we bought it.

On the 7th section of the day with the paint still slightly wet, Dad (Andy Taylor) managed to roll the car all the way over and back on to its wheels again. When the car was upside down, all was on show and the bee revealed all its private parts.

This led to this year's project!

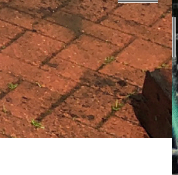
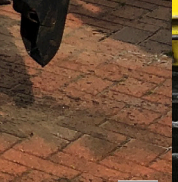
After a lot of thinking on how to stop the bee being so humiliated again. It was decided the stripes would have to go all the way round!

In February the news of c**** reaching the country, and everyone panic buying paint to redecorate their houses while they would be stuck at home. It was very surprising that black and yellow gloss never seems to go out of stock.

And so in March when things started to close we spent our time with the kids cleaning and rubbing down the land rover.

This became a favourite job for the kids to get their boiler suits on and climb under the car to get all the vintage clumps of mud that have been gathering there long before we got the car.

Painting the body was easy as it was just going over what I had already done the previous year, but things were going to get trickier.



With delays from working long hours through the pandemic the Bee took a back step until July. On the first of July we started another project which involved renovating and building a second floor on our cottage.

This meant we had to move out, so where was best to move with 3 kids?

Of course it had to be the garage. With no where to put the Bee we had to make it fit in. So it became the main divider for our make do home with the passenger side becoming the kitchen wall, the back some privacy for a camping toilet and driver side wheel sat against a curtain pressed up against our bed just to remind the hubby it still needs some attention.

Camping in the garage now meant there was little to do in the evenings. Sleeping a family of 5 in one space meant settling the kids could be difficult. This is where the Bee played another part - evening entertainment. Rory now 7 years old took an interest in why I spent so much time painting the car and why it took me so long. So, while his younger sisters were settling, he found himself joining me under the car painting the tricky parts. However, this never lasted too long and we found him deciding bed was the easier option.

At the moment the car is sitting with a few touch ups needed. Which I am sure will be completed by the first CCV trial since the pandemic.

The idea that nothing would be left untouched has taken a lot of time and a lot of paint but most of all, has caused some interesting conversation within Team Bee.

For me it is a case of who to listen to? Dad a previous champion who encourages the way I think; or George (husband) mechanic who maintains the rest of the car and plays more let's try keep the car easy to maintain role.

I'm sure at the first trial when the bonnet is opened for scrutinizing it will reveal who I listened to and maybe who I should have listened to! ⚙️



Tyro Days

Convenor report
by Barry & Pops Anderson.

The TYRO season in 2020 started in way back in January with a visit Glen Mavis. 17 hardy souls turned up in the pouring rain to tackle the sections and despite everyone ending up soaked to the skin fun was had by all. Next came Crieff with the usual excitement of winding in and out of the trees. We managed to squeeze a visit to Bathgate in just before the lockdown in March and had some great long sections using a lot of the site. Since lockdown we've managed to have 3 socially distance trials and it was nice for everyone to get back to a bit of normality even if it was just for a day. What's been very positive this year is we've had at least one new competitor at each event this year and they've come in everything from an old series motor through to much more modern D4s. For anyone who's not taken part before it's a very tame way to get into off-road trials and there will always be plenty of people around to give advice and show you the way.



Before I finish I'd like to thank the marshals and course builders who give up their time to ensure these events go ahead and allow us to have some muddy fun with our motors.

Hope to see you for the 2021 season.

Cheers

Barry & Pops Anderson.

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Long before I bought my first Land Rover I was into cars and motorsport, marshalling, navigating and eventually building my own car to compete in stage rallies. Never had any major success but enjoyed myself and finished every rally I started. Things changed, I bought a Land Rover and turned my attention to TYRO's, RTVs, winch challenges and then started organising events. I stopped competing for a while but always had a hankering to try comp safari's and timed trials...

Is it a V8 88 or V666 Demon?

Hugh Roberts

Things changed again and back in early 2019 I bought Donald Hind's 88". Don't think it had turned a wheel in a while but was a strong vehicle, pretty much good to go - a major appeal. I set about getting to know the vehicle a bit better and the 88" was happy to help! The first thing to go haywire was the distributor which worked great for a while ... then worked when it felt like but always worked when I was trying to trace the fault. Eventually replaced the ignition system and distributor after learning some new sweary words! I got it into what appeared to be working order and off to a timed trial at Bathgate. Enjoyed myself despite failing to finish and needing help to push it onto the trailer. All a learning curve, I told myself. Curve continued - the next timed trial saw another conked out engine. So something had to change.

Then came lockdown, my work stopped overnight and I had some time on my hands.

I now know a whole lot more about this orange V8. Had to get to the bottom of the mysterious 'dying and refusing to restart' issue. I changed the master cut-out switch but the replacement was faulty so that was binned. One junction box was badly corroded and replaced, a new exhaust went on. Both diffs were changed as I found the car really low geared. Changed the rectangular lights and front grille arrangement for more of a Series Three look. Two replacement seats gave me more room and a much better driving position. The rear wheel steer characteristics which were a little unnerving so I fitted a polybush kit to the back axle.

As lockdown restrictions eased I was able to start running it on the road, though not trusting it entirely I would always ensure my wife knew where I was



heading. Turned out to be a good plan when a small electrical fire caused me some excitement and I needed towed home.

Reliability seemed to be improved so I made the most of an invitation to go and 'play' with two friends on a hill farm in Hawick. The little V8 performed impeccably and never missed a beat during the near 90 mile round trip - I was fair chuffed!

Next day it sprung a significant petrol leak. Tank cover off and pipework replaced, good to go once again. Put some more miles in around the village where I live then took the plunge and drove it up to my work site. Trip was fine until it did an impression of a boiling kettle and disappeared in a cloud of steam. A new and problem! Let it cool and carefully drove it home, but it was completely gutless and I feared that I had done more damage. Further inspection revealed a broken linkage between both carbs, a fiddly but reasonably easy fix. Turns out the expansion bottle had also fractured maybe with age and the radiator needs some attention - something to keep me busy this week then. Despite all this I still enjoy the V8 and I look forward to the next event and achieving that all important goal of finishing the day without a breakdown. Who knows I might even get to use it in a hill rally. One problem remains - I am a professional off road driver trainer



so I encourage and educate people to drive slowly. That all has to be forgotten when I next don my crash helmet and clamber into my new seat aboard the orange 88"! ⚙

SPEED EVENTS

Convenor report by David Hunter

The speed event for 2020 began at what appeared to be a very dry Manor Powis, with the help from a large set up crew where we set up just over a mile comp course. With Sunday morning bringing dry weather and a great group of helpers along with a variety of comp cars from 4 cylinder 80inch to v8 90s and even some diesels the perfect recipe for an old school comp safari. With all the marshals and time keepers in place and the drive round complete it became quite clear that the surface was not going to hold for. With the conditions of the course being less than perfect, some say a little slippy and the lap times only getting faster, it was elevatable that there was going to be an Opps. With few cars finishing with two wings, with a chassis check from Douglas Thomson 90% of the cars finished.



What I like about old school comp safari is watching proper trials cars being driven to their limits, and it's down to the skill of the driver knowing his car, Manor Powis was a big success as an old school comp. Onto Glenmavis timed trial again a great group of marshals and helpers turned up, with one of the best competitor's numbers we have seen an excellent day, once again showing you should not under estimate the 4 cylinder trials cars. I must thank all the land owners, marshals and time keepers as at this level of competition it cannot be run without you so again THANK YOU!!

2021 brings us 7 speed events hope to see all the old faces and some new this is as much fun as you can have in your Land Rover!

So, keep Safe have a great Christmas
See you all in 2021!
David Hunter





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"SPIKE"

the 101
by DAVID HUNTER

more about this
on page 29



After twenty something years resting in Crianlarich, the 101 makes it home!



Sliding Spike off the trailer



With a temporary axle tied on with string the 101 is mobile again



There was just enough metal left to take templates



Had to fabricate the whole of the rear of the chassis



To be honest I had to fabricate the whole chassis.



Chassis rolling on disco axles power steering 300tdi and an R380 5 speed gearbox



Doors were kindly donated from Stu's 101 (Charlie). Welded in new bottoms, should be good for a few years



Basically anything made from steel I had to fabricate the lower half



The air scoop on the front is to hide a large tear in the alluminium (it serves no purpose)



I fabricated the front bumper to make it look more like Spike (the bulldog)



Months of scraping military paint



Two coats of shiney bronze green



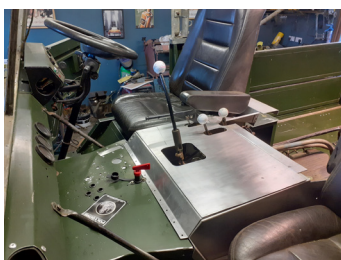
Its actually starting to look like a 101. But the shiney paint was not for me.



The shine has gone along with most of my finger prints!



More progress as he lights up for the first time in 25 years



Engine cover going on with lots of room below for sound deadening



"Dave Hunter turns scrap into gold!" ed.



This project is only possible with friends like these.



Whisky Galore
on the 11th March a phone call from the Arran Distillery with the very exciting news we had been waiting for, our 62 bottles had been hand filled with a 12yr old whisky from a bourbon barrel a waiting for the SLROC to collect on the 3rd of May. Sadly we all know what happened next, just 12 days after the whisky was bottled the uk went into lockdown, no MSA permits, no campsite and most importantly no ferries we had no option but to postpone 'The Great Arran Whisky Trial'. weeks turned into months and we soon realised it would be irresponsible to take the SLROC across to Arran in great numbers so with a heavy heart we were going to Arran alone.

Catching the first ferry of the day we find ourselves at Middleton camp site with the tent pitched for 930am, the trials site, 2 distillery's restaurant and a brewery to recce it was going to be a fine day. Thankfully we started early as we were distracted with the beautiful views and the beaches. You will be glad to know the roads are better than Mull. We declined an offer of a wee dram and a tour at the first distillery allow the coffee and the scones was just what was needed and the chips (Gordon I am sure you will agree) were the best we have ever tasted.

WHISKY HAULER

There's not many Land Rovers that get to haul about as much Whisky as Dave & Steph's Land Rover does, heres another tale of how they still managed a road trip this summer - well it was an essential journey!



Next on the list was the trials site which from the road looked everything we need with a good selection of flowing hills and some challenging rock faces. With time precious we head onto collect our whisky up the windy roads to Lochranza. Despite COVID-19 rules once we were inside and introduced ourselves we were given a warm welcome, whilst they organised our whisky we took some time to learn more about Arran whisky and decided the best way was to purchase some bottles (3 bottles plus one for Christmas).

As we loaded the whisky we spoke about missed opportunities and plans for next year, following the rules no hands were shaken to thank them for all their hard work to make this possible for us. So with a verbal thank you and plans for next year we headed off to the brewery to arrange the plans with them for next year.

After a very relaxing Sunday (playing crazy golf wait until you play that)we head off for the last ferry with 62 bottles in the back of the 110, 3 in with the girls, our Christmas bottle at my feet there was whisky everywhere infact you could say we were fair infested with the stuff!!!

'do dheagh shlainye'



The first trial this year was at Glenmavis on the 12th of January and ccv managed to get the better weather on the Sunday.

Great trials sections set up by Dougie, myself, Frank and David Mitchel.

An interesting day ending with a great section over a pile of logs which was a great idea from Dougie!

This ended up my first ever CCV win!! Very good day!!!

The next trial was in the woods and quarry in Crieff on the 24th of February. This was set up by Frank, Dave low and myself.

Another great site with some interesting sections and the winner was Michael Jackson.

We've been trying to keep the gates wide so we drive the ground conditions and this makes for some varied scoring throughout the day. Very enjoyable.

So then we were shut down from our outings with c****. Many zoom meetings ensued with the committee and as you all know we managed to get back out but not for the championship but for fun.

I didn't manage the first outing at Shotts but heard it was a great wee day with Kieron winning the day and a rosette!

The next one was at Torrance which Dougie, myself and Dean set out and feel this site has got so much to offer. We are going to have another go with chainsaws and my digger to open things up a bit to allow easier access and further sections down the bottom.

Again, Kieron was on form and took the win again.

The next trial, which was to be the last of the year, was our favourite site that is Bathgate.

Dave Hunter set this up. I was very impressed with some very challenging sections which made for interesting scoring!

I've repaired the hole in my wing and I think Dave Low won't be taking that line again! (e.d. see reference in Bee story)

Dave managed a full roll over but dislodged his fuel tank. But with some help from Billy and Michael got back running again to finish the day with a tight scoring but George McLay managed the win.

We managed to run 3 events that we didn't expect to and with great success and have now set up the new signing online which almost makes me redundant!! (aye right)

We have set up the dates for next year and will run the championship if restrictions allow. I've a good feeling about next year and believe we are set for a good championship ahead with some great guys taking part and a varied pack of Land Rovers.

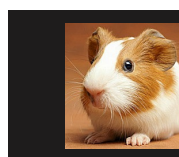
As always the trials are great fun and great crack which i was worried we may loose with social distancing. Not at all.

You cant take away the friendly banter and good competition that will always be there!

See you all next year for another great championship! ⚙️

CCV Cross County Vehicle trials report

By CCV Convenor Robert Wilson



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An IDIOTS GUIDE

TO THE NEW DEFENDER

by Mark Anderson

Conventional wisdom tells us to never buy the first of a first-generation product. Especially one made by Land Rover. I'm clearly an idiot, because I do it time and time again. Beta testing is the act of evaluating a product in the real world that's nearly finished. Notice I wrote 'nearly finished'?

In the tech world, products are rarely finished. Such is the complexity, need for iteration and new features that the days of an actual finished product ever happening is becoming scarcer and therefore because of this, the practices of the Software world are spilling over into other engineering disciplines. You see in Software, since the beginnings of time, the most important thing has always been to 'ship code', to get that concept out there and with users. They coined the phrase 'minimum viable product', and with that you and I became beta testers and the software we bought or subscribed to morphs over time with new features, changes and fixes – in other words, it's never fully done.

This idea has caught on big time in the car world, since Tesla so successfully introduced that world to the whole vehicle being one large software programmable unit able to frictionlessly get better, unlock new features and solve glitches, right on the owners drive-way overnight, whilst they sleep.

Land Rover has clearly been paying attention and the new Land Rover Defender therefore marks the first vehicle, emblazoned with the green oval, that embraces that idea wholesale.

No doubt some of you will be aghast at the thought of computers, sensors and software in the nations favourite 4x4 and that alone will be enough to discount it as "not a proper Land Rover".

But think on this, we didn't get a man on the moon over 50 years ago with Victorian engineering, and would you really want to be operated on by surgeon who had only studied medical journals dating from 1850 and older?

Things Move On. We now live in a different world, with different collective priorities, different attitudes, different needs and different problems than the past. And therefore, the whole concept of the new Defender had to be different.

To be a Defender for the modern world it had to be cleaner and more efficient. It needed clever higher efficiency engines. It needed to be lighter and stronger, so it got an aerospace aluminium monocoque chassis. It's D7x chassis is the strongest, most extreme and most rigid platform ever built by

Land Rover. It also needed to be designed around modern pedestrian safety and crash worthiness principles. And so, it was, with the vehicle even possessing automatic crash avoidance features.

You may hate that. That's okay, there is always the original Defender. Or, you may love that, in which case you have this new Defender.

I personally have room in my life for both and that's why I bought this new Defender you see here.

They say that the new Defender is all new. And it is for a Defender. But it also has a sense of the familiar too, especially to those of us who have owned other modern Land Rovers that didn't have the Defender badge on the nose. The vehicle features a greatest hits of the latest iterations of technology innovations that Land Rover has showcased in their previous vehicles.

From the clever multi-camera suite for picking your way on and off road, incorporating technology first seen on the new Range Rover Evoque with Clearsight Groundview, which gives you a virtual camera view through the bonnet and Clearsight Rearview, which is a rear-mounted camera that displays a wide-angle camera view of what's behind you, on the rear-view mirror. Range-Rover trickle down tech like Wade Sensing, Surround View Camera and Independent Air Suspension also makes an appearance, as well as the clever and clean Ingenium Engines, introduced on Discovery Sport. New Defender also gets an evolution of the Four Wheel Drive System based around the centre and rear E-Diff concept, first introduced on Discovery 3 and Terrain Response 2 and All-Terrain Progress Control, first seen on the Range Rover Sport and Discovery 5 siblings.



However, aside from the styling and chassis development in the new Defender what is brand-new, and show-cased in this vehicle, is how all these services and features are brought together in the new touch-screen control system called Pivi-Pro. The name Pivi-Pro doesn't mean anything. It's just a catchy, easy to trademark name. But the system is a world-first (first automotive system that supports dual banking updating – the ability to seamlessly switch to the updated software without delay) and is an expression of the company's latest Electronic Vehicle Architecture 2.0 (EVA 2.0) plan. This system will replace the old and buggy In-Control system



found in older Land Rovers and it's the first based upon the BlackBerry QNX operating system, running as a secure hypervisor, powered by two high-performance Qualcomm 820Am Snapdragon processors and two individually integrated LTE (4G) modems.

Therefore, Pivi Pro's design is modelled in the same vein as a smartphone.

Cleverly, one processor handles what Land Rover calls the "Logic" functions of Pivi Pro such as vehicle over the air updates to 16 of the vehicles' electronic modules, remote connectivity for the owner to set preconditioning from their phone app and vehicle functions, whilst the other processor runs the "Creative" functions, such as the Infotainment system, including installable cloud based apps such as Spotify and Tuneln Radio and support for streaming, Apple CarPlay and Android Auto. They have even gone to the trouble of giving Pivi-Pro its own backup battery, so that the system is designed to load immediately following the start of the engine, ready to accept control input from that moment.

Going further, they have even applied a degree of machine learning to the standard navigation function in Pivi-Pro, where the technology employs dynamic route guidance to improve destination routing and with a feature called Smart Voice Guidance where they turn off the spoken navigation instructions when the technology determines that you are in a familiar area. On the road, I find the system generally very responsive, with nicely laid out menus where all functions of the car can be found and generally controlled in the system, making this a highly integrated system.

But make no mistake, the system represents a complete rethink of what an infotainment system is in a modern Land Rover. They have also continued the multi-role'ing (that's not a word) of control buttons – giving some 2 or 3 functions to keep the button count lower, whilst still retaining the age old purpose of being able to control the main controls with gloves on – despite

the 10" touchscreen featuring so prominently in controlling the vehicle.

Now, any cursory Google search, or period on social media will have the faint-hearted running for the hills. They will be driven to think that the new Defender is a bug-ridden, bundle of angst for new owners, with failures rendering them all completely stranded at nature's mercy, somewhere in the outback. I've noticed many a keyboard toting warrior on the internet, who had no intention of ever buying a new Defender anyway, to declare the vehicle garbage and not fit for purpose.

The reality is however different. I have had no mechanical issues whatsoever, with the car's overall fit and finish and build-quality being bank vault like. Many with any faults are just suffering software glitches, such as the Spotify Live app disappearing, a navigation position lock up or a camera not initialising, which are very often cured by a quick reboot of the system (you hold the Pivi-Pro on-off button down for 20 seconds while the car is in Park if you're interested) and normal service resumes.

But meanwhile, Land Rover continues to improve the functionality and stability of the system with the aforementioned over-the-air updates. This, my personal car, having had 3 such, since I picked it up back in early September whilst parked in my garage.

We have gotten very used to this with smartphones. We have not yet with cars.

It's a very different ownership mindset.

Probably many will wait to buy a model year 2021 version than a 2020 version presuming that early build glitches will be ironed



out, but the chances are our vehicles will be exactly the same, just mine now running the 2021 code... This is a vehicle clearly designed to get better and better over time.

The word that's often used when describing the new Defender is 'Capability'. This is an interesting word. It's a noun, meaning the power or ability to do something. Land Rover leaves it up to you to define what that powerful concept means for you.

This is after all a vehicle heavily designed around the idea of personalisation, to be what its owner wants it to be and to change over time. Holding to that ethos Land Rover kick started that process with it being produced in 90 (3 door) and 110 (5 door) body designs, with a choice of 5, 6 or 7 seat configurations, in five trim levels (Defender, S, SE, HSE and Defender X trim levels), four engine configurations, four optional Accessory Packs and a choice of 170 individual accessories from launch.

Just a year on, there are more accessories being added and



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more engine choices, including Plug-in Hybrid electrification. And that's only from Land Rover. I note that the aftermarket is already busy with wheels, racks and other accessories being released every month too.

I personally went for the 110 model in SE trim with the P300 4-cylinder petrol engine complete in Santorini Black. I added the Family pack to get 7 seats, Comfort and Convenience pack for wireless phone charging and a fridge cubby, Explorer pack, Data with Hotspot connectivity pack, Side Deployable Ladder, Front Underside protection, Interior protection kit and the optional M+S Goodyear Wrangler Duratrac tyres.

Some will want their Defender to cart children and dogs around. It does that exceedingly well in quiet comfort. It has a hard-wearing entirely wipe-down interior, all the USB sockets that anyone could ever want, with excellent on-road manners and massive rear-leg room.

Some will want it as a road-tripping vehicle to cover big distances, perhaps even for overlanding and wild-camping and again it's on-road driving capabilities make it a formidable touring machine, with relatively good fuel economy, brilliant clever cabin with lots of assorted storage spaces, great driving position and very mannerly vehicle dynamics. Its roof is also good for over 300kg static loads and a massive 168kg dynamic load.

Some will want it as a towing vehicle, no problem it's rated to tow 3.5tonnes.

And some will want it for off-road. Oh boy.

Here is that word 'Capability' again. Some stats for the 110: 900mm wading depth, 291mm of ground clearance, 37.5° approach angle, 40° departure angle, 28° ramp over angle and a 6.5 tonne snatch load off the recovery points.

Now I happen to wear a watch that will happily operate at 1000ft under water, but that just means I don't need to worry about forgetting to take it off in the shower. To me the Defender falls a bit into this category for many people. The category called 'it's nice to know it can do it – but I never will with it'.

If you own a Land Rover and you have never taken it off-road you are doing yourself a disservice.. and to your vehicle. They were meant to do this.

Driving the new Defender is definitely an exercise in me running out of talent long before the car ever will. It is truly amazing, perhaps even to the point of being boring because it is so easy for it.

It has got a useful turning circle and terrific visibility endowed by the cameras and like all the current big Land Rovers, it's got a twin-speed transmission, the ability to raise its ride height, a locking centre differential and also is available with an active rear locking differential too.

But the star of the show remains the latest Land Rover

Terrain Response system which for the first time is now user configurable. In each defined program mode it adjusts the differentials locking ratio, traction control system, throttle map, gearbox shift points, hill decent control system, anti-lock system, and suspension height to perform best for each driving situation with the system constantly monitoring traction limits and adjusting for it 500 times a second. This is the fastest acting Terrain Response system Land Rover have ever fitted to a vehicle.

Traditional 4x4 technology methodology dictates that axle articulation is paramount to keep vehicle weight on the tyres so that resistance is maintained to keep the differential(s) channelling torque to a wheel that can use it.

Makes sense.

Whilst the new Defender has some axle articulation, 500mm in fact, it works differently. It uses the anti-lock brakes pulsing at several times a second to react to a loss of traction and this added friction to the drivetrain allows the differential to work and find traction.

It can be strange to watch. It is when this car has a wheel in the air and spinning that it is working out, finding and sending torque to the wheel best able to deal with the torque. You definitely get the impression that it would be really difficult to cross-axle this car.

I was talking to a representative from Land Rover who oversees the Land Rover Experience centres in the UK who told me that when developing the new Defender, Land Rover engineers were able to complete for the first time the iconic Hell's Revenge, the Poison Spider and the Steel Bender Trails, amongst others, in Moab, USA in standard Defenders. In contrast, Jeep development teams use modified vehicles for those trails. Look up those trails if you're not familiar with them on YouTube – they are insane.

So indeed, this car is a rare breed. I know it looks expensive in isolation. But when you analyse it like for like, equipment level for equipment level in the current Land Rover line up, it's the most affordable of the 'big' cars by far and I'd go as far as to say it's the one with the most compelling ownership case of them all as a do-it-all all-purpose vehicle.

So, am I happy with being a 'first year' owner of this new Defender? A beta-tester of a still developing product?

Absolutely.

But then I'm clearly an idiot. ⚙️



A 3 hour unaccompanied test drive, sounds nice does it? A pleasant way to spend a morning, and to see for myself if the car was what I had hoped and imagined it would be, if it was, then it becomes something Emma and I can work together to buy. If not, a year of hopes dashed cruelly in 3 short hours.



Taggarts Motherwell had a car, and a time slot that matched my busy schedule so Friday morning, I arrived, filled in the paperwork and was handed the keys to "my" 110. A D240 SE, finished in Santorini Black, with light Acorn interior. Explorer pack and side steps being a few of the options fitted. First impressions, very spacious, good seats, commanding driving position, controls are laid out nicely.

The drive from the showroom to Carlisle, via the M74 and

SOMETHING TO REMEMBER 2020 FOR: THE ARRIVAL OF THE NEW DEFENDER

by Alan Morrison

Garrion bridge was a good introduction, town, motorway and country roads. It felt lighter on the move, quicker at acceleration and braking compared to my D3.

Emma has never driven an auto, or a 4x4, not a bad car to pop that cherry.

I really needed her to like it, as she would be covering 50% of buying one...

Thankfully, she loved it. She found it comfortable and easy to drive, the interior impressed her a lot and quickly settled into driving it as if it was second nature.

The roof rack did give some noise, but it wasn't awful, and easily fixed by turning the DAB radio up a couple of clicks. You only really hear it on motorways, but even with it fitted. The car was doing a claimed 42mpg at 70mph, ticking over at 1800rpm on the 8 speed gearbox.

Inside, it's comfy, lots of storage space and we both agreed it felt more spacious inside than the D3, even without the panoramic roof. A must have personally.

The dash is very simple and easy to use, the rear view mirror has the options of being a traditional one, or the clearsight, which has a camera above the tailgate to show a feed of what's behind. I left it in clearsight mode as it felt better to me.

Our only real complaint was the smaller boot size compared to the D3. It's definitely not as large in that regard.

3 hours and 110 miles passed very quickly, and sadly I had to hand it back. Overall, we were both extremely impressed with it. Comfortable, quick, spacious and rather amusingly, it didn't feel like a Discovery.

8 years in a D3 and I didn't feel that in the new Defender, which is something that's thrown about online. I personally didn't experience that. Will I buy one?

Yes. A D300 HSE is my choice. I can't wait to get one. One day. ⚙️



2020 FOR: DEFENDER - REVIEWS

by Mike Robertson



Been out this morning for a test drive at the Land Rover Experience at Dunkeld, more offroad biased than on road & can say that it does gentle offroad well for a "standard" vehicle on road tyres, Having gone along with every intention to hate it, I can't say I do, its a significant leap forward from the old Defender which in reality was welllll out of date when they stopped building it, Would i buy a new one? no, would I buy one that's a couple of years old, would consider it, especially with the new 6 cylinder diesel thats coming. Just means now that i need to wait & see how the Grenadier stacks up in the flesh, hopefully my pre-order comes to fruition.

Mike, that sounds like heresy ed. ⚙️

Back in an era not so long ago when things seemed so much simpler. I had a predicament in that I had beaten my poor defenceless hard working td5 110 pick up to death! I had bought it new, made all the modifications that a young lad would do, chip, exhaust, 6" lift, extra lights, 33 12.50 tyres..... I called it The Indefatigable (Indy) I loved flying around like a maniac in it. It was so great that when the turbo blew its self to bits after 60000 hard miles, I thought time for a new one. Off to Rossleighs in Perth I went..



BISH BASH BOSH

Johnnie Drysdale gets it ~~wrong~~ right!

Land Rover, true to their fashion! "It'll be several months before we can get you a 110 sir". "Very well" I said, "I already have wheels. Could I have a new car without wheels" I asked... Baffled salesman, "OK" he said with a screwed up face. "One new 110 less £2000 worth of wheels". Great. Simples. (Or so I thought). This time, a bit more care. Treat it with a bit more respect. It's not a comp every time you drive to work, don't put it on its side like what happened with poor Indy.. Make this one last!

Several months later.... Where the hell is this frigging truck! Time for one of those stern phone calls, "can you lot not organise a sh*g in a brothel?? What's happened to my 110?????" Manager.. "that salesman was sacked!! I'll put you on to this other guy who knows all about it" I started to explain.... New 110, no wheels.... "Oh" new man said. "I'd better deduct the wheels from the bill" (major win) this is going to be a great Wee truck.

Some time later. I got the call, "It's ready". Yippee! up to Perth like a bat out of hell, my last run in Indy. With a cargo of 4 265/75 bronco dirt Devils on stinking old 8 spokes for the newbie. (Couldn't fit the 35/12.50's on till the lift was done) things went pretty smoothly. Back to base in Ashfield with the shiny new toy. It was the cats pyjamas.

Within a very short time, the spanners were out. New stuff comes apart real good and easy! Wheels off. Axles off. Bumper off, exhaust off, seats oot.... + 7" springs and +6" shocks, major surgery on the radius arms, panhard rod and drag link for the front. The back got jacked with 4" Spring spacers, relocated top shock mounts, and the A frame looked like it had an appointment with Dr Frankenstein! And, the chip!!! Many other changes made to make it drive nicely but I'll try not to bore you all to death.

Just a few late nights later. Behold, the monster double cab. It seemed like it was ready to drive now..

It took a road trip to the south east of England to get a name.. Lad in the back seat "what you call this one then?" Me "not sure yet, nameless" back seat "you what, Shamless?" That was that then!!

On that trip, somehow, I found myself and 1 month old 110 on the beach at Bradwell, at low tide!! Stuck in clay!!! Tide coming in!!!! Fast!!!! Jings, what a balls up, the sea's lapping the back cross member!!!! I don't think I could ever run as fast again as what I did to find a dude armed with a tractor and very very long chains!!! Fwoft, got away with that one!

Right. No more stupidity with land rovers. I said to my self. A couple of months later, out of nowhere, a brain wave occurred! I know... I'll phone Pete and see if he's up for some shenanigans at the Boxing Day bash! Guaranteed to always be a hoot! Christmas passed and before we could blink, off to Larbert it was. Fairly sure that all of the festive booze had evaporated out of our systems, I remember saying to Pete "now. As long as we don't tip over". Things were going well, one lap to go. I thought my Scandinavian flick skills were almost perfected. One last roundabout to go then the home straight, she was driving straight sideways, right foot buried, almost at valve bounce, opposite lock, flick, who the hell put that rut there, thump doynk bash..... Sh*t... The field's on the roof!!



Over she went!! The windscreen came flying out along with beer cans, cd's hats and jackets... How much junk I must carry in this car!!!! What a balls up!!!! Dam and blast!! On the up side when Pete went to undo his seat belt from which he was hanging he thumped down onto the roof in the most ungracefull fashion! God I'm easily amused!!

Not chuffed with ones self would be the under statement of the millennium! Rescue came in the form of my very good mate special Ian and his mum very kindly dragging the bent wreckage of a 5 month old car onto their trailer. Off to a corner to feel sorry for its self! I got home that night and thought I better announce my woopsee.. Always a reassuring word from uncle Andy who said "don't worry about it, I came down the glendevon road sideways when I was your age and managed to crunch all four corners" bent metal can be fixed. My dad, no doubt thinking "not again" kindly lent me his vw camper as a run around. I immediately thought, ooft. This is far too top heavy for me!! Danger danger.....

Several months passed. Summer arrived, I thought, time to get this poor truck straightened out. I dragged it down to the foundry and the spanners were out again. Everything was bent except the LH front wing. Even the bulkhead was mashed! Oh well.. Shopping list made and off to pentland in Edinburgh. One whole new body please!! Jings.. How much for a double cab roof!!!! Sod that, full rag top it'll have to be..



On my return to the foundry, looking at the rolling chassis, another brain wave occurred. I could make this thing even higher.. A two inch body lift, and I could fit a set of 37" tyres. This's going to be great! Never satisfied with a simple life, the welder was out, sparks flying and in no time the body lift bits were made and welded on ready for new panels. Some weeks passed and I collected the whole new body from the painter. Warped in blankets and gently lifted into place, it took shape quick.

It was a thing of beauty. There's a certain kind of high and sense of achievement when you roll something out of the garage for the first time and stand back to look at what you've just created. I almost wet myself with excitement! Couldn't wait to drive the new Shamless!



For the next 5 years or so Shamless was my pride and joy, every day car, comp course set up car, camper, endless adventures. And She never suffered from getting stuck in the mud, not with those 37's. Things were just hunky dory. Great things never do last for ever! Rust was moving in! Things were beginning to wear fatigue and get ugly! Time for another new 110. Enter "the gray box" A 2.2 XS 110 utility. But I just didn't have the heart to do the sensible thing and trade in Shamless! She's my truck...

Eight years passed and poor Shamless was beginning to feel sorry for her self. I was full on racing the milner which demolished a loony amount of hours in the garage. I had one of those delusional brain waves that I could do another rebuild, new chassis, new bulkhead.... I hit a serious stumbling block when I went back to pentland and asked for a new chassis, the very helpful chap in the parts dept told me they couldn't supply a TD5 chassis anymore. We can give you the wrong thing and bits to alter it! Rather deflated, I gave up! If I can't get genuine parts to make it perfect again, Should I finally sell... My good mate Stu was very positive about the rebuild idea and told me that I would be a mad man to sell!!! He was right...

Behold one of the wonders of the universe, Enter Allan Crow. Allan had just set up in business on his own, built a cracking garage and was tooled up to work his magic on anything with wheels that drinks petrol or diesel. Cue the next brain wave. "Allan, could you make Shamless a brand new car again?" This did not phase the Crow!

In no time at all, with some assistance from Stu, we loaded up the dust covered truck. A "How the hell do you....." came from Stu. Shamless, some 13" higher than standard, and when on a trailer requires some amateur mountaineering to get out of the drivers seat without stacking into the ground face first..



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Off up the road in the moonlight we went, through the picturesque village of Dunning up over the hill to the middle of nowhere, to the Crows nest.
Allan's inspection quickly revealed the extent of what was needed. It's not quite on its last legs, the chassis and body are savable, it needs everything stripped bare to paint, galvanise, re bush, re everything. My motto with Shamless was, if it needs it, it gets it. Allan set to work, and I went on holiday.
As the weeks rolled by, Allan sent me pictures of the progress. Everything from the rusty mess to the beautifully galvanised and painted bits. All the way through the final assembly. It was like a work of art. I visited regularly, every time, things got newer and shinier. Allan's years of experience and knowledge of places to get parts was endless. Emma, Allan's lovely wife, managed to get my seats, which were no longer available re upholstered. Even with the original outback import embroidered logos on them.

Not long after. "It's ready" Allan sent me some pictures of the brand new Shamless. I gave Stu a call, "fancy a run up to the Crows?" Along he came in old Broom, Stoo's magical old V8 110. Off up the road in the sunshine to the back end of beyond. Parked on his front garden in the sun. It was gleaming. Top to toe it was finished like a show piece. Everything galvanised and painted. It was like stepping back in time to 2006 when I picked her up split new. Only this time it was properly put together. I was, and still am, happy as a pig in sh*t.
Shamless lives in the aptly named Shamless suite. An under floor heated garage and is my sunny day Sunday truck. There's a magic about land rovers, more so 90,110 and series trucks. They put a smile on your face. They are a source of great tales and story's. They take you back to the good old days. When I drive Shamless, I think, these are the good old days.
One careful owner ! Johnnie Drysdale ⚙



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Michael in the Club asked me if I'd be interested in going to Helmsley Yorkshire for a Land Rover weekend, he said that we would do the Patina RTV with his serious one and the normal RTV with my defender. I checked the dates, and it was the first weekend of my holidays and I thought that would be the perfect way to start my holiday so I agreed to go. We booked the camp site and the trial and all was looking good for the perfect start to my holiday.

On the Friday morning it was planned that I leave home at 9am so I got up at 7am to find a message on my phone from Michael to call him ASAP so I did and he told me that he would not be able to join me on the dream Land Rover weekend at Helmsley because a family member had tested positive to coronavirus and although he had a negative result he had to isolate for two weeks. So, after that bombshell I wondered what else could go wrong. I set off at the agreed time with a 250ml journey ahead with the view that my holiday was going ahead regardless, after stopping for lunch and finding the hardest campsite to find in Yorkshire we arrived at 4pm at the most lovely campsite ever and we set up the caravan and straight away we made many friends with other campers and the selection of leaf sprung



Patina National Rally and RTV September 2020, Helmsley Having been asked to write a bit about marshalling at the above event I wasn't sure what to say except I went, I marshalled, I enjoyed and I'd go back, but I am not sure that's what they wanted me to write!! So to expand:-

- Why I decided to go?

Andrew and Michael had decided they were going to compete in the rally and RTV and co-pilot each other and that it would be a great weekend away especially under current restrictions, it was the beginning of our summer holiday so I decided it would be good to join them and meet some new folk. Also I wasn't letting Andrew loose with my caravan goodness knows what state he'd bring it back in. (Unfortunately Michael had to pull out at the last minute)

ANNUAL PATINA NATIONAL RTV

by Andy Taylor

by Linda Taylor

Land Rovers was fantastic, I could see why Michael wanted to bring his serious 1, to compare and test their abilities with each other.

On the Saturday as I didn't have a leaf sprung vehicle I helped marshal and enjoyed watching all the vintage vehicles trial on a fantastic peace of ground, I enjoyed my day knowing it was my turn the following day. Sunday came and I was ready for the RTV with the whole of Scotland on my shoulders and with it all to do, I soon settled down with three clears then when it was my turn to go first I went the wrong way at the 8 gate, (Simon you will understand) what a disappointment after such a good start to the day, it didn't faze me and kept getting clears all day except the last section where I scored a one, I enjoyed my day I loved the way my car preformed and the weather couldn't have been better.

After another night at the campsite eating and drinking too much all that was left to do on the Monday was to pack up our kit and travel home which we did with ease, I really enjoyed my weekend and would do the same again anytime, a successful weekend with great folks and wonderful weather, Michael completed his isolation and we caught up shortly after to discuss the ordeal of a close brush with the virus and the disappointment of being robbed of a weekend away with our beloved Land Rovers.

- Why did I decide to marshal?

Why not? What else was I going to do other than just watch, I have been in many different clubs and I know how difficult it is to get volunteers not sure why as it is usually very rewarding. Okay so first I had to find out what the different rules were the main being that white is on the right and red on the left complete opposite to SLROC but not difficult, also every section had 12 gates and there were 12 sections so a busy event. Once the rules were discovered time to join my team. The majority had been marshalling at this event for many years but were very welcoming to a stranger.

- Why I enjoyed it?

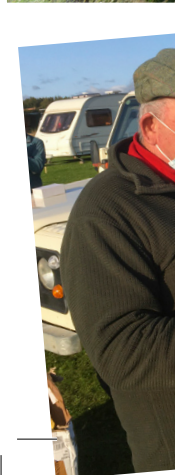
It was great to meet and chat to lots of new folk, more friends added to the social media network, get close (social distancing of course!) to the cars and seeing what they could do, the whole atmosphere was great being out on the hill enjoying the sunshine and watching all the fun.

The sense of achievement of being part of a well run event which ensured everyone had fun and were safe.

Back at the campsite with a nice wee fire and a glass of wine listening to the boys discussing the best, the pros and cons of each vehicle, (they never seem to chat about anything else!) Andrew and I both agreed that the donated trophy was awarded very appropriately to Pete Wilford (Dipstick) who hadn't rallied for 32 years and neither had his car, What a character with his roll cage wrapped in bubble wrap and an ancient helmet on to protect him. (I am sure this is the only way his wife alias Sat Nag let him out on his own!)

- Would I go back?

Absolutely! To meet back up with new friends and now I know how the event runs and exactly where I can do more exploring around the area next time. But I will still volunteer to marshal if they will have me back!!





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THE SLROC SKYE GATHERING 30TH APRIL TO 3RD MAY 2021

As you may have heard we are taking the SLROC to the Scottish Islands, if this is news to you we started on Islay in 2018 to collect 60 bottles of SLROC limited edition whisky, 2019 took us to Tobermory for 61 bottles and Arran 2020 we collected 62 bottles. This brings us to 2021 Skye where we are hoping to collect 63 bottles of whisky from Torabhaig.

Not knowing if next year will bring more covid restrictions we will be keeping the plan as simple as possible, the plan is IF regulations allow we will gather in and around at Sligachan Hotel where they have camping, lodges, cottages and Hotel rooms, most of the rooms are booked as I have shared this information for a while now on social media.

THE PLAN;

Get the ferry over to Skye on Friday the 30th April 2021

Meet at Sligachan hotel/campsite

Camp fire and a dram on the Friday night

Saturday 1st May visit Torabhaig Distillery to collect whisky and tour

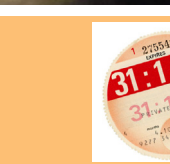
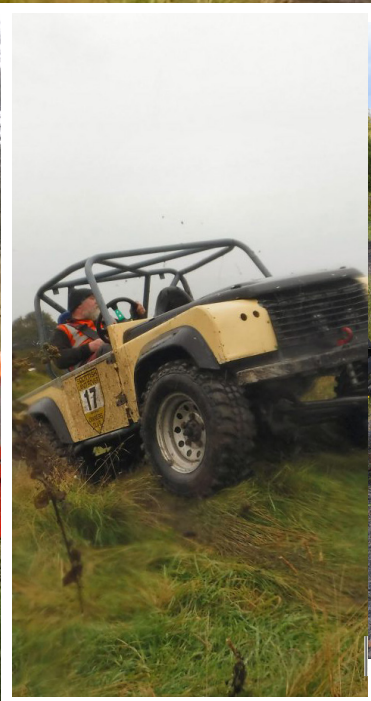
Saturday evening Sligachan Hotel will lay on a meal and folk music possible ceilidh

Sunday 2nd May we will visit the North of the island

Monday 3rd May we head on Home

Look out for updates on social media, we are very aware that future regulations may call a halt to this event, looking forward with a positive attitude surely there is no better way to put 2020 behind us than sharing a wee dram with good friends surrounded by breath-taking scenery of Skye.

do dheagh shlainte! ⚙️

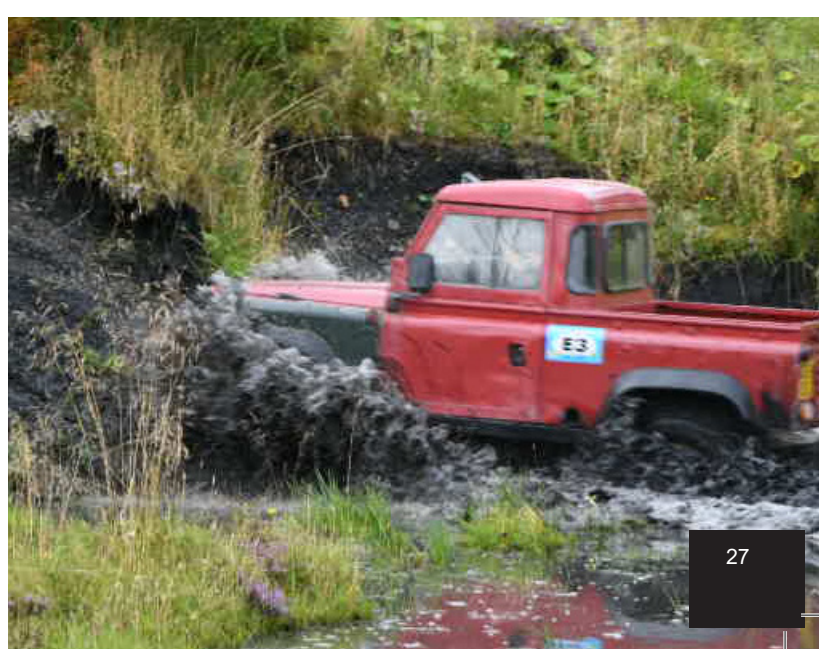




ROAD TAXED VEHICLE EVENTS

Convenor report by Gordon McCheyne

2020 got off to a promising start for the RTVs. First three trails of the year at the ever excellent Glen Mavis, Crieff and Shotts saw the drivers being challenged by the technical and taxing sections. Then the came an unplanned hiatus which offered up time for tinkering for some. Come late August we were all itching to get back to trialling - an open trial at Shotts provided some much needed relief in the shape of off road driving and general playing in the mud...good times. In September 10 of us slipped and slid our way round Torrance then early October 15 drivers braved the October rain at Bathgate at what would be the final RTV of the year. Most definitely not a normal year however when we were able to get out, it was worth the effort. Thanks go to the land owners, marshals, set up crews and to the competitors for continuing to support the RTV trials. Roll on 2021 with (hopefully) a slightly more normal year of trialling. ⚙️





WITHOUT A DOUBT

2020 HAS BEEN A YEAR OF RESTORATION
YOU WILL SEE THIS EDITION OF *Cross axle* IS CHOCK FULL OF PROJECTS - EVERY CLOUD
HAS A SILVER LINING AND I AM SURE THAT THIS YEAR HAS SEEN AN INCREASED NUMBER OF
RESTORATION PROJECTS COMPLETED - THIS ONE BY Alan Crow
LONG TIME CLUB MEMBER AND OWNER OF OVER THE HILL RESTORATIONS



Glad I ordered a new bulkhead.



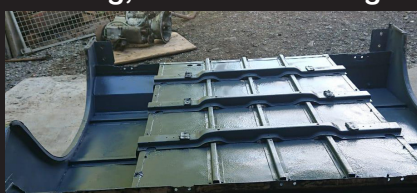
Axle rebuild , replaced swivel housing, seals and bearings.



New springs and U bolts.



All new brake cylinders and shoes.



New bearers, stone chipped and primed.



New chassis from Richard's, axles mounted.



Engine stripped, painted and rebuilt. Painted body starts to come together



This was the First restoration in at Over the hill restorations, a series 3 which sat for 17 years.



Gradually looking like a Land Rover



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This story begins on a beautiful sunny morning in a pub carpark in Crianlarich in the early 90's waiting on Jim Douglas before heading off to Callander treasure hunt. Hearing the howl of cross ply tyres, I expect to see Jim coming down the road instead a young handsome man in a cowboy hat driving a topless series 3 (Can you guess who it is yet?). Given him the usual land rover wave thinking to myself I got to get one of those hats, he turns in and introduces himself as Allan Crow. By this time Jim has turned up 9late as usual) and all three of us head off in our series land rovers to Callander treasure hunt where Allan joins the SLROC.

I need to jump forward as I could fill ten magazines of adventures; I have been on with these two. Now this part of the story starts round a campfire with a few drams at the Scottish land rover show with a slightly older but still handsome Allan Crow. He leans over and asks me to pull his finger no no no seriously never pull

Another one (01) for the road!

Allan's finger, back to the story he leans over and says I've got you a 101!!!! This was perfect timing for one I have always wanted a 101 and Steph had just driven Stu's 4.6 V8 Auto 101, and now had had many a dram (thanks Stu). So, the question was asked 'Do we need a 101'? I asked. The reply.....'Of course we do' says Steph! Perfect...

Allan and I found ourselves back in Crianlarich to pick up the remains of the 101, as we turned into the driveway, I was relieved to see it resembled a 101. We quickly hauled it out of the bushes and onto the trailer as Crianlarich midges are fierce lol, this meant we did not remove the 20yrs worth of undergrowth, however by the time we had made the all-important stop for chips in Callander most of the undergrowth had gone!! Strip down was not easy as even the heads of the nuts and bolts were rotted that tells you the condition of the chassis in fact anything made from steel was now gone and I had to use the military underseal for templates. I could tell you of the hours of cutting, welding, scraping and painting but I always prefer pictures myself.

One last thing I have named the 101 Spike as I think its stance always reminds me of the bulldog from Tom and Jerry!

As you have read, I started out writing a story about restoring a 101 and ended up telling a story of friendship, I think this sums up the club you think we are just talking land rovers but we are actually making long life friends.



Agony Column with Auntie Andy

Dear Auntie Andy,

My friend has a problem, he has strange attraction for trees, he's not fussy, thin ones, tall ones, but his Land Rover is getting really upset and looking very sad with this affliction. His Landy just wishes he would caress her with long grass and soft mud, but no he prefers trees! Please Auntie Andy can you help?

Hi, firstly you are not the first to suffer this problem, but it is unusual for it to be such a persistent problem, usually once is enough to work it out of the system. I would suggest you sit down on a beach and have a wee whisky with your friend and suggest he replaces those damaged wings and straightens the bumper and maybe then he will not be so keen to cuddle trees. I hope this helps.

Auntie Andy

Dear Auntie Andy,

I have been really, really, really, yes really successful at speed events but I have a slight problem with my Land Rover. Every so often it gets tired and decides to lay down in the middle of the event. I have done everything I can to stop this, going faster and faster just doesn't help and no matter how much I polish it it still falls over. I have had to extend my house to store all the trophies but this sleepy Land Rover is really getting to me, can you help Auntie Andy?

Hi, thanks for writing in, it is with a sad heart that I read some of these letters from readers. Its such a shame when after so many years of love and care a Land Rover still lets you down.

Unfortunately, there's not much that can be done to help you, I think you are past help. Let's hope that this year of rest has been enough to let your Landy recover and all will be well in the new season. Good luck!

Auntie Andy

If you or your "friend" has a Land Rover related problem send Auntie Andy a message via the editor



Cross axle

Alan gave you a wee introduction to Old Blue back in **Cross axle** Summer 2018, here he gives an update. (see back issues on slroc.co.uk) ed.



OLD BLUE PART II

FOLLOWING ON FROM SUMMER 2018 CROSSAXLE

A quick try of Blue at Drumclog didn't go well. The fuel pump packed in shortly after arriving, it lasted enough for a few pictures and a quick drive.

A new pump and starter motor were fitted at my friend Franks on his ramp.

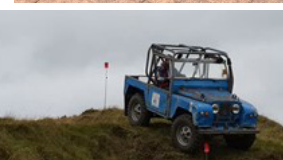
Blue then had an RTV outing at Bathgate, I managed 5 courses picking up only 3 points, showing it's still very competitive against its newer stable mates, however, the rear diff expired after stage 5 so we had to retire.

Blue got a place on the Series One Club stand at Peterborough, drawing in people, having a trip down memory lane to when they had a similar car.

After that, it went back to my friends yard to wait. Last June, I managed to move it to Emma's parents house, they had a garage, while not massive, it allowed me to keep it dry and let me work on it.

The brakes were stripped and relined, the old S2/3 parts removed and lights and other parts removed. The wiring was found to be a mess and beyond saving, so a custom replacement wiring harness was ordered and made by Autosparks. It's made to look like a harness from 1950 but has all the required changes for its new look. Some eBay purchases delivered a fresh set of Smiths Gauges to replace the old and broken ones. Accuspark supplied an electronic distributor, upgraded coil and leads for better running.

Blue is currently at Dave Hunters, who has kindly agreed to help with the welding and rebuild. The old cage is gone and the car once again looks like a proper 80" for the first time in over 3 decades. ⚙️



by Alan Morrison



LOOKING WAY AHEAD! 2027! BARRA HERE WE COME!

ISLAND HOPING UPDATE

2028 - whilst in discussion with Rassay about our tours they offered to sell us a cask which would be matured in time for our 70th Anniversary celebrations. So, on the 10th of November I Stephanie Hunter secured a cask which will be split into 70 shares for SLROC members only, if you are interested in a share of this all the details and information are on the club forum!

Whilst we are looking this far into the future 2027 will take us to the Isle of Barra I have spoken to Peter from the yet to be built Barra Distillery and he loves our story and would be delighted to help us with our collection. He just has the small task of building the distillery first!





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