



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

WINTER 2022



Dave Atherton flying high during the Ballencrieff Cup



Good to see the leafers out!



Tired tyres



Biggles?

£10 (free to members)

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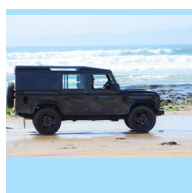
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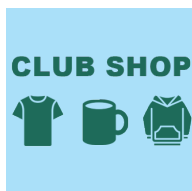
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help organise social road runs,
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Dear all,

As we approach the end of another year, it is a time to say well done to all those who put on and took part in our events of 2022, whilst we also look forward to the new challenges in 2023.

Chairman's chat

by Dean Pugh

As ever we have had a full calendar of events during 2022 and we would not have been able to put these on without the significant efforts of the Committee Members, Convenors, and especially Marshals - so a big thank you to all who have played a part. The events of course would not have been so successful and such great fun with out those taking part, so thank you to all who did. Over 625 bookings have been made for events this year (which is 10% up from last year), again hopefully showing the success of what we do.

Well done to all who have taken part in our competitive Championships - it will be great to see the awards issued at our Prize-giving & Dinner on the 28th of January 2023. But it is not just about the Silverware, great times have been had on our Island Hopping Tours, supporting Local Shows and even a couple of Land Rover Ambles all in the mix.

Looking forward to 2023 we have a full calendar of events already in the plan. Again, this will require support from everyone, both on the organising, setting up and marshalling side & those taking part, to ensure another successful year. A couple of new events in there too, including a new major undertaking in "Trials & Tribulation" which we will have more details on soon.



Personally I hope to mount a serious challenge for the 2023 CCV Championship (doubtful!!!).

As ever a big well done to our communications team who have updated the website, provided an SLROC App and kept up the super quality of our Magazines, as well as managing our social media presence. These things, along with memberships (again increasing year on year) and the other Jobs, like Comp Sec, Results, Equipment, etc, etc all happen seamlessly in the background. Everyone should be proud of what we all achieve together at SLROC. Of course, if you have any suggestions of what we can do better, let us know, or better still, come and be part of the action and show us.

Take care, and I look forward to seeing you out on the hills, forests and tracks during 2023.

Best regards,

Dean Pugh

SLROC Chairman ⚙️



Editors Blether

by Neil Scott

Our Club has over 400 members and a good number of them are heavily involved in our events throughout the year. That can obviously be competing but there are many other ways to become involved with the Club. Best way to find out is pop along to some events and see more about what your Club does.

SLROC are associated with the ALRC (Association of Land Rover Clubs), there are many events on throughout the UK which members of SLROC travel to compete in or help out. These include the Patina Trial near Helmsley, the War of the Roses at Cartmel, the ALRC National Rally held this year at Ebbw Vale along with many other varied events held by other ALRC affiliated clubs.

The SLROC annual Classic Trial is a great way to get those older vehicles out to play, it would be great to see more of you at this event on the 2nd July 2023. ⚙️





So to anyone who has never been at a tyro before, there is a series of sections or small courses, each made of 'gates' (bamboo garden poles) that you drive through in a slalom type fashion. Each gate has a number and you start at gate No 12 and drive the course. As you progress the numbers get lower and if you clear the course completely, you will score a zero, so essentially - the lower the score, the better. There are ten sections to complete in total and lunch is normally had after the first five. Hope that all makes sense!

Ok, so back to the main plot, and after briefing, there were enough drivers to avoid splitting into two teams so we all started heading to our first section. Now prior to every section, if you choose to, there is an opportunity to walk the course. This is your chance to see where the gates are, plan your route, see what the

Evoque-ative TYRO

By Craig Orr

Hey all,

So last time I was asked to write a piece about TYRO from a novice point of view, however I wittered on about my Land Rover history, both good and bad, and effectively, the end piece was nothing like what I was asked to write about.

So this time, Steph asked me to write about a specific TYRO that I attended, namely on 14th August 2022 at Torphican, so here is my attempt to stay on track but please forgive me if I start wittering and lose my train of thought.

So, first of all, 11 cars turned up including a CCV car from Graeme Brown and his son; Murray. Whilst this was being driven off its trailer and we were all saying hello to one and other, a bunch of about a dozen nearby cows were becoming more and more interested in our attendance. Rather than wait about any further and risk any damage to the cars, we all drove up to the top of the hill and had our briefing there.



best line is to take when driving through, watch for any obstacles and more than that-listen to everyone else more experienced than you and see what they plan. That said, thanks to the intrepid course designers, there are usually a few gates that have been deliberately placed in a fashion that might require you to provoke a level of thought and careful planning. This is normally fairly obvious as during the walk of the course, everyone is suddenly gathered at the same spot, engaged in conversation, complete with pointing of fingers and arm gestures of planned routes. These potentially trickier gates are there to invoke a level of competitiveness, although it is easier if you are last because by watching everyone else, you have several free lessons of what works or doesn't work.

So, the first course was walked and everyone started well. It was an amazingly warm day and the sun was splitting the sky, so everyone was in good spirits. Fairly soon though, as it inevitably does, I end up scoring large dollops of points. This is mainly because I start enjoying myself too much and stop concentrating on the competition. It's a weakness – I know, but I'm quite happy with that so it's all good. Now that I have effectively ruled myself out of every chance of being competitive, I start looking at everyone else and their cars.

I heard Ron Sutherland talk about how difficult it was to drive his Series III around the course, so I asked if I could sit beside him. Ron, ever the gentleman graciously agreed and he drove me around. That was when I see just how each car reacts differently to each



section. Ron's Series III was hugely different as it has the turning circle of a boat. Ron was also kind enough to let me have a wee shot of driving between sections and I found it hugely uncomfortable.

Then Graeme pulled up in his CCV motor and told me to jump in and see what it was like in his open top with roll cage. He drove it round like an expert, but it was a different beast to Ron's Series III. Basic too, but this was far more manoeuvrable, powerful and nimble. It had a far better turning circle and the all-round visibility was far better too. This was certainly more competitive-but that's what it was created to do. There's lots of mods to make it fantastic at CCV's, so coming to a TYRO was always gonna make it look easy.

By this point (despite now almost trying to get as many points as I could get, rather than the least) I was finding it increasingly interesting to see how every car performed differently. For me, the competition element was long gone and despite I was still driving around sections, I was becoming engrossed how different each Land Rover was. I've previously had a drive of Dave and Steph's Series I and that is most uncomfortable. Manual operated Window Wipers, no power steering, no heater, headlining or anything comfortable in the least. At the other end of the scale, my hairdressers car, the Evoque has full leather, heated seats and electronic everything. Incidentally, I did get insulted during the course of the day when I was asked by a spectator if I was driving my wife's car!!! That caused a few smirks and giggles amongst everyone, but I discreetly dried my eyes and I was fine.

I then asked Simon Boak if I could be a passenger in his Defender with Puma engine for a section. Again a gentleman, this seemed to be completely different again. Although not as comfortable as the Evoque, this was nowhere near as rudimentary as the Series I and III. This car even had door cards and a heater – a true modern update in terms of comfort compared to the Series Land Rovers. It also had the same manoeuvrability as the CCV car and unlike my Evoque, ground clearance was no issue in the slightest.



By now, I was coming to the very verge of an epiphany. When I thought about it, the realisation was that when it comes down to it, the majority of us drivers passed our driving test a while ago and we've been driving for several years. Even with that in mind, there is very little difference between the ability of each driver. Whilst it is accepted that the level of





off-road experience does come into effect, the thing that creates the biggest difference in the scoreboard at the end of the day is the type of car that everyone is driving.

I invited/forced/kindly invited both Ron Sutherland and Dave Hunter to have a wee shot of my Evoque between sections and whilst they commented that it had the modern vulgarities such as air conditioning/ heaters/heated seats/a radio/electric windows and cruise control, the biggest difference noticed was the vision out the windscreen. "How can you see where you're going?" was the comment! The Evoque sits squat at 104" long, but even when you adjust everything to the best driving position available, you cannot see the end of the bonnet! The turning circle is fantastic and makes it competitive with any 90" Land Rover or similar, but when you look at the available visibility and combine it with the extremely poor ground clearance, all of a sudden, it falls far short of being a proper competitor.

So moving on, we were rapidly heading towards the end of the day now and I was determined to try and leave with a modicum of self-respect. There was a couple of sections left, and when the walk through was taking place, (as previously described) there was a potentially tricky bit involving a fairly steep climb with a massively tight right hand turn and gate at its crest, before a descent to the last gate. Several discussions, thoughts and lines of travel were pointed out and conferred over before we all started watching each other. I was 2nd or 3rd to go if I remember correctly, and just as I was getting ready, I shouted Harmony Hunter over to be a passenger. She got in and immediately commented that the seats were comfy and leather and although she didn't want, I did offer to turn on the heated seats!

We started out, driving round the gates, and I was commentating about the difference between the cars and how difficult it was to see where you were going

in the Evoque. I could see though, that Harmony was still watching my lines and taking a free lesson, because although she had been round with her dad; Dave, she was still to drive the course.

And so it came to the potentially tricky bit! I headed up the steep hill but instead of heading straight on and over the crest, I veered left a fraction before the summit and then I took a hard right to get round and through the gate at the top. I turned so quickly that I had to turn back and straighten up a bit immediately prior to the gate. It was then that I heard some of the sweetest words I have ever heard. As I had just turned round and made the gate, Harmony said "That was better than my Dad did. I'm gonna use that line!"

Of all the times that I could have gotten something right, I could not have timed it better. I absolutely nailed the whole of the tricky bit and made it look easy. In addition, to receive the greatest and unsolicited praise from Harmony, effectively admitting my driving was better than her old man, well that's just priceless! Thanks pal! I told her that she was my lucky mascot and she had to sit beside me for every section from then on.

In summary, it was one of the most eye opening days in my driving history. I started the day being super competitive and finished off being completely unconcerned about scores, happy with the fact that at that time and place, I was deemed better than the boy Hunter. Result! ⚙️



CCV Convener Report

By Rover Wilson

Firstly folks i have to apologise for the serious typo i made in the last report.

I reported that Tom Newall won the first trial of the year. Indeed it wasnt and ive taken the glory away from the winner , JAMIE COOPER! Yes thats right, JAMIE COOPER! His first ever ccv win . Well done Jamie!

I continue my report on with the ccv on the 28th of August held at a very dry Kidlaw site. Dust even. Fantastic day and used areas never used before with George Mclay taking the win .

Michael Jackson, George Mclay, and myself as a team and Jamie Cooper (Glenmavis ccv winner!) and Mark newall as another team(Tom having covid couldnt go) went down to Eastnor castle to the Majors memorial 2 day ccv. We had a great weekend of trialing not without its mishaps with diffs and ankles! Coming around midway in a pack of 31 teams was not to bad considering the level of drivers competing. Great event and very well run but now looks like it wont run again as the land is no longer available to them. Huge dissapointment for all but will look out for another event maybe on the horizon.

The next to be held was at the newly acquired site in Dunkeld on the 23rd of October .

This was a great day again with some challenging ground and will prove to be a great venue in the future. Myself taking the win.

The last trial of the year was at an old favourite of a site in Twechar on the 5th of November.

Great challenging sections laid out and a great day was had again. Myself taking the win.

This allowing me to win the ccv championship for the 2nd year in a row.

A huge thanks to all the landowners for allowing us to play on your ground.

A big thanks to all who have helped set up the trials over the past year and also a big thanks to our marshals with whom we couldnt run these days. Please come and help set up the trials next year as fresh eyes and thoughts on the ground is always good.

Our first trial of 2023 is at Cambusbarron on the 15th of January.

Look forward to seeing you all there for the start of another year of fun.

Bob. ⚙️





FAST TALKING

By Dave Hunter

In the SLROC callendar there is one event that stands out from the rest (apart from the island trips lol)Bathgate night comp!

This event has created many stories over the decades and we are glad to say 2022 is no different!!!

With a couple of last min cancellations the twelve drivers set off for their drive round and soon lined up for their 6 day light lapsit was not long before the humps and bumps of bathgate were flattening out and the lap times were getting faster (well apart from Billy Phillips who's car did not share his enthusiasm for the race). At Bathgate it is always about the night laps,. So once the drivers had got their fish suppers down and darkness's fell, the start line was a blaze with led lights (uncle David was still running good old halogen spotlights).

It may be pitch black on Bathgate hills and the drivers only have a little ball of light in front of there car but this did not slow them down, the grass was just dry enough to keep the competition fierce....with first place still up for grabs with the drivers heading for their final laps Well done Dougie first place at Bathgate night comp!!

Due to circumstances I was not able to attend Glenmavies trimmed trial who I have to thank Uncle David for taken this in and the last comp off the year at Tweechar where Gordon, Dougie and uncle David ran thisTHANK YOU!

It has been an honour and my pleasure to drag you out your meds early on a Sunday morning and see the smiles on your faces and listen to the greatly exaggerated stories about the speed you came along the back straight, the height you jumped over the ramp

and all of this without hitting a single cane!!!!

After 10yrs I feel it is just time for someone else to have a go.....thank you to Dougie and Gordon for taken this very rewarding role on....I would like to list everyone who has helped over the years but I am sure you all know who you are ...so again thank you everyone.....

Dave Hunter ⚙️





TYRO CONVENOR REPORT

By Barry Anderson

2022 certainly gave us a nail-biting finish to the championship in the TYRO experienced class. After the previous 6 events it was at Glen Mavis where we would decide the top 4 positions. Wet ground conditions made it very interesting and at various points in the day most of the possible combinations on the leader board had been tried. In the end it was the very last section that sorted out the order. The Novice championship didn't have quite the same pressure on it having been decided at the previous event but the top few positions ended up very close. Let's hope that next year both championships can be kept so close. Over the past year we've seen everything from a Series 1 to Discoverys and Range Rovers competing at the TYROs so if you've ever fancied seeing what both you and your vehicle can do offroad, I encourage you to come along and have a go.

Barry ⚙️





Somethin's missin'

By Neil Scott

There are so many events run by SLROC its hard to squeeze in more outwith our club without thinking your life just revolves around Land Rovers, but there is space and I guess it does revolve around Land Rovers. That eternal life circle of driving breaking fixing driving breaking fixing. I am positive that there is not another marque out there that has such a diverse and involved following with so many different avenues for enjoying these iconic motors.

SLROC does have a history of being heavily competition based, quite hard competitions at times and not too soft on the vehicles – hence the reference above to that eternal circle. However, the club has now a very popular series of events called “TYRO”, Craig Orr has written an excellent piece in the magazine explaining the ins and outs and just how entertaining it can be. These events are non-damaging and can be driven in anything from an Evoque (as Craig does), through all the other variants such as Range Rovers, 110 Defenders, 90s, S1,2 & 3. An event for all to get their treasured vehicles out there and used how they should be. So that highly polished Series 2 that you took years rebuilding has an event that suits it perfectly!

Now “highly polished” is not the advertised market that the aptly named “Patina Trial” is aimed at. Saying this there is no real reason you could not take your shiny car, but if you are competitive and get the line slightly wrong you may get a scratch from the odd stray branch. The event is actually an RTV (Road Taxed Vehicle) Trial specifically for leaf sprung 4x4 vehicles. Although the majority of the cars are Land Rovers there are a few J**ps that also compete.

I have now attended two of these Patina Trials organized by the Yorkshire Land Rover Owners Club and sponsored by Classic Land Rover Magazine and MUD (mudstuff.co.uk) and they have both been fantastic weekends. The trial is held just outside Helmsley in North Yorkshire, with camping in nearby Nawton, a lovely part of the country well worth spending a few days touring the villages, with Mathewson's of Bangers & Cash TV fame a couple of villages away there's something for everyone. On both occasions I have had the pleasure to get to drive in Billy Phillips' survivor Series 2 SWB 2.25 petrol, I say survivor but its really on life support. For the privilege of getting to drive “Betsy” I get the task of towing it all the way there, oh I know it's supposed to be an RTV and yes, it is but we don't want the weekends challenges to start the minute be leave Kirkintilloch so being big softies we tow the car down. We have vowed though that at some point we will leave the trailer at home and drive there. Would make winning the trophy for furthest travelled a bit more justified.

Having not driven the car since the previous year it all suddenly came back to me why we leave it a year in between as I collected the car from Billy's driveway and drove it onto the trailer, it is so easy to get used to modern things like steering, brakes, gearchanges, suspension, 4 cylinders etc...

The Saturday trial has an almost unbelievable entry of 36 drivers and a myriad of classic leaf sprung vehicles, early S1s in original standard spec with the obligatory patina, S1 trials cars with old school roll cages, S2 & S3s, a couple of military j**ps and a 107 series 1 truck cab, a right good mix.





The site is perfect for this event, almost as if it was built just for it. The actual site is not really that big but the gently rolling hills and bomb holes lend themselves to having twelve gate sections set out (SLROC usually do 10 shorter sections) so it's a full-on day trialing. We split into 3 groups of 12 to enable us to complete the day in daylight! The sections are challenging and test the leaf sprung cars and their drivers close to their limit often lifting a wheel or two in the air, none of this traction control here to keep you moving. The banter is good and the day does pass quickly without too many issues.

Did I mention mod cons such as traction control? As I understand it in some high powered cars they can limit the number of cylinders that fire to aid traction, Billy must have heard about this and thought he'd give it a try. His trusty S2 mysteriously developed a misfire running on 3 cylinders for most of the day, we were getting a 4 sparks but just 3 bangs *-* This certainly added to the challenge, oh did I mention the turning circle one way being much worse than the other, we seemed to be much more successful when the sections had more left hand turns than right hand ones. Anyway, at the end of the day the official scores showed Billy did beat me by 1 point (however Billy knows I actually beat him). No matter the scores we still ended the day with the obligatory bottle of Arran around the campfire regaling how next year things will be different, his car will be running like a sewing machine and mine will be rebuilt and also driving like a dream. Only question now is how do we get there? Should we bite the bullet and drive the 230miles in the series cars with a caravans in tow? ⚙️

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HERDING CATS

By Ian Piacentini

I first joined the Scottish Land Rover owners club to go on green road runs. However I decided to go along to a couple of competitive events just as a spectator initially. One time I was asked to keep a note of the scores on a main sheet. I enjoyed this as it was a good way to meet the other drivers.

Initially, I wasn't prepared enough for any bad weather but soon learned the hard way after getting soaked that I needed to be better prepared. I took myself to an outdoor shop for waterproof trousers and walking shoes to ensure that in future I was ready to stay dry and enjoy the day.

If I am not a start/finish/time keeping Marshall for either TYRO/RTV/CCV I usually walk the course with the drivers to find a safe place to stand and observe the drivers.

I also helped set up the night stages course weekend at Bathgate and found myself as a time keeper.

At the beginning of 2022 I attended a refresher day organised by Dean and we set up a couple small TYRO courses.

I drove them both just to see what I was capable of and of course I made a mistake by missing out a gate on the second section.

That's when I decided to enter a proper TYRO and then realised how different it was from walking the course to driving it. I think the help of a navigator would not go amiss for me.

I also had the privilege of sitting beside Gordon McCheyne in his CCV for a couple of high speed runs, I was worried that my 10 stone extra weight would slow him down but he managed to shave 3 seconds off his fastest time surprisingly enough. That was a great experience in a Land Rover going at speed over the terrain. Thanks to George Taylor-lees he let me drive his CCV, alias the Bee, up a rock face that was a fun time.

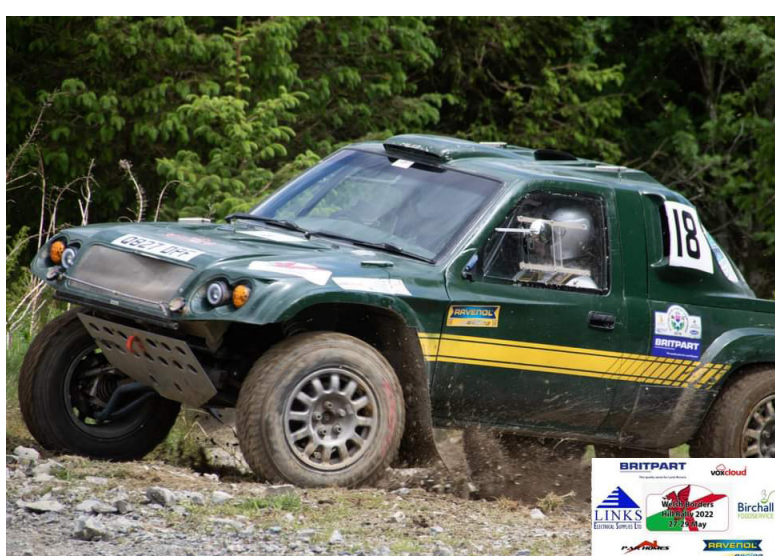
I would recommend anyone with a Land Rover/ Range Rover to try the entry level competition TYRO or even help marshalling an event to see what it entails.

Ian. ⚙️

"Ian is one of the many unsung heroes in our club, competitors can never thank these guys enough for their commitment rain hail or shine! His car also looks cool" ed.



‘We are having a dry hill rally’ these were the first words out of Dave’s mouth as I got out of the car to go to Wales. The look of Allan’s face was priceless at the thought of servicing at a Hill rally with no beer but I am getting ahead of myself. The chaos started three weeks prior when I had a phone call from Johnnie, the man we were servicing for, first thing on a Monday morning. He was rather sheepish and admitted he had had a slight woopsie whilst racing at the weekend. This woopsie consisted of ripping the back wheel along with the wish



Dry in the 'Pool

By Ian Cupples

bones off resulting in a roll which of course Tony pointed out has landed on the navigator’s side. There was also the slight problem that Johnnie was going on holiday for a week, so the Milner needed to be stitched back together in a week. Fortunately Stu was on hand to visit every Halfords in a 50-mile radius and clear them out of Cataloy and so a hectic week of repairing, bodging and sticking ensued to get the car back together.

And so three weeks later we are on the road travelling down to Welshpool in Wales to go racing. The announcement from Dave worked for the first 8 hours mainly due to fact we were travelling down in the car with only mild complaints from Allan about his bunion getting cold! On arrival in Welshpool we found our service pitch and were pleased to find we were next to Sharon and Gareth who were over from Ireland racing in a 100” bowler with a tricked up 300 tdi in it. There wasn’t much to do on the Thursday as the racing wasn’t due to start till the next day so with nothing better to do it was off to find our hotel and get something to eat. Unfortunately the restaurant had Guinness on tap so that was Dave scuppered!

Friday started with a very leisurely breakfast then up to service where drivers briefing happened and all the sponsor stickers had to be applied to the car. The organisers did a great job of promoting the Hill rally and had organised for scrutineering to be done in the middle of town allowing the locals to see what we were doing. This is normally a very quiet time for us as service crew, so we decided to take advantage of the beautiful weather and wandered into town to watch. It was quite a spectacle from your traditional 88” Bowlers all the way up to the latest technology coming from the Lofthouses. There was also a lot of production cars out and we were pleased to see the return of Henry Webster in his much-loved Muddy Moo, a cow print Discovery V8.

With scrutineering passed and Johnnie on his way back to service there was time for a quick ice cream before it was finally time to start racing. The format in Wales



was a bit different to the Scottish Hill Rally as the slower production cars went first as the organisers were worried that the top boys would just tear the ground up leaving a mess for everyone else. There were two stages on the Friday as an opener, but they had a novel twist, they had closed road stages. Now this happens abroad a lot but over here it is uncommon and there had been no closed road racing in three years until 2022. And so the cars started rolling in and we started to hear rumours of a fast, albeit dusty stage that as rough in bits but overall a good way to start. Finally after watching other cars roll in and back out again, we heard the whine of a straight cut gear box and the Milner rolled into service. Johnnie had a huge grin on his face ‘That was amazing, though I think we clipped a gate post!’ We rushed to the car expecting a pile of jaggy fibreglass but couldn’t find a mark on the car. At this point Gareth rolled in. Unfortunately he had found the same gate post and had destroyed a wing.

Fortunately his service crew were straight on it and with a bit of duct tape and some bodging the car had lights and looked reasonably presentable. We later discovered that there had been a few issues with the same gate post, but the problem has been rectified as someone had taken it out completely. The second stage was a rerun of the first stage though this time Johnnie was not as lucky as he came back with wonky steering. Fortunately it was only a bent wishbone and a few minutes later after some spanner flinging the car was sitting in Park Ferme and day one was done.

Day two started with Tony frantically doing calculations at breakfast, the issue being long liaisons between stages and a 5.0 litre V8 that has a petrol addiction. Fortunately that didn't prove to be a problem as there were various fuel stations where they could do a splash and dash. Servicing for day two was kindly provided by Britpart in their warehouses at Newtown. Today did not prove to be such a good day as a drive shaft gave up on stage 2 resulting in the boys being stuck on stage unable to climb up a hill to get out. This meant they missed the next two stages resulting in a couple of maximums. Eventually the car made it back to service where it was a frantic bit of teamwork to get the drive shaft replaced, car refuelled and back out on stage. According to Tony it took 14 minutes to change a drive shaft which is not bad, you don't get that kind of service at Kwikfit! After a bit of discussion we think that the CV was weakened during the roll at the previous race as that was the side that had been damaged. With the Milner, driver and navigator refuelled and sent on their way we got a bit of a break so went for a look around town. There was a diverse bunch of people from the Team Bowler with arctic lorries used for service vehicles all the way down to one man teams servicing out the back of camper vans but everyone seemed to be having a great time burning petrol with their mates. It was back to the race trailer to get ready for the final service, while we were doing this word got through of a delay on stage. We are still not sure what caused the delay, but it meant the cancellation of the final stage of the day. This resulting in a lot of rumours about getting packed away so we would get back to Welshpool Livestock market in time for Johnnie getting back for final service. Fortunately this was just a formality as the car was running perfectly so it was a quick spanner check, fuel up then into Park Ferme. That night everyone was feeling a bit down about the day, but Dave and Allan had the cure. After dinner they took and walk and met some friendly locals which resulted in everyone disappearing to the local night club! I say everyone, however there were a few of us that decided to be sensible and get a decent nights sleep ready for the next day.

Sunday was the best day for racing and was a short day. Though for some who were out till 3am I'm sure the early start and rain must have felt like and eternity. We only

had 2 services to do and with both Johnnie and Tony working well together and the car running faultlessly there was not much to do other than fill the car with fuel. The only issue that was spotted was a front shock absorber had developed a slight leak but with no spare shock or seal kit to fix it we ignored it and hoped for the best. This bit always seems to be the longest part of the weekend, the final half hour when service is all done, everything is packed away and you just have sit and wait to see the cars come back into Park Ferme for the last time but eventually they appeared. Johnnie and Tony, although not as well placed as they may have been, had completed the Welsh Hill Rally. A special mention must go to Gareth and Sharon who won the class. We would like to say as a team a big thanks to all the people who put so much effort and commitment in to making these events run, without them it would never happen. ⚙️

The logo for the ALRC National Rally 2023. It features a circular emblem with a rally car in the center. The text 'ALRC NATIONAL RALLY' is arched over the top, '2023' is in the middle, and 'EBBW VALE - SOUTH WALES' is arched at the bottom. The entire logo is set against a green background with a decorative, woven pattern at the bottom.

There are many, many great events held by our own club but if that doesn't keep you busy enough there is always the ALRC 2023 National Rally which is being held in Ebbw Vale, South Wales
Event opens Thurs 25th May and closes Tues 30th May. There are TYRO, RTV, CCV, Team Recovery, Concours d'Elegance, Bike Trial and a Comp Safari. Something for everyone
More info here alrc.co.uk/2023-national-rally/



Michael Jackson
Moor in Wales



George McLay - Scotland's favourite carpark -
Cairngorm Mountain



Michael Jackson's 90



Leo Coyle-Smith
near
Couper Angus



Leo Coyle-Smith - Dusk near Couper Angus



Michael Jackson's 90 - I think that's a stop
Just as I am putting this edition together we are experiencing the coldest weather for quite some time with temps down to -11° so its apt to show some club members memories of past winter drives
Send your best Summer photos to crossaxle@slroc.co.uk
for the Summer edition Ed.



Michael Jackson
"Green Lining"
near St Mary
Loch, Borders



George McLay - shoving water uphill



How do YOU like your eggs?



All fired up.

2014/05/23



Billy prefer's 2 wheelin'



"Bog Hopper"



Everyone's a winner!

Frank Wolfe has been taking photos at events for quite a few years now, a good number of these can be seen on the SLROC website gallery.

Cross axle asked Frank to send some of his favourite ones from over the years to include in the magazine. There are more which will be in the next magazine. If you have any favourite photos you would like to see in print send them to crossaxle@slroc.co.uk

p.s.

its probably best you send your own caption for the photo as you can clearly see I need more practice. ed.



Games a bogey



Bob's singalong
"Don't stand so close to me"



Inspiration for Skerryvore's song



Trunks o' trouble



"We got em out"



Usually the donkeys are in the driving seat!

7. 4. 2019



"Anyone got a baby wipe?"

25/05/2014

Adapt, Improve & Overcome!

You could say the wheels were already in motion (no pun intended) when we accidentally acquired a 3.9l Bowler Tomcat in 2021.

Sleek and race ready, the vehicle was built by Reg Wilkinson a retired Paramedic with a knack for creating excellent safari/rally/trials motors. The Tomcat is unique in that it appears to be the only 86inch ever built.



TRAVERS THE MUD

By Rachel Travers

We just needed find the best event to let it loose on. Mudmasters is an event Ive heard many speak of fondly, and requires little introduction. It was whilst attending the Patina National earlier this year where the seeds were sown, and how we found ourselves in late October on our way to Redford Barracks to sign on.

We were given the number 39, and with the exchange of the race back for the alu lfor Wiliams lockable back for security, team lfor Bowler was born. Andrew as the driver, myself as the navigator.

That evening we spent a couple of hours at Redford going over the maps and checking the plotting. Due to a full on work schedule prior to the event I wasn't able to focus as much on this as i would have liked. This gave us both time to go over points and ensure everything was as it should be. The team effort between the driver and the navigator cant be overestimated.



We asked for help from an NCO, to go over some things with us we were not sure of and he went out of his way to be helpful and give us tips, which made us as novices feel more relaxed.



The next morning we were pleased to see and catch up with friendly faces North of the border, and after the morning brief we shook hands for good luck and we were on our way.

The adrenaline was rising as we turned left out of the barracks and make out way to the first stage Wormlaw Forrest, an orienteering challenge looking for code boards. It was all going well until I noticed how little lime time we had left. I made the suggestion to cut and run, and despite it feeling like cheating at the time it was one of the best things we could have done as it helped us so much with time management. How you can gain time and loose it so quickly again is somewhat of a mystery!

Next onwards to Philipstoun Bings, another orienteering challenge. Our confidence was rising now as we were getting into the swing of things. The challenges we undertook during the day were a mix of orienteering, driving tests and trials tests across a great varied amount of terrain.

Suddenly it was lunch time and stopped for 45 min rest near to the Falkirk Wheel. Ifor Bowler is a thirsty beast and we needed to top up with fuel - a quick chat with the incredibly helpful marshals and we were on our way to the closest fuel station. A quick shout out to the marshal who was giving competitors sweets - this was blessing as the full on concentration left me feeling more tired than I expected. A full tank of fuel and several bags of Haribo we were on our game and on our way once the 45 mins rest had elapsed.

Andrew particularly enjoyed the Broom Hall orienting stage. We were lucky passing through here as one team slid off the track and had to be recovered causing a hold up for the duration of this.

After the orienteering stage at Twechar we had a 45 minute rest. Here, the armed forces had deployed the field kitchen to maximum effect. They served up huge portions of good food to anyone who was hungry. I politely declined as I had eaten earlier in the day and I know my body well enough that I would have just wanted to fall asleep after having a solid meal!



Ifor Bowler drew a lot of attention as it was just so different to any other competing vehicles. I loved one remark that it was like 'a brightly coloured poisonous toad in the bog'!!

If we thought that the day had been challenging so far, we hadn't seen anything yet - I had been nervously anticipating the night stages as my night navigation is something which I need to strengthen from performance in previous events.

After setting off from Twechar the next stage started by driving through a short, narrow underground tunnel. I will admit this was my favourite obstacle of day one as it was so unexpected and different. From here on, we progressed onto the infamous Caron Vally Forest. We tried our best but it bested us and we exited the way we came in.

However, we were not the only ones to do so - the entire team of heavy vehicles had gotten lost in here and followed each other in confusion until they did the same as we had!

Hopping across the road we progressed onto Cairnoch hill, where we had better progress. Several of us exited at the same time and we made our way to Lennoxtown which was the final and enjoyable stage of the first day.

At around 9.30pm we had finished the first day.



Declining the kind offer of hot soup we made our way to the premier inn for the evening. Much to our amusement- the car park was full of dirty land rovers with number stickers on them.

We worked out that in this first day we had driven over 230 miles in competition, and had been actively competing for over 10 hours. It had been a great first day, if extremely challenging and sometimes overwhelming in the evening.

Refreshed and ready to go for day two, we made our way to Bishopton. Towards the end of this stage we were like the blind leading the lost as we had acquired 5 Wolf land rovers following in a line behind us!. After driving tests at Inchinnan we found ourselves at the final stage of the Competition - Dechmont. We found this stage enjoyable, but it turned into a nightmare for some. Dechmont was an absolute mud party and the marshals held several of us back for 15 mins or so whilst stuck vehicles were recovered.

When it was time to go, due to lightness of Ifor Bowler, and Andrews skilled driving we floated through the bad area and soon found ourselves at the end.

We couldn't believe how quickly the two days had come and gone. Making out way to Carmyle Barracks for the prize giving and vehicle wash.



It was great to relax and laugh with old friends and new. When we set out to do the event, all we had hoped for was to achieve a finish. We came a respectable 24th out of the light 4x4 entrants. I had read the results sheet incorrectly at first and we were delighted to find we had actually come 24th out of 58 finishing entrants (especially as we had heard several teams say this was the hardest the competition had been) with 10 retiring. We will be back to compete in this amazing event.

Many thanks to BAMA Motorsports, SLROC and GEMM for their work in making this event so special.

Rachel 🌀

Find out more about this fantastic event
British Army You Tube Video here
<https://www.youtube.com/watch?v=9IJxpN7YHIU>
or search "british army mudmaster 2022" on you tube

a big THANK YOU to Andrew G Thomlinson for the photographs here

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www.ruftraks.co.uk

www.facebook.com/Ruftraks

www.flickr.com/photos/agt1953/albums





Another amazing Scottish 'Borders' Hillrally done and we are chuffed to bits to have claimed 8th overall and just missed out on the the class win by 15 seconds to a flying Dave Brose and his 5 litre 110!

It is 6 years since we've been to the Forrest Estate, but after a tentative start things clicked pretty quickly and Emrys and I were able to find a sensible and quick rhythm.

We made it as far up the leaderboard as seventh overall, before a rear puncture early on Saturday's final night stage dropped us back to 9th.

Sunday allowed us to push a bit harder, but some cracking times from Dave meant that there was always going to be a close battle for the class win.



SCOTTISH HILLRALLY

By Henry Webster

I can't tell you how much fun it is to drive a production vehicle up at the pointy end of the competition.

Puncture apart, MuddyMoo was pretty much flawless and a great demonstrator that hard work pays off!

As always it is the people that really make the event and as anyone who has walked across the pit area with me will know, the social side is as important as the racing! It was great to see so many old friends, and apologies to those who I was too busy to properly engage with, I'm sure we will get another chance to catch-up soon!

To the organising team, those at HQ, the scrutineers, to all of the marshals out on the wintry hillsides, thank you all so much. The event ran extremely smoothly, despite the best efforts of the competitors to make life difficult!

My team were amazing as ever, and more than ever I couldn't do it without you. When I contracted COVID in the weeks before, I wasn't sure that it was going to be possible to compete. I was behind with preparation and physically and mentally well below the necessary levels. The team rallied round, despite all facing their own challenges in the build up to the event. Dad as ever was fantastic in getting MuddyMoo up to scratch and in sorting out the van and the tools and spares.

Emrys Kirby somehow fitted in a long trip down to Witney to help sort out the final elements, whilst Fiona helped ensure I was fit enough to contemplate competing.

Not sure what is next up for us, but with a new Hillrally being proposed in Scotland next June, a return of the Scottish 'Borders' Hillrally planned at Forrest Estate next November and a full French championship calendar of tempting Rallyes Tout Terrain there is plenty of choice!

Henry 🌀



2023 28th APRIL - 1st MAY SKYE & THE RAASAY ROVE

This year's island whisky tour takes us to the Isle of Skye where we have booked out the Sligachan Hotel and campsite.



Friday we are hoping to have a tour at the Torabhaig distillery this has still to be confirmed! Saturday morning will see the club taking the ferry over to Raasay for a tour of Isle of Raasay Distillery, lunch, visit the club cask and some may indulge in a dram (not from the club cask!)

Once we have toured the rest of the island we take the ferry back to Skye where at the Sligachan Hotel we have organised a Banquette style meal. Now we have been kindly given £100 voucher from Slater's in Stirling as a prize for the best dressed in your finest (yes ladies that does mean we can buy a new dress lol)

Over the weekend we shall be holding a murder mystery, nothing too complicated but we felt if you are going to fill a remote Scottish hotel then what other game is there to play!

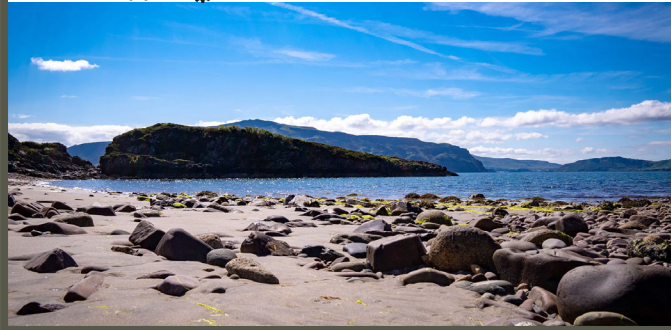
The prize will be a bottle of Torabhaig, Talisker and Raasay signed by the distillery manager.

We would also like to hold a small cheildh...we are in Skye after all and we are expecting visitors from south of the border.

Sunday morning (not too early) we will be heading off to explore the North of the island...I have heard it's worth a look!

For any more information please get in touch

Stephanie Hunter
Island Hopper ⚙️



SLROC AGM Prize Giving & Dinner 28th January 2023 from 3.30pm

Will be held at the DoubleTree by Hilton, Glasgow, Westerwood Spa & Golf Resort near Cumbernauld.

Anyone can attend the AGM & Prize-Giving for free, but you will need to purchase tickets for Dinner at £38 per adult & £19 for children.

Tickets available at www.slroc.co.uk

NEW TEAM EVENT FOR 2023 TRIALS & TRIBULATIONS

As we all know Dave Hunter's mind is seldom at rest. So..... for 2023 Dave has devised a new event Let the games begin!

The all new TT will be held on Bathgate hill on the 6th August, you will require 2 land rovers, 1 of which I recommend rtv spec ie tow ball front and rear, and 4 club members. As the name would suggest this is an event that will test your driving skills, team work and friendship. All sections will be based around rtv style courses but the trials maybe with a trailer, blindfolded, memory trial, trailer reversing perhaps double trailer reversing....

Tasks will be entertaining but still require a high level of skill and teamwork...this event will be limited to 9 teams as there will be 9 tasks...so all you team captains get recruiting and watch out for more information to follow

Dave Hunter ⚙️



RTV in '23

It's been a cracking year again for the RTVs with several new faces. Talking of old faces, Charlie Cook improved on last years 3rd place in the championship to get the overall win this year with Stuart Ross a close 2nd and Bill Connor at their heels. A well fought championship and I expect 2023 will be a close run year too. It's always good to see your name closer to the top of the scoresheet, one way of ensuring this is to get along to as many events as you can, then an off day can be discarded and help keep you in the running. Remember for RTVs you don't need a rollcage, just recovery points front and rear. So it's time to stop polishing and go get muddy.

Hope you all have a great time in 2023 and look forward to seeing you out there. ⚙️





As the production of Crossaxle is running a bit behind this year we decided it would be good to mention our 1st event from 2023. It is a fairly new format and is well worth joining in. It does sound like you need to take your brain with you though! There is another Who Dares Wins later in the year, come along. See the rules on the right for more info.



WHO DARES WINS



WHO DARES WINS

An RTV/CCV Challenge Trial with a Difference.

Scoring

- To be scored like a challenge event, drivers will compete for the highest score, not the lowest penalty;
- 8 or 10 sections, depends on how much time we spend laying them out, then grading them according to difficulty;
- Cane tops will be red on the right & white on the left, but the numbers on them will bear no relevance to the scores, just the order in which they are tackled. 12 to 1 by the most direct natural line;
- Different sections will be worth different scores according to their difficulty, ranging from 3 points up to 10 points;
- An easy section will be worth 3 points, IF 'you pass out through the 0 gate';
- Difficult sections will be worth 8,9 or 10 points, IF 'you pass out through the 0 gate';
- The score will be displayed at the start of each section (or on your scorecards if we have enough time.);
- As usual, the driver might default by touching canes (you should not just drive over a cane if you are obviously not making it), cross canes or stopping, but each time you default, instead of retiring off the section, you will attempt to carry on to the one gate;
- If you attempt an area twice (losing 2 points) and cannot move forward, you may reverse up to one car length, this will cost 1 point, before making another attempt;
- But each time you default, the score for that section will reduce by 1 point;
- If you get to zero points you retire from that section.

Example

- So, if a section is worth 6 points, and you hit any cane, you'll only get 5 points on your score card;
- Or if you get stuck and stop forward motion, you'll lose a point for each time you get stuck;
- This means you could have six mistakes on that section until it is worth nothing, that's when you will retire off that section;
- You will score NO points at all unless you get a hub through the zero gate;
- Each driver can attempt a section only once;
- If you break down or require assistance then you have failed that section and score zero;
- LWB (over 100") as usual gets one free 'shunt', this must be shouted prior to stopping. It may only be used if it is impossible to get around a turn, NOT because the driver has made a mistake or simply to get a better line;
- No course cutting. A reasonable attempt at a gate must be made. CoC's decision is final;

Joker Section.

Double or nothing.

- Just to make it a bit more interesting and bring some tactics into the game, drivers will have to nominate one 'Joker' section, after walking it but before anyone starts driving it;
- For this, you have to make no mistakes and 'clear' it to double that section's score, but only if you get a 'clear';
- If you default, even once on that section, you will retire off it and get no points for your joker section ;

Example

- You could play your Joker on an easy section and double it's score from 3, up to 6 points, if you get a 'clear'
- Or, if confident, you could play it on a difficult '10' section and get 20 points, if you clear it.
- Of course you might get nothing for it, if you make only one mistake ! = WHO DARES WINS !

Notes

- We recommend you secretly tell the scoring marshal your intention to play your 'Joker' and they will keep the Master score-sheet hidden from all competitors. As we all know, the motto inspires secrecy !
- Misinformation, distortion, extortion, propaganda, bribery and half-truths are compulsory.
- Because competitors can carry on driving the section even if they make a few mistakes, it will give everyone value for money, a full day's driving and opportunity to disrupt and defeat the enemy.



Name	Memb.	Novice	15-Jan	13-Feb	02-Apr	28-May	28-Aug	23-Oct	05-Nov	Totals	total with discard	
CCV Championship 2022	No.		Glen Mavi	Cambusbarro	Fencehillhead	Bathgate	Kidlaw	Dunkeld	Twechar	no discard	5 from 7	to count
Bob Wilson		N	9.09	10.00	10.00	8.57	8.75	10.00	10.00	66.41	49.09	
George McLay		N	9.09	8.00	9.33	5.71	10.00	9.29	8.13	59.55	45.84	
Michael Jackson		N	4.09	9.33	8.00	7.14	7.50	7.86	8.75	52.67	41.44	
Billy Phillips		N	8.18	8.67	5.33	10.00	6.88		2.50	41.56	39.06	
Jamie Cooper		N	10.00	4.00		4.29	8.13	7.14	6.25	39.81	35.81	
David Reay		N	7.27	2.67	7.33	5.71		4.29	9.38	36.65	33.98	
Luke Reay		N	6.36	2.00	4.00	2.86	3.13	8.57	7.50	34.42	32.42	
Kieron Freyne		N	7.73	5.33		7.86	3.75	5.00		34.67	30.92	
Tom Newall		N	9.55		6.00	9.29			1.88	26.72	26.72	
Neil Scott		N	3.18	6.00	9.33				5.63	24.14	24.14	
Alex Phillips		N	6.82			6.43	5.63			18.88	18.88	
Dean Pugh		N	4.09	5.33			2.50		3.75	15.67	15.67	
Bruce McPhee		N	1.82	0.67	2.00	3.57	6.25	2.14		16.45	14.63	
Lindsay McBeth		N					1.88	5.71	6.88	14.47	14.47	
Mark Newall		Y	6.36	DNF	7.33				0.63	14.32	14.32	
Andy Taylor		N	1.36	DNF		DNF	9.38	3.57		14.31	14.31	
Frank Wolfe		N	6.36	1.33					5.00	12.69	12.69	
Dave Low		N	4.55	7.33						11.88	11.88	
James Boyd		Y					5.63	2.14	3.75	11.52	11.52	
George Taylor-Lees		N	0.91	DNF	3.33	NPA	4.38	2.86		11.48	11.48	
David Hunter		N	3.18		4.67					7.85	7.85	
Dougie Thompson		N		7.33						7.33	7.33	
Jason Nicol		Y						7.14		7.14	7.14	
Jenni Taylor-Lees		N	5.00	DNF	0.67	1.43				7.10	7.10	
Robert Dalgliesh		Y	3.18	3.33						6.51	6.51	
David Mitchell		N			3.33				1.25	4.58	4.58	
Gary Taylor		N			2.00	2.14				4.14	4.14	
David Coburn		Y				1.43		1.43		2.86	2.86	
Billy Cruickshank		N					1.25			1.25	1.25	
Michael Bruce		N					0.63			0.63	0.63	
Trevor Shields		Y	0.45			DNF				0.45	0.45	



SCORES ON THE DOORS

Name	Memb.	Novice	23-Jan	26-Feb	03-Apr	28-May	14-Aug	25-Sep	09-Oct	13-11-22	Totals	total with discard	
RTV Championship 2022	No.		Glen Mavi	Twecher	Glenhove	Bathgate	Kidlaw	Cambusbarro	Torphichen	Shotts	no discard	5 from 8	to count
Charlie Cook		N	7.14	10.00	8.18		10.00	10.00	5.00	6.25	56.57	45.32	
Stuart Ross		N	7.14	10.00	5.45	8.57	7.50	9.00	3.75	3.75	55.16	42.21	
Bill Connor		N	10.00	6.67			2.50	5.00	8.75	10.00	42.92	40.42	
Dave Tomlin		N		6.67	9.09		6.25	8.00	6.25	8.75	45.01	38.76	
Julian Anderson		N	4.29	7.78	5.45	4.29	8.75	4.00	7.50		42.06	33.77	
Chris Moir		N	8.57				5.00	1.00	10.00		33.32	33.32	
Gordon McCheyne		N		4.44	10.00			7.00		5.00	26.44	26.44	
Colin Ross		Y	2.86	2.22	8.18	2.86	3.75	7.00	2.50	1.25	30.62	24.65	
Tom McIlree		N	1.43	1.11	2.73	7.14					12.41	12.41	
Craig Gibson		N		3.33	3.64					3.75	10.72	10.72	
James Boyd		Y				10.00					10.00	10.00	
Stephen Steel		N			6.36						6.36	6.36	
Mick Musir		Y				5.71					5.71	5.71	
WillyClark		Y			1.82		1.25				3.07	3.07	
William Connor		N						3.00			3.00	3.00	
David Whitham		Y						2.00			2.00	2.00	
Robert Nicholson		Y				1.43					1.43	1.43	
Andrew Smith		Y							1.25		1.25	1.25	
Hugh Barry		Y			0.91						0.91	0.91	



Name	Memb.	Novice	30-Jan	26-Feb	24-Apr	28-May	14-Aug	24-Sep	06-Nov	Totals	total with discard	
TYRO Full Championship 2022	No.		Twechar	Crieff	Torrance	Bathgate	Torphichen	Kidlaw	Glen Mavis	no discard	5 from 7	to count
Barry Anderson		N	10.00	10.00	10.00	10.00	2.50	10.00	10.00	62.50	50.00	
Simon Boak		N	10.00	6.67	10.00	10.00	5.00	10.00	3.75	55.42	46.67	
Justin Omond		N	10.00	3.33	10.00	10.00	10.00	6.25	5.00	54.58	46.25	
Andrew Steel		N	10.00	6.67	10.00	10.00	6.25	6.25	6.25	55.42	42.92	
David Hunter		N	4.00	6.67	10.00		10.00	10.00		40.67	40.67	
Stuart Sneddon		N	10.00				7.50		7.50	25.00	25.00	
John Anderson		N	5.00	1.11	2	10	5	1.25	2.5	26.86	24.5	
Ian Crosbie		N	4.00		10.00					14.00	14.00	
Alan Griffith		N			3.00				10.00	13.00	13.00	
Dick Carter		N		8.89				2.50		11.39	11.39	
Rikki Alton		N	2.00	2.22	1		1.25	3.75		10.22	10.22	
Tom McIlree		N			10.00					10.00	10.00	
Dean Pugh		N		8.89						8.89	8.89	
Ron Murdoch		N	1.00						1.25	2.25	2.25	



Name	Memb.	Novice	30-Jan	06-Mar	24-Apr	28-May	14-Aug	24-Sep	06-Nov	Totals	total with discard	
TYRO Junior Championship 20	No.		Twechar	Crieff	Torrance	Bathgate	Torphiche	Kidlaw	Glen Mavis	no discard	5 from 7	to count
Angus McKenna		Y	10.00	10.00	10.00	10.00	6.67	10.00	10.00	66.67	50.00	
Harmony Hunter		Y	10.00	10.00	10.00		10.00	10.00		50.00	50.00	
Joshua McKenna		Y	3.33	6.92	10.00	10.00	6.67	10.00	8.75	55.67	45.67	
James Anderson		N	5.00		10.00	4.29	8.33	5.56	5.00	38.18	33.89	
Erin Low		Y	10.00	7.69						17.69	17.69	
Anthony Steel		Y						10.00	7.50	17.50	17.50	
Leo Coyle Smith		Y		6.15	10.00					16.15	16.15	
Craig Orr		Y		3.85			3.33	4.44	3.75	15.37	15.37	
Ron Sutherland		Y		2.31		7.14	1.67		2.50	13.62	13.62	
Angus Swanson		Y		3.08		5.71			1.25	10.04	10.04	
Trevor Cook		Y			10.00					10.00	10.00	
Mark Sutherland		Y						2.22	6.25	8.47	8.47	
Lewis Alton		Y		8.46						8.46	8.46	
Patrick Cook		Y		6.15	1.43					7.58	7.58	
Libby Pugh		Y		4.62						4.62	4.62	
Ian Piacentini		Y						3.33		3.33	3.33	
Cameron McCready		Y		0.77				2.22		2.99	2.99	
Michael Barber		Y				2.86				2.86	2.86	
Steph Hunter		Y		2.31						2.31	2.31	
Hugh Barry		Y	1.67							1.67	1.67	
Alvin Barber		Y				1.43				1.43	1.43	
Nadia Douglas		Y	DNF									
Charlie Orr		Y		DNF								



Name	Memb.	Novice	23-Jan	26-Feb	03-Apr	14-Aug	25-Sep	09-Oct	13-Nov	Totals	total with discard	
RTV Class 2 Championship 20	No.		Glen Mavi	Twecher	Glenhove	Kidlaw	Cambusbarror	Torphecher	Shotts	no discard	5 from 7	to count
Bruce McPhee		N	5.00	10.00	6.67	10.00	8.57	4.00	5.71	49.95	40.95	
Dean Pugh		N	8.33			10.00	4.29	7.00	10.00	39.62	39.62	
Trevor Shields		Y			3.33		5.71	9.00	8.57	26.61	26.61	
Frank Wolfe		N	1.67	5.00			8.57	9.00		24.24	24.24	
James Boyd		Y			10.00	3.33	1.43	5.00	1.43	21.19	21.19	
Michael Jackson		N	10					10		20.00	20	
Kieron Freyne		N	3.33				10.00	6.00		19.33	19.33	
Lindsay MacBeth		N					2.86	2.00	8.57	13.43	13.43	
Robert Dalgleish		Y	6.67							6.67	6.67	
Graham Brown		Y						2.00	4.29	6.29	6.29	
Murray Brown		Y						3	2.86	5.86	5.86	



Are YOU a good sportsman?

- 1) Do you always make sure you land rover is always on the start gate on time?
Yes 0pts No 5pts
- 2) Have you ever used a mechanical excuses for your own failure?
Yes 5pts No 0pts
- 3) Have you ever carried on knowing you have clipped a cane top and kept quite?
Yes 10pts No 0pts
- 4) Have you ever lent your trials car to another competitor when theirs is broken?
Yes 0pts No 10pts
- 5) Have you ever borrowed someone's trials car knowing you would never let them drive your trails car?
Yes 20pts No 0pts
- 6) Have you ever spat the dummy out and leaving the course with excessive revs?
Yes 10pts No 0pts
- 7) Have you ever questioned the marshals final word?
Yes 10pts No 0pts
- 8) Have you ever shyed away from recovery in fear of breakening your car?
Yes 5ts No 0pts
- 9) Your fellow competitor is one point away from beating you... their trials car brakes downwould you lend them your car?
Yes 0pts No 20pts
- 10) Have you ever knowingly added an illegal mechanical advantage to your car?
Yes 20pts No 0pts
- 11) Have you ever asked someone to sit in the passenger side purely for ballast?
Yes 5pts No 0pts
- 12) Have you ever knowenly stood Infront of a cane whilst another competitor is driving?
Yes 20pts No 0pts
- 13) Have you ever been a marshal at a trial?
Yes 0pts No 30pts
- 14) Have you lied to yourself when answering any of these questions?
Yes 50pts No 0pts

A true sportsman/gentleman 0- 20
Sportsman but you could do better 20-40
Must try harder 40-60
In the words of a certain member your a ***** 60+

Club Champion

THE CHAMPIONSHIP CUP

Best in CCVs, Timed Trials and Club Comps
Michael Jackson

Tyro

THE EILEAN BHOID TROPHY - Tyro Champion

1st Harmony Hunter
1st Angus McKenna
2nd Joshua McKenna
3rd James Anderson

THE PETER STEWART ROCKETEER AWARD

Best Experienced Tyro Competitor
Barry Anderson

THE ACORN PRIZE

Best Lady
Harmony Hunter

THE LOTHIAN SHIELD

Best in East of Scotland Tyros
Angus McKenna & Harmony Hunter

THE WEE WHEEL

Best under 17
Harmony Hunter

THE DYNAMIC DUO TROPHY

Best Senior and Junior in same car
The McKennas

Classic RTV Trial

THE JOHN FOY TROPHY

Best Standard Series 1 - No Winner

THE W BAIRD CUP

Best non-standard Series 1 - No winner

THE W NOLAN CUP

Best Series 2, 2a or 3 - Julian Anderson



RTV

RTV CHAMPIONSHIP CUP

1st Charlie Cook
2nd Stuart Ross
3rd Bill Conner Jr

THE SLROC LADIES RTV TROPHY

No winner

THE DAVID ALDRIDGE SHIELD

Best Novice
Mick Musik

THE DONALDSON DIESEL AWARD

Best Diesel
Charlie Cook

THE GRAHAM CUP

Best RR/Discovery
Stuart Ross

THE GLENDARUEL CUP

Best Leaf-Sprung
Hugh Barry

THE DUNBARTONSHIRE SHIELD

Best in West of Scotland RTVs
Charlie Cook

THE APPELYARD CUP

Best in RTV Class 2
Bruce McPhee

CCV

THE BELFORD TROPHY - CCV Champion

1st Bob Wilson
2nd George McLay
3rd Michael Jackson

THE SARANN CUP

Best Lady
Jenni Taylor-Lees

THE NORMAN PATTISON TROPHY

Best Novice
David Reay

THE JACK BRUCE TROPHY

Best in CCVs and Comps in South of Scotland
George McLay

THE CLASS 2 TROPHY

Best Road-Going Vehicle
Frank Wolfe

THE SOOTY AWARD

Best Diesel
Billy Phillips

THE CLAYMORE TROPHY

Best 88" or over
Billy Phillips

Speed

THE SPEED GOD ON WHEELS - Speed Champion

1st Gordon McCheyne
2nd Douglas Thomson 3rd Tom Newall

QUEEN of the HILL

Best lady - Jenni Taylor Lees

GLASGOW 4x4 TROPHY

Best Novice - Robert Dalgleish

BARTTEC ENGINEERING TROPHY

Bathgate Night Comp - Douglas Thomson

Other

J.W.WOODWARD SHIELD

Best Marshal - Tommy McIlree

THE JANSYL CUP

Best Lady Behind the Scenes - Stephanie Hunter

OFF THE BEATEN TRACK AWARD

Best Gent Behind the Scenes - Douglas Thomson

SANDY YOUNG CUP FOR SERVICE

Significant Contribution to Club - David Hunter

THE TLC QUAICH

Best-Kept Competition Vehicle - Jamie Cooper

THE ZIMMER TROPHY

Best Over-50 Competitor - Angus McKenna

THE MACKENZIE DUFFIELD TROPHY

Best SLROC Competitor at an English event
- Neil Scott

THE DESERT FOX AWARD

Winner of Boxing Day Bash - David Reay

THE FRASER MARTIN TROPHY

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

BALLENCRIEFF WEEKEND TROPHY

Stuart Anderson

CAMERON MUIR TROPHY

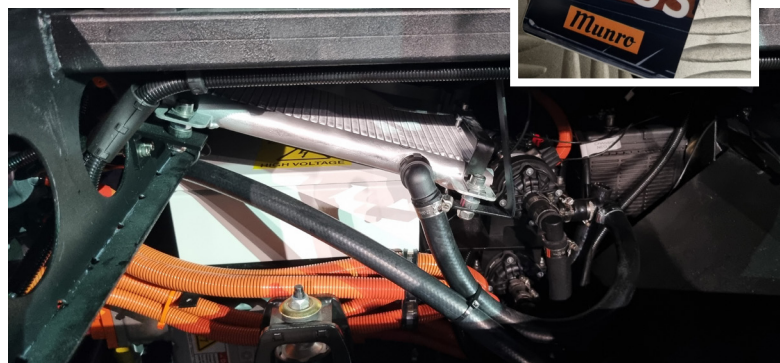
Best Scottish Competitor at National LROC Event
No Winner



It goes without saying that if you are reading this magazine you are obviously a fan of Land Rovers. Well this is not a Land Rover but it has clear connections to the Land Rover marque. I recently had the opportunity to attend the launch of the “Munro-ev”, an all electric 4x4 utility vehicle being developed in Scotland. Munro Vehicles was established in 2021 by Russ Peterson and Ross Anderson to develop an incredibly rugged ev to operate in the worlds heaviest industries. Currently the most obvious link to the Land Rover Defender is the axles that are currently utilised, these are under review and may be changed out for alternative heavier duty ones. The Munro MK1 was recently launched to the press and public at the end of 2022 and is due to go into production 2023.

The boxy appearance and coil sprung axles (along with some items such as mirrors and hinges) is where the Land Rover connections end. Comparing it to the old Defender the bodywork is incredibly angular and solid, the Raptor finish to the exterior emphasises this further. There are hatches either side of the bonnet which give access to storage and the “engine bay”. Discussing matters with the guys who are actually building this showed just how determined they are for this to succeed in the rugged environment. Items such as the quad headlights are wired individually so if there is a failure in a circuit it does not affect the others, so you lose a headlight circuit you still have the rest working, various other similar design details add to built-in resilience to avoid critical downtime during operating hours.

So clearing the fact that this is obviously a sturdy vehicle designed for harsh environments such as quarries and utility companies the next key point is the fact it is ALL electric. Not a hybrid. This brings up the matter of range and performance. There are 3 variants planned: The “Utility”, “Range” & “Performance” The “Utility” has a 61.2kw battery with 220kW motor and can tow 2500kg and carry 1 tonne, the “Range” & “Performance” have larger battery at 82.4kWh. The “Performance” is quoted to have a range of 85.5miles whilst towing, whether that is maintained whilst towing the full 3500kg that the “Performance” is rated at remains to be seen. It is great to see this type of innovation, it is not just another 4x4 ev, they are taking this to another level with resilience and tough equipment to the fore. It is not cheap, but this is not a disposable item, the fundamental principle is the planned longevity of these vehicles and they will have the support package to back that up. Munro have removed the word “obsolete” from their dictionary. To find out more head over to their website www.munro-ev.com it's worth a look. ⚙️





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Official NEDC Equivalent (NEDCeq) Fuel Consumption for the Land Rover range in mpg (l/100km): Urban 15.4-57.7 (18.3-4.9); Extra Urban 28.5-76.4 (9.9-3.7); Combined 21.7-67.3 (13.0-4.2). CO2 Emissions 299-109 g/km.

The figures provided are NEDCeq calculated from official manufacturer's WLTP tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO2 and fuel economy figures may vary according to wheel fitment and optional extras fitted.