

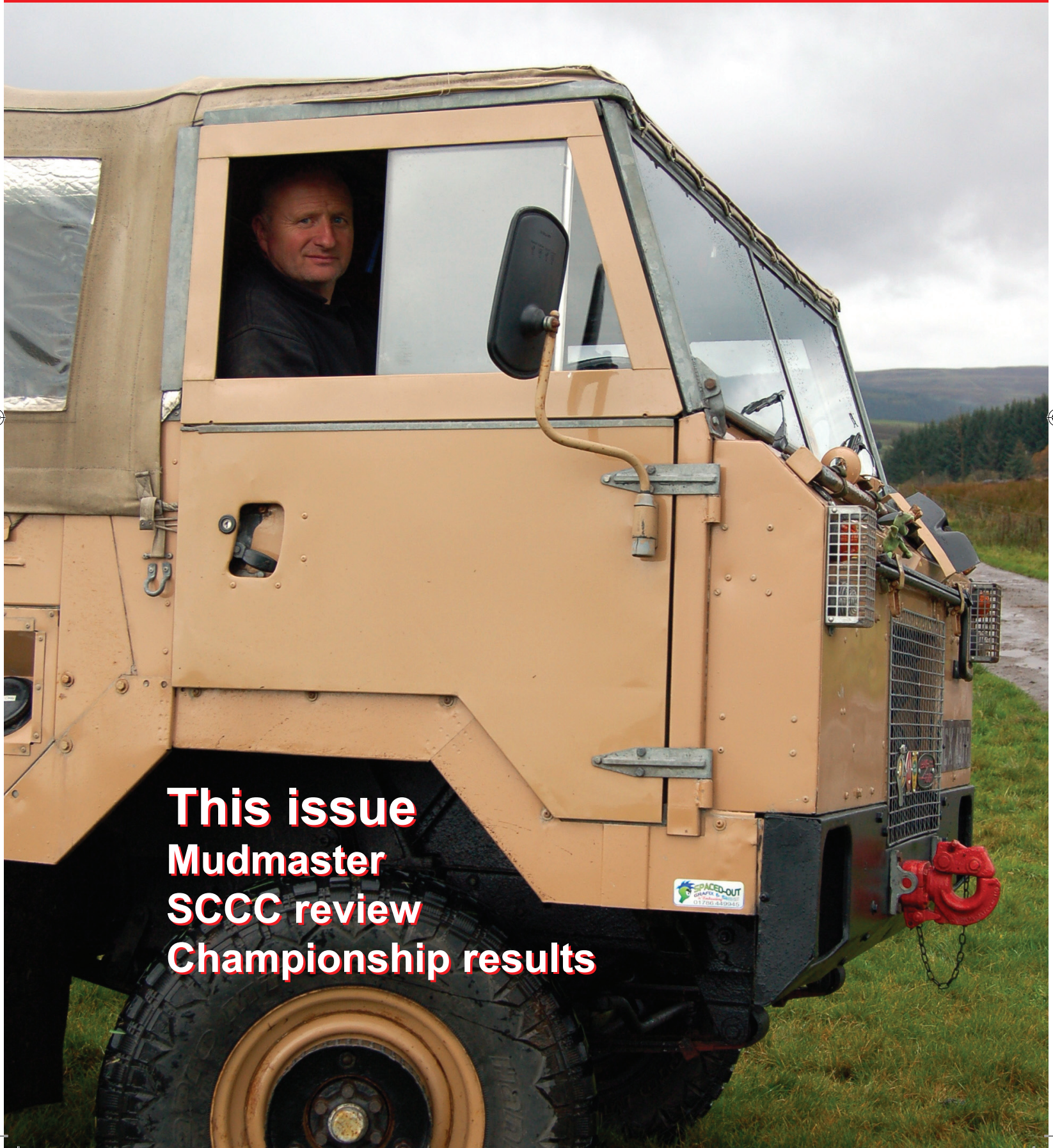


Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc2.co.uk

WINTER 2017



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For up to date information go to www.slroc2.co.uk or visit our facebook page



Chairman's chat



Hello and welcome to our club magazine! I hope you have all enjoyed a packed calendar of events this year. We have seen a fantastic turnout at all events throughout the year, which made for great fun and competition, and well done to all our trophy winners. A lot of work goes into organising, engraving and displaying the trophies for the evening of the AGM so it would be great to see as many of our trophy winners as possible come along to collect their trophies. The format of the evening has changed this year, which we hope will encourage more members to come along.

With so many events taking place, I would like to say a massive thank you to all our club members who have come out to volunteer their help and support to our competitors. It is greatly appreciated and it is what keeps our events running so well. This year we have also managed to attend some local shows which has allowed us to hopefully publicise our club - we have attended the Scottish Land Rover Show, Ignition festival of motoring and the Doune and Dunblane show with some of our members' Land Rovers, so thank you to all those involved in these events.

As you will all be aware, it was my intention to stand down from my role as chairman at our last AGM, but I have continued in this role for an additional year. I have thoroughly enjoyed my time as chairman but with my business growing bigger I feel I need to stand down from this role and allow someone new to come in with fresh ideas who can continue to develop the club from where it is now. I feel I no longer have enough time to do this myself and hope that someone will stand into this position as of our next AGM in February 2018.

I would finally like to say a massive thank you to the committee and a few other members of the club (you know who you are!) who have supported me in my role as chairman for the past four years - your help and advice has been invaluable to my time and I am grateful for your support and encouragement. During this past year, the committee has really stood up and helped me to make this role easier. I feel this level of support will be invaluable for our new chairman, so thank you to you all 🌟

Douglas Thomson - SLROC Chairman

Annual General Meeting reminder

The AGM is open to all members and will take place at 17.00 on 3rd February 2018 at Broomhall Castle.

All proposals for discussion at the AGM must be sent in writing to the Club Secretary, Billy Phillips, by 19th January 2018.

Islay update

The ferry timetable for May 2018 has been released and members should book their travel directly with Calmac. We'll be basing the weekend at Port Mor campsite (discount code to follow shortly, so best to wait for it before booking). Updates will be posted on Facebook and in Forthcoming Events on the forum.

PROJECT

Get me to the church

By Greig Ford



This story began in 2010 when a friend mentioned he was selling an old series Land Rover that he had been using as an off road toy. Roll on a few years to September 2017 and there was still a box of bits sitting in the corner of the workshop. The chassis did have some green paint on it to keep the rust at bay and the wheels were fitted so it could be moved but that's how it was left. Dave and Steph Hunter visited the house a couple of times over the years and saw it sitting in the

garage and can vouch that it was in a very basic state. I still didn't know what I wanted to do - one hand said do it as it was, as an old trialer; the other said it's your turn, do it how you want.

A chat with Dave and Steph about borrowing the bonnet and windscreen for Dave's Jekyl and Hyde project rekindled the interest, as did a trip to the Scottish Land rover show in May with my son Callum. This visit had given Callum an idea which I didn't really take

that seriously, however it would take until the end of July before we had the discussion. "I'm going to use Old 80 (as we had been calling the box of bits) as my wedding car on the 26th of August". That was 4 weeks away!

We had a few days to think about what we were committing to, but we decided it was going to be a father and son project using what we had in the boxes. This was a vehicle that would be used, not a Series One that was going to sit

on time

about at a car show or be kept in a garage.

The main work was to get the chassis sorted out, which was dually stripped down, painted and then rebuilt. Whilst on the ramp, all the running gear was given a good going over - springs were stripped and rebuilt to standard, wide on front, narrow on the back with Series 2 axles which I had already refurbished, and new shocks and new bushes were fitted all round. A complete brake overall with new parts was also carried out. This included keeping the original Series One pivoted pedal system, albeit with an early Series 2 master cylinder. The steering system was rebuilt with new parts including an original Series One steering column. There were a few mods to the shock mounts and spring locations and other bits due to the Series 2 axles, but these were easily fabricated and work perfectly.

The fuel system was also rebuilt including a custom tank made by Callum to almost the same dimensions and design as the original. I had kept the old parts from another tank, including the filler neck and the pipe work and these were used to finish off the new tank.

There was no wiring loom in the car and even if there was one available, we would not have had time to order it. Instead we made one from scratch, including a new



10 way fuse box. One item we had difficulty with was the brake switch, which is an original mechanical pull switch on the side of the chassis which operates from the brake pedal pivot. Thanks go to Stuart who looked in one night and stayed to help me finish this and the front lights.

Four days to go and we still had the bonnet to paint and the doors, seats and side windows to do. Plus we were still to start the engine. On starting it, we had a problem which pointed to an injector. Thanks to Duncan and George at GEMM, we managed to source an injector. Now with the Land rover running, we continued the build.

The seats bases and frames were from a Series 3 and the backs were second hand from a Series 1 - they look great together and the setup works very well. The doors had to be stripped down and new sliding Perspex windows fitted. On the last day we worked on the finishing touches - wing mirrors, hood sticks

etc. It was completely finished with a day to spare.

Unfortunately, it was still running rough and we decided that it would be used for photos but not the main drive. It still had to do several 5 mile runs, which it managed with a bit of smoke!

The wedding is over and we have caught up on work and it's time to see what went wrong. The head is off and we found the head gasket is leaking and there are problems where the valves have been hitting the gasket. As we write this, the head has been in for repair and will be fitted in the next few weeks along with some other minor work. Callum will be doing the first drive over the new Queensferry Crossing with his wife, Lydi.

We would like to say thanks to Stewart and Percy who kept us going over these three weeks with the little bits of help and encouragement when we were up against it ⚙️

Destination...

HEXHAM

By Alan Griffith

For the past two years we've run a green laning weekend to Kielder Forest area; this year we headed further south to explore lanes around Hexham.

Meeting place was Green Carts Farm campsite on Saturday morning. 10 vehicles and their occupants assembled, maps were spread on a table and we agreed a route covering multiple lanes. We split into 2 groups, setting off 10 minutes apart, northwards to our first lane through a large forest. A sign advised "Unsuitable for motor vehicles after 3 miles". So, the first 3 miles were a straightforward drive along solid forest track, but after that we encountered a rougher track, deeply rutted with large (and deep) potholes. These were filled with water after recent heavy rains, and there were also a couple of fords. After another 3 miles a steep climb brought us to a gate and exit back onto surfaced road. "Unsuitable for motor vehicles"???, perfectly suitable for Land Rovers! We stopped for

lunch in a wide forest entrance with the second group arriving shortly afterwards. Duly refreshed we set off, navigating a network of single track roads, crossing Hadrian's Wall towards lane 2. This was a straight drive of around 1.5 miles, following a dry stone dyke along a ridge with superb views all around due to its height.

We then drove down to cross the main A69, towards a short lane with a ford that would take us across the River South Tyne. A 200 yard drive along a field edge descended towards the river, however it immediately became obvious we wouldn't be crossing it today – a wide river in spate that would have swept away any vehicle. We walked down to the river bank to find that the approach to the ford had also been washed out. OK, plan B? A minor road took us into Haltwhistle where we joined the A69 to cross the river, then back onto minor roads heading for our next lane. We advised group 2, by CB radio, not to waste their time going to the ford!



A lovely off-road drive across Plenmeller Common gave more great views over Northumberland.

A quick scoot along the main Carlisle / Newcastle road, had us dropping into Hexham towards Slaley Forest. Only 1 other car in the group I was leading had a CB, making it challenging keeping 5 vehicles together as we navigated the town centre. After Hexham there was an interesting lane to pick off on our route south. We turned into the track which accessed a few houses, passing a No Through Road sign - some residents gave us strange looks as we passed. Further on, the lane narrowed, appearing to come to a dead-end, but a gap in the bushes gave access to a small river, with a footbridge over it. We got out to see if this ford was doable, crossing the bridge on foot to check the exit. Good to go – although rocky and bumpy, the water wasn't too deep. A steep, bumpy and slippery climb took us away from the river, and continued up a narrow and overgrown track back to the road. The most challenging lane of the day.

Next, Slaley Forest, a fantastic network of tracks and welcoming to responsible “green laners”. Detailed maps at each entrance show what tracks are legal to drive along. Thankfully our maps and planned route matched the forest maps. We set off along good track, muddy in places with some deep splashes. After a while we reached an obstacle - a ditch across the track with the earth piled up across the track. We stopped to check the maps but when the second group arrived one confirmed he'd driven this route recently and we're OK to proceed – good photos as we crossed the mound and ditch. Shortly after this we exited the



wooded part of the forest onto more open countryside. A climb up a chalky track that had been washed out in places gave interesting terrain. A few hundred yards up this track we caught up with a woman out walking – the only person we encountered over the weekend with an objection to green laners! She continued walking up the middle of the track, staring straight ahead though clearly aware that I was right behind her. After patiently following her for a few minutes eventually the track widened and we were able to get pastand Oh! what dirty looks we got! Group 2, a few minutes behind, got similar treatment, then she took out a camera to photograph the vehicles. The lead vehicle in this group (John Smith) had a dashcam, which meant we had video evidence of her effectively blocking legitimate traffic on a public highway. South of Slaley, our route crossed Blanchland Moor on another fantastic moorland track. A circular route, including another ford, took us back into the forest and we eventually retraced our steps back to where we started – without encountering the walker again. Slaley is definitely worthwhile revisiting.

From here, we returned to campsite, where meals were cooked, beers opened, campfire lit, and the day's activities and other nonsense talked about for a few hours before bedtime. 8 vehicles and occupants stayed over, some in the comfort of roof-tents, others in ground tents, and 1 or 2 sleeping in their vehicles – a Disco 3 with an inflatable mattress is actually very comfy (for a short guy!).

Sunday was another great day but space is limited here – planning to do similar again next year, so why not join us and get the full story? ⚙



MASTER OF THE MUD

By Gordon McCheyne

It's 6am on Saturday 28th October - day 1 of Mudmaster 2017. I have to admit I'm feeling ever so slightly nervous. My 90 has just been through surgery having a reconditioned gearbox fitted and not really been tested, there have been murmurs of reverse seeding and my usual navigator (Andy) unfortunately cannot manage this year. Instead my wife, Lisa, agreed to assist in defending the title of Mudmaster champion.

We check in at Carmyle - "car number 1" announces Donald when he hands me the envelope containing the score cards. Phew - what a relief! We set off at 9:01am heading for the first site with the first off road challenge. Instantly we're in panicky search mode, sweeping the left hand verge for the letter boards. Last year Andy and I had a clean sweep so the pressure was most definitely on. It's always reassuring to see the letter boards as confirmation the correct route has been plotted and is being driven. "I see it" yells Lisa! She writes the letter in the box on the sheet provided. So far the new gearbox is behaving itself.

We arrive at Twechar quarry for Orienteering 1 - an off road navigation challenge against the clock. There are 13 letter boards to look for in 12 minutes. 3..2..1..GO! Having been on this site in previous years, I knew high range would be fine. We make it round with time to

spare - the little squeals coming from Lisa are confirmation that I wasn't hanging about. But neither was car number 2. Rory Lowther & PO Andrew Richmond from the Navy were hot on our heels, finishing at almost the same time. We depart from the site and head onto site 2. Leaving Twechar I remind Lisa to keep her eyes peeled for the letter boards.

The next two sites, just outside Falkirk, are RTV trials. Thankfully we clear these without picking up any penalties. Onto the next site, Bathgate, for two more trials and another round of orienteering. I've never really appreciated how rough the ground is there until travelling it at 20mph. I glance at Lisa as we leave - she's not loving being bounced about the passenger seat of my 90. That reminds me - I must fit a grab handle for the passenger.

Lunch halt is in Broxburn where we learn we took the wrong route from Bathgate to the A89. We've missed at least 1 letter board. The afternoon starts off with a



navigational drive to Torphin Quarry. The first time I was at this site was in my Freelander 1 doing my first ever Mudmaster in 2013 - we fared a little better this time round, clearing both trial sections. Onto the forest navigation where we had 35 minutes to drive the correct route through the forest with 12 letter boards to find. The seventh letter was a sneaky one, hidden off the road at the edge of a clear fell area. At one point there were 3 or 4 cars bunched up frantically trying to find it - thankfully we did, and on we went to complete the stage within time.

After a short halt at Harthill services, we were back on the road towards Heights for the last two trials of the day. We were the fourth car to enter the site and already the access was becoming quite churned up. Trials clear and route plotted from the handout given leaving Heights. We were on our way to Glenhove woods - a most excellent site. It was approaching 5pm when we arrived for an orienteering challenge. We were the fourth car to enter the site behind cars 2, 19 & 21. As we slid out, way down the hill to the first right hand I could see Dave up ahead - he had fallen off the road. We watched to make sure he wasn't stuck then powered on to collect the letters on the marker boards. Lights a blaze, we navigated our way briskly round the slippery tracks collecting the letters in around 7 minutes. And with that, day 1 was over.

It wasn't until Sunday morning that I saw the half way scores. Lisa and I had managed to clear all the off road sections without penalty, picking up only 3 points on the road navigation marker boards. The pressure was on going into day 2. First up, an autotest and three trials sections back at Twechar quarry. Clearing the sections without penalty, and feeling pleased, we made our way to Glenhove always looking out for marker boards but never seeing any - were we on the correct route?

We had heard that Glenhove had become even slipperier so were quite nervous about how we'd get on. Thankfully, we got a clear. Only two more trials sections to go - but we had to get there first. Lisa guided us to the MOD Rifle ranges at Dechmont, a new site for Mudmaster 2017 - still no marker boards. The biggest challenge on this site was finding the trials and then getting there and back without getting stuck.

We made our way back to Carmyle, reasonably confident we hadn't picked up any more points - unless there were sneaky marker boards that we'd missed. But alas, we hadn't and Lisa and I were crowned Mudmaster 2017 champions. We had an excellent time and will most definitely be back next year, defending our title. Now I need to talk to Andy! Thank you to all who make this fabulous event possible 🌀

SCCC 2017

SCOTTISH CROSS COUNTRY CHAMPIONSHIPS

By Dean Pugh
SCCC Chief Marshal



I'm sat quietly in the middle of a stubble field on a glorious, peaceful Saturday morning, enjoying nature at its best, when all of a sudden an orange streak of Land Rover comes flying passed me, flames spitting from the exhaust. With a massive power-slide, it is through the gates to the next field and away into the distance, and then everything returns to the tranquillity of a few moments ago.

The peace is disturbed again, this time by the distinct clatter of a 200tdi engine followed by a cloud of black smoke - was that the green Series Land Rover of Billy Cruickshank & Grant Millar chasing down John Rennie's orange fire breather?!

Fouquet! What was that?! It is Richard Copsey's Jaguar powered French built Fouquet - one of the fastest cars of the weekend.

I'm marshalling at the final round of this year's Scottish Cross Country Championship (SCCC) and the cars are coming thick and fast now. It has been an eventful year. The Championship is run by 3 clubs - Scottish Land Rover Owners Club, Scottish Hill Rally Club and Scottish Off-Road Club. This year has been fought over 6 rounds of 2 day Competitive (Comp) Safari.





We should have started the year in Northern Ireland, but due to land issues we crossed the border and joined the Northern Off-Road Club for their event at Helmsley, through the tight, tree-lined course and out across the open moors. It was so wet, the biggest challenge was getting off the grass parking area at the end of the weekend!

The next event was the short circuit through the Callander sand quarry, along the forest tracks and back along the abandoned railway line. This is always a favourite with the competitors.

Then it was off to Huntley in Aberdeenshire. With a lot of help from a number of competitors and the Buchan Off-Road Club, we were able to open up some new ground and raced 3 miles up the valley and 3 miles back over some very challenging terrain.

Forrest Estate is the premier event of the SCCC Championship, with 28 competitors racing around this glorious site in the heart of the Galloway Forest - the sound reverberating off the hillsides is awesome.

Round 5 was a traditional hillside farm comp above Galashiels. It has a double-loop with a split and merge

which always confuses the drivers, and the jumps over the roller-coaster hills are spectacular. This event was only so successful due to the bridge building team who gave us a track to race back over.

This takes us to the 'peaceful' stubble fields where we started, for round 6 in Northumberland. 16 cars completed the championship, eventually won by George Bryson (an ex-rally driver looking for a better value motorsport, competing in his first full season). 2nd was Billy Cruickshank & Grant Millar in what some believe is the slowest car out there (reliability, driving to the conditions, and completing events got them that). And 3rd was Alistair Morton in the Polaris RZR; these buggies really shift across the rough stuff.

However, the bigger story for me is the 85+ volunteers who organised, ran, built, photographed and marshalled these events, a lot of whom are SLROC members. Motorsport is not just about the competitive teams, who do put on a great show and carry out some enormous feats getting cars ready, driving & repairing onsite and in the wilds, but it is also about the non-competitive team making it happen. If you would like to help out, just shout up - you will be more than welcome to join the fun and excitement ✨

one ohhhh one

By Allan Crow

Owning a forward control 101 is certainly not for the faint hearted, and it's not an every day runaround.

The forward control was initially built by Land Rover for the military to meet the army's requirement for a gun tractor and designed to tow a field gun with a ton of ammunition and other equipment in the rear load space - hence the 101's other name, the Land Rover One Tonne.

Forward control 101s were never sold to the general public, but when the military started selling them off in the 1990s, they were snapped up. All had been retired by 1998.

I bought mine (Storm) about 4 years ago and have converted it into a make shift camper, although the bed is comfortable. Storm is ideal for short breaks away, Land Rover events, Green Road Runs and more. You're sitting up high at the very front of the vehicle, ahead of the front wheels (which feels very odd) and you can see all around you, but below you too.

They are amazing vehicles which are fun to drive and they always make heads turn, whether it's a glare in amazement or a look which says "what on earth is that?" Climbing up into the cab can be very interesting depending on what one is wearing and negotiating your way into the back over the engine can be tricky.

The massive ground clearance and lusty 3.5 litre v8 engine help make it a very capable off-roader too. It's also capable of doing over 60mph, though that's a bit of a scary thought. I've recently improved Storm by fitting an auto box, which means I no longer have the gear finding workout and it's now very easy to drive. The next improvement will most likely be power steering.

Very steep descents can be a little disconcerting for both driver and front passenger, especially when the brakes aren't great and you have to pump and pump and hope for the best that they come back! But overall it's great fun and always a good crowd gatherer ⚙





trailing down the generations

By John (Pops) Anderson

I now have 3 generations of the family competing in club events. I started in 1990 when my eldest son Barry was 17 and we bought a Series 2A ex-coast-guard hard top which we used in the RTV class. Later we moved up to CCV trials but after a few bashes on the roof we decided to get a motor with a roll cage!

We bought one from Alex Lindsay and soon we had the Purple Dream Machine. We then started entering Comp Safaris, which were great fun and so were the repair bills! We soon started to climb up the Championship results tables and one year I finished 4th.

About this time, Barry and myself got the Sportsman of the Year award because of the fun we had had and the laughs we had provided to spectators - a particular memory is me rolling the motor on 3 consecutive laps at the Bathgate comp safari!

Stuart started coming when he was about 14 and could often be found beneath someone's bonnet helping with repairs. He was soon driving in events and the repairs kept going up. We all went to Hawick one time and Rick Wells let me drive his red 80 and I won and Rick was 2nd. At that year's AGM I was presented with a T shirt with my score sheet on it.

Time has moved on and there is a new kid on the block, my grandson Bryan who is competing in the Tyro class and doing quite well.

That's about it for my family history in the club, but who knows what will happen next; we still have James (12), Anna (5), Noah (3), Lewis (3) and Ben (9 months). I could be competing against them all when I'm 84. I wish the club a very happy 60th Anniversary and all the best for the future 🌟



WHY I

MARSHALL

By Patrick McInally (Paddy)

I've always been interested in cars and working on them, having had many daily drivers and some classics (usually the ones that weren't so popular). I also have a love for the outdoors. Due to a change in my marital status 14 years ago, things changed and my 15 and 17 Renaults were sold and I had to move house. At that stage, money was a bit tight but I wanted a project - it had to be cheap, old and one for which parts were easy and cheap to get. I had driven a friend's Series II (crossbreed) which was entertaining to say the least. I also did some repairs on it and that was me, I was hooked and I wanted one!

I bought a Series 3 109 hardtop (not everyone's choice) which needed some TLC for the MOT. I then moved on to a Defender 90 that changed my outlook. I had done a few forest road runs but I wanted to take it further a field, so that is when I joined the SLROC and I loved the Green Road Runs.

Then I became interested in marshalling. I turned up at a comp safari at Bathgate in order to get a closer view of the action. On that first occasion, I ended up in the

finishing caravan recording times, so this only gave me a quick look at the cars as they flashed past. Next was the night racing and this time I was out on the field as a marshall along side Dave Towlish, whose instruction and observation of which car was which (shape, light pattern, engine noise) racing in the dark was great to watch. So now that is me hooked I came back for the Sunday run and had my own spot and when all the racing was finished, I helped to clear up. Most importantly, I was made to feel welcome.

I now help out at as many events as I can and they all have different challenges. What you get to know is without the marshalls, these events would not happen! What do I get from it? In return for my help, I get free off-road driving in a variety of sites, fresh air, scenery, wildlife and good company. You then get to watch the event with a great view of the action and the good feeling that the competitors are enjoying what you have set out for them. So if you have ever wanted to become a marshall, I recommend it. There is always a friendly bunch of members with a variety of Land Rovers. No matter the weather, every event is a great day out 🌟



TYRO Trials Championship 2017

Name	15.1.17 Manor Powis	20.5.17 Bathgate	18.6.17 Bathgate	13.8.17 Kidlaw	2.9.17 Torphichen	15.10.17 Glenmavis	12.11.17 Uphall	Total	Total with discard
Barry Anderson	10.00	8.00	10.00	10.00	5.38	8.89	5.00	57.27	46.89
Andrew Steel	7.86	9.00		10.00	9.23	10.00	6.67	52.76	46.09
Alan Griffith		7.00	10.00	10.00	10.00	5.56	3.33	45.89	42.56
Simon Boak	7.86	6.00	10.00	4.00	9.23	7.78	5.83	50.70	40.87
Trevor Marr	3.57		10.00	10.00	7.69		8.33	39.59	39.59
Stewart Sneddon	10.00			10.00	6.15		8.33	34.48	34.48
Starr Hunter *	2.14	5.00	5.56	5.00	4.62	3.33	10.00	35.65	30.18
Grant Heggie *	10.00	10.00	3.33					23.33	23.33
Ron Murdoch	7.86					4.44	10.00	22.30	22.30
Stewart Anderson	7.86				0.77	6.67		15.30	15.30
John Anderson		3.00	4.44	3.00	2.31	1.11	1.67	15.53	14.42
Peter Stamperla		2.00			7.69		4.17	13.86	13.86
Bryan Anderson *			2.22	1.00	1.54	2.22	2.50	9.48	9.48
Eric Donaldson	7.86							7.86	7.86
Stephanie Hunter	7.86							7.86	7.86
Ellie Griffith *		1.00	1.11	2.00			0.83	4.94	4.94
Anthony Hartley		4.00						4.00	4.00
Alan McKay					3.85			3.85	3.85
Jack Weir					3.08			3.08	3.08
Kirsty Campbell	2.86							2.86	2.86
Colin Bates	1.43							1.43	1.43
Euan Callow	0.71							0.71	0.71

* Denotes under 17 at start of Championship.



RTV Trials Championship 2017

Name	15.1.17 Manor Powis	5.3.17 Torphichen	9.4.17 Crieff	20.5.17 Bathgate	13 8.17 Kidlaw	2.9.17 Torphichen	1.10.17 Torrance	11.11.17 Uphall	Total	Total with discard
Grant Millar	6.67		9.00		9.00	8.57	10.00	10.00	53.24	53.24
Gordon McCheyne	5.00	0.83	8.00	8.46	10.00	10.00	9.09	5.45	56.83	51.00
Bill Conner Jnr	9.17	10.00	10.00	2.31	8.00	5.71	6.36	7.27	58.82	50.80
Andy Dunbar	10.00	7.50	4.00		8.00	2.14	2.73	10.00	44.37	42.23
D Bruce McPhee	5.83	9.71	7.00	9.23	2.00	1.43	5.45	4.55	45.20	41.77
Dave Tomlin	3.33	5.83	4.00	6.92	4.00	9.29	8.18	3.64	45.19	38.22
Charlie Cook	8.33	6.67	1.00	6.15	3.00	7.14		6.36	38.65	37.65
Luke Reay	2.50		6.00	6.15	5.00	5.71	4.55	5.83	35.74	33.24
Kevin Fulton	4.17	5.00		10.00		6.43			25.60	25.60
Bill Conner Snr		4.17	6.00	1.54		5.71	1.82	1.82	21.06	21.06
Imogen Lorimer-Hill						7.86	8.18		16.04	16.04
Chris Moir	0.83	1.67		0.77	1.00	0.71		8.18	13.16	13.16
Julian Anderson			2.00	4.62	6.00				12.62	12.62
John Anderson	2.50	8.33							10.83	10.83
Alan Morrison				8.46					8.46	8.46
Tony Lorimer						3.57	4.55		8.12	8.12
Stewart Anderson	7.50								7.50	7.50
Nick Johnson				4.62				2.73	7.35	7.35
Neil Campbell						2.86	0.91	0.91	4.68	4.68
Stephen O'Rourke				4.62					4.62	4.62
Trevor Keay		4.17							4.17	4.17
Phil Stevenson		2.50							2.50	2.50

RTV Trials Championship Class 2 2017

Name	5.3.17 Torphichen	13 8.17 Kidlaw	2.9.17 Torphichen	1.10.17 Torrance	11.11.17 Uphall	Total
Lindsay McBeth	10.00	3.33	8.75		6.67	28.75
Michael Jackson		10.00	10.00			20.00
Frank Wolfe	5.00			10.00	3.33	18.33
Kieron Freyne	7.50	6.67	3.33			17.50
Jamie Freyne					10.00	10.00
Mark Carter			8.75			8.75
Stephanie Jackson			8.75			8.75
Ian Stewart			5.00			5.00
William Jackson			3.75			3.75
Alistair Lawson	2.50					2.50
Emma McCready			2.50			2.50
Dick Carter			1.25			1.25

CCV Trials Championship 2017

Name	15.1.17 Manor Powis	2.4.17 Crieff	20.5.17 Bathgate	17.7.17 Glenhove	28.9.17 Callander	23.9.17 Cumnock	15.10.17 Glenmavis	Total	Total with discard
Lindsay Macbeth	10.00	10.00	10.00	0.67	10.00	9.29	10.00	59.96	50.00
Andy Taylor	9.47	6.47	9.41	8.00	10.00	9.29	7.69	60.33	46.17
Dave Low	8.95	9.41	8.24	10.00	8.67	5.71	1.54	55.52	45.27
George McLay	6.32	8.24	7.06	10.00	6.00	7.86	9.23	54.71	42.39
Michael Jackson		5.29	8.82		3.33	10.00	8.46	35.90	35.90
Gary Taylor	6.84	4.71	4.71	6.00	6.67	7.14	6.15	42.22	32.80
Kieron Freyne	7.37	8.82	7.06	1.33	4.00			28.58	28.58
George Taylor-Lees		3.53	5.29	4.67	5.33		7.69	26.51	26.51
Billy Phillips	3.16	4.71	4.12		7.33		3.08	22.40	22.40
Jenni Taylor-Lees	1.58	1.76	1.76	6.67	5.33	6.43		23.53	21.95
Niel Scott	4.74	1.18	3.53	8.67	2.67		2.31	23.10	21.92
Ian Stewart	5.26	0.59		8.00		2.86	4.62	21.33	21.33
Frank Wolfe	2.11		5.88	5.33			6.15	19.47	19.47
Dougie Thompson	8.42		2.94		2.00	5.00		18.36	18.36
Dan Freyne	8.42		7.65	2.00				18.07	18.07
Dave Hunter	6.32				8.67			14.99	14.99
Alan Crow	5.26	8.24						13.50	13.50
David Mitchell	1.05	3.53			2.00	4.29		10.87	10.87
Grant Millar		5.88					3.85	9.73	9.73
Alex Phillips		8.24						8.24	8.24
Mark Carter			2.35	4.67		0.71		7.73	7.73
Dick Carter			1.18	3.33		2.14		6.65	6.65
Ewart Hogarth				2.67		3.57		6.24	6.24
Ian Lawrie	4.74							4.74	4.74
George Philips		3.53						3.53	3.53
Nick Johnson	2.63							2.63	2.63
Emma McCready			0.59			1.43		2.02	2.02
Ian Abbey	1.05							1.05	1.05
Billy Cruickshank							0.77	0.77	0.77
Ian Kelly					0.67			0.67	0.67



SPEED Trials Championship 2017

Name	19.2.17 Glenmavis	23.4.17 Sheildhill	7.10.17 Uphall	3.12.17 Twechar	Comp Cumnock	Comp Manor Powis	Total	Total with discard
Andy Taylor	8.33	2.00	10.00	10.00	10.00	10.00	50.33	48.33
Billy Phillips	7.50	9.00	8.89	5.71	2.00	8.75	41.85	39.85
Dougie Thomson	9.17	10.00	4.44	7.14	6.00	7.50	44.25	39.81
Michael Jackson	5.00	6.00	7.78	8.57	8.00	5.00	40.35	35.35
Dave Low	6.67	7.00	6.67	4.29		6.25	30.88	30.88
David Mitchell	5.83	8.00	1.11	2.86		2.50	20.30	20.30
Ian Kelly	3.33		3.33	1.43	4.00	3.75	15.84	15.84
Grant Jessiman	10.00						10.00	10.00
Stewart Anderson		3.00	5.56				8.56	8.56
Alastair Lawson	1.67	4.00					5.67	5.67
Neil Scott		5.00					5.00	5.00
Kieron Freyne	4.17						4.17	4.17
Grant Millar	2.50						2.50	2.50
John Anderson		1.00				1.25	2.25	2.25
Johnny Campbell			2.22				2.22	2.22
Billy Cruickshank	0.83						0.83	0.83

The Championship Cup 2017

Name	Speed	CCV	Total
Andy Taylor	48.33	46.17	94.50
Dave Low	30.88	45.27	76.15
Michael Jackson	35.35	35.90	71.25
Billy Phillips	39.85	22.40	62.25
Dougie Thomson	39.81	18.36	58.17
Kieron Freyne	4.17	28.58	32.75
David Mitchell	20.30	10.87	31.17
Neil Scott	5.00	21.92	26.92
Ian Kelly	15.84	0.67	16.51
Grant Millar	2.50	9.73	12.23
Billy Cruickshank	0.83	0.77	1.60

Trophy return reminder

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

SLROC Trophy Winners 2017 Season

Club Champion

THE CHAMPIONSHIP CUP
Best in CCVs, Timed Trials and Club Comps
Andy Taylor

Tyro

THE EILEAN BHOID TROPHY - Tyro Champion

1st Barry Anderson
2nd Andrew Steel
3rd Alan Griffith

THE ACORN PRIZE

Best Lady
Starr Hunter

THE LOTHIAN SHIELD

Best in East of Scotland Tyros
Barry Anderson

THE WEE WHEEL

Best under 17
Starr Hunter

THE DYNAMIC DUO TROPHY

Best Senior and Junior in same car
Barry and Bryan Anderson

SLROC Trophy Winners 2017 Season

RTV

RTV CHAMPIONSHIP CUP

1st Grant Millar
2nd Gordon McCheyne
3rd Bill Conner Jr

THE SLROC LADIES RTV TROPHY

Imogen Lorimer-Hill

THE DAVID ALDRIDGE SHIELD

Best Novice
Chris Moir

THE DONALDSON DIESEL AWARD

Best Diesel
Grant Millar

THE GRAHAM CUP

Best RR/Discovery
Not Awarded

THE GLENDARUEL CUP

Best Leaf-Sprung
Charlie Cook

THE DUNBARTONSHIRE SHIELD

Best in West of Scotland RTVs
Grant Millar

THE APPELYARD CUP

Best in RTV Class 2
Lindsay Macbeth

Speed

THE SPEED GOD ON WHEELS - Speed Champion

1st Andy Taylor
2nd Billy Phillips
3rd Dougie Thomson

Best Lady Trophy

to be commissioned - No Winner

GLASGOW 4x4 TROPHY

Best Novice - Michael Jackson

SCCC

THE SLROC AND SORC CUP - SCCC Champion

1st George Bryson
2nd Billy Cruickshank/Grant Millar
3rd Alastair Morton

THE BLACK SMOKE TROPHY

Best Diesel - Billy Cruickshank

THE TARTAN TEAMWORK TROPHY

Best Double Entry - Billy Cruickshank/Grant Millar

THE CUSTARD MOTORSPORT TROPHY

Best Prod. or Mod.Prod Vehicle - Billy Cruickshank

THE SUNDAY CUP

Best Sunday-only Competitor - No Winner

CCV

THE BELFORD TROPHY - CCV Champion

1st Lindsay Macbeth
2nd Andy Taylor
3rd Dave Low

THE SARANN CUP

Best Lady
Jenni Taylor-Lees

THE NORMAN PATTISON TROPHY

Best Novice
Michael Jackson

THE JACK BRUCE TROPHY

Best in CCVs and Comps in South of Scotland
Michael Jackson

THE CLASS 2 TROPHY

Best Road-Going Vehicle
Frank Wolfe

THE SOOTY AWARD

Best Diesel
Lindsay Macbeth

THE CLAYMORE TROPHY

Best 88" or over
Andy Taylor

Other

J.W.WOODWARD SHIELD

Best Marshal - Patrick McNally

THE JANSYL CUP

Best Lady Behind the Scenes - Anita Low

OFF THE BEATEN TRACK AWARD

Best Gent Behind the Scenes - Donald Urquhart

SANDY YOUNG CUP FOR SERVICE

Significant Contribution to Club - Alan Griffith

THE TLC QUAICH

Best-Kept Competition Vehicle - Michael Jackson

THE ZIMMER TROPHY

Best Over-50 Competitor - Lindsay Macbeth

THE MACKENZIE DUFFIELD TROPHY

Best SLROC Competitor at an English event
Lindsay Macbeth

THE DESERT FOX AWARD

Winner of Boxing Day Bash - TBA

THE FRASER MARTIN TROPHY

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