

Standing Supplementary Regulations Issue 6 - 1st April 2005 (Reformatted September 2022)

General Guidance Notes

Club Members must be aware that competition sites used by the Club are private property.

The Club obtains permission to use these sites for the specific days/events each year. Permission is not granted for use at other times and individual Members must not drive on to such sites unless prior arrangement has been sought from the Land Owner. Members must also be aware that it is due to the continued support and co-operation of each of the Land Owners that we are able to offer such a large number of events each year and that any mis-use could jeopardise future organised events.

An event co-ordinator is appointed by the Committee each year and oversees the arrangements prior to each event. Scrutineers and other Officials are normally on duty from 8:30am on the morning of the event. This allows for all vehicles to be prepared and ready to compete on time. Specific event details are normally available on the Club Hotline.

New Members or new Competitors are invited to make themselves known to Officials at the pre event drivers meetings in order that assistance can be offered to them. Competitors are strongly advised to walk each course prior to driving.

Competitors will be scored by the Finish Marshal and marked on each driver's scorecard as well as on the master scorecard, with results collated at the end of the competition.

1. All vehicles and competitors entered in competitions shall comply with the current regulations published by the RAC MSA and the ARC together with the Standing Supplementary Regulations and any Additional Supplementary Regulations (ASR's) issued by SLROC Ltd.
2. It is the responsibility of entrants to ensure that they are acquainted with the current regulations. Only ASR's issued by SLROC will be published in the Club News Letter prior to coming into force. RAC and ARC regulations will not normally be published unless new rules are to be enforced immediately. Entrants should make their own arrangements to ensure they are in possession of the current information.
3. Every Member shall be furnished with a copy of the Club Rules and Regulations on election.
4. A Club membership card shall be of an approved pattern and shall be delivered up to the Club Secretary by a member on terminating his or her membership.
5. No competitor or official may consume alcohol before or during a competition. The allowable alcohol blood level while competing is ZERO. Anyone being in breach of this regulation will be excluded from the event and will be subject to the procedures laid down by the RAC MSA (Competition Organiser 1. 16/17/18).
6. The name and address of the Club shall not be given by a Member as his address for any trading advertising or business purpose or in connection with any legal proceedings.
7. Children should be kept under strict control when close to competition areas.
8. Reflective safety tabards must be worn by all children of primary school age. A supply of club owned tabards is available for loan and each must be signed for by parents at the event signing on point. (Gorebridge. 30.04.96)
9. Marshals can stop an event if children are at risk due to there being too close or uncontrolled. (Larbert. 2.10.91)

10. Dogs, if permitted by the landowner, must be kept on a lead at all times.
11. Proposed dates and event types, but not venues, are to be published at the start of each year. (Gorebridge. 30.04.96)
12. All entrants' vehicles should be presented to the appointed scrutineer in a ready to compete condition in plenty of time prior to the start of the competition, i.e. for a 10 am start, not later than 9:30 am
13. The scrutineer must approve vehicles before entrant will be allowed to sign on. No person will be allowed to compete as a driver or passenger until they have signed on. Current membership cards of the SLROC or any ARC club must be presented at signing on.
14. When signing on the driver must present the scorecard duly signed by the event scrutineer. (Grangemouth. 14.04.93)
15. The scrutineer may bar a vehicle from continuing if it has sustained damage which would cause it to fail on any of the scrutineering points outlined in the vehicle regulations.
16. Three types of tyres, namely Maxicross, Babcross and Canonica may, with landowner permission, be used on Safari events. They cannot be used on RTVs and CCV trials or any other championship events. V Tread dumper tyres are banned from use in all events. (Falkirk. 22.02.95)
17. New types of tires coming onto the market are to be approved by the scrutineers before being used. (Paisley. 22.02.95)
18. Only Forward Control and 1 ton 109" vehicles may have a 9.00x16 tyre or equivalent size.
19. In events requiring vehicles to be equipped with laminated glass, proof of fitting is required. This is best achieved by the presence of access holes allowing sight of the glass edge. (Grangemouth. 25.11.92)
20. In hot weather during refuelling, antistatic leads must be used and the navigator or other assistant must have an armed fire extinguisher to hand beside the refuelling. (Grangemouth.17.08.95)
21. Risk assessment checklist must be completed by an appointed official for each event, prior to the event commencing.
22. A general speed limit of 5mph will apply on all non-competitive areas at events.
23. It is recommended that the minimum entry figure for each class is kept to a reasonable size, say 10, and if this is not possible then consideration should be given to a reduction in the number of awards in that class before deciding to amalgamate classes. In the event that amalgamation is decided upon, that this should be carried out based on the vehicle size in trials and engine capacity in competitive safaris.
24. Officials at events shall be easily identified by the wearing of bibs or armbands.
25. Only Competitors or Marshals having duly completed the signing on requirements are permitted to drive their vehicles on site, other than in designated parking or camping areas. All other vehicles should remain parked in a separate designated parking area.
26. All competitors must stop if their safety belt becomes undone. (Paisley. 19.02.92)
27. Committee Members, Club Officials, Clerk of Course and Marshals all have the power to stop a competitor whose seatbelt is undone. (Gorebridge. 25.03.92)
28. Vehicles in competitive safaris and Championship trials need not to be road taxed.

29. Land Rovers of commercial, van or pick-up type may enter all events.
30. Any production or prototype vehicle produced by the Rover Company Ltd, Solihull British Leyland Ltd, Solihull, Land Rover Limited, Solihull, or direct subsidiary UK or overseas companies shall be eligible. Competitors presenting prototype vehicles shall produce documentary evidence of originality.
31. The Clerk of the Course is to inform drivers at the start of each event where the first-aid kits are located. (Grangemouth. 06.10.94)
32. Fire extinguishers are to be in place at the start of sections at all events. RAC MSA requirement. (Broxburn. 11.07.89)
33. The Clerk of Course has full responsibility for course design and alterations. (Grangemouth. 17.08.95)
34. Drivers meetings are to be held before any changes are made during the running of events. (Broxburn. 04.10.90)
35. Any signed on driver or navigator may navigate for any other driver.
36. The competitor starting first on the first section will move to last position on the next. The person starting first on the second section will move to last on the third section, etc.
37. Club Championship will generally comprise 2/3rds (rounded up) of the number of championship events held per year, including both trials and comp safaris.
38. Road Tax Vehicle Championship will generally comprise 2/3rds (rounded up) of the number of RTV trials per year.
39. A Marshal's prize draw is to be instigated at each event. Each signed on Marshal shall have their name go into a draw for a Club Shop voucher. (Grangemouth. 06.07.94)
40. Persons winning more than one event or annual trophy in a season will be awarded one plaque with all successes engraved upon it. This will be presented at the following AGM. (Gorebridge. 19.01.94)
41. All annual trophies are to be returned to the trophies convener by January 1 of the year following that of their being awarded. (Paisley. 22.02.95)
42. The total Championship scoring points accumulated during a season will count towards the overall and geographical awards, irrespective of the vehicle used. The points acquired using a vehicle of one type cannot count towards an award for a vehicle of another type or class.
43. A driver competing in 4 or more events in his or her first year will lose novice status in subsequent years. Novice status will only be granted for two years.
44. Radios are to be used only for club events and to be licensed by the club and not by individuals unless prior committee approval is granted. (Grangemouth. 30.06.96)
45. The Club Shop can sale to non-members. (Gorebridge. 31.10.95)
46. Newsletter commercial advertisements are to be charged for. (Larbert. 30.09.92)
47. Newsletter will publish genuine charity information free. (Larbert. 02.10.91)
48. Copies of the Memorandum and Articles of Association are to be given to each Committee Member and are to be available on loan from them to any member on request. (Broxburn. 11.07.89)

49. We are allowed to promote up to 2 inter-club events per year, including other makes under ARC rules. (Paisley. 12.12.90)
50. Where a Club Team is to be selected to enter the War of the Roses competition the club will pay the entry fee and then reclaim it from those taking part. (Grangemouth. 23.02.94)
51. We recommend that CCV Competitors (Drivers & Passengers) wear eye protection and Bump Caps. CCV Competitors should also wear long sleeved tops. (Updated to include Bump Caps Larbert. 24.05.23)

Road Tax Vehicle Trials

1. Class A - Short Wheelbase
Class B - Long Wheel Base
Class C - Range Rover, Discovery, 101, Freelander
2. Range Rovers, Discoverys and Freelanders may have rear bodywork cut away to form pick ups but must have at least a cab.
3. In exceptional circumstances open vehicles may be permitted to compete e.g. fire engines, fully equipped military models, factory prototypes etc., at the discretion of the Scrutineers, Stewards and Clerk of the Course.
4. Any vehicle having equipment, fitting, special bodywork or superimposed load, which is considered by the scrutineers to be dangerous, shall be excluded.
5. Door tops may be removed during competition.
6. All vehicles must have any hardtop/truck cab securely fitted OR full canvas top with full sticks OR canvas truck cab with hoop of Land Rover design. Canvas sides and tail maybe rolled up. (Fibreglass tops and other materials maybe disallowed on the grounds of safety).
7. Vehicles do not require to have a standard engine.

Eligibility for the RTV Championship Cup or Main Championship

Decision on which championship the driver wishes to enter for the current competition year must be made at the first event the driver wishes to enter. I.e. if arriving to compete in an RTV but wishes to be eligible for main Championship scores will be placed in Group 2.

Alternatively if arriving to compete in a trial but wishes to be eligible for the RTV championship, scores for the trial will not be eligible for points. Therefore, if 15 entries for trial in total but two drivers are competing for RTV championship, only 13 entries will be used for calculation of championship points.

In all cases it is the responsibility of the driver to inform a signing on Marshal of their intentions regarding eligibility for championship, be it RTV or Main Championship.

The vehicle must also be eligible to participate in the chosen events.

Championship CCV trials (including RTV trials)

The object of a trial is to drive the vehicle non-stop over rough ground following a route marked out by Paul's place in pairs to form gates through which the vehicle must be driven.

1. SSR's are set out below, however any driver or Marshal unsure of the system should ask the Clerk of Course before the start of the event so that there is no confusion.
2. Event results and championship score points (CSP) will be published in the next available newsletter. It is expected that the results will be read out after each event, with the winner of each class being advised on the day. CSPs are awarded to everyone whose vehicle passes scrutineering, signing on and payment of entry fees whether or not the vehicle succeeds in getting to or starting the first or any section.
3. The starting order for the first trial section shall be determined by the random shuffling of entrants' scorecards by the Clerk of the Course (CoC).
4. A competitor who suffers a breakdown during a Championship or RTV trial may continue in another vehicle of the same class, provided that that vehicle has passed scrutineering, is currently competing in the same event, and its owner is willing to allow its use.
5. Each pair of poles carries a penalty points beginning with 12 at the start and finishing with 0 at the end.
6. For each section, penalty points are only ordered ONCE, either by stopping, striking a pole or the vehicle leaving the course. Having been penalised, a vehicle has therefore finished that section and should leave the course by the easiest route.
7. Before attempting an observed section the vehicle will stop with the front hub vertically over the start line and the vehicle will not proceed until instructed to do so by the Start Marshal.
8. The onus of following the correct route shall rest with the driver.
9. A vehicle will be deemed to have entered an observed section when the front hub has crossed the start line.
10. Failure to start when instructed to do so will be regarded as failure in that section and entail the maximum score of 12 points.
11. The vehicle will be deemed to have failed to negotiate and observe section non-stop when:
 - 68.1 Any part of the vehicle touches a penalty marker, including boundary canes
 - 68.2 Wheels of the vehicle cross the boundary line
 - 68.3 The vehicle loses forward motion
12. When the point of failure is as in at 68.1, the points awarded will be for those appropriate to the mark struck.
13. When the point of failure is as in 68.2 or 68.3 the points awarded will be those appropriate to the marker in front of the front wheel hub.
14. A vehicle will be deemed to have finished an observe section when the front wheel hub has crossed the finishing line unless the vehicle strikes a finish marker before forward motion ceases.
15. Any practising over sections on any trial course show incur 12 points at each section.
16. The course builders may use boundary markers in the form of a pair of diagonally across the poles. A competing vehicle will be deemed to have left the section if it drives beyond the markers. The penalty score of the polls in front of the vehicle will apply.
17. Taking unusually or overly large looped routes between consecutive pairs of marker poles is not permitted. If in doubt about the "legality" of a proposed route the CoC should be consulted. The penalty score of the poles in front of the vehicle will apply.

18. Re-crossing vehicles own wheel tracks while still between any two consecutive sets of poles is not permitted and the penalty score of the poles in front of the vehicle will apply.
19. If there are over 20 entries in a trial, they may be split into two groups, each with its own Start and Finish Marshals, but all groups under a single Clerk of Course. (Broxburn. 21.06.90)
20. Diamond pattern tyres are acceptable for trials.

Competitive Safaris

The object of a Competitive Safari is to drive a predetermined number of times around a fixed cross-country course against the clock. Timing will normally be to the nearest second add an average maximum speed of 40 mph is in force on all competitions of this nature.

The following items are for clarification purposes and are in addition to RAC MSA General Regulation Section 7 "Competition Organisation".

1. Vehicles will normally leave at one minute intervals, the starting order for the first lap being determined by the random shuffling of the entrants' scorecards by the CoC.
2. Starting order for subsequent laps shall be on a first-come basis. All vehicles must have started their first lap before any vehicle may start its second, unless the driver of any vehicle waiting to start a fire lap declares that for mechanical reasons they are unable to start on time.
3. The number of laps to be attempted shall be declared before the start of the event, as shall the maximum allowed time per lap (a maximum) and the event finish time including any lunch break.
4. Any competitor failing to complete a lap or taking in excess of the maximum time to complete a lap shall be given a "maximum" as their score for the lap.
5. Any competitor not attempting or failing to start a lap before the event finish time shall be given a maximum for each such lap.
6. Any competitor may receive recovery assistance from the Marshal or another competitor if their vehicle is immobilised by ground conditions. Such assistance must cease as soon as the competitor is no longer bogged or stock.
7. A broken-down vehicle may be towed to the nearest safe place off the course where upon the competitor may make any necessary repairs.
8. Any vehicle leaving the course to effect repairs or because it skidded off or otherwise accidentally must re-enter the course at the same point after repairing any damage to course markers or tapes.
9. The course must remain open and manned by all marshals for the full length of the maximum lap time allowance following the course closing time or until all competitors are known to have finished.
10. Any disabled vehicle or other problem causing difficulty in progress on the course shall be made known to other competitors by Marshals waving yellow flags.
11. Marshals waving red flags shall signal any problem causing the course to be blocked. Competitors must stop on this instruction. Any following vehicle stopped by such action shall have the option of a re-run of that lap. Start Marshals will not start any other competitors once they are aware of a red flag being shown until they have ascertained that the course is clear again.

12. A competitor breaking down or otherwise causing the course to be blocked accidentally shall not be penalised other than by receiving their elapsed time score. They shall not be entitled to a re-run for such reason or for any other mechanical, medical or accidental reason not involving other competitors, Marshals spectators or other outside influences.
13. The Clerk of the Course shall have sole power to give permission for a re-run.
14. A competitor not being able to overtake another moving competitor on any section of a course due to the narrowness of the course or difficult ground conditions shall not be entitled to a re-run.
15. Safari courses may be numbered at intervals or at obvious corners or landmarks to help identify the location of any incident. (Rhu. 16.0 6.93)
16. Master scoresheet will be used at finish control instead of cards held by drivers. (Paisley. 21.08.91)
17. Competitors are expected to help set up or clear up each event. (Broxburn. 21.06.90)
18. Drivers in comp safaris may passenger any other driver during the competition after the first lap. Passengers must be a 16 years or over. (Gorebridge. 12.12.96)
19. Competitors who suffer a breakdown during a Safari, such that their vehicle cannot continue, must retire from the competition, i.e. accept a maximum time for laps not completed. They cannot continue in another vehicle. Driver must inform the COC of their retiral.
20. Each competing vehicle must be equipped with a suitable nylon recovery rope. The use of metal hooks or shackles is prohibited for snatch recovery.

Green Road Runs

Notes for participants

A green road run is an event where four-wheel-drive vehicles travel over routes not normally open to ordinary vehicles. Some of the routes are over solid, albeit rough, roads which present little technical difficulty to the average driver. Others are but muddy tracks, often in bogland with steep inclines and river crossings, demanding some degree of skill and almost certainly the help of other drivers and vehicles to negotiate. The following notes are intended to be of a practical nature.

Clothing

Participants should note the weather conditions during Green Road Runs often vary considerably. You should dress to suit being out of the vehicle for a fair amount of time. Waterproof and windproof clothing and footwear are essential. On longer runs a change of clothing should be carried in case of emergencies.

Food and fuel

We tried to start a run near a village shop, but you should carry enough food and drinks to allow you and your passengers to last the day. Once we are off-road there are no shops. Most off-road vehicles consume large amounts of fuel when driven in difficult terrain. It should be noted that north of Perth and west of Glasgow after 5 pm is not a good time to buy fuel.

Vehicle preparation

Most standard vehicles will cope with a green road run. Anything that reduces ground clearance should be removed, especially front spoilers. Where there is a possibility of becoming bogged down your vehicle should be fitted with recovery points front and rear to permit towing out. If deepwater is being crossed advice should be sought regarding preparation for this.

Behaviour

Most roads require permission prior to use, and this will always be obtained. Poor driving can easily result in future access being denied. The clubs policy for Green Road Runs, and for other events, is to show consideration for other road and land users.

The following points MUST be observed:

Vehicles should travel in small groups to prevent obstruction.

All gates should be left closed unless they are specifically tied back where the first encountered.

In forest areas, or any property owned by the Forestry Commission, a strict policy of no smoking and no fires must be observed.

If you meet walkers slow down to a walking pace until you have passed. Walkers may feel threatened and intimidated by vehicles where they least expect them. Most will respond favourably to a friendly wave or a brief chat. If the road is wet, muddy, or has a loose surface STOP and allow the walkers to pass in safety.

If riders on horseback are met please pull over and STOP, switch off the engine, and allow them to pass before starting up. It should be specifically noted that young persons on horseback are often off-road because they do not have the skill to handle horses in traffic. A horse will usually pass a stationary, silent vehicle without problems.

A speed limit suitable to the route should be observed.

Dogs should be on a lead at all times. This is especially so in areas with sheep.

Take care to leave no litter.

We normally have to pay for any damage to road services. Please drive such that you "TREAD LIGHTLY".

Annual Trophies & Awards

SLROC was born in the west of Scotland in 1958 and in 1963 the first championship was formed, known then simply as The Championship. It consisted of Cross Country Vehicle trials and speed events known as Competitive Safaris and venues were used right across Central Scotland and the Borders. A generous number of trophies were awarded to competitors for various achievements. In 1989, a second championship was formed for Road Taxed Vehicles trials, known as The RTV Championship. A Tyro Championship followed in 2006 and in 2007, our Comp Safari events were incorporated into a new championship called the Scottish Cross Country Championship (SCCC). The CCV trials would now become a separate championship too. At this point, it was decided that the original trophies would be distributed amongst the various championships, with an effort to assign them as closely as possible for their original purpose. This left the original Championship Cup without a home, so it was awarded to the person with the highest cumulative score in any of the championships.

Since then, another new discipline has been added to the mix - Timed Trials. It was decided in 2017 that another championship would be formed ... The Speed Championship. This was to be for Timed Trials and our own Comp Safari events. The original Championship Cup is now awarded to the highest-scoring competitor in CCV and Speed Championships combined, bringing it very closely back in line with its original status.

The SCCC was disbanded, at least for the time being, in 2021.

There are normally 7 events in each championship, with a competitor's 2 lowest scores discarded at the end of the season to give the championship winner. For the purposes of calculating the winner of some of the individual trophies, however, all of a competitor's scores may be included. There are also some trophies awarded to individuals for giving of their time/effort to the running of the club and events, and there are some for stand-alone events.

In the history of the club so far, there have been 2 years where no competitions took place and therefore no trophies were awarded - 2001 (due to Foot and Mouth Disease) and 2020 (due to Covid).

There follows a list of the club awards as of March 2023.

The Championship Cup

This is the oldest trophy in the club, having been first awarded in 1963. It is awarded to the competitor with the highest combined score in the CCV and Speed Championships. Between 1976 and 1986, it was won 8 times by Jimmy Donaldson from Edinburgh, a record yet to be equalled or surpassed.

Cross Country Vehicle Championship

The Belford Trophy

This is awarded for the best performance during the year in CCV trials.

This large glass bottle trophy was awarded to the club at the end of the 1990 season by Chris Kinross and Tom Rae, both regular competitors, and it is named after the street in Edinburgh in which they both lived.

At the 2023 AGM, the bottle suffered a shattering demise at the hands of the trophies convenor, but the diorama inside survived intact! A new bottle was purchased and the trophy is now good as new.

The Sarann Ladies Rose Bowl

Awarded for the best performance by a lady competitor in the CCV trials.

Its title is a combination of the names of former Club Chairman Ian MacKenzie's wife, Ann, and daughter Sarah and was first presented in 1974.

The Norman Pattison Trophy

Awarded for the highest placed novice driver in the CCV trials.

First awarded in 1973, the cup is named after the owner of a Helensburgh pub, who was a friend of Matt Calderwood and John Foy, both former committee members. Committee meetings were regularly held there in the late 1960's/early 1970's.

The Jack Bruce Trophy

Awarded to the competitor with the best score in CCV trials and Comp Safari's held in the south of Scotland.

Presented in 1985 by the Bruce family in memory of founder member and former Chairman Jack Bruce, whose son Michael is a long-time competitor, former Club Chairman and now Club President. The model Series II on this trophy was scrounged from Land Rover and the piece of rock upon which it is mounted was actually obtained from the very steep slopes of Ben Nevis by none other than our Michael - just before his Land Rover was about to fall over backwards! His escapade was observed by the local constabulary ...

The Class II (Road Going) Trophy

Awarded for the best performance in the CCV Championship by a road-taxed vehicle.

To be eligible, such a vehicle must be taxed, insured and driven to all trials.

This trophy has Class II engraved on it as, prior to 1981/82, there were only 2 classes, i.e. Class I (trials) and Class II (road going). It was first awarded in 1978 and was originally for a vehicle which was used regularly on the road.

The Sooty Award

This is awarded for the highest-placed diesel-engined vehicle in CCVs.

It was gifted to the club by Colin Robertson in 2013. Colin was a regular competitor in RTV's and CCV's for many years, in his red Classic Range Rover. Colin died in 2014. His Land Rover hearse was accompanied to the crematorium by a 1.5 mile cortège of Land Rovers.

The Claymore

This is a new trophy gifted to the club in 2017 by former Chairman Dougie Thomson. It is awarded to the highest-scoring 88" (or more) wheelbase vehicle in CCV's.

Dougie is still an active competitor and committee member.

Road Taxed Vehicle Championship

The RTV Championship Cup

Formerly known as The Appleyard Cup, as it was presented to the club by Appleyard Edinburgh Ltd in 1996, this trophy is for the highest score in the RTV Championship.

As the name implies, vehicles must be fully road legal and driven to events.

Other non-eligible vehicles (such as trials motors) can take part in RTV events but are placed in a separate group. They earn points in the usual way and at the end of the season, the highest scorer wins **The Appleyard Cup**, a broken Appleyard ceramic mug mounted on a wooden base. It was originally awarded as a jocular consolation prize but has become an annual award.

The SLROC Ladies RTV Trophy

This award is for the highest-scoring lady competitor in RTV trials.

It was presented to the club in 1995 by Ian and Fiona Robinson, both regular competitors. It is the heaviest trophy that the club possesses ... so far!

The David Aldridge Shield

This is for the highest-placed novice driver in RTV championship.

It was presented to the club by Claudia Aldridge in 1992, following the death of her husband David. David was very encouraging of new drivers. Their Series II trials Land Rover had the registration letters GSA, leading to the trophy having the subtitle of "Great Sporting Achievement"

The Donaldson Diesel Award

This award is for the best performance by a competitor in a diesel-engined vehicle in RTV's.

These days, there is nothing unusual in diesels being used for competition, but back in 1989, when this trophy was presented to the club by Alex Lindsay, diesels were very slow! Hence the reason for the award being a beautiful little snail, mounted on a large wooden wedge.

The Graham Cup

This award is for best Range Rover or Discovery in RTVs.

Presented to the club in 1969, by ex-chairman Andy Graham, it was originally for the best long wheelbased vehicle, which was a rare occurrence then. Andy was a bus operator in Paisley.

The Glendaruel Cup

This is for the best leaf-sprung vehicle in RTVs.

It was presented to the club in 2000 by Margaret and Jack Berry, both of whom were very active in the club as marshals for a good number of years. It was originally for the best leaf-sprung vehicle in Comp Safaris, but was reassigned with the formation of the new championships.

The Dunbartonshire Shield

One of a matching pair of large shields, this trophy is for the best RTV performance at RTV's held in the West of Scotland. The actual events included are selected annually by the committee from the venues used.

The 2 shields were bought by the club, one for West and one for East and were first presented in 1979.

Classic RTV Trial

With dwindling participation by old series, leaf-sprung vehicles, Alex Lindsay (long-term competitor in a leaf-sprung machine, 5 times Club Champion and long-serving former committee member) created a trial specifically with these vehicles in mind.

Due to lack of winners, some trophies which were specifically for these older vehicles had not been awarded for a few years, so it was deemed appropriate to assign them to this event.

So from 2018, 3 cups are awarded as follows:-

The John Foy Trophy - for Standard 80" Land Rover.

John Foy was a bus operator in Helensburgh and was a friend of Andy Graham and Matt Calderwood. He used to compete using an 80". He presented the cup in 1973. John died in 1977.

The W Baird Cup - for Non-Standard Series I Land Rover.

This cup was first presented in 1985 and bears the name of a former active committee member.

The W Nolan Cup - for Standard II, IIA or III Land Rover.

Bill Nolan, who lived in the Falkirk area, was a member since almost the formation of the club. He competed for years in the same Series I Land Rover. He was Treasurer for many years and played a major role in organising the club's climbing of Ben Nevis, first attempted in 1962, which was literally rained off, with success the following year. Bill was made an Honorary Member at the club's 21st Birthday Party.

The Tyro Championship

This Championship was created in 2006 and is aimed principally at novice drivers but there is also a separate group (and trophy) for drivers of shiny, precious motors which the drivers do not wish to damage and for experienced competitors who no longer wish to take part in the rougher stuff.

The Eilean Bhoid Trophy

This award is for the winner of the novice drivers group of the championship.

Donated in 2006 by Alan Agnew, former Chairman and competitor, the name is Gaelic for Isle of Bute, his family home.

The Acorn Prize

This salver was commissioned by SLROC in 2014 for Best Lady in Tyro novice group.

The Lothian Shield

This large trophy is for the best performance in Tyro's held in the East of Scotland.

It is awarded on the same basis as the Dunbartonshire Shield, its matching twin.

The Wee Wheel

This glass award is for the highest-placed Novice driver who is aged 17 or under.

The trophy itself was gifted to the club in 2017 by the engravers of our glass awards, as a "blank canvas", for us to do with as we wished and the committee decided on its name and purpose.

The Dynamic Duo

This glass bottle award - 1 of 2 in the club - is for the best Senior and Junior Driver performance in the same car.

The trophy was created and donated to the club in 2017 by David and Stephanie Hunter, whose 3 daughters have all been Tyro competitors.

The Peter Stewart Rocketeer Award

This strangely named glass trophy is for the highest-scoring driver in the Experienced group of drivers in the TYRO trials.

It was purchased by the club in 2021 to commemorate the late Peter Stewart who was a long-standing club member from Paisley. In his early years, Peter had a great interest in amateur rocketeering but latterly was well-loved for marshalling at SLROC events, arriving in his Discovery, towing his ancient little caravan. Peter died in 2020.

The Speed Championship**The Speed God on Wheels Trophy**

This beautifully fanciful bronze trophy, depicting Mercury, The Roman God of Speed, is for the winner of the Speed Championship.

It was donated to the club in 1990 by Alex Lindsay. In keeping with Alex's humour, the last line of the inscription on the wooden base states "Here's Mud In Your Eye".

Queen Of The Hill

Another beautifully fanciful trophy, this wooden crown is for the highest-scoring Lady competitor in the Speed Championship.

It was commissioned and donated in 2018 by Sheila Jessiman, formerly Sheila Wilson. Sheila was the Club Ladies Champion seven times back in the days of the single championship. She competed initially in her Series IIA Lightweight called The Yellow Peril, then later in her Series I 3.5 V8 88" called Jimmy. She served on the committee for 17 years, has been the club Trophies Convenor since 2001 and is an honorary club member.

The Glasgow 4x4 Trophy

Awarded to the best Novice driver in the Speed Championship.

This trophy was presented to the club in 1989 by Neil Hopkinson on behalf of Glasgow 4x4. It was originally for the Best Coil Sprung Special in the championship. Neil is an ex committee member and was the first member in Scotland to construct a coil-sprung special vehicle.

The Barttec Engineering Trophy

This very large cup is awarded to the winner of the night Comp Safari held annually at our Bathgate site.

It was donated to the club by Lee Bartlett, former competitor, during the time when the SCCC was being run (2007-2020).

There are a couple of additional trophies which are awarded within the championships :-

The TLC Quaich

This trophy is awarded to the competitor with the Best-kept Competition Vehicle.

It was donated in 1991 by a former competitor called Alan Riddell, who used to compete in RTV's in a 109" Forward Control. It was originally awarded to the Best Competitor in concourse at a Fun Day the club held annually in the grounds of Culcreuch Castle at Fintry.

The Zimmer Trophy

As the name implies, this shield is presented to our most successful competitor who is getting on a bit! More specifically, to the highest-scoring competitor in any of the championships who is aged 50 or over.

It was presented by Donald Hynd, ex competitor, in 1997.

Stand-alone Events

The Ballencrieff Weekend

Held annually at our Bathgate site, owned by the Reid family and used by the club for many many years, this weekend event involves a Comp Safari on the Saturday, including some laps in darkness, and a trial on the Sunday.

We now have a lovely new trophy for this event called **The Ballencrieff Trophy**, and it is awarded to the competitor with the highest combined score in both the weekend's competitions.

Commissioned by the club in 2022, it depicts the Trig Point which sits on the Reid's land and has survived having Land Rovers tearing past it for decades.

The trophy was made by master artisan woodturner Andy Claydon, who also made The Claymore and The Queen Of The Hill.

Boxing Day Bash

This gymkhana-type event attracts 2 trophies, **The Desert Fox Award**, for the overall winner of the event, and **The Fraser Martin Trophy**, for the highest-placed Land Rover, so long as that vehicle does not get used in CCV trials or Comp Safaris or is not also the overall winner.

Both of the trophies were presented to the club by Fraser Martin, a former competitor and committee member from Paisley. He moved to the Middle East in the early 1980s. Originally, any member could take part in the event in any vehicle at all and the action took place in a car park, but more latterly has been held off-road, mostly in stubble fields.

The Fraser Martin Trophy dates back to 1981 and the Desert Fox to 2000.

National Rally

The Association of Land Rover Clubs (formerly Rover Clubs) has held an annual gathering at various locations throughout the UK, dependent upon the host club, since at least the early 1960s. This event is known as "The National" and it attracts thousands of Land Rover enthusiasts from all over the world, so requires a huge amount of planning and ground upon which to run it. SLROC hosted the event at Matt Calderwood's farm at Clynder in 1972.

The Cameron Muir Trophy is awarded to the Best SLROC Competitor at this huge event and was first won in 1969. To date (2023), it has been won only twice by a woman - Janet Barr in 1975 and Sheila Jessiman (Wilson) in 1996, although other ladies' names are inscribed, as for a few years it was awarded, somewhat inappropriately, to the best lady in Tyro's. Cameron Muir was a Scotsman employed by the Land Rover Co. and who made friends with Scottish Club members at various National Rallies and other events.

The MacKenzie Duffield Trophy is another trophy which is awarded for events outwith Scotland. It is awarded to the best SLROC competitor at an English ALRC event. W.G. Duffield was secretary of the Rover Owners Association at Solihull until its dissolution following a change in Company Policy. He was very friendly with Ian MacKenzie, then SLROC Chairman, and a jeweller to trade. At this time, the Series II Land Rover was being superseded by the Series III and the little model which is on the trophy was surplus to requirements. Walter Duffield gave it to Ian who mounted it on its base. It was first awarded in 1976.

Individual Awards

There are a great many individuals who give of their time and effort to the running of the club and events but who are not necessarily members of the committee or even the club! We have a number of awards to recognise this.

The J W Woodward Shield

This is awarded to the best Marshal of the year. All our events rely heavily on there being willing people to stand around in all weathers and direct/keep scores etc., and without marshals, events would struggle to run. The recipient is determined by committee discretion/nomination. Presented by Joe Woodward, an Englishman resident in Scotland and a keen member for several years from just after the formation of the Club, the trophy was originally awarded to the English club member who had done best in Scottish club events during the year, and it was at that time called The English Shield. Joe was the unfortunate victim of the first serious vehicle accident in the history of SLROC when his standard diesel Series II 88" canvas top suffered a triple roll on a Border hillside around 1962, long before the days of roll bars or cages. Fortunately, Joe was only bruised, but he never competed again, although he remained a keen member. After being awarded in 1975, the shield was not returned and after many attempts at retrieving it, it was written off as lost. In 1988, it was suddenly returned, though in poor condition. Club member the late Sandy Andrews had it reconditioned and it was decided to put it to a new use.

The Jansyl Cup

Awarded to the lady judged by the committee to have done the most work "behind the scenes" during the year. The cup is named after two daughters, Jan and Sylvia, of former chairman Ian MacKenzie. Ian, who died in 1977, presented the cup, which was first awarded in 1973.

Off The Beaten Track Award

In order that the gents are suitably rewarded, this trophy is given to the Best Gent Behind The Scenes.

It was presented to the club by Rick and Joan Wells in 1996 and is awarded on the same basis as the Jansyl Cup.

The Sandy Young Cup For Service

This award is for a person (or persons!) who has, in the opinion of the committee, contributed a major service to the club during the year.

Sandy Young is a former long-serving committee member and presented the cup in 1999.

ADDENDUM 2022

The SLROC TYRO Championship

Any SLROC or ALRC Club member aged 13 and above with a valid Motorsport UK RS Clubman Competitors license can, and are encouraged to compete in any SLROC TYRO Event. Only a SLROC TYRO Novice (as defined by SLROC specifically for our TYRO events) can enter and score points in the SLROC TYRO Championship and be eligible to receive the Eilean Bhoid Trophy, The Acorn Prize, The Lothian Shield & The Wee Wheel. An SLROC TYRO Novice is anyone who has less than 3 years experience in competing in any ALRC Events and has not competed in anymore that 3 events in any ALRC RTV, CCV or Speed Championship. This comes into effect immediately and will be applied for the 2020 SLROC TYRO Championship and beyond. Any experienced competitors who are not SLROC TYRO Novices are able to compete for The Peter Stewart Cup / Trophy which runs along side the SLROC TYRO Championship. Please note, the Novice status for all other events has not changed and is as defined by the ALRC. (Torwood, Feb 2020). Age amended from 14 to 13. (Neilston 17.02.22)

TYRO

With reference to RAC MSA Yearbook, Section P, 44.1.1, we do permit Drivers who are 13 or over without a full RTA License, provided that their Passenger has experience of Cross Country Trials and holds a full RTA License for the vehicle entered. (Neilston. 17.02.22)