



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

SUMMER 2022



Islay Competition Cover Photo WINNER - Emrys Kirby



Aubes goes to Africa!



Family Friendly Freebie



Time for walkies

£10 (free to members)

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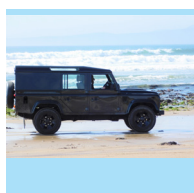
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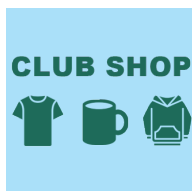
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Hello All,

I hope you are enjoying the good weather we have been having and getting out and about in your Land Rover, or for those in the middle of a rebuild, hopefully the garage floor is a bit warmer!

Chairman's chat

by Dean Pugh

At SLROC we are getting on with a full range of activities. Our Championships are running well. It has been great to see a lot of new faces at our TYROS and I know a number of old faces are back out in new cars at our speed events. Everyone seems to be enjoying themselves.

We have had a couple of Land Rover Ambles, a massive trip to Islay, we have already been to a couple of Shows and done some Off Road Demonstrations. Always loads going on, and the second half of the year is no exception. Please contact the convenors and event organisers if you want to get involved - always plenty to do and plenty of help required.

As many of you know, my role in the club has changed over the last year - I'm still Marshalling and Organising,



Taking a balanced approach to matters is our Chairman's forte!

but no actively taking part in some of our events in my new Land Rover, Old Yelr. I have been having an absolute ball taking part in many different events. I am also becoming more familiar with the frustration of Land Rover Ownership, having to deal with electrical, power steering and other issues. As the saying goes - "Land Rover, proudly turning owners in to mechanics since 1948". None of this would be possible without the friends and advice that I have gained from the Club, so thank you to you all.

I hope to see you out and about in the near future.

Take care,

Dean Pugh

SLROC Chairman ⚙️



Editor's blether

by Neil Scott

The activities and the variety of events our members attend is quite astounding. We do our best with the magazine to give our readers a good cross section of what both your Club get up to and what you all get up to out on your own.

You will see within these pages many different events, please come and join in. We have members who don't even own a Land Rover and are embedded within the Club enjoying Land Rovers and the comradery that soon develops, don't be shy jump in, don't take it too seriously, have fun. While you are at it send crossaxle@slroc.co.uk your photos and stories.



The Club calendar is a packed schedule so there is usually something on within a week or two when looking to suit everyone.

Full Calendar can be found at slroc.co.uk/events/ For up to date info its good to keep an eye on the club Facebook Page, just search Scottish Land Rover Owners Club and you should find it. Of course it should also be found on the forum at slroc.co.uk/forum/

We try to be a friendly Club so feel free to call the appropriate person on the opposite page regarding any matter, failing that feel free to email me at crossaxle.

Hopefully you enjoy the eclectic mix of stories and I hope there is something for everyone - If you have a story, tale, experience, knowledge that you wish to share email your photos and stories to: crossaxle@slroc.co.uk

p.s. Our Chairman goes out of his way to help the Club on a regular basis, this time it was to show us where the muddy bits are... Thanks Dean for All your hard work, it's very much appreciated.

Cross axle ⚙️

Everyone has their favourite Land Rover model, be it a Classic series that they got thrown about in on a farm as a kid, the Range Rover that was on their street and they walked past it daily going to school.

For me, it's the Discovery and it started in 1994 when I was 7. Every August we would go to Aberdeen for a few days for a family holiday.

While walking through the hotel car park with my dad, I saw this large black 4x4 in the car park, we went to have a look.

It's owner was at it and we got chatting, I saw that the kids had to climb up to get into it.

When you're 7, climbing up into a car is cool, especially as we had a Ford Escort which you didn't have to climb up into. I asked my dad if we could get one, turns out they were more than double the price of a Ford Escort so that wasn't going to happen.

Later life knowledge has it as a black 300tdi 5 door Discovery which was pretty much brand new at the time.

And with that, my Land Rover interest was started, it became a D1 that I wanted, which then evolved to a D2 when they were out.



After the total failure of my insurance company to pay a fair price for the car, breaking their own guidelines and leaving me without a courtesy car.

I ended up needing a new car quickly and got an almost identical Freelander from the same dealer that sold me the first one.

Sadly it wasn't right, it broke down with fuel pump failure 1 mile from the dealer. Which should have been the "run away" warning, but I had no car and needed something so I kept it after they had it fixed. It continued to never be 100% right, having engine, clutch and drivetrain issues that never got 100% fixed despite 3 separate garages trying.

Decscovery - Decade of Discovery

by Alan Morrison

Then Clarkson drove a silver D3 up a Scottish mountain and despite the blatant "let's get deliberately stuck to have a funny bushcraft joke" it did rather well and a D3 was the aim.

The minor but critical detail of being 17 and in 6th year high school when that episode aired stood in the way. So the idea didn't happen, when I passed my test I got a Renault Clio.

When I turned 21 and my insurance allowed, I moved from the Clio to a 2004 Freelander 1, td4 SE 3 door hardback finished in Oslo blue, which remains one of my favourite Land Rover colours. I had it 7 weeks and 2 days before it was written off by a 7.5 ton lorry skidding on black ice and rear ending it. I got a curt email from my insurer on the 23rd of December to say me car was a write off, not a merry Christmas to me.



The idea for a D3 was still there but prices were still on the high side for my budget so it was to wait a while longer but as I turned 25, the cars were in budget for the spec and colour I wanted.

A few weeks after my birthday I began the search for one, it had to be an HSE spec, automatic and either Silver or black with black interior. I generally pick a high spec car as I keep cars for 3+ years. With the Freelander having heated seats, mirrors and screens, parking sensors etc, I wanted them on the new car.

I had also driven my then bosses 2005 S spec manual and loved the car but hated the gearbox so it was auto or nothing.

I also wanted sunroof's as the S didn't have them which I wasn't keen on.

The repeated failures of the clutch hydraulics of my 2004 Freelander also played a part in the choice for going for an automatic.

A V8 HSE in London was originally the one I wanted, it was silver with black interior and sported most of the "G4" spec kit minus the roof rack, the plan was to LPG it and run it in that configuration. Sadly it sold before I could get to it, so a TDV6 in Elgin was chosen. The V8 had a short 2 year sales window so trying to get one was unlikely, it was over 6 months before another V8 in my spec came up but at a price way outside my budget.

The owner of the Elgin car kindly put it in a local garage

for a check over and I got a wheel bearing and new alternator fitted as part of the deal, which was a nice bonus and saved me some immediate hassle. You can check the mot history of a car online, which is a fantastic way of seeing how it's been looked after and if there are any issues that may need resolved sooner rather than later.

The lady owner cried as I drove it away, they only needed it for 16 days every 2 months due to her husband working abroad and it being an expensive option over the diesel Megane that she was using for the 130 mile daily trip to work. It's funny how cars can become more than just metal and glass to people.

The drive home was interesting, it was massive compared to my Freeby 1, the performance was slower than the freeby as that had a twisted performance remap but it's comfort levels were considerably higher. The A9 was soaked up in comfort as one of the many abilities of a Disco is to isolate the outside from you and let you waft along in calm comfort. It's why it made such a wonderful long distance cruiser.

It stood out when I turned up at college the next morning, turns out a Discovery 3 isn't the traditional full time student car of choice. Who would have guessed eh? I did have to show my student I.D to get access as he wasn't for having that a student could have such a car. I did befriend the security guard though which worked repeatedly in my favour for getting let in when it was "full" and told to find a gap down the bottom to park. Always make friends with those who have even a smidge of authority, makes life easier having them on side.

It then settled into its new life of college and work. It's size proving useful for my work as a support worker. The boot can hold an adult wheelchair without fuss or having to dismantle it and the large interior cabin space means clients can be comfortable and an unexpected bonus is myself and a co worker are out of arms reach should they wish to attack us. (an occupational hazard of the job). My Labrador Alfie also took to the car, the boot being big enough for him to lie in any position on his travel bed and be comfortable.

A few initial tweaks were the fitting of front light guards to match the rears, I found that it's had them fitted previously as the white grommets were still in the inner wings for them to screw into, and a fresh set of wipers as for some unknown reason every car I seem to buy has a knackered set of wipers, which is strange given how often it rains in Scotland.

Two months into ownership, it tried its hand at seeing how I would react to its first breakdown challenge. It threw up a parking brake fault and wouldn't release the hand brake. I switched the car off, swore at it several times and threatened violence should it continue with such foolish ways.

I switched the car back on, hit the handbrake switch and it released without issue. You have to establish early on who the boss is when you get a new Land Rover.



It did a few off road days and green road runs as I learned how the terrain response system worked and how to get the better use of the car. It's first attempt being 5 days after buying it, I got stuck in Torphichen meeting area and was helped in by a 90.

Turns out this off roading malarkey has more to it than turning a dial and expecting results to just happen. Especially with road biased tyres fitted.

One day out with another club nearly finished ended in disaster.

A winter run above the snow line saw several cars struggle on the uphill sections.

The downhill was even more tricky.

As car 25 of 27, the surfaces were well polished by the time I arrived. in low range, HDC and GGS modes were selected and the car slowly began its decent, about 1/3rd down the hill, the car slipped.

It lost its footing and began to pick up speed, like a 2.5 ton sledge.

I tried gentle braking, cadence braking, I tried to speed up a little to let wheel and car speed match. With nothing working, and a corner and ditch looming, I resorted to standing on the brake pedal and attempted to push it through the front bumper.

It failed unsurprisingly, and I ended up in the ditch at a bad angle.



To the surprise of the crowd who came to help, it managed to drive back out after a few attempts and once home, an order was placed for 5 Goodyear Duratrac tyres.

A nice £1000 bill to start 2013 but they proved such a decent tyre I've never changed to another tyre choice in 103,000 miles.

The Duratracs got a good tryout when the club got access to the forest tracks of Aberfoyle.

We had a lot of fun exploring the various routes and the new tyres didn't disappoint with their ability to find traction.

Later in 2013, Dave Tomlin told us of a competition called Mud Master, Kevin and I entered to see what it was like. I believe it was the first D3 to do so, we nicknamed ourselves "Team Luxury", due to the small comforts of working heating, door seals and lights that give proper illumination.

We got a clear for all the off road sections, and came 24th overall. A fairly respectable performance for a first effort.

The car ended up with a half page picture in LRM and also a picture in LRO. The LRO picture has been used 3 times now with their advertising of the event.

Shortly after the event the car got a significant refresh of the brakes and suspension.

With 6 new wishbones, arb bushes, drop links and tie rod ends from Taggarts Maryhill, i haggled hard on every item and although still a costly purchase, I paid considerably less than I should have.

V8 rear disc upgrades, and the 4 pot Brembo front callipers front a supercharged Range Rover Sport painted in dark blue to keep them subtle paired with EPC yellow stuff pads and drilled and grooves discs finished the upgrades.



Never underestimate how much of a transformation fresh suspension can give to a car, especially one with 115,000 miles on the clock.

It drove far better and rode the 3rd world tracks that North Lanarkshire Council claim are actually roads with ease.

The headlights were next for a tweak, xenon bulbs don't fail in the traditional sense like halogens, they grow dim over years. So while they technically still work, the range of light gets shorter. I would replace every 7-8 years. I replaced them with Osram Cool blue intense bulbs at a tasty £120 and after using Kevin's D3 and a garage door, we compared beam patterns and adjusted mine to be similar to his.

End result being fantastic lights with excellent range for light output to the point I never needed my main beam while driving.

A worthy upgrade and night driving was vastly better as a result. Never underestimate the importance of good lighting.

Part 2 brings the start of making it stand out from the regular crowd. ⚙️

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SHOWS

DOUNE & DUNBLANE AND BRIDGE OF ALLAN SHOWS





the new owners, this information did give us confidence that it would meet ALRC spec.

We ended up with a 300tdi auto, half panelled roll cage on axles. It did drive but with no radiator ect. on the front, this gave us our first problem, as it wouldn't fit because the engine was too far forward. So after measuring and deciding to move the engine and box back, we started taking it apart, when we had a brain wave, "the engine is out, we have to change the mounts and we have an m57 from an l322 sat there....."

So armed with a welder and a shed full of bits that went along with new pipework, fuel tank and some shortened props, IT WAS IN and it started and drove 3 days after collecting the car!

The next few weeks were spent doing panels, tube wings, fitting shocks and a lot of painting.

The last parts were modifying the suspension to make it ride the way I wanted and getting all the safety items fitted ready for Johnny Campbell to cast his wicked eye over it on race day

The car had evolved from a tame little trials car to a mon-

SUCCESSFUL Launch

by Callum Ford

With a massive interest in Land Rovers spanning many years, I'd done a bit of comps safari and loads of trialling when I was testing out my newly acquired driving license.

Just after Christmas 2021 I had an incredible itch that needed scratching, a comp car /trialler was what was needed and so after many days stood by the fire in the workshop, myself and a good friend Lee Fraser, having put the world to rights, decided even having all the equipment to build a car from scratch it would take us too long to get out for a play. From those conversations we got to searching Google, Facebook, EBay and every other buying platform with a shopping list for a near completed car or a rolling space frame.

I remembered seeing a car many years ago whilst out buying Land Rover parts, I decided to chance my arm and give the bloke a call. A run to Perth later, I had myself an 88" 80% finished car or so I thought!

We picked the car up on the 2nd January and returned to the workshop to start spannering it back to something usable.

We'd found out whilst buying the car it had in fact been built by David Hunter but sadly it was never finished by

ster which would hopefully hold its own in club events to come.

It needed a fitting name ... The doors Dave had fitted to the car had Orbit Motors traditionally sign written on to them by a previous owner and it seemed like a fitting name for an 88" diesel with 240 ponies under the hood. ORBIT was born.

The day finally came at Twechar for it's first outing. It surprisingly lasted the day with only a minor boost issue. We weren't so fortunate on our second outing to Avon-bridge. The car was running well and I was getting a feel for it after fitting an antiroll bar to the back axle and fixing the turbo issue. Pushing it a little too hard we had a near roll over on the top of the hill and lost all drive through the auto box.

We are now in the middle of fitting a torqueflite 727 3 speed into Orbit as this may handle the power better than the previous box.

We are looking forward to getting back out and trying to catch up with all the seasoned professionals ASAP. ⚙️





CCV CONVENOR REPORT

by Robert Wilson



Well our year got off to a great start at Glenmavis On the 15th of January. Some new motors now and also a very healthy entry.

Some interesting sections on our well used site with Tom Newal taking the win.

The second of the year at a site we havent been to in years was Cambusbarron on the 13th of february.

A very wet day and true triaing conditions made for an interesting day. Great to be back at this site and look forward to getting back in the future.

Myself taking the win.

Our ccv planned for Crieff was postponed due to the sad and sudden loss of our fellow driver and friend Dave Low.

He will be much missed as a competitor and good pal.

Our next Trial was another new site at Fencehillhead Avonbridge and worked very well with a good day had by all.

Myself taking the win.

Bathgate on the 28th of May saw another healthy entry and another great days driving with Billy Philips taking a long awaited win.

Our entrys are very healthy this year with a very competitive range of drivers and vehicles.

Really good to see everyone enjoying the days.

Looking forward we have 4 trials left in the year and keep an eye on facebook for updates on our rescheduled trial.

We also have 2 teams going to the majors memorial trial in September which im really looking forward too.

See you all at the next trial.

Bob. ⚙️



Aubes goes to Africa

By Malcom Stones

For me, becoming a Land Rover owner, and consequently a life-long enthusiast, was a matter of practicality. During a period of youthful enthusiasm I had come to a decision. I intended to drive from Aberdeen to Cape Town. Primarily due to my previous experience of living in Zambia as a youngster, the resultant reasoning was simple, I needed a Land Rover, oh and a roof rack. With this distilled logic at play I set off to look for a suitable vehicle, and very quickly one cropped up. I first came across Aubes in our local newspaper, the Press and Journal. This was a time when classified adverts held the same significance as today's eBay or gumtree. Aubes was heading for Orkney, to support a pub enterprise. However, his destiny was elsewhere. A last minute hiccup in the Orkney venture would evolve into Aubes' African adventure. With some financial assistance from my brother, this ten year old 3 door, 2.25 petrol 109 LWB Series III was purchased. It came shod with some dubious, but impressively wide all terrain tyres, which I soon realised were not fit for much at all. It was at this point that I understood I needed to wise up and get to know the vehicle and consider the scale of the journey ahead.

Many months of planning followed, along with an extensive overhaul of Aubes. Not surprisingly the chassis was found to be challenged in some key areas. However, the imaginative welding skills of our local garage, and the knowledge of Caldwell and Dempster, land rover parts suppliers based in Banchory meant that the trip was looking real.

At the same time as working on the Landy I needed to recruit some travelling companions. They came in the form of Adam Simmonds, an Australian pilot, and Dave Whitehead from Canada. Both of them were travelling in Europe and responded to adverts I had left on a pub notice board and in a travel magazine. They were both relaxed about the trip ahead, and just eager to see where we would end up.

Our plan was simple, to travel through as many African countries as possible, both West to East and North to South over the year. We also kept Aubes the Landy as simple as possible. We took a heavy box of parts, two spare tyres (our choice of tyre was the excellent Olympic Steel Trek), a couple of homemade sand ladders, three installed petrol tanks, twin batteries, six jerry cans, two large plastic water carriers and minimal clothes for us and cooking gear. I had also installed an additional radiator

fan, robbed from a scrapped Fiat 125. This, as it turned out was essential. I should also mention that we did have a couple of very large scale maps and my pride and joy, a prismatic compass.

From the offset the versatility of the Land Rover was immediately apparent. Except perhaps it's motor way performance on route to Calais.

The capabilities of the Landy never failed to impress. On one particular occasion we had to travel over a rocky outcrop in the Cameroons. Our route looked impassable, but we had no options of going back. Low range and allowing Aubes to find his own feet, resulted in us summiting the outcrop, much to our relief as the long hard drop makes me shudder even today. It coped with everything we needed it to do. The heat, the cold, high altitude, rough corrugated sand tracks, deep endless mud and above all a novice Land Rover owner.

Aubes came to mean so much to us. Not only was he our transport, he was our security and refuge at times of stress, keeping thieves, wildlife and the weather at bay. He was our sanctuary, providing shelter as we sat out day long sandstorms, playing cards in the back and, most intimately, his wide front wings provided a perching place to take meals and sup tea. Not forgetting, the ever present roll of toilet paper stored in the well of the spare tyre. A habit that continues to this day. He was our home.





Whilst between us we had cases of dysentery, bilharzia, malaria and a broken nose, Aubes, on the whole was much more in his element. Flat tyres were fairly regular, but thanks to an evening workshop that Kwik-Fit kindly ran for us most puncture repairs went well. That was once we had a jack handle fabricated in a village. "Don't forget the jack handle" has now become a family expression, used just before travels and is even engraved on our penknives. However, we did have one sustained period of engine related issues that challenged us after we left Nigeria. This episode of ill fortune ended once we discarded some "lucky dust" that a chieftain gave us when we left his village as honorary members. The issue on that occasion was a faulty condenser.



Of course, our year long journey of many thousands of miles had numerous challenges, from finding patience with petty bureaucracies and avoiding bribes, to arrest in the Congo and having to salute the flag and singing the national anthem before we managed to 'steal' our passports back. But, in common with most travellers, memories of this trip are brimming with wonderful experiences. The kindness of strangers, a philosophy lesson from a group of armed Algerian militants, the stunning landscapes, to spending time absorbing those amazing starry nights. We even came across the Paris-Dakar rally in Timbuktu, who hosted us with ration packs and a glass of French wine. And, as to the lesson I learnt, don't out plan your dream. Accept your naivety, expect challenges, and just give your ambition a chance. With regard to how Aubes got his name. I like to remember that it came from a suggestion by Adam. His girlfriend at the time worked in an educational needs centre where the pupils gave us a lucky frog mascot. The centre was called Aubes, and to this day I don't know what it stands for. Sadly Adam died in a plane crash shortly after our return, so in his memory Aubes, will always be Aubes. ⚙️

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Billy takes one for the Team

Two weeks to the war and I get some tricky news, Mary my (*much*) better half has a time slot allocated for her long awaited knee surgery 2 days before we were both meant to be taking the caravan away down to Cartmell for the Red Rose clubs 40th anniversary celebrations and to participate in Scottish team A's effort in the event. This was great news for Mary having waited a very long time but a moral dilemma for me, how can I be the dutiful husband and not let the guys down in such short notice.

The plan, operation on Wednesday home on Thursday, get her settled, leave on Friday morning travelling with Neil and with daughter Katie in attendance for Mary, perfect!

Reality.... Mary still not out on Friday, Neil cant wait any longer and sets off, I'm camped out in hospital car park waiting for the call to collect her, finally I am able to pick her up and as leaving the hospital Neil calls to see how things are and to say he is stuck in traffic and has not gone too far. He is able to change course and meets me at my house just as I pull in with Mary, in you go dear, bye dear, erm "sorry" and we were off.

A very uneventfull drive down in convoy with Dougie and arrived in Cartmell just in time to be fed great pizza by Bob and Steph.

Tents up, cars scrutineered and equipment sorted for Saturday ,time for bed, oh and phone Mary erm "sorry"

Saturday came with the usual nervs and excitement all rolled into one, the weather looked promising and didn't disappoint a glorious sunny day spoiled us, leaving us to concentrate on the task in hand.

First challenge, aerial runway - pulleys, go fishing for weights and don't step in the exclusion zone, we did ok dropped a couple before they were home, could of been a bit quicker, but ok.

Next event not our finest moment, two cars a length of rope a weight hanging in the middle, drive trial section with one car and don't stop while keeping pace with other car not to let weight hit ground or pull too tight from passenger holding rope, we just couldn't pace well enough and you were scored on distance covered with drivers changing as well.

As the day progressed we were a lot better the first two warm up sections out the way we were back to working as a team again, winching, lifting, pulling ,thinking and occasionally shouting, we completed all the tasks set out to challenge us, we felt we had performed reasonably well. The challenges this year were the perfect combination of



War of the Roses

By Billy "The Brave" Phillips

thinking and using our land rovers to achieve the mission set to us, and a huge thank you has to be said to the Red Rose Club for all their hard work in staging such a great event.

At the end of the day the whispers were we had faired quite well and all would be revealed at the prize giving, sadly we missed out on first but we were delighted to of came a close second, the first two events being mostly our undoing on the scores, congratulations to Peak and Dukeries Club on their well deserved win.

Saturday night was great fun, good food a great band and some well dodgy dancing by those who will remain nameless, that is until we can find the video evidence and then you all will see some seriously cool moves the likes of which have not been seen since the late eighties.

Sunday morning and I awoke with a strange phenomenon, I was feeling sick, head pounding, eyes sensitive to light and a feeling of forbodeing overwhelming me, I couldn't explain it but one thing was certain I could not drive in the CCV that day, especally since Neil had just put new wings on his car and last years little indescression with a tree had been mentioned a few times over the last day or so "thanks John" I decided the only thing to do was ride shotgun with Neil and put my vast knowledge

and expertise in trialling over many years to good use, *(it's such a shame his memory is going and he's forgotten most of it, ed.)* I would bestow to him in a benevolent manner the assistance he would need to triumph over the highly modified and powerful 80" trial cars that would dominate the majority of the entries, in fact we were one of only two 88" cars competing .the other one came last but true to my intension we were victorious and secured the win, Neil drove no bad as well.

On our return to camp after the prize giving, well done the Taylors, we decided to head home rather than risk a reaccurance of the strange affliction that had besieged me that morning, we made good time and I was home for 10.30pm

Thank you all so much for being the best team mates and buddies a guy could ask for, cheers Neil for driving me down and putting up with all the nonsense, cheers Steph for doing all that you do, and erm sorry Mary.

Billy

We can all only guess just how that phrase "Hi honey I'm home" was received on the Sunday night! Big thank you though to Billy for navigating in the CCV he kept me heading the right direction most of the time. ed. ⚙



Whisky Galore 2022

by Lisa McCheyne

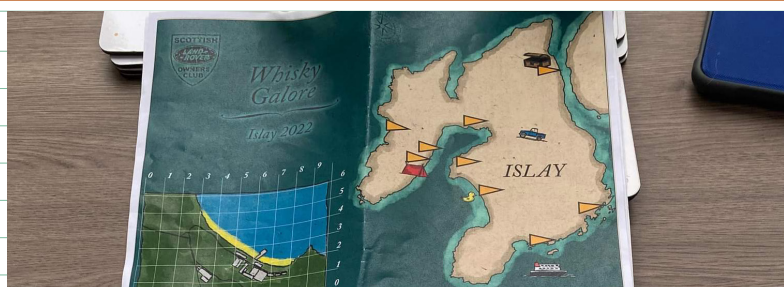
Thursday 28th April

- * Land Rover packed ✓
- * Caravan packed ✓
- * Kids in the car X... ✓
- * Dog in the car ✓

8am start....and for first time ever we leave on time. A beautiful sunny day too for the drive to Kennacraig. With a stop off at The Rest and Be Thankful scheduled for the best bacon roll, with the best views to break up the journey. The ferry to Islay awaits so back on the road. After a pleasant crossing on the boat we arrive at Port Charlotte. With the caravan set up and the sun splitting the tree tops there was only on the thing to do - a few beers, G & T's and some dinner with Alan, Emma and Cooper.

Friday 29th April

Friday was started the right way! All up at 5am to watch the sunrise - what a view! Then back to bed for our 2nd sleep. A chill day for us watching all the Land Rovers arrive, kids playing in the park, entertaining our crazy dog and enjoying the nice weather. A fire on the beach to end the day with a wee drink, banter and smores for the kids. Well done Steph with all the goodies in the kids bags!! And thanks to a good few people throwing sticks in the sea endlessly for our dog Toby to keep him amused. Another great day!



Saturday 30th April

Day 1 of Whisky Galore adventure starts. A busy day of ticket punching, looking for orange flags, letter and number collecting, searching for chocolate bars with tickets and visiting Laphroaig, Lagavulin, Ardbeg, Bowmore, Ardnahoe, Kilchoman and Bruichladdich distilleries. The beach drive was my favourite part of the day. I loved seeing the Highland Coo's on the beach - such an iconic Scottish picturesque view even in the pouring rain. Oh and not forgetting the duck and Land Rover race too. Another good day especially with Holly winning her daddy a bottle of whisky from the quiz night. Result!!

Sunday 1st May

Sundays fun started with a drive via Bowmore, an off-road drive and then onto Bunnahabhain Distillery for some whisky tasting. All three whiskies were very enjoyable and somehow this turned into 4 or 5 or was it more?!??? - EEK!

I don't need much encouraging to be honest! Good times with good people! Afterwards an impromptu drive took us onto a very lovely wee drive with great views. However, the return journey was a bit trickier but the kids did say that getting stuck in the mud was the best part of the weekend. A wee dram at prize-giving to toast a fab weekend with great friends was the perfect way to finish off the day. And we won a whisky hamper - more whisky....Result!! Unfortunately, all good things come to an end - can't wait for Skye 2023! ⚙️



Over the past few years I have caught the Land Rover bug having owned a Discovery 1, Defender 90 and also a Comp Safari trials car. As a subscriber to LRO International and through online research, I have read many opinions, ranging from some people who believe the Freelander 1 is an underrated car which saved Land Rover to the opposite extreme of, "It's not a proper Land Rover!" As I was feeling like a change and virtually nobody else in the SLROC has used a Freelander in off-road competition, I decided to search for a Freelander for competing in TYROs.

My early research indicated that a manual transmission is not ideal for off-road trials use as there is no low range gearbox meaning the clutch has to be ridden to keep speed down. Unfortunately, a replacement clutch and dual mass flywheel can cost upwards of £800, which potentially writes off the vehicle, so I decided on an automatic. Very few automatics were purchased in the UK with many being sent to the American markets so it was around 6 months before I found and bought a 2005 TD4 Automatic within a reasonable distance. I haven't regretted it since.



control and the turning circle is largely comparable to a Defender 90, despite having a 101 inch wheelbase. This means it qualifies for a shunt which has come in handy a few times. The car, my son

Hippo Fun

by Andrew Steele



First modification was to change the wheels and tyres. It came with 15 inch alloy wheels which can limit tyre choice so I bought a set of five 16 inch wheels from Gumtree for only £40. I had them wrapped in General Grabber X3 mud terrain tyres in the largest size which can fit an unmodified Freelander, giving around an inch of extra clearance under the car. It has also been fitted with two inch lift spacers in an effort to improve ground clearance. On the road, I feel it is very refined in comparison to the other Land Rovers I have owned. It is very comfortable, quiet and will drive in a straight line at motorway speeds while being good on diesel.

Off-road abuse!

I entered the Freelander in all the TYRO competitions with the club in 2019 and was very impressed with how it coped. It will lift wheels in the air and keep moving, as well as climbing slippery mud hills thanks to the traction

Anthony and I managed 2nd place in the 2019 TYRO championship which we were delighted with. This had been improved upon for the 2021 season with a first place in the experienced TYRO category.



Challenges

There have been a few challenges on my Freelander journey though. Ground clearance is a concern at times, especially when I entered Mud Master in October 2019, when the underside and sills took a beating. The exhaust, which was round, has been flattened and the standard front plastic sump guard is well marked too but it has never once had to be recovered due to getting stuck. The starter motor started to click which turned out to be worn contacts; I have had issues with some misting from the high pressure fuel pump when it primes and I suspect the thermostat to be jammed open so it is definitely not perfect.

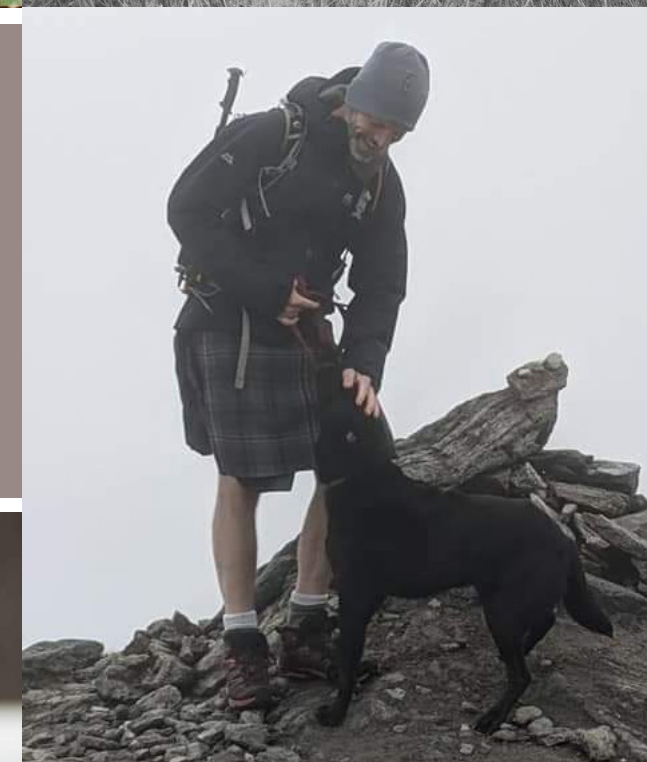
Overall, from my personal experience, I am impressed with the Freelander's abilities both on and off-road. For my needs it has been a sensible change from a truck cab Defender 90 as now the whole family can fit in it and, with the addition of roof bike racks, it is being used as an SUV. I feel they would make a great choice for someone interested in starting their own off-road adventures. Go the Hippos! ⚙️



DAVE LOW

We thought long and hard about what to say about Dave Low's long list of achievements in the club But knowing Dave as well as we did we knew he would not want that! So instead we have put together the photographs celebrating Dave's time in the club and what we will say is that Dave was a great competitor, sportsman, gentleman and most of all our friend!







Comp safari in a 2.25 petrol leaf sprung car is great fun even if you do feel like you have just played a game of rugby the next day. It's arguably the cheapest way into motorsport so how could I complain. I knew I was never going to win a competition, but the smile on my face as I raced was just as big as it would be in any car. Cam-busbarron comp safari 2010 was where it all changed; a bit of a hump and drop off the side of a hill. The wee car needed a fair bit of work and I knew I really wanted a coiler of some sort, but what? ...

GET IT FINISHED AND GET RACING

By Dave Atherton

A 100" was the most competitive for speed and we were still doing the Scottish Cross Country Championship (SCCC) at the time. The only thing was I couldn't use it for trialing which I fancied doing now and again. So what was it going to be? A Defender shape, QT, Tomcat or Bowler 88" or 90". I decided a Bowler/Tomcat 88" was the way to go and so the Ebay and forum trawl began.

Eventually I spotted an "almost finished" 88" Tomcat in Sheffield. After a few messages back and forward I headed off down to Sheffield with my dad's 90 and trailer to collect it in July 2011. Absolutely buzzing as I headed up the road, I now had my own Tomcat.

It was now time to take a week off my work and make a dent in the list of jobs required. The more I looked at the car the more I noticed still needed to be done. It certainly wasn't "almost finished". Yes it was put together, but most things with just 1 bolt so it sat in the right place. Progress was made during my week off but nowhere near as much as I'd planned. Things began to slow down as life got busier.

Fast forward to March 2021 and the car had now moved house 3 times still unable to drive under its own steam. Stu mentioned "you know you have nearly had that car 10 years in July." Reality had set in; a small farm to run, 2 kids and a full time job. I was never going to finish by myself. It was time to reach out and see if someone was willing to take it on for me, so I got in touch with Allan @ Over the Hill Restorations.

He was happy to take it on as a project with no hard deadline, but would definitely move forward quicker than if I was doing it (which wouldn't be hard). Summer 2021 and the car was on the move again up to Perthshire on the back of my trailer. It was certainly a well travelled set of car parts by now. So there it was; left to be worked on and I would get updates as it progressed.

February 2022 the big phonecall came. The car was ready, I was absolutely buzzing. I had told Allan the colour I wanted but everything else was entrusted to him. Well how chuffed was I on a snowy February day to see it and hear it start up in the shed. It had been a long time coming!

It was time to do the final parts to get it ready for its first comp and that being my first in over a decade. And I was off; car on the trailer and I was on route, quietly hoping I hadn't forgotten anything for the scrutineering. We passed scrutineering without a blip, and I had time to relax for a minute until I had to work out how to use the hans device.

Listening to the drivers' briefing, butterflies already in my stomach as I had only done about 100 miles on the road since the build was completed, but nothing much offroad. Dave did his best to encourage me to put it straight back on the trailer saying, "if you get it wrong here, you will get it very wrong. It's not like Bathgate where you end up in a big grassy field!" Not the words I wanted to hear when

the car looked tidy and had plenty of fibreglass on it, but I was going to go for it, aiming for a finish. I had a slow drive around and 10 slow laps later to get used to the car I was finished.

The car never missed a beat all day and I was really pleased to get to the finish without any mechanical issues. A lot of learning to be done as to where I can go faster now I am in a magic carpet compared to the old leafer, but a great day nonetheless.

Everyone was so welcoming after such a long time away and felt like I never left. So to everyone who has cars/projects out there unfinished - get them out! Surely I can't hold the record of 11 years for longest build (and that is with someone else finishing it for me!) ⚙️



Islay Roovers were formed in 2021 by a group of islanders, led by Jim MacCalman, having a passion for Land Rover more especially as we are fortunate to live on its birthplace.

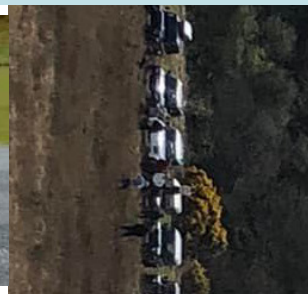
We meet frequently on Sundays to do lots of off-road trips exploring parts of the island with some rarely visited. The social side of these said trips also plays an important role encouraging interaction amongst all age groups and often welcoming newcomers and visitors to the island. Our wee picnic breaks are always welcome for a catch-up and getting to know you Islay style.

The recent visit from The Scottish Land Rover Owners club gave us a great boost enabling us to meet other enthusiasts and make new friendships. It was a pleasure to introduce them to some of our routes. Hopefully as a result some of us having joined the group we will venture to some of the events on the mainland 🌀



ISLAY ROOVERS

By Duffie MacNeill



Polish is for shoes not Land Rovers

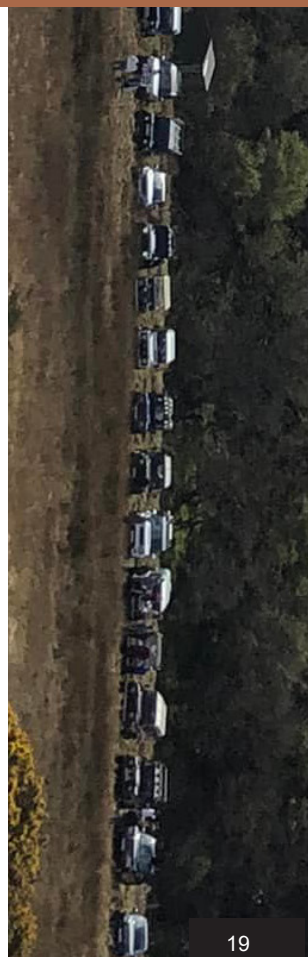
If you came along to a SLROC Land Rover Trial you may think we are a right scruffy lot - *It almost seems to be the faster you go the scruffier you get!*

However, take us off to an Island on one of our tours some of us push the boat out a bit.

This year on our Islay tour we had a competition for the "Best Dressed"

This was won by Rhuri and Louise Myrtle and a big thank you to Slater's (Stirling) for their £50 voucher for the winner of "Best Dressed".

NOW the exiting bit! AND you have plenty notice! For next years trip to Skye the stakes have been doubled! There is now a whopping £100 voucher for the winning! So dig out those glad rags, top hat and tails, double breasted jackets, trained dresses and lets go for it! 🌀





This irked even more as I later found out that Bruichladdich distillery, not 5 minutes down the road from the campsite, had had a bottle of champagne sitting in plain view at the counter all day long, and we had missed out on it by 20 minutes when we got there late that afternoon. (e.d. I must point out that these were inflatable champagne bottles and some were 5ft tall!)

Our frenzied competition on Saturday was only paused for a drive along the beach at Laggan. It was at this point, whilst queuing on the road to the beach that my prospects for a prize picked up when, in need of a snack,

GOLDEN TICKETS, KILTS & MUD

By Paul Kirkham

Competition was in the air. SLROC's 'Whisky Galore' either started on the shores of Kennacraig by wearing a kilt waiting for the ferry to arrive by or waiting for the doors to open at one of Islay's 9 distilleries. Inspired by the film of the same name, **Whisky Galore** had the pursuit of whisky as its theme. 5 cunning competitions would have Land Rovers explore the island of Islay for champagne bottles, souvenirs and 'passport' stamps at distillery shops, Willy Wonka golden tickets from Tom's Post Office in Port Charlotte, a 'Best-Dressed' prize for most fashionable or unfashionable depending on how you looked at it, there was even a sand-castle building prize, culminating in a beautifully hand-carved box of signed whiskies from each of the 9, a once in a lifetime prize.

That evening at Port Mor campsite, plans were made and teams formed. Simon Boak and I decided on a plan of going to the farthest distillery away, Ardbeg, assuming incorrectly, a certain apathy and lack of competitiveness from our fellow Land Rover owners. We assumed also incorrectly that arriving at the distillery when it opened would provide sufficient time to acquire not only a souvenir but also one of the prized champagne bottles discreetly hidden in each shop.

The following morning our plan was admittedly hindered by a late start on my part caused by attempting to put a kilt on within the confines of a one-man tent. Here's a piece of advice, kilts and tents do not go together! A 30-minute drive later and our assumptions about fellow competitor apathy were completely blown away by the sight of a certain Range Rover Evoque outside and leaving Laphroaig. What the £@%*! It later transpired from conversations with distillery shop staff that the zeal to get hold of a prized bottle of champagne, be it small glass miniature or 6-foot inflatable, had 'kilted' or 'plus-four' attired Land Rover owners peering through distillery shop windows an entire 45 minutes before opening times that morning.



I opened one of the 'Willy Wonka' styled chocolate bars bought at Tom's post office. A golden ticket appeared before me! If only you could have witnessed and heard the childish excitement of an apparently adult male at that point.

This had been Saturday and despite it being a bit dreich, a situation complicated by my driver's side windscreen wiper falling off never to return, I got back to the campsite, kilt slightly damp but with spirits high. These spirits were to be heightened even further by the conversations and new friendships that were formed over shared drams of whisky that night, a fantastic group of people one and all.

Sunday promised better weather and Islay did not disappoint. The day started possibly with a quick scout to Kilchoman for that last elusive passport-stamp however all 38 Land Rovers mustered at the auction house for a convoy to Bowmore. It was at this point and to my surprise that organiser Jim McCalman singled out my Tomb Raider to lead our convoy of Land Rovers to Main Street where special permission had been granted for a picture of our vehicles the length of it. Then after an off-road trip through some beautiful parts of Islay, we headed to Bunnahabhain for whisky tasting.

It was at this point I had my first real sight of the Paps of Jura from the balcony at Bunnahabhain. Each Pap had a cloud, like a swirl of cream, on each peak against clear blue sky, it is still memorable as I write this.

Whilst at Bunnahabhain, word circulated of an ‘easy off-road route to a picturesque river crossing’. It wasn’t far away and not a long route, “so what? 20 minutes at best?” was heard. Little did we know this would be SLROC’s surprise RTV event of the weekend. As with most things in life, going down is easy, it’s the getting back up that’s hard. Down to the river and across it and up to a hill was achieved without much bother. Then it all got a bit interesting as we returned across the river and went back up the rocky road ending in, what can only be described as, bog. Luck was on our side, George McLay had reached the top first in his extremely capable 110 pickup equipped with soon to be, well-used kinetic rope. Only a lucky few escaped the bog leaving the rest of us, myself included, to be very grateful for George, George Taylor-Lees and Michael Jackson’s help in giving us that last pull out. Another personal learning point from the weekend... mud tyres as standard!

The final night was film night, and it would have been rude not to show ‘Whisky Galore’, the film based on the real-life incident in 1941 when the islanders of Eriskay ran out of whisky, their prayers answered when the ship the SS Politician ran aground full of whisky, much like Islay.

Competitively the weekend ended empty-handed for me, late for the champagne bottles, luckless for the main whisky prize, out-styled by plus-fours in “best-dressed”, heavy-footed in my dash across the beach at Bunnahabhain for a box of treasure and denied entry to the sandcastle competition for not being aged 8.



However that will not be my abiding memory. It was a brilliantly put together and amazing weekend. Whether it be the view of the Paps of Jura, the group

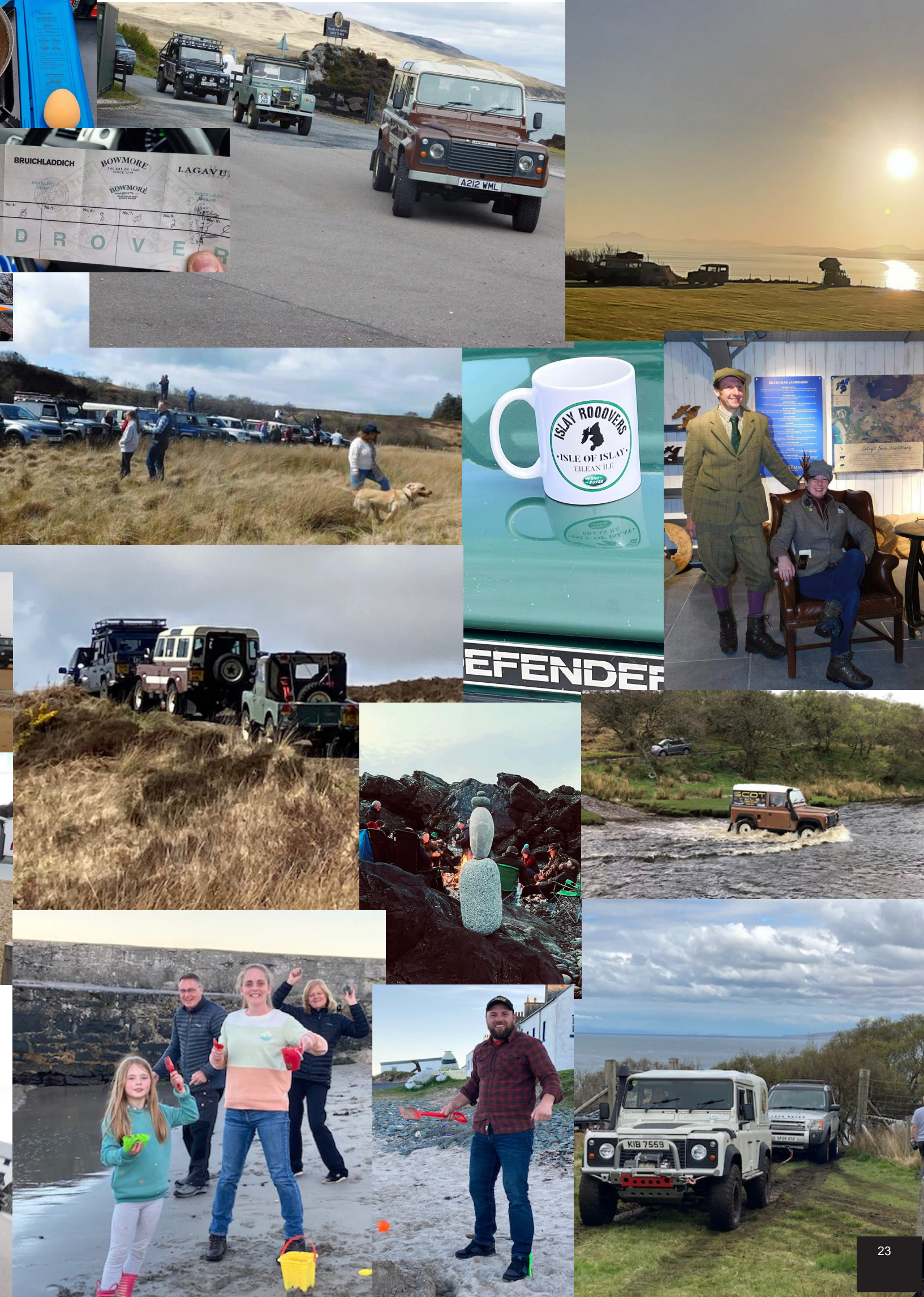


kilt photo, the fun we all had, the people I met or the sight of 38 Land Rovers on Laggan beach, if that wasn’t enough, I still have a selection of Islay whisky to keep me going to next year’s Skye gathering at least. Hope to see you all there.

Paul









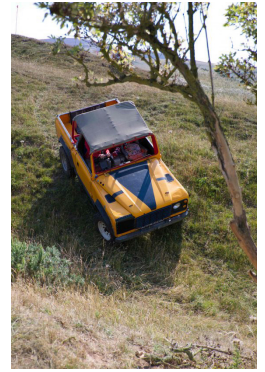
VERY QUICK LANDIES

By Convenor of SPEED David Hunter

2022 brings the return of Callendar Quarry 18 drivers including myself oh and the rainit was hard to believe a sand and gravel quarry could hold that much waterstill a great site, great eventmixed bag off results with Gordon lifting the cup!
With the very sad news that we had lost one of our competitors Dave low thanks Dave for all your support over the year you will be sorely missed.
With Tweechar scheduled for the day after Daves funeral the committee agreed to go ahead with this event in honour of Dave as he did love a good day out with friends! It was a strange not to hear Dave's little 2.2tc singing and Dave asking everyone wether he should fit a V8 but the sun Shaun all day and the racing was frantic again well done Gordon.

First club comp of the year was at the new site Fencehillhead brought 16 drivers with 10laps of just over the milethere was a few mechanical problems throughout the day but with 15 cars finishing the day I still believe this is still the perfect formularBilly Phillips even said it was the best small comp safari he had ever raced (high praise indeed). Well done Gordon McCheyne! Bathgate timed trail I allowed the patients to run the asylum.....this made for some very different and interesting course building choicesexcellent day out ...well done Gordon!
Shotts seems to be the wettest part of Scotland even in mid summer it rained4 very different courses laid out some very tight and technical others fast and frantic, one where a navigator was required and you guessed it well done Gordon McCheyne!
We are very lucky to have so many great sitesthank you for the great support from the drivers and of course the Marshals/time keepers! ⚙





HAVE A GO AT RTV

By RTV Convenor Chris Moir

It's been a great start to the year. We have had some cracking days out. Unfortunately the numbers are not as good as it used to be but we have a great Selection of Land Rovers taking part including a disco 4 which was great to see. As we roll out of Summer and in to the colder wetter months the ground conditions change and setting up gets a little bit harder and with a old bit of ground coming back up to play on right on my door step im looking forward to getting out on the site. I hope 2022 continues to be a great year for the club and to see as many of you all out having fun as possible! ⚙️





In the second half the 1990s there was nothing I looked forward to more on the off road calendar than servicing at the hill rally.....myself, Alan Crow and Jim Douglas would jump in the trusty Merc van and would service as many as 3 teams (Micheal Bruce - Henry Webster, Tom Rae - Alan Kidd, Grant Jessiman - Sheila Jessiman and Ian Lawrie - Jim Douglas).

Jumping forward some 20 odd years we found ourselves on Diana's show ORW at the end of the show Diana had mentioned Neil Rodgers would be on to discuss the Welsh Borders hill rally that was to take place in 2022!!!! So with some nostalgia we tone in to find out more (I did find myself thinking that it would be impossible to run an event as they were in the heyday) as I was listening to Neil Rodgers explain more about the event it became obvious that Neil and his team had done their homework.....it all sounded too good to be true.....

2022 arrives Tony Rae signs on Johnny Drysdale for the Welsh Borders hill rally along side Sensible Ian Couples and Alan CrowI am sure it was nostalgic reasons but I was invited along to service ...to our surprise when we got to Wales not only was it dry it was warm ...very warmso once we got Johnny's Milner prepped for scrutineering we took a very pleasant walk along the canal to Welshpool where the cars were being scrutineered in the middle of the town. Once we knew the Milner had passed Alan, Sensible Ian and myself settled down in the town square with a few beers to watch (listen) the modern and old school race cars come and goa very pleasant way to spend the afternoon (Sensible Ian even bought us ice-cream to walk back with).

DAVE GOES SPANNERING

By David Hunter

The Scottish Hill Rally was always great as the weather was always dry.....the main event was always the Welsh. If you like off road motor sport the Welsh hill rally was worth a visit even if it had been a static display, the morning of the event there was 100 plus race cars of every colour and every class waiting for their start time. From start to finish whether you were driving or servicing it was non stop watching the clocks, getting the cars fixed, fuelled and same for the drivers and navigators they can be very demandingrequesting exotic things like brown sauce on their bacon roll At the end of everyday there was always time for drinks and perhaps a little mischief.



Friday night and the small army of marshals are in place the race cars line up waiting to head out onto the roads of Wales.....just to see all the different classes of vehicles being released by the local Mayor.....this was a joy to behold.....

As a club member I was pleased to see that around half of the entries were based around land rovers....with a lot of them being ALRC spec.

With the two sections complete on the Friday we head to our hotel for some beers and find out Johnny and Tony had fared wellalso in the hotel the Irish team Gareth and Sharon along with their crew ...turns out they had an incident with a gate post taken off their wingtheir excellent service crew manufactured a new one using the splash back of the stove and the trusty duck tape (lots of duck tape)





So with Saturday bringing the most road and stage miles it was an early start for the stage crew....as the first service was at the Brit part warehouse, with only one car to service we had lots of time to go off to have a chat with the other service crews..... unfortunately that afternoon Johnny's car spat out a rear driveshaft meaning he was missing out two stages. When Johnny final appeared Ian and Alan changed the driveshaft in record time allowing him to stay in the rally but this clearly made sure he was not going to win

Saturday night with our chances of a good finish gone we thought it would be ok to head out for a few beerswell you guessed it a few beers turned out to be a lot of beers. With some of the Irish team joining the Scottish team the dancing ...the singing went on into the wee hours..... Alan Crow and myself ended up in a nightclub then wondered home in the daylight.....it really was starting to feel like a Welsh Hill Rally.....

Sunday morning started with a well needed fried breakfast and talk turned to the charming lady that Alan and I had met I think her name was Colin or something like that.....

Thankfully sensible Ian had returned to his bed early that night.....he got us all to the showground on time for the Sunday stages!!!

The Sunday service required no more than filling up the car with fuel and refreshing Johnny and Tony. It was not long before the competitors were heading back and the times were coming in, as the scores were announced I am pleased to say as a club member that the ALRC spec cars are still very capable in such a big event in fact with so many road miles I think a standard defender, discovery or Freelander would make for a more comfortable weekend of racing (now that is just my opinion). Now I have been involved in organising enough smaller events to understand the work that went into this very successful wkend A BIG THANK YOU to Neil Rodgers and his team.....

If any of you are thinking about entering this next year I have spoken to many members willing to service Thank you to OFH racing media for the use of the photosand Thank you to everyone for a fantastic weekend!⚙



Twins win Shiney head competition





Down to the Wire TYRO

TYRO Report by Convenor, Barry Anderson

We're now past the halfway point in the 2022 season and we've had 5 fantastic events so far with a good mix of newcomers and the usual crowd. There have been 34 different competitors so far this year driving a wide variety of LR products including an Evoque that's managing to keep up with rest of us. The championship in both the novice and experienced categories are exceptional close and it will come down to the last event of the season to determine the outcome.

To anyone who's thinking about competing at any level then the TYROs are a good place to start so please come along and join us. Barry ⚙️



Before we go onto tell you about next year's island adventure we have a list of people we would like to say thank you to on the Isle of Islay and from the mainland. These businesses made **Whisky Galore** possible they also made us feel very welcome.

Slater £50 - gift voucher

Scot cycles - bottle of whisky

Re-group - bottle of whisky

Stephen O'Rourke - bottle of whisky

Woodwinters, Bridge of Allan - bottle of whisky

Over the Hill Restorations - cheese Hamper

Britpart - foam land rovers and bottle openers



photo credit to Raasay Distillery

Islay Distilleries for a signed bottle of whisky

Bunnahabhain

Laphroaig - Kilchoman - Bowmore - Lagavulin

Caol ila - Ardbeg - Bruichladdich - Ardnahoe

A.S porter butcher shop in Bowmore

The Islay Shop gift shop Bowmore

Spar and fuel station

Port Charlotte post office/fuel station

Islay rovers for taken us of the tarmac and onto the tracks.

NEXT YEAR - Raasay Rove



28th April Friday

We will see club members arriving at the Sligchan Hotel/ Sligchan campsite throughout the day, Friday will be a very chilled day ...drinks at the bar and weather permitted a gathering at the campsite. Possible tour at Torabai Distillery.



29th April Saturday - The Raasay Rove Saturday club members will be taking the small ferry across to Raasay, with times still to be confirmed we shall be driving around the island exploring its coats lines and beaches.

We will also be visiting Raasay distillery where we will collect 65 bottles of whisky, tour of distillery and optional lunch at the

distillery...oh and a special visit of the club cask where one lucky cask member will be able to sample the cask!!!! Back on the mainland to the Sligchan Hotel for a 3 course meal and the Skye Gathering meal prices to follow

30th April Sunday

Don't worry it won't be an early start.....we have the whole of Skye to explore....

Details to follow

1st May Monday

Some of you may be heading home for those who are staying on there is still lots to explore on Skye...

We will update you as soon as we have more information, keep an eye on website slroc.co.uk & facebook

Regarding hotel bookings and campsite please arrange bookings through myself you will find my detail at the front of the magazine under island hopper!

We will also be raising a glass on Skye to the club's 65th Birthday so we would like to see as many of our club members join us at the Skye Gathering/The Raasay Rove
Contact Stephanie (Steph) Hunter

NEXT YEAR "FGT"

February Get Together

I am not calling it an "AGM" as that, although a very important part of the day, is not all the day/evening is about.

The day starts with the formalities of the AGM, (well actually it usually starts just prior to that with a few welcome teas, coffees, beers and whiskies).

After the AGM there is a plenty time to chat and mingle, tell tales of thrills and spills from the past year, upcoming projects and past ones that regrets have developed over that long lost classic that should never have been sold - hey you might even meet someone that has one of your old Landies.

Keep an eye open for exact dates and location in the usual places.

As I am sure you are aware the club is always looking for new people to come and help run events, suggest events, suggest ways to improve the Club, so this is one of the key times of year when key changes can be voted upon and implemented upon.

If you would like to be on the Club Committee please mention to any of the current committee members - list at front of magazine. It is always good to have new faces running events and getting more involved.

This is always a good chance to have a catch up with old friends and meet new ones.

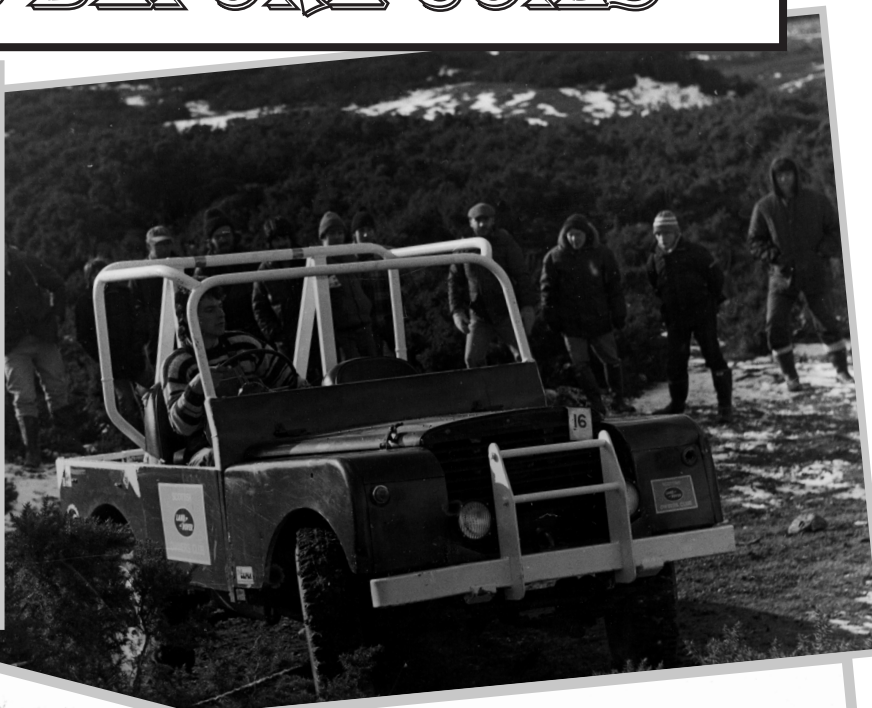
Please remember it is Your Club and the more we hear what the members want the easier it is to provide that.

If you do wish to make a formal proposal or raise a point for discussion at the AGM these should be sent to the Club Secretary, Billy Phillips at least 2 weeks prior to the AGM, ideally the sooner the better. The exact date will be stated when date of AGM confirmed.



These photos will be on SLROC.CO.UK, you can look closer and see if you can put more names to the faces. In the meantime here are a few names pictured here. Neil Hopkinson, Ron Murdoch, Stevie Stewart, Alex Lindsay, Ewan Scott, Neil Scott, Frank Newton, Diana Tigwell, Tom Webster, can you spot them?

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Taggarts Land Rover Glasgow South

1000 Kennishead Road, Glasgow, G53 7RA. 0141 896 1288

taggartslandrover.com

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.