



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

SUMMER 2020



Marshals are the bloodline of our sport, show your marshals some love



Billy's lives a beach



Stephen's in heaven



Bobby's in the dark

£10 (free to members)

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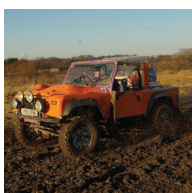
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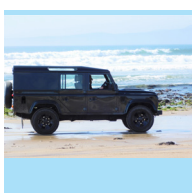
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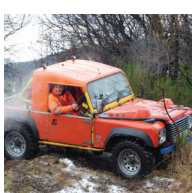
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Dean, ahead of the curve, ready to go shopping at the AGM in Feb!



Chairman's chat

Hello All,

Well, what a rollercoaster of a 6-months that has been!

The year was going great with some fantastic events in January, February & March and then all of a sudden it was like a massive engine seizure and everything came to a shuddering, unexpected stop with the onset of Coronavirus and Lockdown. Since mid March Motorsport UK have not Permitted any events and the Governments have told us to stay at home.

On a plus note, this has given everyone a chance to get on with those long promised Land Rover Projects. It has been great to see what everyone has been up to - our Editor has even fitted headlights to his CCV LR (not sure how long those will last on the Tree Magnet).

Thanks to Steph Hunter and Diana Tigwell we have also had a couple of virtual outings. Whilst these have been fantastic they can never be as good as actual nights out under the stars on Arran or the Bathgate hills. I had wondered how those who favour the Series Land Rover would get on with modern technologies like Zoom, but just like moving from Whitworth Spanner's to Imperial, you all coped admirably.

The big question is, when can we start our events again? Unfortunately at present there is no definitive answer

to that. However, looking at the Government Guide Lines it will not be until we reach at least Phase 3 of the lockdown easing. With this in mind, the Committee have recently been cautiously considering how we do restart our events and get back on track.

Things will change. To follow Motorsport UK guidelines you will have to book on to events and pay entry fees online, so that we have no cash handling and we can monitor numbers for suitable Social Distancing. Signing-on declarations will need to be emailed in advance and you will be responsible for your own scrutineering and ensuring your vehicle is safe and compliant to take part. At present we may also have to consider that vehicles can not be shared with those out with your house hold.

Some of these aspects will be very challenging, but rest assured that all of the Committee are here to help and assist to make sure as many as possible can get out on the Hillsides and Forest Tracks as soon as possible, but only when it is safe to do so.

Whatever happens, please look after yourselves and your families and Stay Safe!

UPDATE! We are starting back on 2nd August check SLROC.CO.UK & Facebook for info.

SLROC - Chairman
Cross axle ⚙️

Help needed

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

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

What better way is there to enjoy the countryside? ⚙️



Editors note

Well, it's quite a challenge pulling the magazine together at the best of times and this time around will likely be more challenging than usual. I am writing this as I start to place all the great stories and anecdotes that you, our members, have been so helpful in providing. It is always great to receive the emails with the stories and the magazine would just not work without these contributions.

Over the past few months I have, as our Chairman has already stated above, fitted lights to my CCV car. It looked so sad without a face, sitting feeling sorry for itself on the trailer not getting out to see his pals. So now its still sitting on the trailer but all cheery looking, with big bright eyes and a look of hope and expectation that he will be out playing again soon. ⚙️



WHAT A LIGHTWEIGHT

Billy Phillips - A man of many motors

The other day I spotted an online post about people remembering their old cars.

It got me thinking about all the cars I have owned in my thirty-seven years of having a licence and there has been quite a few, more than two for every year on the road: all owned and driven by me. I say thirty-seven years but that is not quite true. At the age of sixteen I left school early, after my exams, to work with my dad before college started in August. The money I saved afforded me to buy a crashed Fiat 126, only lightly bumped on the side for £100. With some help and guidance, I repaired the car, got an MOT on it and sold it for just under £400. I think this is the only time I made profit on a car. They were mostly run of the mill cars but with dad and my three brothers always building and changing our cars many passed through our hands.

Some cars I owned, although not exotic, I have never seen another one the same. A Datsun Sunny Fast back estate, a Colt Tredia 8 speed and even a lowly front wheel drive Cavalier - a 1.3 2 door was the cheapest

one they made but I never saw another like it.



I got an Audi 100 left hand drive 2.2, after small Renaults and Fords, this thing was amazing 200 KMH and would do it all day long if you were able. After my MK2 escort whose wing mirrors used to fold in at any speed over 60mph - I was sold on German engineering.

I continued this trend of changing cars, until I found the Land Rover Owners club.

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I at last had a purpose for building and modifying cars - "Competition". Not only that but the diversity of use for one vehicle. I regularly would change the roof on my series station wagon to canvas top or pick up as the fancy took me.

The whole concept of the club merged many things together. Family, cars, camping, racing and even boating (for those who can remember the infamous boat racing at the top of Knockderry Farm in anything you could drag up the hill on your Landy and would float "ish" - great days.

I was trying to decide, with Mary's help, the best car we ever had and realised it was not the car itself but more the memories and experiences you had in them. She really liked my Opel Rekord 2.0S with its crushed velour upholstery and LED rev counter: very 80's or was it because we at a very young age toured all over Scotland in it, towing our small Europa caravan before kids, mortgages and responsibilities.



I have many favourites, but my top two are my Range Rover Voque LSE at the time of its build it was Land Rover's flagship vehicle - in 1993 I believe it cost new about £42,000. I loved it to bits, the power, the size, the presence on the road and the best tow car I have ever had. And of course, my Lightweight, build completed in 1999. My dad and I had taken nearly a year to build it on a new chassis and as many new or nearly new parts as we could source. V8 5 speed defender dash on coils it was awesome. It passed its MOT with many praises from the examiner. We collected the car and Dad took it for a blast up the glen. He pulled over and said with a pat on his well-formed belly 'well I can't drive it do you want it?' I could not believe my luck and so 21 years later I still have it.

The Lightweight has taken us all on family holidays, dragged boats up and down beaches, worked its socks off hauling building materials and been a competition car all at the same time. It even survived a barrel roll at 70mph + on the Forrest Comp Safari.

It's still my competition car and last week it passed its MOT, so I can drive it on essential journeys and makes



me smile from ear to ear in these trying times of no playing due to Covid.

I wish I still had my Range Rover, or indeed any of the other eight I had, but the devil rust made me sell them on.

I quite fancy getting a newer one but me and electronics are not well acquainted. So, I will always keep my Lightweight. I will always be able to fix her up and keep on making memories. The gran kids are equally thrilled and terrified to sit in her and it will not be long before they start driving her on Bathgate hills just as my girls did not so long ago.

Billy



! very important ! Club membership update!

Please read

****Exciting News Update****

The Background:

For many years the Membership vehicle has been powered by the 2286cc petrol engine and manual transmission – no power steering!

Generally reliable, but slow and ponderous, needing lots of time and effort by the driver (Membership Secretary) if progress is to be made.

But now, the Membership vehicle is being upgraded and converted to a powerful all-singing-and-dancing V8 motor with ecu, automatic transmission and power steering..... it's first competitive event will be the Renewals Trial in October this year!!

How it works:

The new system puts you totally in control of your membership!

At the start of October, you will automatically receive an email inviting you to renew your membership for the next year. Reminders (2 weeks before, then 2 days before, and then at the end of October) will go out to those who haven't renewed.

You will be able to log in to the Crossmember website and renew, paying by credit or debit card, or if you prefer you will be able to make direct payment within a bank branch (if you can find one, that is!). You can also log in at any time to check or update your address or contact details etc. (Instructions for renewing will be included in the emails).

For the very few members who resist the advances of technology, we have a work-around to accommodate you! See below.

Advantages for the Club:

Huge reduction in the administration time and expense; almost completely eliminates the likelihood of errors (yes, I admit it, they do occur in the manual system!!).

What You Must Do NOW:

1. Please cancel any Standing Order that you have for paying membership subscription (the system doesn't accept payments by this method)
2. Please Email membersec@slroc.co.uk as soon as possible to confirm your email address details – state name and membership number - so I can ensure we can contact you. For non-techno types, text or write, giving name, membership number, address.
3. Queries? Email membersec@slroc.co.uk and you may get a half-intelligent answer!

Thank you

Dick Carter



Then came the fateful day, it was a trial at Bathgate. I should mention now that I hate side slopes, can't stand them, whether it is racing, trialling or running along a field in a tractor, I can't stand them. Anyway I pushed my nose over the crest of the hill, through the twelve gate, down through the ten gate, turned left to go through the eight and suddenly I find myself twenty feet further down the hill than I was supposed to be. I was later told that have kept going as technically the car didn't stop as it tumbled down the hill writing off a wing and a door, never mind. I got the old car home and stripped it down with the intention of fixing the rollover damage and fitting the foxes at the same time.

"FORGET THE MOUSE IN THE FRIDGE, DO SOMETHING ABOUT THE FOX IN THE BATH!"

by Ian Cupples

It was inevitable, I would have to confess. There was no way that I could sneak four shiny Fox Shocks into the house without being caught. Apparently though, my girlfriend was less than convinced with how these fine shock absorbers would make my coil sprung Series II float like a magic carpet, but I had them now and I wasn't sending them back!



As I stood looking at the car, I could see it was going to be a hellish job to fit them. Also, the cage could probably do with some modifications, extra bars etc just to strengthen it. The more I thought about it, I realised it was going to be a lot of work, so I started to hatch a new plan.

Now I must admit my new plan took a bit of time to make, so much so that two years later the afore mentioned foxes actually made the wedding vows in the form of that 'I promise to remove the Fox Shocks from the bath' where I had been storing them. So as not to disappoint my newly beloved wife and fulfil my promise I then had another confession to make. I waited till she was nice and calm and casually dropped into conversation 'Oh I was on the phone to Paul, it will be ready in a couple of months.' This was met with silence then rapid-fire questioning of Who is Paul? And what will be ready in a couple of months? You see it must have slipped my mind to mention that I had been on the phone to non-other than Tomcat Motorsport and had ordered a brand new 88" cage to build a new competition car. Then came further questions such as Why did I need a new car? What would I do with the old car etc? I patiently explained that in my mind it





would be easier to build a new car rather than rebuild the old one and it wouldn't take that long. These words came back to haunt me. It all started out well, I found a 200 tdi Discovery Chassis that had come straight from the factory and had never been fitted to a car. I promptly took the burner to this and cut every bracket off it as I was intending to fit axles from a TD5 Discovery. The reason for this is they are a stronger, lighter, superior axle, and if they weren't then Bowler would never have fitted them to the Wildcat 200. Arguably one of the coolest off-road race cars there is. Then it was onto the cage to weld on and fit the engine. I should say this is the best part of the build. All your mates are over drinking tea and progress is quick. It doesn't take long before you have a rolling chassis that is fully welded and looking like a car. This is where the monotony sets in, you will spend the whole night fabricating one bracket that will remain hidden for eternity or you stand for a weekend scratching your head trying to work out how to fit a radiator, intercooler and oil cooler into a tiny space whilst giving it enough room that it can still do the job it's meant to do.



Don't get me wrong there are good parts also, taking a flat sheet of aluminium and converting it into various body panels is highly satisfying. Probably due to the fact that once again they are large bits that completely change the appearance of the car. There are other enjoyable bits, knowing that you have taken an intercooler, cut it up and rewelded it to fit in an exact space and no one will ever notice it. Also silly things like fitting the seats and getting to sit in your car for the first time gives you immense joy.

Then it is back to the monotony, fuel lines, making an exhaust, running wires etc these all take a huge amount of time. This is when your mates come over, sometimes they will help immensely and you will spend the whole day grafting getting loads done and other times there will be nothing done except drinking tea and eating biscuits, but at the end of the day the main reason we have race cars is to have an excuse to spend time with friends.

Then suddenly you will look at your build and you will realise that the car is finished, all fabrication done and there is nothing else to be done. Now its time to strip the car and get the spray gun out, at this point my long-suffering pregnant wife stepped in. I had barely seen her for nine months as every spare minute I had been in the workshop, I mentioned painting the car to her in either 'John Deere Green' or 'Landrover Blue'. Both nice colours in my opinion, however she soon realised my choice was more due to the fact that I had a gallon of both sitting and I didn't want to buy more. After a constructive discussion the new car was going to be painted 'Firecracker Blue'.

Finally, with all the freshly painted panels fitted, a new set of boots underneath it and fuel in the tank we were ready for our debut. The first event we attended being Boxing Day Bash. This is a brilliant event to test a new car as you have plenty of time to tweak and check things. Since then the wee car has been out regularly, mainly doing CCV trials in the first year but now we have started doing speed events, starting with the Time Trail at Glen Mavis and hopefully we will be out doing more in the near future. ⚙️



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Moir than enough

by Chris Moir

How it all began...

It all started for me with the boxing day bash. I'd heard about it from Bobby Muir, who like me has a motor vehicle engineering background, and has a huge enthusiasm for all things Land Rover. He persuaded me that it would be a right good day out, and who ever objects to a pitch like that? My family has a long standing interest in Land Rover products so they are always something I've kind of grown up with, always in the background. On the farm as well, they are hard to beat as a versatile 4x4, but thinking of them for more leisurely use was something that hadn't immediately occurred to me, as I saw them mainly a working vehicle.

I turned up at a freezing cold field one boxing day in 2015, pouring with rain, and weather-wise absolutely miserable. Probably the coldest I've been, but the sight of all these land rovers soon warmed me up. I just had a watch that year, but the seeds were sown for future occasions. What everyone wants apart from a MacDonald's is their own land rover, but that is easier said than done particularly if you want one that running.

So almost a year later, I bought one, but it isn't everyone's first choice for a Land Rover that can do trials. So what did I get? A hi cap 300tdi 110 pickup, farm fresh and ready to work after a thorough cleaning. It has an interesting history- it started life as a factory service vehicle, before being given to Morrisons, the main Land Rover dealer in Stirling, to sell. It went to a local farmer, who has had it ever since, so when there was rumour it was going up for sale, I jumped at it. The next stage was to see what I'd got, a good solid Land Rover just needing simple maintenance, run of the mill stuff such as wheel bearings and the like, but to be fair, there wasn't much wrong with it. Soon, it was time for its first outing, also my first RTV which was at Manor Powis near Stirling.

I got some funny looks that day when I rocked up with it, as I was suddenly in world of competition 80's well prepped Defender, and Tomcats.

I had a slightly nervous feeling that maybe I shouldn't be there, but hey, I went for it, and was rewarded with that warm glow you get when you are just about last! It became quickly clear I needed bigger tyres, diff guards, heavy duty steering bars, but ran the standard suspension for long enough as the Hi cap has heavy duty coils to begin with. I decided to concentrate on RTVs as this Land Rover is often my daily driver, so fitted the regulations perfectly as it stood. I kept competing at RTVs, and modified it as money allowed. One day, a member of the club, suggested I might like to travel a bit further a field to do a slightly different event - it was to be in the Scottish team for the War of the Roses in England. For those that don't know, its an annual event for teams of 6 people from all parts of the UK who compete in a series of tasks designed to test skill and stamina. It was great fun, tiring but challenging, and we won the Team Spirit award which was the icing on the cake at this great event. At this event the 110 came into it's own allowing us to put all equipment in one vehicle unlike other teams who had much smaller 80's and such.



We've competed in Mudmaster 3 times, won best newcomer the first year and been second overall the last two years, and to be honest, Mudmaster is an awesome, well organised multi venue event for everyone who takes part in it. I have continued to compete in RTV's, managed to win my first trial and possibly the first hi-cap to win an RTV in the club? Therefore 2019 meant I ended up second overall in the RTV championship. Future plans are to finish building my Tomcat which is a chassis up experience, and that will allow me to enter a couple more categories that look to be great to do. I can't finish without saying that the people who make this club what it is are the salt of the earth, they have supported me, berated me, bantered



with me, but above all encouraged me to do my best with the tools I have, which is the seductively named Delilah, the 110!. ⚙️



The SLROC Committee has agreed that due to the poor sleeping arrangements at the Hotel this year the AGM will be relocated



Billy heard that there was no band this year so he came prepared.

Luckily enough help was on hand to help Dave get to his bed.



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AGM? YES REALLY!



Someone let it slip that there was a happy hour for the ladies at the bar.

Martin had obviously got the same intel Dean had and was getting prepped for the Lockdown hairdo.





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First I would like to thank the club for welcoming my family, from word go everyone has been great and really helpful. I have been impressed by how well organised the events are and the communication is excellent. We've had landrover's for years but never really used them as for what they are built for. I'm on my fourth discovery now and love it actually getting to use it off road is brilliant, currently competing in the Tyro events in my first year and really getting to know how the vehicle's work and what they can do. Hopefully moving onto the RTV soon.



BUT... ONE IS NEVER ENOUGH

by Kristian Shore



Its also great to see young kids learning to drive and competing I think that's fantastic. Seeing all these landrovers has definitely got the bug and will be purchasing another soon, even my dad has finally bought his first landy, a very sorry looking Series 11A gives him a reason to retire and restore it. Thanks again to everyone at the club, I'm really enjoying every minute of it



Everyone at the club is so helpful, with giving tips on how to drive, what modifications may help, how to fix your landy, where to buy parts, what garages to go to. If your having problems you can post on Facebook (or [SLROC.co.uk/forum](https://www.facebook.com/SLROC)) and someone will always help. The club itself is like one big family with everyone involved in the banter with huge appreciation for all members and everybody chips in. I'm really looking forward to the Isle of Arron trip coming up soon (rescheduled, info coming soon) as is my eldest daughter, also some of the other events going on.





‘That’s a 12 ya nugget’

by John McAdam (one of the many fantastic supporters we cannot do without)



How did we end up here receiving this fantastic award for our services at this year’s AGM? Simple, as with everything else that people think is wrong, it was the chairman, yes Dean Pugh was to blame. A chance meeting at a rally 3 years ago had us booked to marshal at the hill rally at Forrest Estate where a chance remark about liking Land Rovers saw an invitation to an RTV then a CCV and a tyro and... well you get the picture.

The next year saw James and I do more and more meetings then at the end of 2018 Stephanie happened to say how much you mad bunch enjoyed us marshalling and doing the scores so James and I made a commitment as far as we possibly could to cover every event the club ran which we did (well I missed one and James two) we even managed to marshal at War of the Roses and see our teams do so well.

So what makes us agree to stand in strange places in all weathers to marshal? That’s easy, you guys and girls do.

James and I are made to feel part of the events and part of the SLROC family, people say thanks, people offer lifts, one even bakes cakes. One man “Custard” (Ian Stuart) has been outstanding as an ambassador to your club not just in giving us the use of his car but in being extra welcoming and taking the time to explain things to us both and other marshals who come along. Like any family some have good and bad days and not just with their driving, part of the joy is the banter with everyone and watching the young drivers build their skills becoming experts and reducing the amount of times their parents shout at them.

So there you have it that’s why we do it we love being part of the club/ tribe/ clan or the group whatever you want to call it, and as long as we feel welcome and part of the big family we will continue to stand there making your day or feeling your pain as we say clear or 10 points with a smile even on the days when the rain water has soaked through to our underwear or a brass monkey is looking for a welder as part of the teams and other marshals who make the events happen.





MUDMASTER

by Robert Muir

As the summer months pass by and the nights draw in we move into the busy months running up to October. I have been lucky not to have missed this event in my 19 years as a member of this Club. I have had the pleasure of being asked to recover and marshal in some stunning parts of this country and some very very muddy parts as well. As the years have rolled on the event has changed in some way or another but the aim stays the same, plot the map correctly clear the RTV's and try and listen to the navigation to get you round the the sites to find all the letter boards. In my early years marshaling the event, the event started in Dunfermline and ended in Garelochhead, in recent years it's been starting in Glasgow and been working its way around the central parts of Scotland in a anti-clockwise direction. The event has its regular sites that are used each year and are the backbone of the event but there is always a good mix of small and large bits of ground we get to play on.

This event is a good all rounder with the mix of military and civilian crews we see all types of off-road cars which makes it good to watch.

It is often good to see familiar faces competing each year and them learning that where they see certain recovery crews they could tell how muddy and difficult the site was going to be. I have been lucky that for the past few years I have been helping in the set up and receiving the sites not in order of how they are going to run but the 1st trip down a slippery forest track is always good fun. I really enjoy getting the list of sites that has been picked for that weekend and when we roll round the tracks sometimes all is ok and we move onto the next site or the plan may change but there are always surprises to challenge the set up crews, large trees across the track, gates blocked which is never fun at the end of a tight track, and as most know that

a 110 on big tyres is not good at the old 3 point turn in the dark. So the event planning starts as soon as our esteemed leader has taking a breath from the previous event. Donald and his team put in an extreme amount of work into this event and with Alex in-charge of the trials they make the list of sites they would like to use and start to gain the permission of the landowner for each site. Most years there is between 15-18 sites which are set out to challenge driver, navigator and car, sometimes the marshals are caught out with the ground conditions as well.

For those that have not taken part in this event before you get the road book the week of the event so that the maps can be plotted at home then Friday night scrutineering starts the event off for the competitors, providing the car passes. Some teams come well prepared for the weekend of fun the best I have seen so far is the REME from last year they even had soft mats for me to lie on.

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On the Saturday it's an early start for the 2nd scrutineering session, all the paper work sorted, the off-road book is added to the pile the navigator has to deal with, the marshals are out and ready for the crews, all is ready to go - the 1st car leaves at 09:01hrs.

At this point myself and my navigator are looking for breakfast as I do last car clean up, having driven the full route setting out all the code boards and checking all entrances and exits for all the sites, we also get to join the fun once we give the last car or truck a head start. Going in to the 1st site we start to see tracks turning the wrong way and as the day goes on this is a common sight, me and my nav laugh as a competing Crew drive past us going the wrong way there faces both looking a bit lost and baffled as we just smile(may be we shouldn't) but when they catch up we help them back on the right track. As last car we must make sure all crews that have checked into the site are back out this can lead to some time spent in forests looking for a lost or stuck cars. Most of the low number crews will manage just to get all Saturdays sites done in the daylight, it's when the darkness comes is when it looks like there is an alien invasion on some of the hills with all the lights going back and forth looking for code boards. With the best part of 130-150miles done and the last car through the last time Control for the day it is time to head for home and get ready for the Sunday. The Sunday is just a short day with just 4 sites but still 60-70 miles to cover with some tricky time controls to find not quite an easy day. While we are waiting on the results all the war story's come out from all the crews, some can be very funny some not so much. With crews and marshals from all over the uk the short Sunday allows everyone to hit the



road back home and get all the kit washed before the working week starts again. I would like to thank my navigators that have been in the hot seat along with my oldest son, Dominic who is now competing in the event. The task for the past few years has fallen on Ross Wortherspoon, and my boss for the loan of the hi-cap. I hope I have given you some insight into the event, if you don't fancy competing there are always marshals needed.

Last car in (all ways in the dark)
Bobby ☼

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“One’s destination is never
a place, but a new way of
seeing things.”
Henry Miller



HOME BUT AWAY

by Stephen Oakes

I quote Henry Miller as his words couldn’t be any more relevant for us when reflecting back on our many journeys in the 90 and our numerous roof top camping trips! This isn’t to say that where we set up camp for the night isn’t always beautiful, however most times when we look back fondly on our trips it is the journey that led us there that we hold high in our memories. We began our roof top camping trips in February 2019 at Loch Lomond and that was just the beginning of adventuring into the world of camping. It is so common nowadays for people (especially people who are similar ages to us) to think of the concept of travelling to be out with Scotland and even the UK, because we are taught to always look for the beauty elsewhere and have a desire to be somewhere far away and exotic. However, we made an agreement together that before we delve into the great unknown outside our home country that it was about time we discovered the beauty on our doorsteps in Scotland. We are so fortunate to live in one (if not THE) most beautiful countries in the world, yet such a small amount us take the time to explore it! This is how the 90 and our trusty roof tent quickly became our passport to our explorations.



Now for those of you that know Scotland know just how unpredictable our weather can be (mostly rain!!) however we have managed to make a number of adaptations to our set up in order to have the best time possible in the circumstances we’ve been in. This has by no means been an overnight process and we can honestly say we are sure there will be MANY more adaptations we will need to make however the experiences we’ve had so far have definitely been an adventure to say the least. From being woken in the middle of the night by sheep surrounding our ladder to sleepless nights on the Isle of Skye due to being rattled a little too hard by the wind. All in all it has been an adventure we’ve laughed, cried, argued and seen some breath-taking places all because of our Land Rover and roof tent.

Our first ‘long trip’ was in Mull with the Scottish Land Rover Owners Club, and what a fantastic trip this was! We were so excited counting down the days until we could begin our first big adventure in the roof tent. We packed the car until it was ready to burst and then packed it a little bit more. We were prepared for every eventuality... maybe a little too prepared when it came to unpacking and packing the car every morning!



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This was when we realised maybe we don't need the sun loungers and 6 person table... Mull truly was an amazing experience, meeting people with like minded passions and interests and spending time in the outdoors together was really something we both enjoyed. Mull itself is such a beautiful part of Scotland so much so we returned not to long after with friends to show them the island!

We decided it was time to reevaluate our packing into essentials and desirables and make our load a little lighter (both beneficial for the Landy and for our own sanity!) We made a couple of trips to the Three Lochs Forest Drive in the Trossachs which is incredible, for us it highlights why we travel how we travel as these are places you simply would not be able to experience without our roof tent and Landy!

We had the bug, we wanted to go further and see more and spend more time wild camping exploring the hidden parts of Scotland. We looked at a map and choose our next destination which would be the Isle of Skye, we'd heard so much about it and seen so many

beautiful photos we thought we just have to go see this place for ourselves. We took a week off in August and headed North, the journey itself was long but absolutely stunning for the most part. Top tip, although we've said about the unpredictability of the weather we strongly recommend if you're heading to Skye to make sure you know just how crazy the winds might be if you're camping. Skye is breath-taking however all the campsites we stayed at were pretty much fully booked so spent a few nights wild camping. Tucking ourselves as far out of the wind as possible to set up camp for the night, and spending most of the night wide awake listening to the not so soothing winds battering our tent side to side. These are the times that you have to embrace if you choose to sleep in a tent on top of a car, its all part of the fun right ? We have since then upgraded, and by upgraded we truly mean UP graded our tent to the iKamper and we are absolutely loving it! What a difference a good quality roof tent makes in your adventures.

We've not seen it all but the places we have seen and the gates we've been through make the thousands of miles worthwhile. Opening up the door on the roof tent in the morning overlooking some of the most spectacular views make every mile, midge bite and drive thru coffee worthwhile.

Where will we end up next? Of course, we will be heading to Arran for the SLROC annual trip and then hitting up the NC500 this summer, bug spray in hand and jerry can's in the back! Who knows where our roof tent and landy will take us in the future, but we sure can't wait to find out!!

Stephen & Gemma ⚙️



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Ah Gee eIM

by Michael Bruce

My motor was already four and a half years old and working on an estate up in Sutherland when a meeting was called and was duly held in the Tinto Hotel. Sixty two years and three months later someone called Stephanie organised the bookings for another meeting, this time at the Grange Manor Hotel in Grangemouth. The Weather was typically Scottish February. Wet, but that did not matter as the promise of food, banter and party games attracted over 100 people. I had been asked to help with the raffle, a job that starts with the first few bodies through the door and runs continuously until around 10 p.m. when the tickets are drawn. Arriving several hours early I found the raffle organised, with its prizes laid out. Sheila was in the throes of laying out the silverware for the main prizegiving and Neil had already erected his large display boards and pinned up numerous photos. After a bit of shuffling many more photos and some mementos were added to the display. All of this done in the background while a funeral wake was in progress in the next room.

We moved into the room next door and laid out copies of the essential paperwork. In due course the Annual General Meeting got under way. The finances were in good shape and the reports from the various sections indicated healthy attendance at events of all types. In the beginning we held around four events per year dotted around the country. Now we have six different types of event.

The Comp Safaris came in for some discussion as competitor numbers are small. Not surprising considering the amount of expensive gear needed to keep the drivers safe, not to mention the battering inflicted on the machines.



At the other end of the competitive scale the popularity of Tyro Trials, designed for beginners, caused much discussion on whether the focus should be on encouraging young drivers, or on new to offroading experienced drivers, with a smattering of long time Club drivers looking for some more gentle fun. I doubt if we have seen the last of this debate, currently referred back to the committee and sorted meantime.

This debate occupied the majority of the discussion time. There was a hotly contested election with 95% of last year's committee stuck back in the same places for this year. President Putin is rumoured to be checking on how easily we achieve this.

The non appearance of one well known character liable to turn up with a little bit of well intentioned controversy, left the meeting with little else to do except clear the way for the highlight of the prizegiving. The table full of silverware prepared by Sheila Jessiman was the culmination of weeks of organising engraving on the perpetual awards, the ordering of single use place awards and clawing back those awarded last year for cleaning and readying for reissue. Every one in its own protective box. All done more or less out of sight.



Guest John Carroll had his work cut out to hand over a 3 figure number of trophies and did a super job. Thank you John for coming North for the occasion.

The members then retired to the bar for a chance to lubricate their vocal cords until a blast of bagpipe music announced the opening of the dining room. Every member had his seat pre allocated and the pre organised menu selections quickly arrived. Steph did all of the preparations for this. Thank you Steph.

The raffle proceeded following a last round of high pressure selling by the expert ticket selling team. Young members of the Club, but already brimming with enthusiasm. Well Done!

A few more drinks preceded the start of the party games. Those who feared embarrassment stayed seated, while the wilder younger element rushed to the next door room to be subjected to whatever Steph



had dreamed up. I ended up in a very fetching Fairy outfit following Pass the Parcel and was subsequently shadowed by a very jealous 3 year old with serious intentions on my outfit. It suited and fitted her much better!

Musical chairs followed, not the school kid version, but a slightly beefed up style often used in training by the Scotland Rugby Team. Once that was shown to be a bit tame chairs started to fly and the game became as serious as the last lap of a comp safari. No human was seriously injured.

With exhaustion setting in we were entertained to some music by a group of guitar the future of music is secure in the hands of our younger ladies.

Here ended the organised part of the evening. A few more drinks and discussions on technical aspects of our vehicles finished the night. The Grange Manor looked after us superbly and thanks go to all those who put in the effort to make the day memorable.

Next year we will be moving to Stirling to maintain a spirit of something new. The Stirling Highland has extra facilities and I suspect that wet suits might be needed for the party games. See you there.





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