



Cross axle

The magazine of the Scottish Land Rover Owners Club

www.slroc.co.uk

SUMMER 2023



SAVE THE DATE! - DINNER DANCE - 17th February 2024 - Castlecary Hotel



£10 (free to members)

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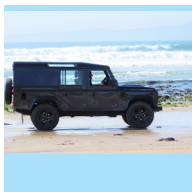
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help organise social road runs,
meets and GRRs



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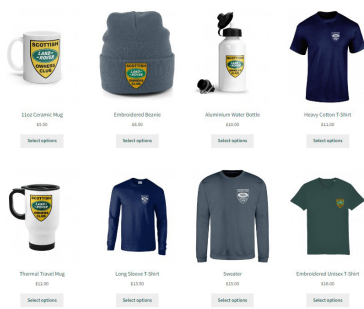
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Chairman's chat

by Dean Pugh

Dear all SLROC Members,

As Central Europe struggles with the heat, here in Scotland, normal service has resumed as far as the weather is concerned, which gives a great mix of ground conditions for our events.

As ever the year has been busy for SLROC with Trials, Shows & Trips away. Our Championships and other Off Road Driving events are going well, with good numbers of members turning up. Great to see lots of new faces and even some old ones too.

The mix of different models of Land Rovers is encouraging to see, with a full range at TYRO's and even a few Discovery 3, 4's and Range Rover Sports starting to appear at RTV's.

We have had another successful Island Hopping Weekend, this time to Skye - I'm sure the stories will be passed on for years to come, and you can read all about it later in the Magazine. You'll also find details of the great invasion across the border to War of the Roses, where we seem to have taken most of the Silverware home - well done teams!

We have supported a number of Car Shows and other events, such as Stirling Classic Car Show, Doune & Dunblane Show, Braco Show - Some with static displays, some with demonstrations and others with passenger rides.

Another great relationship we have been building is with Land Rover Experience Scotland, and we again took part in their Under the Stars Adventure Trek during June, with camping, demonstration / passenger rides and even able to hold one of our events in the grounds - all great fun.

Myself, the Club President and a number of SLROC members helped with setting up and running stages on the inaugural Scottish Summer Hill Rally with



a number of people taking the opportunity to get a run in the spectacular New Bowler Defender (L633) Hill Rally Cars - these are awesome to see close up and experience. This was all in the grounds of Thirlestane Castle, where the club had a stand at the internationally renowned BVAC Classic Car Show.

As you can see, lots of great opportunities for the Club and for its members to take part in. If you see something going on, and you would like to get involved, in any capacity, just ask.

Our events are all run by volunteers and we continue to need your help. Even more so as at the end of this year our TYRO Convenor, Barry Anderson, our RTV Convenor, Chris Moir, and our CCV Convenor Bob Wilson are all stepping down with our huge thanks after having done these jobs for many years. For these events to continue we will be looking for people to replace them - so please, don't be shy!

As ever, I look forward to seeing you out on the Farmland, Forests Tracks and Hillside,

Dean
SLROC Chairman ⚙️





4x4xBOAT by Alastair Beveridge

The Calf of Man is a small uninhabited island of approximately 600 acres lying off the South West Corner of the Isle of Man, its separated from the main island by a narrow stretch of water called the Calf Sound and there are a number of off lying rocks that present a hazard to the busy nearby shipping lanes. Various lighthouses were established on the Calf of Man and nearby Chicken Rock between 1818 and 1968. This latter light was a manned station until 1995 when it was finally automated. The organisation responsible for these and other lighthouses around the coasts of Scotland and the Isle of Man is the Northern Lighthouse Board, established by statute in 1786, with a head office in Edinburgh, an Operations Base in Oban, two Lighthouse Tenders, a helicopter and technical teams based in Inverness, Orkney and Shetland. NLB is currently responsible for 208 major and minor lighthouses, around 170 navigation buoys and various other electronic aids to navigation. (www.NLB.org.uk)



The "new" Calf of Man lighthouse was built in 1968, manned by 4 keepers who lived on site. The lighthouse was regularly supplied with fuel, water, equipment and spares by one of the NLB's tenders, usually the NLT Fingal then based in Oban. There being no harbour on the island, the Fingal would anchor off the island and the stores and equipment

were landed at a small landing slip situated in a narrow gully about a mile from the lighthouse using the two ships workboats and then transported onwards to the lighthouse via an adjoining track. Sometime between 1971 and 1974 NLB purchased a new SWB Series 3 Land Rover and a trailer to help with transport around the island. The challenge was getting the Landie from the ship to the slip and then ashore. Ever resourceful, the Fingal's very experienced crew lashed the two workboats together, laid a temporary timber deck across the boats then lowered the Landie from the Fingal onto the workboats lying alongside. Once it was firmly lashed down, gentle progress was made towards the slipway. As can be seen by these accompanying photos, successfully manoeuvring such





an awkward craft into a very narrow gully and alongside the slip was a great testament to the seamanship of all involved. Getting the Landie and trailer ashore must also have been quite a challenge but achieved successfully and I expect both gave great service until the station was automated in 1995. What happened to them after that is something of a mystery worthy of further investigation. Watch this space.



The Fingal, commissioned 1963

Incidentally, the Fingal remained in service with NLB until the early 1990's when she was replaced and sold on, eventually ending up back in Leith under the same ownership team as the Royal Yacht Britannia. She has been beautifully and sympathetically converted into a floating boutique hotel using her NLB heritage as a theme, well worth a visit.



A fantastic insight from Alastair into the life of the Lighthouse keepers and what was involved in keeping those lights lit.

Looks like there was either another Land Rover taken over or they fitted a hard top at a later date, can you spot it in the image to the left?

Clearer image can be found online here

https://scotlandslighthouses.simdif.com/calf_of_man.html

ed.



1. CORRECT: RIG THE LOAD THIS WAY.



2. CORRECT: LOAD SHOULD BE WHERE THE GREEN MARKS ARE.

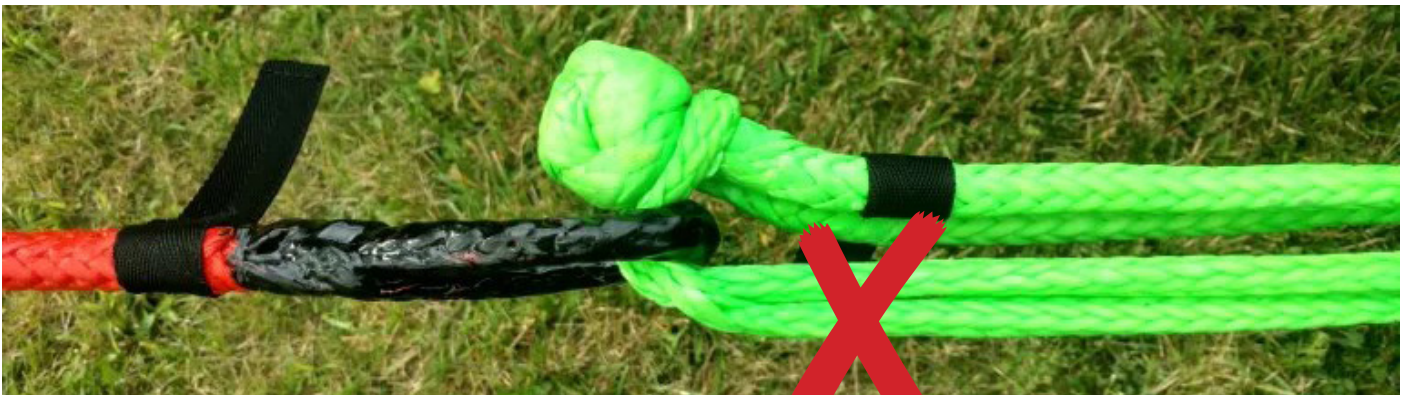


SOFT SHACKLES - GET IT RIGHT!

Progress is always a good thing, especially when trying to get cross country and particularly through the muddy stuff. But sometimes it can go wrong and grind to a halt. There are always risks to consider when trying to recover nearly 2ton of stuck vehicle, so when you have to pull that Jeep, Nissan, Toyota or Ford out of a muddy hole make sure you have the right gear in good condition and that you rig it properly. Take your time and check all is well before engaging gear in your Land Rover to recover it, even though they should really just be left another week or two to rot and seize up altogether 😊

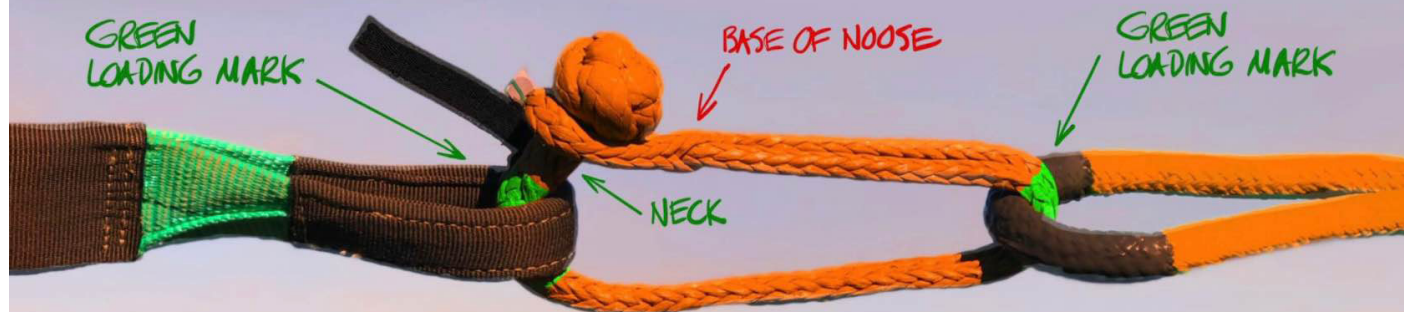


3. INCORRECT: NOT COMPLETELY TERRIBLE, BUT DEFINITELY **NOT A BEST PRACTICE**. THERE ARE A 'LOT' OF PEOPLE MAKING SOFT SHACKLES AND THE STYLE OF KNOT AND KNOT SIZE VARIES SIGNIFICANTLY. SMALLER OR POORLY CONSTRUCTED KNOTS, WHEN RIGGED IN THE CENTER LIKE THIS, CAN AND HAVE ALLOWED THE NOOSE TO SLIP OVER.



4. INCORRECT: ABSOLUTE WORST WAY TO RIG. THE LOAD IS TRYING TO PULL THE NOOSE OVER THE KNOT. **DONT DO THIS!**

HMPE (High Modulus PolyEthylene)-based soft shackles are incredibly strong, durable connectors - and unlike metal shackles, soft shackles do not scratch or otherwise damage the surface of the object they are connected to.



Properly loading a soft shackle will ensure max strength under load! Place the load on the shackle at the neck, at the base of the knot (see image). DO NOT place the load at the base of the noose that goes around the knot! Safe-Xtract soft shackles have helpful green markings to guide load placement, enhancing safety.

5. Shared with permission from Chris Cole at Safe-Xtract. "This image is from one of the tutorials in the Safe-Xtract app (available for Apple and Android devices - link below). This app lets you calculate recovery loads and then suggests various rigging options based on the specific circumstances. Each rigging option is accompanied by a tutorial explaining how it should be properly done. All of the app data is also downloaded onto your device so it is accessible even if you don't have cell service. I highly recommend it and use it on nearly every recovery that I do." www.safe-xtract.com/safe-xtract-vehicle-recovery-application/ ⚙️

TAKE YOUR TIME & STAY SAFE

ALRC & Kinetic Ropes

Currently the ALRC, (Association of Land Rover Clubs) our Clubs ruling body is stipulating that we should not be using kinetic recovery ropes as they have been deemed dangerous. It is understood that this is primarily due to some incidents in the past where a towball has become detached from a vehicle and the elasticity of the rope has propelled the detached towball at great velocity resulting in grievous harm. ALL members, whether competing or not, should always ensure towballs and recovery points are all in tip-top condition and suitably sturdy enough to withstand the loads expected of it. Spreader plates should always be used behind mountings, this will avoid bolts pulling through the rear crossmember which appears to be quite common. Solidity of the mounting points should be checked regularly and signs of rust dealt with promptly.

If you are being recovered it would be worthwhile having a double check the other person's vehicle and your own before proceeding, better stuck than sorry. Your Club has raised concerns with the ALRC that an all-out ban on kinetic recovery ropes is maybe a bit of a knee-jerk reaction and that it should be reconsidered whilst referring to correctly obtained evidence on

practicalities of recovery and overall safety. Michael Bruce our President and one of our representatives at the ALRC is currently undertaking some research and collating information to assist in this assessment. It would be great if you have any comments or information that could assist Michael that you contact him regarding this important matter. ⚙️

Dougie volunteered at Doune & Dunblane Show to help us show the public how to use 3 winches correctly to recover a stuck vehicle - always the showman



[SHOWTIME]

Doune & Dunblane Show
Braco Show & others



Bobby Muir
well saying its not his car

George Lees
on the level

Frank Wolfe
in front of the camera for a change



Ian Stuart found the event
quite palletable



Mike Robertson
(in his new Tomcat 88)



Billy Phillips
After 7 attempts he gave up
trying to park on the trailer



SLROC Challenging the Young Farmers to a "tractor pull"
was never going to end well, Stuart, Stuart, John and Dougie tried
their hardest but it wasn't to be.
but at least we got to test out the Club's new recovery system
since the ALRC will not allow us to use kinetic ropes



Dougie's heart after
loosing to the young
farmer girls team
#broken



George McLay's motor exhibiting it's dangly bits

The Club is getting into a habit of attending quite a few shows now, some are static displays like the Stirling and District Classic Car Club show in May, the BVAC Classic Festival of Motoring at Thirlestane Castle. We also attended the Dune & Dunblane Show and the Braco Show, both in July and both have activities for the Land Rovers attending. At the Braco show this year along with the arena obstacle course we were also taking public passengers around an off-road section. This was very well received, to such an extent that we had a queue forming and spent more time going round the trial course than over the obstacles. It would be easy to say that around 100 trips round the trials course were taken with public in the passenger seat. This year the active cars were CCV trials cars, but it is hoped that for next year we can encourage some RTV drivers along with their cars to participate in taking the public around the trials course. ⚙️



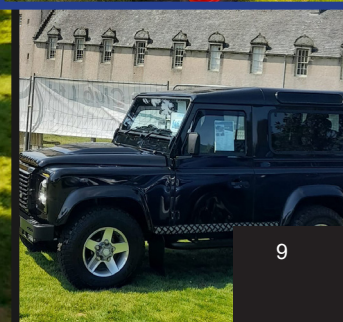
Emma Crow's gorgeous car won a rosette at the Doune & Dunblane Show



Thirlestane Castle - always a fantastic show



Great selection of photos of various Land Rovers seen at Thirlestane Castle by Jo Robertson via Facebook





Aaron Ferguson and Robert Wilson enjoying the fresh air setting out a trial

It is always great to see old friends at the weekend meetings but I must say it's even nicer to see new faces getting stuck in and enjoying the day, whether that's driving, marshalling or even just spectating and pondering as to how best to get deeper involved. You will have seen that there are numerous competitive events, but we are also running more social events and events that can be turned into a camping weekend. Even events like the Doune & Dunblane Show can be a camping weekend. Everyone can get involved, there is always something to do and we also welcome your input.

No matter what the weather your Club is very fortunate to have dedicated members who go out of their way to help set up and run events. One look at the Club calendar will quickly tell you that there is a lot of work over the year to keep things going. Luckily we have a good number of helpers, both those who compete and also those very special people who do not compete but (hopefully) enjoy helping out and watch us getting stuck and join in the banter.

Do you have an idea for a day out or a weekend trip away? If so get in touch, mention it to other Club members at any event, phone one of the committee, send us an email or a facebook message, post it on the facebook page or on the website forum. If you feel like you can lead the organisation of a new event then speak to us and let's make it happen. It's your Club, help make it what you want it to be, get involved, you will be surprised where it can take you. For example we are off to Campbeltown next year 🌀

You guys make the Club!



EDITOR'S BIT

So it's yet another bumper issue where I have no space for a rambling.
 But hey! SLROC Team A won the **War of the Roses** again! Michael Jackson also won the CCV and Andy Taylor the RTV, so a good raid South of the Border.
 We are always looking for your stories,
 So please get out and about, take photos, write a wee bit and send it to crossaxle@slroc.co.uk
 please put Story for Magazine in the subject.

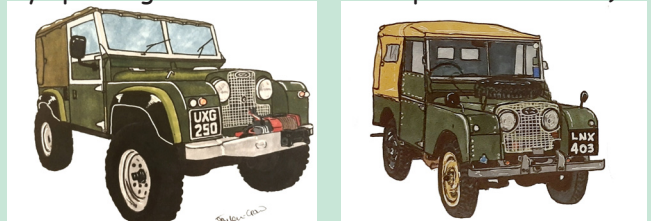
TEAM	TASK 1	TASK 2	TASK 3	TASK 4	TASK 5	TASK 6	TASK 7	TASK 8	TASK 9	RAID TIME	TOTAL	Pos	
A	SCOTTISH A	0	370	140	50	120	170	0	110	180	=	1170	1
B	CLASSIC MOUNTAIN	0	370	250	180	170	360	20	20	420	=	2010	4
C	SCOTTISH B	0	390	140	110	200	2	0	0	420	=	1540	14
D	RED ROSE	0	360	130	100	300	200	90	70	470	=	1770	5
E	P I D	0	360	120	150	100	160	0	90	470	=	1450	2
F	NORTHERN MOUNTAINS	0	310	120	120	150	800	200	80	120	=	1260	6
G	Yorkshire	0	240	190	140	130	240	0	70	320	=	1480	3
H													
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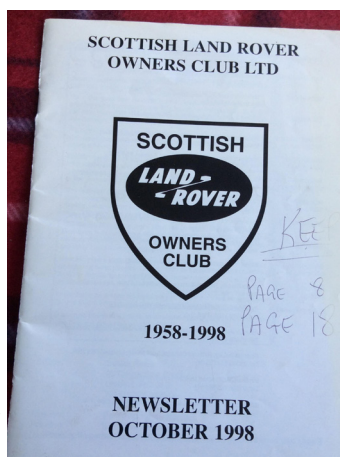
Emma specialises in creating characterful artwork which can be supplied in various forms. That can be Tee shirts, sweatshirts, hats etc. even gift cards or wall art.
 Contact Emma for all your custom artwork, clothing and really special gift cards for those special occasions)



Slaters menswear Stirling

Myself thanking Iain Mccarren for his continued support of the island trips as a non-shopper myself and someone who does not like the whole shopping experience but I do like to look smart the staff at Slaters do make it very easy to look your bestfor next year's trip to the 'Wee Toon' we are hiring the art deco cinema so wether you are looking for a flat cap, a waste coat or a full outfit take a pop into Slaters and ask for Iain

David Hunter (sharp dressed man)



It was wet when we woke on Friday 7th August. We had been looking forward to this weekend as last years event had been such a success but as the day went on it just got wetter and wetter.

Billy went off to set out the RTV course for Saturday and by the time he got back to our caravan he was drenched, as were the other boys who helped out.



A Sunny Day in '98 by Val Phillips from the archives

A few hardy campers were already in the landowners field, including a tent. The landowners wife offered him a room at the farm as the rain was torrential but Land Rover owners are made of stronger stuff. All night the rain lashed down, even our caravan roof vent sprung a leak, directly over the bed. Oh well, we put a basin under it and told the dog to keep drinking - just kidding! What a difference on Saturday. It was a lovely sunny day and the view of Loch Long was glorious. There was a great atmosphere and an air of expectation. Some people had left home early when the weather was still less than encouraging but on arrival the sun had come out and all were happy. There was plenty of milling about with cups of tea, looking under bonnets, inspecting tyres and general engine chit-chat. Scrutineering got under way and everyone signed on. After the pep-talk we were split into two groups and set off.

All the sections were challenging and great fun. I especially liked the quarry with the rocky drop and thick mud. I was sitting on a grassy knoll having a chat with some women from Banknock while Bill was sitting as passenger to a novice lady driver called Carol. She had been doing OK but when it came to the quarry I couldn't believe how brave she was. She just drove straight over the edge and down the rock face and through the bog. I found out afterwards that neither

she nor Bill had had the time to walk the course so they didn't know what was coming next.

In the evening a barbecue was set up for those who wanted to stay. Later on some of the group set out a cycle course for the children to compete on the next day. Some of the dads tested it out quite a bit - just to make sure it was good enough for the kids you understand.

Meanwhile Billy and George went off to set out the treasure hunt for Sunday which started out dull but the sun had come out by lunchtime.

A driving skills course had been set out with canes for driving in and out of and 'garages' to reverse into, and two roundabouts to fly round. The idea was to finish the course in the fastest time possible.

It was tremendous fun with clumps of grass and mud flying in the window. Even I had a go at that (I went back and picked up the canes I knocked down). The treasure hunt was good with the canes, with coloured pens attached, well hidden in unusual places. At one point I found myself hanging around watching someone getting towed out of the mud and was desperate to find a portaloos ie a bush. I went to find a lonely one and lo and behold there was a pen hanging on it. That made a total of seven which was all we found before time was up. It was a great weekend and we will definitely be back at Coulport next time.

Val Phillips ⚙️



65 yrs of SLROC

Finally, all the star's aligned and we were allowed to go to Skye

In the previous Island trips we have focused on exploration and competition, to celebrate 65yrs of the Scottish Land Rovers owners club Skye would be concentrating on the members.

As a club we booked out the exceptional welcoming Sligachan Hotel and Campsite where Derridie and her team looked after the 90 members (47 land rovers and 1 VW campervan)

Before this could happen there was a full Scottish breakfast to be had at the Slichagan Hotel...some of us got up really early for breakfast so we could catch the early ferry others not so early and some even risked the last ferry crossing over.

With the Isle of Raasay being such a small island everyone found the distillery on time (to be fair it is within walking distance from the ferry) when we arrived there was our whisky all bagged in Raasay bags with an added Raasay pin badge, everything that Raasay distillery does has that little bit of an extra touch of thoughtwe were split into two large groups we had Jo she was amazing and the love of her island and job really came through in the tour

SKYE & HIGH RAASAY & HI

by Stephanie & Dave Hunter

The members poured into the island the first port of call for many was the beautiful picture esk Torabhaig Distillery where we finally got to meet the faces of the team we had been dealing with for the past 5yrs With the club members stopping for Lunch, Tours and yes you guessed it to sample the gorgeous Torabhaig whisky, we would like to give A BIG THANK YOU to Torabhaig Distillery who have been very patient and helpful and managed to keep the whisky collection going through some of the toughest years Saturday morning this was a challenge to get 90 members over to Raasay taking as little of the land rovers as we could possible two reasons for this 1)Raasay Distillery has a very small carpark 2)there were dramslots of drams

so what you get from the tour is that Raasay is more than just another Distillery from the thought that has gone into the building, their love for their island and it's history the passion from the staff and the pride in their finished product it goes without saying the tour was one of the best we have had, not to mention the sandwiches,cakes and the drama (including the Raasay Gin).

A GREAT BIG THANK YOU to Raasay Distillery Alistair Day and his fantastic team, not only were we fortunate enough to visit Raasay Distillery on its Whisky Tourism Destination of the year 2023 the sun came out to show us Raasay has arguably the best view from any Distillery anywhere.





With some of the club members already having a few drams and the rest wanting a few drams Seumas Bar (the famous whisky bar) was calling ...with all the land rovers safely tucked up Infront of the Sligachan Hotel all the club members gathered for the evening entertainment along with the buffet meal we had organised a murder mystery....But in order for this to take place we required 10 volunteers for a little role play (this actually was easier than asking who is going first at a timed trial)
 We would like to Thank our volunteers who played their parts with enthusiasm and courage...



- Simon Boak aka Mr Torabhaig
- Alan Griffith aka Miss Ledaig
- Craig Orr aka Ms Rassay
- Billy Phillips aka Harris
- Neil Scott aka Lewis
- Lisa McCheyne aka Mrs Bunnahabhain
- Bridget Jackson aka Dr Highland Park
- Alan Mckia aka Cournal Kilchoman
- Paul kirkham aka Arron

I would like to add I have sat beside some of these guys in some scary situations, I have completed with them at War of the Roses and they have kept their cool under pressureI have never seen them as terrified as they were playing their part ...great fun, another great memory made from the island trips!!!
 When the actors had played their part it was time for the fantastic Ceilidh band to take over the evenings entertainment...the ceilidh band was found through





the Sligachan Hotel for us it's a great story in its self, John and his wife along side their two children (this was their son's first gig) and a family friend not only have this band but on a Sunday they teach children the Scottish music to keep it alive on the island ...from the min they started to play the dance floor was full of club members keen to show off their dancing skills (after all competition is competition) As the early hours approached it became apparent the cheilidh band were enjoying themselves as much as we were but as it had been a long day and with most of us not as young as we once were the hall fell quite

A BIG THANK YOU to Seumas Bar and their team for helping us with the murder mystery and serving us with drinks and food, big thank you to the Cheilidh band for keeping us dancing to the early hours we hope our path crosses again and the final Saturday night thank you goes to the Club President Micheal Bruce who pioded 'Skye boat' songnot a dry eye in the house Sunday morning the club members scattered over Skye exploring the island with only one scheduled meet that was for the well organised beach clean Thank you Neil Scott for organising it truly was an eye opener the amount of plastic we lifted from such a remote corner if Scotlandthis will be part of our island trips...

Sunday evening prize giving
 Murder mystery prize a box of whisky donated by Rassay, Torabhaig, Talisker Distillery goes to Ron Sutherland
 Next up best dressed were as you know Iain from Slaters menswear in Stirling kindly donated £250
 1st prize Cloudy and Paul Kirkham
 2nd prize Harmony Hunter
 Runner up Craig Orr (Spiderman)well deserved

Slichagan Hotel thought he was a great sportsman all weekend and donated a whisky plater
 Neil's badges were next
 Best dancer goes to the Stones family
 Furthest driver Diana (all the way from Devon)
 Closest driver Chris Cartwright (from Skye)
 Craig and Charlie Orr won the checklist thanks to Amanda Roberston for the beautiful trophy
 Mike Robertson won the hamper
 With a slice of Diana's well travelled cake (posted to Devon and brought back to Scotland) most club members retired to their beds a small group who had got themselves comfortable in the bar stayed there until early sunup ...

Monday morning sees some emotional goodbyes in the carparkuntil we meet again next year for Gigha & 'The wee Toon' let's see if we can see over 100 members for the 6 island trip!!

Thank you all who support this fantastic weekend! ⚙️

SAVE THE DATE 3rd - 6th May 2024

The "Wee Toon" tour

*Next year we are off to Gigha and Campbeltown
 1920' Cinema is booked for a private screening*

Distillery tour sorted

Visit over to the Isle of Gigha

Lots more and some tours off the tarmac too

*Contact Steph Hunter for details
 or email crossaxle@slroc.co.uk*



Raasay Rove May 2023.

As a newish member of the club I'd got caught up in the chat following the Islay trip and decided that I would like to participate with the following year Raasay Rove.

It was then that I hatched the grand master plan. How was I going to convince Sheila to participate with a whole weekend of Land rover activities.

The ceilidh and the murder mystery finally sold it after much persuasion.

Following my hard sell the weekend was duly booked up. My grand plan was to get my series 3 ready for the trip and this was done in the weeks leading up to the off.

The series 3 was being trailered to Skye as I didn't want to push my luck and tell Sheila by the way were driving there and back and there would be plenty of opportunity for sight seeing at 40 miles per hour.

Strangely though, when I was loading the landie onto the trailer it let out an unusual engine fart noise which was accompanied with a fair bit smoke emanating from under the bonnet.

In true landie style as you could imagine, I just ignored it,



The LR ain't got no Rove

By
Ron & Sheila
Sutherland

pretended I didn't see that and finished strapping it down. We left sharp on the Friday morning and had a great run up the road via Spean Bridge and took in all the enroute sights arriving at the hotel just after lunch time.

All was going well as we undid the straps and tried to get the landie started.

Well. I filled the carpark in a cloud of blue smoke.

All was obviously not well. Guessing I should have paid more attention to the engine fart.

Persevering to try and get it going was an up hill struggle as you can imagine.

The box of nails was misbehaving badly and starting to draw attention from the gathering crowd.

But in true landie style as soon as a bonnet gets lifted everybody emerged within the clouds of smoke to offer advice.

To our good fortune George and Mags McLay came to our assistance and while George tried to get things going Mags was calming Sheila down.

It was determined that we had a fuel issue which may have been down to crap fuel in the tank which was sitting half full.

The drive to the Broadford petrol station is one which we wont forget in a hurry.

Thank goodness for George and Mags following us in their newly prepared Offender.



My box of nails coughed, spluttered, smoked badly and wouldn't have pulled the skin of a rice pudding.

But we got it fuelled up and nursed it back to the hotel... A ¼ tank fuel down by this stage we discovered that it was pumping into the block.

The weekend landrover tour was over and it was parked up.

Picking up our predicament George and Mags very kindly invited us to join them, and we had a run up to Dunvegan castle.

It was embarrassing though, with all of the delay trying to get my landie going we had all lost track of time and we arrived 15mins before closing time.

A few pictures of the castle later we were back on the road.

On the Saturday morning we were up bright and breezy for breakfast, thankfully I sneaked in to the buffet before



George. and then we were all off to the ferry. In the queue waiting for the ferry we realised that the Land Rover club members most of whom we hadn't previously met are all so friendly and welcoming and engaged in some good craic. Before the Whiskey tour Mags was well organised and prepared with an itinerary which started off with a visit to Callum's Road. George parked the Offender up and the trek commenced. We inspected the selection of the hand tools that Callum had left at the side of the road which he had used during its construction but couldn't offer any assistance to re-inflate his wheelbarrow tyre. On reflection and looking up the steep road ahead George re assessed the situation and decided that Callum's Road would be good to drive on. It was some feat of endurance and stamina, so we took our hat off in recognition for his efforts. The sheep don't seem to see many humans on this end of the island and they studied us with suspicion. Meanwhile arriving at the modern looking distillery and realising were not being great whiskey drinkers the trip to the distillery on Raasay could have been a hit or miss experience. Thankfully nudging Sheila, hey, they also did gin. Things were looking up.



The staff at the distillery were really switched on and provided a really good insight to the history of the Island and the formation of the distillery and how it interfaced with the local community. We really enjoyed the tour of the facility and the process of Whiskey making. Back to the visitor's centre and lets get the tasting show on the road. As non-whiskey drinkers we were pretty uptight as what to expect. Well, it went down better than expected. The first Whiskey Thankfully was not to peaty but I can still feel the warmth going over the throat and down the chest two weeks later. We don't confess to all this sniffing and picking up notes

of this that and the next thing but the second one we tried was far smoother and went down a treat. Note to self. Don't treat Whiskey sampling as shots. Its not compulsory to throw it over in a oner. Once we finished up with a warm glow at the distillery and bought our bottle of gin it was time to mount up back in the Offender for a leisurely drive along every road on Rassay. Its a really nice and calm island. The weather certainly helped project its charm. Back at the hotel it was time to get ready and get the glad rags on for the ceilidh and to get into the mood for a few highland jigs. It took bit of dutch courage. This was not their first rodeo for some of the dancers we were in the company of a few seasoned pros. But hey, we enjoyed a good few dances. It was great to see that quite a few people went to a lot of effort with their outfits, Dave, Steph and Craig to mention a few. Has to be said tho, the Geordie with the dickie bow was a crap barman (Craig Orr) I ordered drinks a few times but they never came. The players with the murder mystery were a hoot. Each and every one stepped up to the plate and played their part very well. With the scene set it was amazing how many people became engrossed trying to look cool wandering around aimlessly trying to locate the murder weapons. As luck would have it the Geordie bar man (Craig Orr) seemed very well informed and for a drink was more than willing to divulge "Wha it waz an whit weapon tha hid yeased." (Mags & Sheila had already sussed it oot). The only weapon we didn't find on the night was the umbrella, turns out it was concealed in the back of Dave & Steph's land rover. Sunday nursing not exactly a hang over just a good drink Sheila and I set off for a quick look at Portree in the X5.

As the rain lashed and all of the shops were closed 10 mins covered that.

Time to head off for the beach clean.

Enroute. I explained to Sheila that the backdrop of the Cullen's from Elgol would be spectacular sight.

I had been on two previous occasions. You know what's coming. Third time unlucky, nothing to see but sea and grey clouds.

We were first to arrive at the beach and pointed the X5 out to sea. It was great to see the full range of land rovers which arrived and positioned themselves for the impending group photo.

As this stage I completed the walk of shame, passed everybody and their land rovers and moved the X5 to the side. There was method in my madness. Hopefully my missing space can be photo shopped to add my series into the picture. (Only joking).

Thanks to Neil for organising the beach clean-up. On arrival sitting in the car, we thought it looked fine and 15 mins would see that job done. The reality was different. Wow. What a vast quantity of plastic crap gets washed up on the shoreline.

Bin bags in hand we all set off and litter picked through the drizzle. As a club we can hold our heads high. We did our bit admirably and collected a huge pile of crap. We collectively left the shore in a far better condition than we found it.

You have to ask tho, where does it all come from?? and in time terms how long did it take for the quantity of crap we removed to accumulate??.

In reality we've not scratched the surface of what's a huge issue.

More certainly needs to be done to raise awareness of the environmental impact of discarded plastic around our coasts and waterways.

Rant over.

Following an enroute hot chocolate with George and Mags we were back at the hotel to get ready for our evening meal.

Having heard that the prize giving was delayed, and we had tried and failed to locate the murder mystery brief case to deposit our closely guarded cards we gave our tickets to a lovely couple in the bar to deposit them on our behalf if the brief case suddenly appeared.

We came to the obvious conclusion that the well-dressed Geordie barman had probably pinched it.

Off we trotted to Broadford with George and Mags and had a lovely meal.

Mid steak Mags received a text to advise that Sheila and I had won the star prize.

Sheila announced that will be good for cooking with!!!!!!

Apart from the prize I won after my cycling proficiency test in primary 4 at school I haven't won hee haw.

Many thanks to Billy Philips who deposited our cards in the brief case and commiserations to the Geordie barman on not winning the star prize.

Overall the experience over the weekend was really enjoyable, yes our landie broke down but that gave us the opportunity to make new friendships with George and Mags.

These types of events just don't happen by accident. Behind the scenes over many many months there was obviously a lot of organisation time, and effort invested by many volunteers within the club: Steph, Dave, Jazmyn and Harmony the organisers and their team Neil Scott, Allan Griffith, Gordon McCheyne, Simon Boak and along with Mags who transfers the money to the distillery, all of the murderers and Co accused.

As a member of the club and on behalf of those who participated I'm sure that it's not out of place to thank you all very much for a fun filled enjoyable experience.

With the Isle of Skye behind us, friendships made, sights digested, beaches cleaned, oil stained carparks conveniently forgotten about we cannot wait for the next chapter to begin with the announcement and arrangements for the 2024 event.

Were already looking forward to the craic and banter on the messenger group.

Take care of yourselves and always listen to what your landy is telling you. Wished I had.

Ron & Sheila Sutherland. ⚙️



SAVE THE DATE - 17TH FEBRUARY 2024

Scottish Land Rover Owners Club Dinner Dance



Castlecary Hotel, Castlecary nr Cumbernauld G68 0HD

ADULTS £30pp Children £15pp

3 Course Meal & Ceilidh Band

STAY OVER - Special Rate Rooms from £89

(phone hotel 01324 840233 mentioning attending club event to obtain special rates)

Afternoon Awards Ceremony : Evening Dinner : Raffle : Dance the Night Away



More info, menu & to get booked <https://www.tickettailor.com/events/scottishlandroverownersclub>



YOUR CLUB TROPHIES

by Sheila Jessiman

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 with photos of the 2022 season winners.



Michael Jackson

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.



Jenni Taylor

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.



George McLay

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.



Robert Wilson

**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.



David Reay

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.



Frank Wolfe

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.



Billy Phillips

The Sooty Award

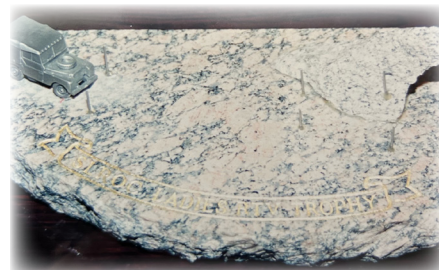
This is awarded for the highest-placed diesel-engined vehicle in CCVs. It was gifted to the club by Colin Robertson in 2013. Colin was a regular competitor in RTV's and CCV's for many years, in his red Classic Range Rover. Colin died in 2014. His Land Rover hearse was accompanied to the crematorium by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



Charlie Cook

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**.



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!



Billy Phillips

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.



Bruce McPhee

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.



Mick Musik

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"



Charlie Cook

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.



Hugh Barry

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.

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:-



Not awarded
Get that classic 80" out and compete

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.



Stuart Ross

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.



Charlie Cook

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.



Not awarded
Get that Series 1 out and compete

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. (someone has done for 2023, well done!)

Classic RTV Trial cont.



Julian Anderson

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.



Harmony Hunter
Angus McKenna

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.



Harmony Hunter

The Acorn Prize

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



Harmony Hunter
Angus McKenna

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.



Harmony Hunter

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.



Joshua McKenna
Angus McKenna

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 longstanding 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.



Gordon McCheyne

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".



Jenni Taylor

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.



Robert Dalgleish

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.



Dougie Thomson

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



Jamie Cooper

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.



Angus McKenna

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



Stuart Anderson

The Ballencrieff Weekend The Ballencrieff Trophy

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.



David Reay

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.



George McLay

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.



National Rally

The Cameron Muir Trophy

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.



Neil Scott

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.



All Presented by
Michael Bruce
Club President

cont. over

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.



I hope you have found this article informative and it has encouraged you to get out and about, whetehr helping on the sidelines or getting stuck in competing. A very BIG thankyou must go out to Sheila Jessiman our trophy Guru who relentlessly chases to get trophies returned in time every year to get them polished and engraved for the upcoming AGM presentations.

ed.



The Classic Trial

The classic trial that's held at the start of July could be seen as one of the more interesting trials for those who are fans of Series vehicles. The trial is run in a traditional format and sections are designed to be non-damaging and suitable for leaf-sprung vehicles. That said, the trial is open to all Land Rover vehicles. It's a fantastic day out, as it's held at the start of July the weather tends to be favourable and this allows for

plenty of chat about the pros and cons of different models and what folk have been up to to keep them on the road. So dust off those driving gloves and get those road-worn tyres muddy and use the good old trusty Land Rover for what it was designed for.

Keep an eye out for the calendar in the next edition of Crossaxle to make sure you keep the date free next year! ⚙️





Its 7 am on a very wet March morning when we meet up at Tesco at Lesmahagow, rather than the normal old and battered 90's, we thought we would have a trip in a little more luxury, at least in two cars, Kev's RR L322, Gordon's Disco 3 and Kyle's yellow kettle, his V8 defender, I was chief navigator and gate opener/closer for this trip. This was the latest of our twice annual greenlaning trips to the North of England where we have been to the lake district, North York Moors, Yorkshire Dales and a Coast to Coast. I have now progressed from using a generic sat nav App to get to lane start points, through the OS Maps App on a phone, which was tiny and North was up (very confusing) to now using an iPad with OS Maps App on a Ram screen mount, this has proved to be a brilliant option, especially as now you can get direction of travel to be up which is a fairly recent update on the App.

ROOTING ABOUT DOON SOOTH

by Dave Tomlin



These routes have mainly been a mixture of old LRO routes, past trips and a lot of referencing to Trailwise to try and make sure we had routes suitable for the larger, newer cars that only had the basic recovery options of ropes etc, please ask if you want more details or a GPX route.

It was an uneventful trip to get to the start at Sandsend Cliffs, on the east coast of North Yorkshire, although it was uncanny how the rain pretty much stopped and clouds lightened as we crossed the border.

Finally we get to the start at Sandsend, where we had lunch and watched a lad taking his surfboard out into a very cold looking North Sea...brrrr.

From here we started out taking in a couple of small easy lanes on our way to Grosmont and the first of many fords on today's route. With the weather over the past few days, I was expecting to have to find other ways round the fords, but this first one, whilst pretty large, was firm underneath and not too deep so we crossed it without incident. We quickly came to ford 2 which was a slightly deeper part of the same river but again with a good base.



From here it was over several more green lanes, where we followed a chicken doing the funniest run down the road you have ever seen, and fords making our way towards the top of Fremington Edge, overlooking Reeth. Before we got there we had a technical decent, river crossing and ascent out from the river. This proved to be the most awkward part of the trip, on the ascent there is a very tight uphill, rocky hairpin, that has rocks in just the right place to catch your wheels to halt your progress. Once that was negotiated, Kev caught a rock with a back tyre, which sounded like gunfire, and instantly deflated in the most awkward place possible, an uphill section with a bank close by each side. This resulted in a very slow drive up the hill to a flat area where we changed the wheel. Unfortunately the spare was a different profile, and size so it was frantic phone calls to the tyre shops in Richmond to try and get a couple of tyres for the morning, which amazingly Kyle found.

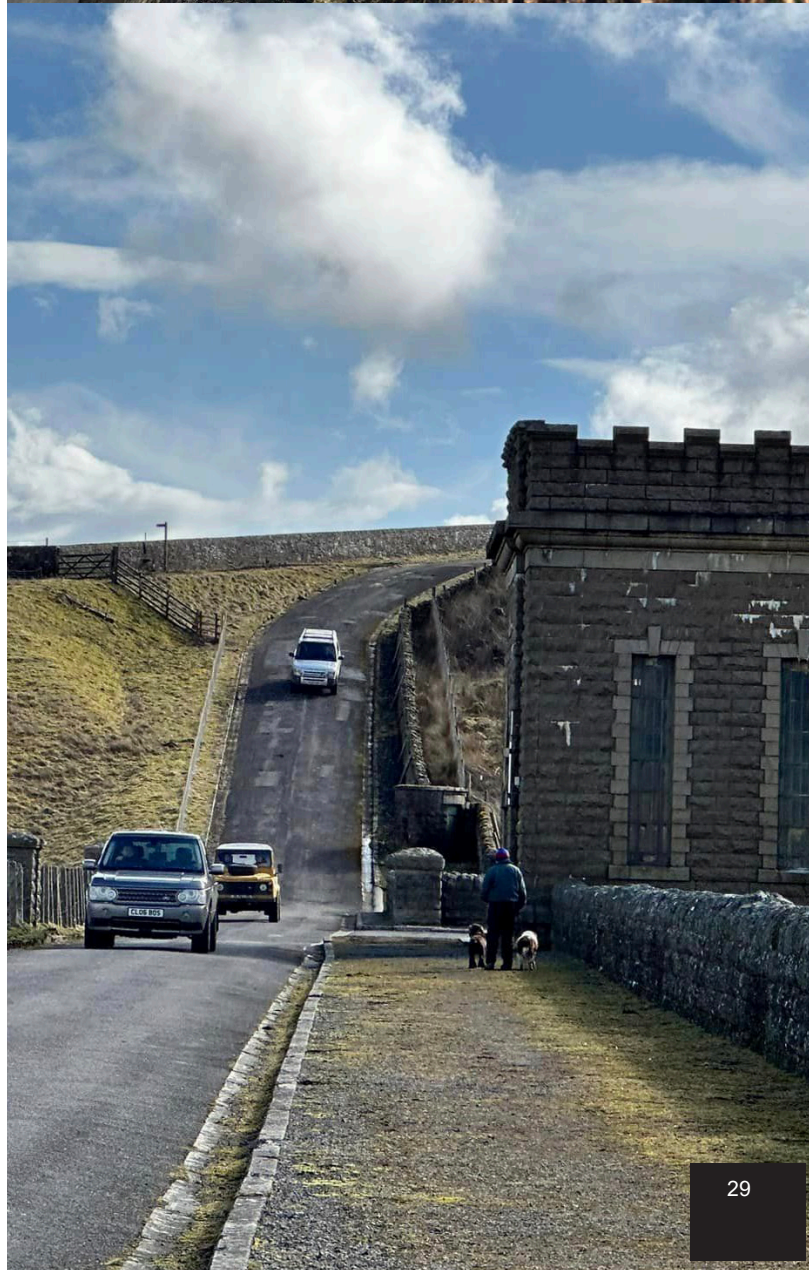
From this we went on to Fremington Edge, a view I will never tire of, it is absolutely stunning looking down over Reeth and surrounding area, if you are in the area, go and see, but go from the back of the hill rather than going up the Reeth side, to get the biggest wow factor.

From here it was a slow run up to the Morritt hotel, home for the night, electronics don't like a slightly different size wheel, luckily it wasn't to far.

Day 2 started off with the sun shining bright, lucky really as we had several hours waiting on the tyres being changed but after that we got going just before lunchtime. First lane was the highest green lane in England, last time we had tried this it was blocked by snow, there were just a few small patches here and there this time. Then it was across the dam wall at Burnhope Reservoir where we stopped for lunch. From here is was generally head west past the viewpoint at Hartside Pass and then down what had seemed a nice wide lane at Melmerby but by the time we had gone a short distance the stone walls and trees were getting awfully close to the sides.

It was then another few fords, a lane that was too muddy which we diverted around, before arriving at a lane beside Loweswater, which we had done a few years ago in defenders in the opposite direction. It's amazing the difference a few years and the opposite direction makes, it was one of the best lanes we did all trip. From there it was into Workington to finish the trip overlooking the Irish Sea.

Plenty more photos can be seen on the SLROC Facebook page, just search for Dave Tomlin in the group. 🌀





A LONG LONG TIME AGO IN....

Send a SAE with your answers, or just email crossaxle@slroc.co.uk with OLD PHOTO in the subject and who you think is who in the email. A prize for the best answers

Those intervening years have been really hard on this guy! Use your sense, who is he?

B.

I am sure this photo is a hoax, surely no-one in the club is old enough to be in a paper that looks like this! But who could it be?

A.



D.

That car just doesnt cut the mustard? Who is this imposter?

Hey! I recognise that face! Do you?



C. Some folk never want to grow up



E.

I hope his parking skills have improved! He's looking a bit bashed and battered himself these days, can you tell who it is?



F.

Bet you never guessed that one of our members used to be in Neighbours along with Kylie & Jason! But who is it?



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