



February 2014

NOOZE

The Suffolk Land Rover Owners Club Magazine



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is the "mouthpiece" of the
**Suffolk Land Rover
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SLROC welcomes any
comments, contributions or
complaints from our members.
Send your contributions to:

Andy Jeff

51, Woodbridge Road
Newbourne, IP12 4PA.
Tel: 07801 470055

Or email me at:

**andy@brilliantoutlook
.com**

COPY DEADLINE:

15th of the preceding
month at the very latest
please.

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Cover Picture

During the day into night trial
last year, the storm threatened,
but never really delivered (much
to Tim Dyer's displeasure). Tom
Chapmans 90 stands out very
well against the leaden sky.
Picture taken by Hannah Jeff.

Nooze News!

So far it's been a wet and windy winter and it looks like its going to continue that way for some time, but hey, it's been wrong before, so maybe there's still a chance of snow and I guess we'd better stay prepared for anything (as usual)! It's certainly the wet side of the weather that's being felt at Newbourne with parts of the courses returning to their much loved winter gloopy state. Indeed the January driving day was an excellent test and a great time was had by all. By the time you read this, the Day into Night and Tyro trials will be upon us and I'm sure they won't fail to disappoint those looking for an extra challenge at Newbourne, good luck to all taking part.

In this months issue Jay Smith sorts out the power supply for his 90 the 'HD' way, David Rolf goes through his paces in the recent SV winch trial at Snuggs Pit and the green lane trip across Norfolk reaches an damp overnight stop at the end of day 1. Rob and Ally Ford continue their 'Long Road Trip South continuing across Gahna.

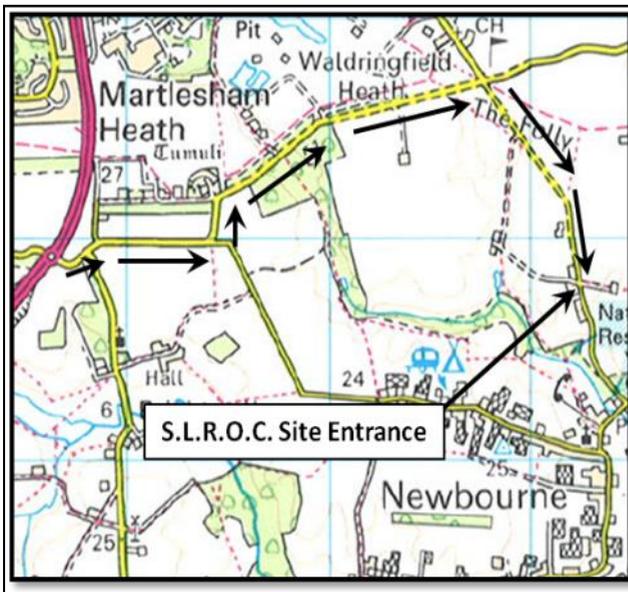
I have two notices from the committee to highlight to members.

Firstly, Simon Turner asking would like contributions for our 2014 charity selection. At the start of each new year the club asks it's members for suggestions regarding the local charity the money we raise throughout the current year will be donated to. If you have any suggestions for this charity, could you please send your suggestions, with a brief note saying what they do and why they should be considered to Simon at pr@slroc.com. The club committee will make the final determination as to which charity is successful.

Secondly, Alan Pole has asked me to let you all know that if you would like your membership card personalised with your own picture, then for the sum of £3 all you need to do is contact Alan at memberships@slroc.com and provide details of your requirements so you can get that one of a kind card.

All the best... **Andy**

Directions to the Newbourne club site



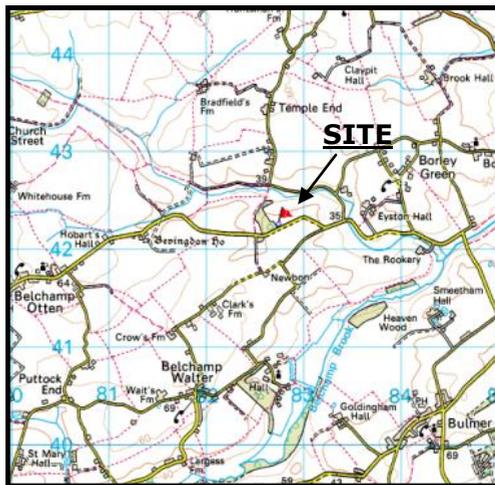
The club has its very own off-road driving site which we use monthly for weekend events, and competitions. The site is situated to the east of Ipswich, near to the village of Newbourne. Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down around the village, and especially on the access track which has a 5mph limit. See you there!

Badwell Ash



OS sheet 155 grid ref TL 000 693

Snugg's Pit



OS sheet 155 grid ref TL 826 421

Chat From the Chair

Well that's 2013 done and dusted, and in the words of one Mr Arkwright "it been a funny old year!" but the club carries on and the final event of 2013 was as well attended as ever. Some 50 drivers took to the courses and many more members partook in the fantastic buffet laid on as usual by Maurine and Norman, my thanks goes out to them again. It is also the event where we hand out cheques to our charities for the year and I was delighted that Mike was able to attend and accept a cheque on behalf of SERV. He seemed truly taken back at the amount donated and his kind words of thanks to those in attendance I think proved that. It was great to catch up with so many members old and new and I look forward to many more the events in 2014.

January has been a busy month for myself, no sooner was Christmas packed away then it was off on a weeks laning holiday to Wales. I covered over 900miles in 5 days, we camped as we went along, which lead to some pretty wet and windy nights in a tent (plus one in a hotel to dry out !) however it didn't rain all the time and even when it did the company soon made you forget about it. I don't think I have laughed quite so much in one week, especially after witnessing some of the creations consumed throughout the week. All I'll say is I'll never eat sticky toffee pudding again without smiling! A full write up is in the offing so keep a look out for it in future months.

This month sees the trialling calendar kick off with the Day into Night trial and the first Tyro of the year, these are always very popular events with both competitors and spectators, if you haven't trialled before come along on the Saturday and see what its all about, then if you want to have a go sign up for the Tyro (Latin for beginner) on the Sunday.

Looking slightly further ahead, in a couple of month's time it's the clubs AGM. This will be held again in March but in a change to previous years the committee has decided to trial a change in the time and location, with the hope it would allow more of the clubs members to attend. Therefore the AGM will be held at the Clubs Newbourne Site on the 16th March. This is the date of the March driving day and it is planned to hold the meeting between 12:30 and 1:30. As it will be during the lunch break of the driving day, it is planned to put up the clubs marquees so why not bring along a chair (as the club only has a limited number) and your lunch and listen to a summary of 2013 and a look ahead to 2014. It will also give you the opportunity to take part in the voting on of the various committee posts. This brings me neatly onto declaration of interests, if any members are interested in filling one of the committee posts, then your interest should be lodged two weeks prior to the date of the AGM (more details can be found on page 7). If you are interested in or wish to discuss any of the committee posts please give either myself or any of the committee members a call for more information.

That's all from me for now, so happy landrovering

Chris

EVENTS PLANNER 2014

This planner is intended as a guide and as such any event may be subject to change.

| <u>When</u> | <u>Club Event</u> | <u>Where</u> | <u>CoC/Org</u> |
|---------------------------------|---|---------------------|-----------------------|
| Sat Feb 1st | Day to Night CCVT & Camp Over | Newbourne | T. Gant |
| Sun Feb 2nd | Tyro CCVT | Newbourne | C. Finbow |
| Sun Feb 16 th | Driving Day | Newbourne | A. Jeff |
| Sat Mar 1st | Night Winch Trial | Snuggs Pit | C. Finbow |
| Sun Mar 16 th | Driving Day & AGM (12:30-1:30pm) | Newbourne | A. Pole |
| Sun Mar 23 rd | Scatter | TBC | TBC |
| Sun April 6th | CCVT | Badwell Ash | S. Foster |
| Sat April 19 th | 1 st Training Day & Camp Over | Newbourne | P. Corps |
| Sun April 20 th | Driving Day | Newbourne | N. Warden |
| Sat May 17th | Novice Winch Trial & Camp Over | Newbourne | B. Welburn |
| Sun May 18 th | Driving Day | Newbourne | J. Smith |
| Sat June 14 th | 2 nd Training Day & Camp Over | Newbourne | P. Corps |
| Sun June 15 th | Driving Day | Newbourne | A. Jeff |
| Sat July 26 th | 3 rd Training Day & Camp Over | Newbourne | P. Corps |
| Sun July 27 th | Driving Day | Newbourne | D. Rogers |
| Sun Aug 31st | CCVT | Badwell Ash | S. Foster |
| Sat Sep 27th | Tyro CCVT & Camp Over | Newbourne | D. Rogers |
| Sun Sept 28 th | Driving Day | Newbourne | D. Rogers |
| Sun Oct 12 th | Scatter | TBC | TBC |
| Sat Oct 25th | Ladies Tyro CCVT & Camp Over | Newbourne | C. Finbow |
| Sun Oct 26 th | Driving Day | Newbourne | C. Finbow |
| Nov 2nd | CCVT | Snuggs Pit | TBC |
| Nov 23 rd | Children in Need Driving Day | Newbourne | TBC |
| Dec 7th | Single Vehicle Winch Trial | Snuggs Pit | R. Lambourne |
| Dec 28 th | Mince Pie Driving Day | Newbourne | D. Rogers |

*****Events requiring Pre-Booking are in bold type*****

Driving Days - Back to **£10*** for 2014!

RTV and Tyro Trials - still only **£15 Pre-Booked**

RTV and Tyro Trial - Arrive & Drive (where permitted) **£20**

***Don't forget: It's only a fiver for each extra driver**

EVENTS PLANNER 2014

This planner is intended as a guide and as such any event may be subject to change.

| <u>When</u> | <u>Show</u> | <u>Where</u> | <u>CoC / Org</u> |
|---|--------------------------------|---------------------|-------------------------|
| April 12 th – 13 th | Custom Car show | Stonham Barns | TBC |
| April 26 th – 27 th | Mid and West Suffolk Show | Stonham Barns | TBC |
| May 18 th – 19 th | Land Rover Spring Adventure | Harrogate | N/A |
| May 27 th – 29 th | Suffolk Show | Trinity Park | C. Finbow |
| June 21 st – 22 nd | Handlebars & Helmets Bike Show | Stonham Barns | TBC |
| June 28 th – 29 th | Oakleigh Fair | Rougham | TBC |
| July 5 th – 6 th | Long Melford Show | Long Melford | TBC |
| July 12 th – 13 th | Country Fair, Wings & Wheels | Heveningham | TBC |
| July 26 th – 28 th | Land Rover Fest | Billing | N/A |
| Aug 17 th | Classic Car Show | Stonham Barns | TBC |
| Aug 23 rd – 25 th | Steam and Tractors | Stonham Barns | TBC |
| Sept 20 th – 21 st | Henham Steam Rally | Henham Park | TBC |
| Sept 20 th – 21 st | LRO Show | Peterborough | TBC |

Thanks From Our 2013 Main Charity

Dear Simon,

Could you please pass this thank you letter to your members in recognition of the sterling work they all do in putting on events and supporting local charities.

I had great pleasure this year in supporting your events, I know how much effort everyone has to put in to make these a success.

Your very generous donation at the end of the year was a big surprise and it will make such a difference to our operations.

It is planned that your donation will fund a new towing vehicle for our new events trailer and your clubs name and logo's will be put on to it saying that your donation funded that vehicle.

Thank you to all your members for their part in our success delivering emergency blood/milk products to Hospitals in Suffolk and Cambridge. We have new projects in the pipeline and donations like yours bring them to fruition more quickly.

Look forward to working with you again this year, if only for another 'Mince Pie' meeting

Kind Regards
Mike Amos
SERV Suffolk & Cambridgeshire



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Notice of Annual General Meeting

14/01/14

Notice is hereby given that the Annual General Meeting of the Suffolk Land Rover Owners Club Limited will take place on Sunday 16th March 2014 at the Newbourne SLROC site commencing at 12:30pm to transact the following business.

Agenda

1. Apologies for Absence.

2. Minutes of the AGM held on 6th March 2013.

3. Reports.

- Chairman's Report.
- Membership Secretary's Report.
- Treasurer's Report.

4. Election of officers.

(Officers serve 3 years before re-election is necessary)

| | | | |
|---------------|---|-----------------|------------------------|
| Chairman | - | Chris Finbow | (re-election due 2016) |
| Vice Chairman | - | Position Vacant | |
| Treasurer | - | Andrew Beevers | (re-election due 2015) |
| Secretary | - | Position Vacant | |

5. Election of Committee Members to serve for the following year.

Nominations for any of the above posts to be passed in writing to the registered address or via email to secretary@slroc.com by 1st March 2014.

6. Any Other Business.

All items for AOB to be sent in writing to the registered address or via email to secretary@slroc.com by 1st March 2014.

Note: Only members whose subscriptions are up to date at the time of the AGM will be entitled to attend or vote.

Please bring your membership card with you.

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Night Winch Trial

Saturday March 1st Snugg's Pit Sudbury

The night winch trial differs slightly to our normal daytime winch trials. The trial details are as follows:

- Sign on/scrutineering from 5pm to 6pm (NB: Sunset @ 5:35).
- Drivers briefing at 6pm and event start at 6:30pm. There will be a 30 minute break between 9:30pm and 10pm with the trial aiming to finish at midnight.
- Entry fee for the event will be £35 per team (one vehicle with two crew).
- Class 1 for trucks with additional traction aids and multiple winches.
- Class 2 for standard drive train vehicles.
- There will be between 10 and 15 sections each with two punches. Class 1 attempt both, Class 2 only required to attempt one.

SAFETY: It would be easy to add a huge list of additional equipment and do's and don'ts, however, in the past marshals and competitors have managed the safety of themselves and others admirably. Therefore the only additional equipment requested will be:

- All competitors will be required to have head torches (and spare batteries).
- All people not in a vehicle must have some form of Hi-Viz (Minimum waistcoat). This will include marshals and spectators.

For Safety reasons, no roof mounted lights may be used. Light bars or multi element LED strips mounted in any other way cannot be used. If you are thinking of fitting extra lights over and above what a standard car would have, you may want to ask if they are allowed before fitting them as refusal on the day often offends.

Any other safety requirements will be briefed on the day and will not require competitors to supply any additional kit.

SITE FACILITIES: Marshals will be setting out the sections from early Saturday morning, however we would ask that competitors arrive no earlier than lunchtime and all vehicle movement will be restricted to the car park area until the start of the trial at 6:30pm.

- Those of you wishing to camp, you are more than welcome, but please remember that there are no facilities on site so you need to come self sufficient (i.e. water, food etc.). Toilet facilities are the one concession and should be on site.
- Lighting by generator will be available around the signing on and toilet areas with competitors expected to arrange their own pit lighting requirements.

Whilst we need to be cleared up from the pit directly after the event, the camping area doesn't have to be vacated until Sunday lunch time but could we please ask all attending that the site is left the same as or in a better state than we found it.

Pre booking will be via the forum as usual or by contacting me directly. Any questions or queries, please contact me via the usual channels. Finally, It would be helpful to have the usual large number of marshals/observers for this event (you don't have to be a club qualified marshal to observe a section!) so if you are available to help out, please let me know.

Chris Finbow

A Prelude to Something Big Pt 2

Day 1 PM Hunstanton to Reepham.

The beach road runs all the way up to Hunstanton behind many elaborate beach huts. You'd think people had never seen a muddy Land Rover before as so many of them stopped, gawped and waved at our small convoy with a look of "that must be fun" written on their faces. A nice greeting when compared to a rambler's look, which is most often somewhat different! Moving away from the coast we took the opportunity for a quick fuel stop for those who needed it and for James to do an F1 style rear brake pad swap in the supermarket car park – as you do. Moving away from the metropolis that is Hunstanton, we re-joined the Peddars Way (though this time heading south) before making our way across country heading for our lunch break near Great Bircham. It never ceases to amaze me that though I'm happy with a sandwich and a packet of crisps, some people bring along the most wonderful picnics and show no need to compromise just because you're in the middle of no where. I suppose it's the being in the middle of no where that makes the picnic all the more special and I think in future I must 'up my game' and do likewise, at least when it's a lovely sunny day like it was that day! We were making good time so we stayed a while and chatted and James and Rae walked a short way back along the lane to collect sloe's, a number of which ended up rolling around in the back of James' 90 as the carefully placed bag ungratefully released some of its contents. From here, we moved on past the Great Bircham windmill, there are records of a mill on the site going back to 1761, but the current mill was built in 1846 and counts the Queen amongst its previous owners. With restoration completed in 1983 the mill is currently run as a museum and holiday center.

The lanes up until this point had been mostly wide open tracks, but we were heading towards a lane that the earlier recce had shown to be very tight and somewhat 'scratchy' for the first few hundred yards or so. For most of us that didn't represent a problem, but for Bob who had taken delivery of his D1/D2 hybrid, the aptly named 'Jigsaw' only some weeks earlier, this was going to be a 'trial by brambles'. Up until that point, Jigsaw had a very tidy and mostly scratch free factory paint job. Bob had the option of taking the short cut around, but chose to push through with the rest of us. With only minor wails and whimpering over the CB, Bob came through bringing Rae who was snapping away on the camera – well done Bob for holding back the tears! But it wasn't the bushes that were the real problem on this lane. Whilst Bob was cringing on the demise of the paintwork, James had found the up-until-now unknown and hidden ditch at the entrance to the lane and managed to slip into it! One moment there was jovial banter over Bob's pain(t), the next we were having to contemplate reversing back through the undergrowth to recover James from a ditch.



Given the bushes were so tight you couldn't even get out of the car, that meant we'd be getting as scratched as the cars were just to get to James. We moved on another 50 yards or so from where we were to a more open section so we could get out to walk back and size up the problem when we heard the bark of a V8 followed by James on the CB "It's OK lads, I'm out!". I'm not sure if the V8 bark had followed the "pfft, pfft" of the lockers kicking in, or if it was just pure ability, but James is well known for not getting stuck and today was no exception. The truth of how bad that ditch was would only be realized later that day when chatting over the BBQ.



With a few more lanes under our belts, the next notable challenge is the ford at Sculthorpe Watermill on the river Wensum. The mill is again a place that carries a lot of history. Whilst mentioned in the doomsday book, the current mill was built in 1757 and was in use up until the 1950s, but today is a hotel pub and restaurant. It's not the building we're interested in though, it's the river that runs under it! Listed as the

only five star ford in Norfolk, Sculthorpe needs investigation before you attempt to drive through it. Whilst on the mill side, the river entrance is wide and open, the other side of the ford is accessed through the drive of Mill Ford House and you need to check that this is clear first. Whilst I've only been here twice it's also been blocked twice. The first time an Audi TT was moved by a very nice lady who offered Jay 'changing facilities for his trunks' incase anything went wrong and the second time we had to remove a fallen tree from the waterline. The route through the ford must be taken as a dog leg. There are deep pools said to be made by grain wagons and the scouring action of the river, so when entering from the south side, you need to keep to the bank until parallel with the exit then turn sharp left and out. On a popular sunny day, there's a good 'viewing balcony' outside the mill so any 'mistakes' will be punished by many photographs, but that

didn't stop James and Pru checking out how deep some of the pools were and Rae borrowing Jay's waders to get to the middle for the best camera angle. What could possibly go wrong? Well, surprisingly, on that day, nothing. We mustered in the car park on the far side of the ford and had a good laugh about it all, for me, a good ford with no drama is a bonus!





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Driving across the north Norfolk countryside using only back roads and green lanes isn't ever going to be like Wales or the Peak District, but it has a charm all of its own. Whilst there is a greater proportion of road work, the lanes come often enough and are nicely varied to make for a very pleasant trip with plenty of nature to see and enjoy. Past Fakenham, Stibbard, Wood Norton, Guestwick Green and on down towards Reepham, no mountains, no lakes and the worst of



it, no sense of time. You drive along noting and admiring the scenery, but you can't head towards the next big bit of landscape that you can see for miles around because there just isn't one! The most moving bit of this part of the trip is how many old WWII airfields you either pass near to or even drive over. You can't help but think of the impact that these places had on so many lives during those dark days. But moving on, we did need to keep on time and get to the campsite before the light faded (it was October after all) and the promised wet weather sets in. It had been great up until now, but by mid afternoon the clouds had moved in and sure enough an hour or so before the camp site the rain started and that (as they say) was that.



Crossing the 'green corridor' from Aylsham to Norwich that is Marriot's Way, clearly named after Dave Marriott and nothing to do with some other bloke called William Marriott who was only a Swiss train spotter anyway, we arrived at our overnight stop at Whitwell Station with the rain becoming more 'persistent'. The station is

now a museum run by the Whitwell and Reepham Preservation Society where as well as the station, they are restoring a section of rail and various engines as part of the visitor center. As campsites go, it's OK. Well priced, 4x4 group friendly, flat(ish) and has all the facilities you may want, but in the pouring rain and in the last hour before darkness, we were just interested in pitching camp as quickly as possible and setting up for the overnight stay.



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Given the rain, we didn't get out of the cars until a plan (discussed over the CB) was formulated and understood. Then with military precision and like a whirlwind, we all jumped out of our cars in unison and the Jas-Dome along with all the other tents went up in double quick time and we were ready to cook our evening meal. Some of us had basic barbeque and beer whilst Cordon Bleu Bob always manages not to compromise and come up



with a five star restaurant meal in the middle of nowhere. We must make Bob the official trip catering services next time!

It's only after sitting down that you realize that the 'conveniences' are down a steep cobbled path, all the way around the station yard and into the furthest corner over by the station itself that you understand why the site has a 'competitive price' and that you're not only going to get soaked getting there, but you're going to get soaked getting back too – ho hum, well it is October!

I love these camp out evenings, even in the blowing wind and lashing rain. Everyone chats about the state of the nation and wheels out all their best stories (again) whilst having a drink or two. Recounting the day just gone or that time you were out with such and such and whatever happened. In many ways, it's the best part of the trip and is often a great part of the motivation to plan the next the next one. At the end of the night and with the wind still blowing and the rain still pouring, we all turn in hoping for better weather to start the second day.

Interclub Trial – SLROC vs Herts 4x4

It's nearly a year since we went to visit Herts 4x4 for an interclub trial, and it's almost time again! The trial will be held on March 9th.

The trial will be held at Twiney woods, which is near Puckeridge, Hertfordshire and the nearest postcode I can find is SG11 1NQ. It is south of the A120 and on Google maps is labeled as Twiney Woods. It is similar to Snuggs Pit as the soil is mainly clay and there is a good number of trees about, but is a lot flatter!

Sign on will start at 9am, and the trial to start at 10am. Sign on fee is £20 for the trial. This was a great event last year, and I'd definitely recommend it to anyone this year!

On the forum is currently a list of people going, so if you'd like to join please let us know, and we may arrange a convoy for the journey there if things go well!

HD Wiring

Having owned 'Jake' for 12 months now, but also having put my name down for the SV Winch Trial at Snugg's Pit, I thought it was about time I did something about the wiring within.

You see, although I've been running a Bowmotor 2 on the 8274, 6 spotlights, inverter, stereo amp, Freeview TV, sat nav, bla bla bla, I was still only on the original starter battery which came with the car so I think it did well?

I consulted with my favourite place, Extreme 4x4 in Harwich, who advised on the size of wiring & the battery type best suited to my needs. Also fitted within the battery box (although it's not in view) is a 90 amp flat panel Durite split charge system. The idea is, the front battery (as pictured) is my main one,



everything else runs off the back one except that when I'm winching, I switch the isolator key & link the batteries giving me double the amp hours for a bit of extra pulling power, it works well.

Whilst isolated from one another, the intelligent split charge system maintains optimum power to the starter battery at all times but internally will switch & put a full 90A from my 120A alternator in to the auxiliary battery. After a full day's winching at Snugg's pit I did a check on the voltages. The front battery was sitting happily at 12.68v & the rear 13.06v which I thought was excellent considering the hammering they'd just got.

The long & short of it is, the winch is running on 475A cabling so it'll cope with anything, the new Durite 1500w inverter (150A mega fused) is wired in such a way that it'll run my microwave (once it's fitted), my laptop & basically anything else I throw at it. None of it was cheap but hopefully I'll never have to change it.

Jay Smith.

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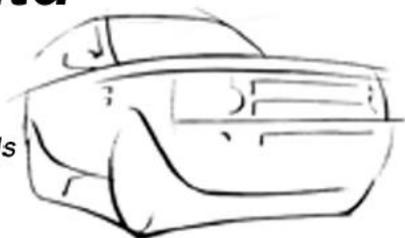
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SLROC Winch Challenge December 15th 2013

On arrival at Snugg's Pit, I was greeted by the sight of friends, fellow competitors and mud. I had a quick recon of what's been set out in the large pit and the surrounding area near the road end of the site, it didn't look too bad so I headed back and started to unload the tools and spares out of the truck. My team mate, Toby King, arrived and we quickly set to work taking the door tops and the rear door off my 90 to gain a bit more visibility and to make it easier for Toby to get to the recovery gear and waffle boards in the back.

After the briefing we head to a section that started in the bottom corner of the pit and attempt the first section, an incline that I would normally expect to drive up. With Mud flying everywhere and black smoke belching out the exhaust, I take several attempts driving the hill but don't even make it to the first punch. I quickly tell Toby



Photo: Alison Underhill

over the Bluetooth headsets to climb the hill and attach the winch rope to a tree, we quickly winch up the hill getting the punches on the way up and exit the section .The temperature gauge is rapidly climbing near to the red and after lifting the bonnet we find the electric fan on the radiator is not working, luckily after a few taps with a spanner the fan starts to work again, phew that was lucky!

After that we quickly complete several sections with no problems until we start another section at the bottom of the pit, now this section looked a bit more complicated, a steep bit to winch up but going sideways as you went up the incline. Toby quickly got the winch connected up and started winching up the hill, wheels slowly spinning and the 8274 pulling the 90 nicely up the hill, the back of the truck sliding sideways as it goes up the hill. Then the front of the truck drivers side drops off a ledge with the passenger's side rear getting very light and lifting up into the air. I look to my right down the steep hill that I'm now sideways across and hope I don't tip the truck over as I really don't want to test my roll cage. After some thinking I get Toby to quickly detach the winch from the tree and attach it to a different one further to the left instructing him to put it on a snatch block then attach the end of the winch rope on a recovery point to try and stop the tipping as it was winching up.

It got a little further before getting even lighter on the back so then we disconnected the winch line off the bumper and strop attached it to the roll cage front hoop near the passengers door. This also allows the truck to climb the hill a bit more but gets to the stage where it is balanced very preciously. I gratefully accepted the marshals offer of attaching his winch line to my roll cage to stop it rolling so Toby could safely re rig the winch rope to another tree and after doing so the truck safely gets to the top of the hill and exits the section.

After this we complete a few more sections without drama before stopping for lunch, giving Toby a well deserved break.



After lunch we head to another section that started once again at the bottom of a steep side of the pit and quickly winch up it. Once at the top we see the large fallen tree reaching across the section, after getting out and having a look we move some logs and put the waffle boards into place and after rigging the winch up get thought the section with no problems, we do a couple more sections there's under a hour left until we have to finish so decided to head down the bottom of the site to the very muddy sections to try and score some points on a harder section.

After looking at the sections we decided that only one looked possible and not too bad, at the start of the section there was a mud hole and taking no chances we used the snatch block to double up the winch rope and slowly let the truck roll into the hole while winching it.

The headlights and front part of the bonnet disappear under the deep mud but as soon as that happens the front of the truck quickly gets pulled out of the hole by the winch and now it's the back that's under the mud. After getting the truck out of the hole we line drop the truck into the ditch and start winching along and soon the mud is halfway up the doors with water quickly coming into the cab, but slowly the truck is winched back onto solid ground and we punch the score card and something goes bang! Leaving the section only to slip into the ditch further along after leaving the section, but after trying to winch the truck out it starts leaning at a nasty angle with water pouring in to the driver's side. After a while Chris Cole arrives in his challenge truck with Matt Baldwin and quickly helps winch my truck out of the ditch. I try and drive one of the access slopes so can get out back onto the edge of the grass field and fail poor 90 fails to get out up the slope, I put the rear air locker on and try again and still it won't drive out. Toby tells me that neither front wheels are spinning. I laugh and say to him "I know what that bang was -that cv joint that's been clicking all day has finally gone" Tim using his 110 kindly tows my injured truck to the top of the site then I limp the truck back to the car park just in time to hear the results being announced. I find out not only was I first in my class I was also the overall winner of the winch challenge, now that was a complete surprise. I would like to thank my winch man for doing so well on his first winch challenge with me. Also, Thanks to Matt and Chris without whom I may still be sitting in the mud at the bottom of the site. I would also like to thank everyone who set up and marshalled at the event, without you running a brilliant event like this would not be possible. I'm looking forward to the next one.

David Rolfe

SV Winch Trial 15th December 2013 - Results

| Class 2 | | |
|-----------------|----------------|---------------|
| Position | Entrant | Points |
| 1st | Chris Cole | 3500 |
| 2nd | Lewis Tayler | 290 (Retired) |
| Class 1 | | |
| Position | Entrant | Points |
| 1st | David Rolfe | 2830 |
| 2nd | Jason Smith | 1350 |
| 3rd | Bugs Eley | 1235 |
| 4th | Richard Miller | 680 |
| 5th | Andy Cutting | 650 |

Class 2 receives 1000 pt handicap for the overall classification making David Rolf the overall winner of the event.



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26 Countries... 26000 miles... Zero Punctures! - Part 14

Day Seventy Seven 15/2. Oasis Beach Resort, Cap Coast, Ghana °06.21'N 1°14.61'W. Miles today 0, Total Miles 7921

This is Africa Time. I had to wait for 2 hours to start my cookery course but wow, I had a blast. Essie, my teacher, took me back to her chop bar and taught me to make Red Red, Fufu, Lite and Ghanaian Soup (their words for sauce), Palava, Fried Plantain and Yams. I thoroughly enjoyed making the Fufu, which involves a lot of heavy pounding of boiled plantain and cassava with a giant pestle and mortar type thing. It tastes a bit like mashed potato, but a lot more like gloopy Smash! There was so much food. So we fed most of the village locals and took a doggy bag for Rob, who I found talking to an Irish guy called Colin. He is cycling from Ireland to Ethiopia and has been on the road for a year and a half so far. Pretty impressive stuff really.



Day Seventy Eight 16/2. Big Milly's Backyard (Wendy's Place), Kokrobite, Ghana

5°29.73'N 0°21.94'W. Miles today 102, Total Miles 8023

There are pineapples for sale everywhere and everyone shouts at you" Hey Obrunis (white person), where are you going?" Funerals here are also more important than weddings or births and the coffins are enough to confirm that. They come in all manner of gaudy colours and odd shapes, the best being giant fish or Mercedes cars. Went in search of a couple more forts along the coast, starting with Fort Patience at Apam. It's much smaller than the Cape Coast one



but just as impressive with super views. Next stop was the Fort of Good Hope at Senya Berek. All the staff were fast asleep, so we sneaked in and had a wander around without paying. A bit run down but great views. Decided to head on to the big kahuna of Kokrobite, a backpacker hangout called Big Milly's Backyard. With numerous shouts of "Hey Obrunis, where are you going?" we eventually found Big Milly's. A bit of a let down but only because we have spoilt by Green Turtle Lodge. The place was heaving with Scandinavian volunteers and still no sign of Matt and Saf. We parked up amongst the palm trees and enjoyed the live music, dancing and drumming all lit up with car headlights due to the multiple power failures. It's distinctly warmer here.

Day Seventy Nine 17/2. Big Milly's Backyard (Wendy's Place), Kokrobite, Ghana

5°29.73'N 0°21.94'W. Miles today 0, Total Miles 8023

Another chilled day just reading and swimming as we were both feeling a bit grim. The beach is heaving with weekenders alongside chickens and sheep. A pretty weird concept really. A night of more live music, dancing and warm drinks due to more power failures.



Day Eighty 18/2. Big Milly's Backyard (Wendy's Place), Kokrobite, Ghana

5°29.73'N 0°21.94'W. Miles today 0, Total Miles 8023

More chilling and with numerous trips to the bucket loos.

Day Eighty One 19/2. Ryans Irish Pub, Accra, Ghana

5°35.45'N 0°10.83'W. Miles today 20, Total Miles 8043

Still no sign of Matt and Saf. We are unsure of whether to pack up and head for the metropolis of Accra, as we need to start our Nigerian visa process. Wendy, who owns Big Milly's, recommended that we camp in the car park of the Irish Pub there, so we decided to go for it and at least we could check email there. It's only 30km to Accra but took forever as the road is lined with people selling everything from toilet paper (oooh...have we got enough?) to inflatable globes. We found the Irish Bar in the suburb of Osu easily enough and ended up camping in their car park next to an open sewer, which brings a fresh outlook on the world of overlanding. The manager charges more than Big Milly's, as he says water is very pricey. However, it is still one of the cheapest places in Accra, which is generally exorbitantly over priced anyway. Still, there's a great 24hour fast internet café and the supermarkets here stock everything from bacon to Terry's Chocolate Mint to Heat and Good Food magazines. Man, it's tough being poor.

Day Eighty Two 20/2. Ryans Irish Pub, Accra, Ghana

5°35.45'N 0°10.83'W. Miles today 20, Total Miles 8043

Still no signs of recovery and Rob now has a fever and a weird skin rash. With the fear of malaria lurking, I marched him off to the Trust Hospital on the main street. After numerous blood and urine tests from a doctor who Rob has nicknamed "the butcher" and a four hour wait whilst watching a re-run of the movie, Grease, he was given the all clear. So, he is now doused with anti-histamine and we have our antibiotics on standby but at least there's no sign of malaria. Already he is looking and feeling heaps better. Think it may have something to do with the four hours of waiting room air-con. The happening suburb of Osu has heaps of temptation, especially for South Africans. There's a Nandos, (aka Galitos) and a Woolworths (aka Marks and Spencers) which looks so promising from the outside but to be honest only stocks a few loaves of bread, some drink and a couple pairs of trousers! The Steers burger joint is in the process of being torn down.

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**Day Eighty Three 21/2. Ryans Irish Pub, Accra, Ghana
5°35.45'N 0°10.83'W. Miles today 25, Total Miles 8068**

With both of us finally feeling better, we headed off to the Nigerian embassy. They were most welcoming and helpful and hopefully but no guarantees, our visas will be ready in two days time. They are pricey though at \$100 each and you have to have an itinerary written out for your time in Nigeria (we made



one up quickly) and photocopies of carnet, insurance, V5 and passport. This also means we will now have to wait till Monday before we can apply for our Benin visas. They serve Bangers and Mash and Steak and Guinness Pie in the Irish Pub. Wonder how long will we be able to resist that!

**Day Eighty Four 22/2. Ryans Irish Pub, Accra, Ghana
5°35.45'N 0°10.83'W. Miles today 20, Total Miles 8043**

With a whole day to kill, Rob decided to give the car a wash and make full use of the water we are paying for here in the car park. Dino looks beautiful, all shiny and clean and yes the wheels are still black under all that crud. Spent the rest of



the day plugged into the wall of the bar updating our website and looking forward to treating our tummies to the famous pizzas at Mama Mia's down the road. Tomorrow is the big day... Nigeria visa or no Nigerian visa?

Land Rover Parts

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T O R R Z J X O

T K A A E T W W

K G X M O K Y I I

M D V H S B C F N D

Q K E E A E O D A D Q Z N P

R M E R C L L L H B X L K G F O K M H W

Z C Y A T P F R I E N G I N E B W Y E N B

V Z T S X L Y F I O H A L F S H A F T D J I

H U F Y L E V A A B U M P E R O U Y B Y K V

P C X C E K U W E Q Z R O O D H S T V D G M

I Y N Q V A L E E H W P R E S Z T N Q Z E F

U X I E R L I G H T B A R L X F U U U D

D L W B W O X Q

N D F C

AIRLOCKER

AXLE

BRAKE

BUMPER

DOOR

ENGINE

HALFSHAFT

KEY

LIGHTBAR

PLASMA

TYRES

WAFFLEBOARD

WHEEL

WINCH

WINDOW

Summary of SLROC Committee Meeting.

Date 4th December 2013 – 8pm

Apologies:

Andy Beavers, Dan Rogers

Attendees:

C. Finbow (Chair), A. Pole (minutes), S. Turner, P. Corps, N. Warden, A. Jeff & A. Scott

Previous meeting Minutes:

Minutes from November meeting agreed with stipulation of more accuracy needed.

NW to get a recording device to ensure accuracy of minutes.

Outstanding actions from previous meetings

02-05-13 - AB to get quote for event t shirts when **SR** has emailed him the design. (embroiders cannot find logo, issue ongoing)

05-08-13 - CR to purchase new AVR for the generator. (on back order)

01-10-13 - Trailer to be emptied and took to Jono for the brake work. (CF discussed with Jono and this will happen in new year)

02-10-13 one of the new flagpoles is faulty and needs to be sent back as split, **AB** has invoice. (ongoing)

Membership

AP 241 Full members 107 joint members Total membership 348

AP discussed cost of refurbished card printer it was agreed to purchase ASAP as cost would be approx same as having cards printed by other

Finance Report

AB not present so no up to date report

CF Charity Funds to be split - £5865 - Seek agreement from ALL committee for following split -

- SERVE £4065
- CLIMB £1100
- Town102 £200
- Suffolk Show £400
- Village Hall £200

Club Site – Report from DR via CF

The courses are good for the time of year, kept monitored and repaired as necessary.

Mark Hitchings gave a possible date 14/12 for completing hot water in old cabin. I intend to install triple 12v car socket in the new cabin.

Wind turbine is not working as well as hoped. Tests with solar panel went well, if agreed I will get prices for implementing.

All wooden posts bought last year have now all been used and more are needed, I'll sort out prices for more to be bought.

Website Issues

Unsavoury posts moved from forum by **DH**

AJ Recommend forum should have 2 full admins and all ctte are moderators

Currently **DR** has advanced moderator rights, admin to site is via **DH**

DR to contact **DH** re: all new committee having access to 'Boardroom'.

Nooze

AJ printed 300 sent 244

Web site version of Nooze discussed

AJ to put article in Nooze asking if members would like to receive Nooze electronically

AP Has any one got any artwork or any other old stuff from **DH**? General opinion no, other than Nooze advertisers.

CF Maria Oxford had ideas for Nooze. **AJ** must contact.

AJ has been contacted by LRO asking if they could reproduce article on ladies trial. This was agreed as good pr for club.

Events

CF has spoken to Mr & Mrs Southgate re MPDD and they are happy to attend as previous years CF to arrange for them to have use of tea urn etc.

Christine to be asked if she wishes to run raffle if not another organiser to be found.

CF Need to add COC's to events and need to be listed to IOPD within 2 months.

AP Isn't this all changing with new marshal training?

CF Keep as it is now and re-assess when training has taken place, but you don't need to be a marshal to be a COC as there is a chief marshal as a separate post.

NW Listed all show dates for next year and will confirm when possible.

CF Worthwhile to have a 'show training day' at club site.

NW Need to ensure correct use of see-saw.

Public relations

ST Ufford bygones presence requested

ST Has confirmed that we are being invited back to the Suffolk Show in 2014, needs to be a meeting on Friday 13th at 10am at showground for discussion with Chris Bushby

ST Serv to attend mpdd with some of there vehicles

ST BBC Radio Suffolk no further action but Town 102 awaiting to confirm date for interview.

CF Where is lifesaver bottle? **ST** to let **CF** know who has it.

Competitions

CF Last one of year winch trial at Snugg's Pit on 15/12/13 if not enough entrants COC may change to play day as site booked.

Correspondence

Lady that purchased 4x4 experience at a charity auction has contacted again to purchase further day **AP** to contact re: her requirements and to email committee for their comments

Club shop

SR via **CF** £115.50 sales

Rover Rescue

AS Meeting went well minutes not available yet.

CF Understand options of separation or relaxing of rules was discussed, but want to keep status quo until end of bad weather.

ST TW encouraged **DH** and **CR** to get committees together to discuss details.

AS To advise after further discussion with SRR committee as to direction SRR wishes to go

IOPD / Borda - No items for discussion

Any other business

AJ requested that his post be reinstated on forum this to be further discussed.

CR via email asked why **TW** offer to self fund training not yet acted on. It was agreed to thank **TW** and put him top of list for next group to be trained - Current group (3 max) is full.

Summary of new actions

Trailer to be emptied ready for Jono to collect on MPDD

AP to purchase card machine

CF to arrange for catering equipment for MPDD

DR to contact **DH** re access to web site

PC to arrange dates for trainer training

Meeting closed – 10:00pm

Date and venue of next meeting – 15th Jan 2014 @ Club site

New Members

We'd like to say welcome to those that have joined the club in the last month!

Philip Campbell

Renata Leppich

Grahame Campbell

Paul Stanley

Jillian Pumfrey

Gary Cant

Alex Zyman

Julian Howarth

Linzi Allen

David Wilcox

Simon Cockerill

Nigel Lobleby

Belinda Cockerill

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| Sweatshirt - available in XS, S, M, L, XL, XXL Bottle Green or Navy | £16.00 |
| Hooded Top - available to order | £16.00 |
| Fleece (full zip) - available in XS, S, M, L, XL, XXL Navy | £20.00 |
| Bomber Jacket - available in XS, S, M, L, XL, XXL Black | £24.00 |
| Child's T. Shirt — in stock 5–6yrs & 11–12yrs Navy, others to order. | £6.00 |
| Child's Polo Shirt - available to order | £7.50 |
| Baseball Cap - Navy, Black or Bottle Grn | £7.50 |
| Overalls - available in L & XL | £19.00 |
| Embroidered Hat - Grey or Black | £6.00 |
| Umbrella | £17.50 |
| Window or Toolbox Stickers, Key ring, Tax Disc Holder | £1 each |
| www.slroc.com sticker - Silver, Green, Red, Blue, Black or White | £1.00 |
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| Child's Hi-Viz Vest - Yellow | £2.50 |

SLROC CLUB SHOP

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| Master Ring | £8.50 |
| Jate' type Recovery Ring | £15 each |
| Rigger Gloves | £1 pair |

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Email: clubshop@slroc.com

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CLUB CONTACTS

**CLUB PRESIDENT &
ROVER RESCUE CHAIRMAN**

Alan Scott



CHAIRMAN

Chris Finbow
07771 588298



CLUB SECRETARY

Position Vacant

TREASURER

Andy Beevers
Tel: 01206 385678
andrewbeevers@thinkpositive.co.uk



VICE CHAIRMAN

Position Vacant

MEMBERSHIP SECRETARY

Alan Pole
42 Rosecroft Close, Clacton-on-Sea
Essex CO15 4RE
01255 431608 or 07771 678282
memberships@slroc.com



Please note: Some of the Committee Members have requested that details of their addresses are not published within the newsletter for personal reasons. Please do not let this put you off contacting any of the Committee, they will be only too glad to receive phone calls (as long as they are at a reasonable time of day, say **no later than 9:30pm**). If you have any mail you wish to pass on to a Committee Member then it can be sent via any of the published addresses above. The Committee also respects the privacy of each and every Club member, and to that end, we do not give out details of Club members to any other organisation.

CLUB CONTACTS

OFF ROAD SECRETARY

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offroadsec@slroc.com



SAFETY & TRAINING OFFICER

Pat Corps
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SHOW CO-ORDINATOR

Neil Warden
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Andy Jeff
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andy.jeff@brilliantoutlook.com



CLUB SHOP

Susan Robinson
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clubshop@slroc.com



CLUB P.R. & PROMOTION OFFICER

Simon Turner
07712 657778
pr@slroc.com



COMPETITION SECRETARY

Position Vacant

Important Information

On entering the access lane to the site, please adhere to the **5mph** speed limit. Failure to do so, may result in removal from the site with no refund of fees.

If only watching or socialising, please turn right to park in the rear car park. Do not park in the main car park or proceed to signing-on/scrutineering.

Trailers to be parked in designated area in main parking area.

If taking part in the event please stop at the signing-on hut first:

For insurance purposes, membership cards **must** be available for inspection at **any** club driving event, if requested. Only members holding a full UK driving licence* and who have **signed on**, may drive at any club event. *With the exception of 'Tyro Trials' where Supplementary Regulations may allow drivers of 13 years and upwards.

Then continue to scrutineering: **All** vehicles must be scrutineered prior to driving onto the courses. Minimum requirements for recovery points are two-points at the front with bridle, and manufacturer's tow hitch at the rear or two 'Jates' and bridle. Please fit bridle before scrutineering.

Seat belts (inc. lap-belts) must be fitted and worn by all occupants.

(No belt, no ride. This is for your own safety).

Once signed-on and scrutineered, you may continue to the parking area.

All loose items must be removed from the vehicle before going on the courses. Vehicles will be checked for these items and stickers.

15 mph site speed limit

No driving along the footpath at the bottom of the site, except at the designated crossing point for access to and from the Woodland Course.

All recoveries under the supervision, and at the discretion of a Marshal. All facets of winching operations may only be carried out by persons aged over 18, including rigging.

Pedestrians must not walk on the courses, only the access roads- this is for your own safety.

Children remain the sole responsibility of parents/carers at all times and those under 14 must wear a Hi-Viz vest whilst outside a vehicle (this applies to all areas).

Dogs must be kept on leads and under proper control at all times.

It is the responsibility of the owner to clear up after your dog(s).

Do not drive roped-off areas.

Do not remove ropes or posts unless instructed by a Marshal.

No motorcycles or quad bikes.

Strictly no drinking and driving.

No tractor, Implement or overly-aggressive treaded tyres.

Please take all your litter home with you.

The Marshal's decision is final

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